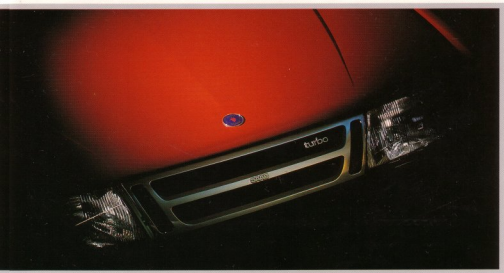


Saab 900



Owner's Manual M 1992



SAAB

Main instrument display panel

Switch for adjustment of door mirrors (certain variants)

Switch for parking lights and headlights

Windscreen wiper/washer stalk

Fan switch

Driver's seat heater rheostat (some models)/Headlight beam-length adjustment

Air temperature control

Air distribution control

Switch for adjustment of door mirrors (certain variants)

Hazard warning lights

Rear fog lights (certain markets)

Direction indicators, main/dipped beam, main beam flasher

Rear-window heating

Horn buttons

AC switches (some models)

Switch for sun roof (option)/switch for convertible top

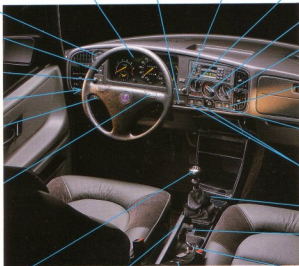
Interior lighting switch

Ignition switch

Gear lever

Handbrake

Switches for electric windows (certain variants)



Owner's Manual

Saab 900 M 1992

Instruments and controls	3
Interior equipment	13
Doors, locks and luggage compartment	29
Starting and driving	35
Car care and maintenance	47
Technical data	69
Index	80



This manual for the Saab 900 provides some practical advice on driving and caring for your car. The manual also describes the most important differences between model versions. When mentioned in the manual, 900i 16 = 16-valve engine naturally aspirated and 900 Turbo 16 = 16-valve engine with turbo charger.

Read through the manual before taking the

car out for the first time and then keep it in the car for future reference.

The manual is divided into a number of sections and there is also a comprehensive index at the back.

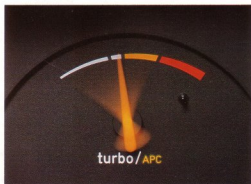
Supplied with the car are a Service Book and important information about warranty conditions.

Since the policy at Saab Automobile is one

of continual improvement, we retain the right to incorporate modifications and alter specifications during production without prior notice.

Best wishes,
Saab Automobile AB

The radio shown in some of the photographs in this booklet is not included as standard equipment for the car.



Instruments and controls

Instrument panel	4
Indicator and warning lights	4
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Heating and ventilation system .	10

Instrument panel



Cars with anti-lock braking system



Australia only



Main instrument display panel

- | | |
|--|--|
| 1 Rev counter and clock | 5 Pressure gauge |
| 2 Indicator/warning lights | 6 Temperature gauge |
| 3 Direction indicator repeater light | 7 Fuel gauge |
| 4 Speedometer milometer and trip meter | 8 Dimmer switch, instrument illumination |
| | 9 Trip meter reset knob |
| | 10 Clock reset knob |

Indicator and warning lights

Some of the warning lights come on as the ignition is switched on. These lights should all be extinguished as soon as the engine has been started.



Fuel injection system warning light

This light indicates a malfunction in the fuel injection system. Although an emergency system in the electronic control unit will take over, enabling you to continue your journey with somewhat diminished engine performance, the car should be taken to your Saab dealer as soon as possible.



Indicator light for rear-window heating

This light will show when the rear-window heating is switched on.



Oil pressure warning light

This light will come on if the engine oil pressure should fall too low. If the light flashes or comes on while you are driving, stop the car immediately, switch off the engine and check the oil level.

The car must not be driven while this light is on.

**Charging warning light**

This light will come on if the battery is not being charged. If it comes on while you are driving, stop the car immediately and switch off the engine. Check the alternator drive belt: if it is slack or broken, not only will the battery not be charged but cooling of the engine will also be inadequate.

**Main beam indicator light**

This light will show when the main beam is on.

**Rear fog lamp indicator light**

This light will show when the rear fog lights are switched on.

**Handbrake warning light**

This light will show when the handbrake is applied.

**ABS warning light (option)**

This light indicates that the ABS system is inoperative. Conventional braking is still available but have the ABS system

checked by an authorized Saab dealer without delay.

**Brake warning light**

The brake warning light will come on if the brake fluid level falls too low. If the light comes on while you are driving, stop the car immediately and check the level of brake fluid in the reservoir. On cars with ABS brakes, the light will also come on in combination with the ANTI LOCK warning light if there is a drop in pressure in the brake servo system. In such a case the servo pressure will be used up after braking a few times and power assistance will be lost.

WARNING

If power assistance is lost, braking effect is greatly reduced, together with a big increase in required pressure on the brake pedal, and the car should only be driven if absolutely necessary.

Have the car checked and corrected immediately by an authorized Saab dealer.

Fuel gauge (FUEL)**Fuel warning light**

This light will show when less than about 7 litres (1.5 imp. gal) of fuel remains in the

tank. 16 valve engine: If the fuel tank has run dry at least 5 litres of fuel (just over a gallon) will have to be added for the engine to be started when the car is standing on level ground. If the car is on a slope, as much as 13 litres (approx. 3 gallons) may have to be added.

Instruments**Clock**

In all models the clock is incorporated in the rev counter.

Rev counter

The rev counter shows the engine speed in thousands of revs per minute. For maximum fuel economy, the needle should be kept within the green zone. The needle may briefly enter the broken red zone but must never be allowed to enter the solid red zone.

Saab 900 Turbo 16 only: A safety cut-out function prevents the engine speed exceeding approximately 6,000 r/min.

Speedometer, milometer and trip meter

The milometer records the distance travelled in miles or kilometres and the trip meter in miles/kilometres and tenths.

Temperature gauge

The temperature gauge indicates the temperature of the coolant. When the needle has just entered the green zone, it indicates a temperature of 50°C (122°F), which is the beginning of the normal temperature range for the engine. With the needle in this position, the engine may be driven at full load (full throttle) for short periods. Saab 900 Turbo 16 models must not be driven at full throttle before the needle is well inside the green zone.

If the temperature indicator approaches the red section (this may occur when the ambient temperature is extremely high or at very high engine loads), the highest possible gear should be selected to reduce the engine speed as much as possible. Avoid changing down. If the pointer should move into the red section in spite of these measures, stop the car and let the engine idle. If the indicator moves into the red section repeatedly, stop as soon as possible and check the coolant level.

Pressure gauge (900 Turbo 16)

The pressure gauge indicates the pressure in the inlet manifold. When the engine is only lightly loaded and during engine over-run (engine braking) a depression will be present in the inlet manifold and the needle on the gauge will be within the white zone. At higher engine speeds and when the engine is under a greater load, the turbo-charger will boost the pressure in the inlet manifold and the needle will enter the yellow zone.

Under normal conditions, the needle should not enter the red zone as a safety cut-out system will limit the charging pressure to protect the engine. However, under certain atmospheric conditions, the needle may just enter the red zone, which does not mean that the system is malfunctioning in any way. But if the needle repeatedly enters the red zone and a loss in engine power is also experienced (because the safety cut-out system is limiting the charging pressure), the car should be taken to an authorized Saab dealer without delay.

Switches

Headlights and parking lights



The lighting is off.

Note!

Please note instrument illumination is lit at all times when the ignition is on.



Parking lights

The parking lights can be switched on irrespective of the position of the ignition key. Parking lights should only be used when the car is stationary.



Headlights

The headlights can be switched on when the ignition switch is in the drive or parking position.

N.B. The headlights will be extinguished automatically when the ignition switch is turned to the locking position (L). This does not apply to the parking lights, which can still be used with the ignition switch in this position.



Main/dipped beam

To change from main beam to dipped beam or vice versa, lift the stalk towards the steering wheel. This will also flash the headlights on main beam if the headlights are not switched on.



Switch for parking lights and head-lights SG 910

Stalk switch for main/dipped beam and direction indicators

- 1 Main/dipped beam or headlight flasher
- 2 Indicators for left turn
- 3 Indicators for right turn



SG996A

Headlight beam-length adjustment

Some variants are equipped with a system for adjusting the length of the beam from the headlights when this is affected by the way in which the car is loaded. The system comprises an actuator motor at either headlight and a switch on the fascia. The switch, which must not be operated unless the ignition is on, has the following four positions:

- 0- Frontseat passenger and/or driver only (no luggage)
- 1- Driver plus 4 passengers only (no luggage)
- 2- Fully laden (Driver plus 4 passengers and max. load in boot or driver only plus max. load in boot)
- 3- Maximum trailer load (Driver only plus maximum trailer load)

Note

The above is intended as a guide to suitable switch positions. This facility is provided to enable the driver to use his own discretion to choose the setting that will give optimum lighting on dipped beam without dazzling other road users.



Direction indicators

To switch on the direction indicators, move the stalk up or down. The stalk has a spring-loaded position for use of the indicators for changing lanes or overtaking. In the fixed position, the indicators will remain on until



Switch for adjustment of headlight beam-length SG1050

cancelled automatically by the steering wheel.

The respective repeater light on the instrument panel will flash at the same rate as the direction indicators.

Reversing lights

The reversing lights come on automatically when reverse gear is selected.

Instrument illumination

The brightness of the instrument illumination can be varied by means of the dimmer switch. (Rheostat.)

Interior lighting

There are three interior lights: a dome light on the ceiling, a light on the rear-view mirror and a light by the ignition switch (Combi Coupé and Sedan). Saab 900 Convertible have four interior lights: one on the rear-view mirror, one by the ignition switch and two courtesy lights for rear-seat passengers. The lights are operated by a three-position switch on the console between the front seats.

Switch position 2: Lighting on continuously

Switch position 0: Lighting off

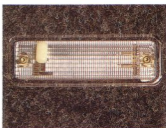
Switch position 1: Lighting comes on when a door is opened

In some models, the lights will switch off automatically either after a delay of about

Switch for interior lights



SG 879



Luggage compartment light

SG 884

fifteen seconds after the last door has been closed or when the ignition switch is moved to the drive position.

Luggage compartment light

The luggage compartment light is switched on/extinguished automatically when the luggage compartment door is opened/closed. The light can also be switched off by moving the switch to the middle position.



Rear fog light (certain markets)

The rear fog light is incorporated in the rear left or right light cluster (depending on left- or right-hand traffic) and is switched on by

means of a switch on the instrument panel. The rear fog light operates only when the headlights are on. A light on the instrument display panel will show when the rear fog light is switched on. **Make sure that you are familiar with the law regarding the use of rear fog lights.**



Hazard warning lights

When this switch is depressed, all four direction indicator lights will flash simultaneously. An indicator light in the switch and both direction indicator repeater lights on the instrument panel will also flash. The hazard warning lights should only be used if, because of a collision or breakdown, the car constitutes a danger or obstruction to other road users.

Hazard warning light switch



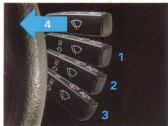
SG 957

Stalk switch for wipers and washers

The stalk switch for the wipers and washers has the following positions:

- 1 Windscreen wipers, intermittent operation. The wipers will make a double sweep every few seconds. This function is particularly useful in light rain or drizzle.
- 2 Windscreen wipers, low speed.
- 3 Windscreen wipers, high speed.
- 4 Lifting the stalk switch towards the steering wheel will operate the washers and wipers for the headlights and windscreen.

Stalk switch for wipers and washers



SG 878



Switch for rear-window heating

SG 958



Heated rear window

The switch for heating of the rear window is located on the dashboard. A warning light on the instrument display panel will show when the heating is switched on.

Switch the heating off as soon as the rear window is free from ice or mist. Refrain from placing sharp or hard objects on the rear parcel shelf, to avoid damaging the heater elements.

Do not switch on the rear window heating before the engine is running.

Cars for some markets are equipped with a time-delay relay which limits to a few minutes the time during which the rear window is electrically heated.



Switch for the electrically heated driver's seat

SG 911



Heated driving seat

On some variants the driving seat is equipped with adjustable heating of the seat cushion and backrest. The control on the dashboard has three heating settings, with position 3 providing maximum heat. With the control in position 0, the heating is switched off altogether.

Heating and ventilation system

Fresh air is drawn in through an inlet in the bonnet. An efficient filter removes dust and other particles from the air before it flows through the heating and ventilation system into the car. On the Combi Coupé air is evacuated from the car through an outlet on either side at the rear of the car. On Sedan and Convertible models, the air evacuation outlet is located underneath the rear bumper.

Heating and ventilation controls

- 1 Fan switch
- 2 Temperature control
- 3 Air distribution control



SG908



Fan

The amount of air admitted to the car is controlled by the fan switch. The fan runs continuously except when the air distribution control is set to 0.

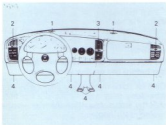
To increase the air flow, turn the fan control clockwise.

Temperature control

Infinitely variable control of the temperature of the supply air (between the limits) is pos-

Air vents

- 1 Defroster vents
- 2 Side vents
- 3 Central panel vents
- 4 Floor vents



sible by means of the temperature control. Turn the control clockwise to increase the temperature.




DISTR


Air distribution control



The air distribution control is used to direct the supply of air to the defroster, panel and floor vents.

Joysticks on the panel vents enable the direction of the air flow to be selected as desired (for instance, in very cold weather it may be advisable to direct the air flow onto the side windows to enhance the defrosting effect). The thumb wheels on the panel vents enable the amount of air admitted to be adjusted for each vent individually. **Note** that the top section of the side vents is permanently open.

Recommended control settings


Cold weather. For rapid defrosting, turn the air distribution control to position  and select the maximum fan speed. Thereafter, to keep the inside of the car at a comfortable temperature, turn the air distribution control to position  or  and select a suitable fan speed and temperature.

Hot weather. When the car is very hot and maximum cooling is required, turn the air distribution control to position  and select the maximum fan speed.

Thereafter, to maintain comfortable ventilation, turn the control to position  or  and select a suitable fan speed. For an adequate air change rate inside the car, the fan should be used even when the car is travelling at speed. Regulate the temperature of the incoming air as required.

Note that the central panel vents admit only unheated fresh air.

Misted windows

For rapid demisting turn the air distribution control to position  and select fan speed 2 or 3 at highspeed driving.

Switches for the air conditioning system

- 1 On/off
- 2 Air recirculation




SG 969

Air conditioning (when fitted)

When fitted, the air conditioning system is incorporated in the standard heating and ventilation system and operated by the same controls. To switch on the air conditioning, depress the AC switch on the instrument panel.

N.B. Starting of the air conditioner compressor is delayed by about 10 seconds when the engine is started, in order to avoid applying additional load onto the engine. This delay will be operative only if the AC switch has been pressed before the ignition has been switched on.

For rapid cooling of the air inside the car in hot weather or to avoid exhaust fumes being drawn into the car in traffic jams, press the air recirculation switch, whereupon the fresh air intake will be closed and the air inside the car recirculated through the ventilation system. To reduce the likelihood of the windows misting up inside the car, the air recirculation function will only operate when the AC system is switched on. **N.B.** Do not use the air recirculation facility in cold weather as this can result in ice and mist forming on the windows.

When the air distribution control is set to 0 or , the system will override the air recirculation setting, i.e. the fresh air intake will be closed regardless of whether the AC and air recirculation switches are on or off.

N.B. If the engine is running hot, there is no need to switch off the AC system as a thermostat in the system will switch off the AC

compressor automatically if necessary. If the air conditioning system is not working properly, refer to the section 'Air conditioning - fault diagnosis'.

Climate system tips

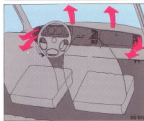
Defogging windows - Switching on the AC compressor in combination with turning up the temperature control will accelerate defogging. The recirculation switch should be off.

Defrosting windshield - For maximum effect, turn the temperature control fully clockwise and the air distribution control to twelve o'clock. Increase the fan speed as the air begins to warm up.

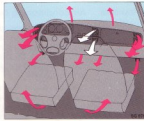
Heat plus fresh air - On a long winter drive, cool air directed toward the face can help fight drowsiness. Select the nine o'clock position on the air distribution control and adjust the center panel vent to suit.

AC modulation - For maximum cooldown, engage the AC switch and select the seven o'clock position on the air distribution control (temperature control fully counter clockwise to blue spot). As the desired comfort level is reached, switch the air distribution to eight o'clock and adjust fan speed to suit. To maintain comfort on moderate days, add heat to the outer vents by turning up the temperature control part way. Direct the fully cold air from the center vent toward the rear, between the front seats, or close it with the thumb wheel switch on the vent itself.

12 Instruments and controls



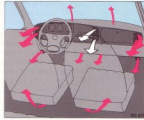
Defroster vents open.



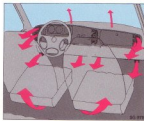
Maximum air flow for rapid cooling. All panel vents fully open. The fan runs automatically at maximum speed. Cars without AC: Floor vents partially open. Cars with AC: Floor vents closed.



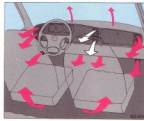
Floor and defroster vents open.



All panel vents fully open. Cars without AC: Floor vents partially open. Cars with AC: Normal setting. Floor vents closed.



Floor vents open.



Floor vents and central panel vents fully open.



Interior equipment

Seats	14
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Rear-view mirrors	18
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Electric windows	20
Sunroof	20
Convertible top	21
Audio equipment	27

Seats

The backrest and cushion of the front seats are equipped with electric heating, which is controlled automatically by a thermostat when the ignition is on. In some models, the heating of the driver's seat is adjustable. The heating will only operate when the ignition is on and the seat is cold.

Both front seats can be adjusted for legroom and the rake angle of the backrests has infinitely variable adjustment within the limits. The driving seat is also adjustable for height. In Convertible and three-door models, the backrests can be folded forwards.

The seats of cars for the FE- and ME- markets have no electric heating.

Head restraint

The head restraints can be raised or lowered and to give maximum protection should be adjusted to the same height as the occupant's head.

To raise the head restraint: grip it on either side and pull it straight up.

To lower the head restraint: press the top straight down.

To adjust the head restraint

Pull the head restraint up or push it down until it is in the correct position. For best protection, the head restraint should be level with the occupant's head.

Legroom adjustment

Lift the bar and slide the seat to the desired position. Release the bar and check that the seat is locked in the new position.

To fold the backrest forward, (3-door and Convertible)

Release the backrest by raising the lever and then fold the backrest forward.

Backrest rake angle

To adjust the backrest, turn the wheel until the backrest is in the desired position.

Controls for electrically adjustable front seats

- 1 Backrest rake angle
- 2 Legroom and height adjustment

Height adjustment

Pull forward the telescopic lever and raise or lower the lever until the desired height is obtained.



Electrically adjustable seats

Some variants are equipped with electrically adjustable front seats, which are also an option on certain other variants.

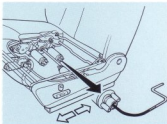
The top control is for adjustment of the backrest. In addition to legroom adjustment, the lower control provides individual height adjustment of the front (thigh support) and back of the seat.

In the event of an electrical fault, a special winder included in the tool kit can be used to adjust the seat manually for legroom.

Seat belts

Always fasten your seat belt. This also applies to back-seat passengers. Research

Location of winder



SG1119

has established that it is equally dangerous for rear-seat passengers not to wear seat belts. In the event of a collision, unrestrained rear-seat passengers are thrown violently forward against the front-seat backrests. This doubles the force put on the front-seat occupants and seat belts, frequently resulting in injury to all the occupants. Each belt may only be worn by one person at a time.

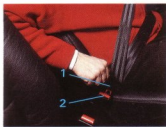
Apart from the belt for the middle rear-seat passenger (n/a Convertible), the seat belts are of the inertia reel type. To fasten a seat belt, pull the strap gently out of the reel and insert the tongue in the buckle. Make sure that the tongue is properly secured.

For maximum protection, the seat belt should be worn with the hip strap low across the hips and the diagonal strap well

Taking hold of the front seat belt



SG1129



Front seat belt

SG1130

- 1 Tongue
- 2 Buckle

in on the shoulder but not too close to the neck. Make sure that the belt is not twisted or rubbing against any sharp edges and that there is no unnecessary slack in the straps. To release the buckle, press the red button marked **PRESS**.

Expectant mothers should take care to fit the belt such that it does not apply pressure to the abdomen. The hip strap should be as low as possible across the hips.

Most of the time when the belt is being worn the reel will not be locked, thus allowing freedom of movement. However, the reel will lock if the strap is jerked or withdrawn sharply, if the car is tilted at a steep angle, or if the car brakes hard or is involved in a collision. The seat belt warning light on the instrument panel will show if either of the

16 Interior equipment

front seat occupants has neglected to fasten his belt.

The belt for the middle rear-seat passenger is of the lap-belt type and can be adjusted manually. If required, lengthen the belt before fastening it by holding the adjuster at right angles to the strap and pulling the strap out. Tighten the belt by pulling the free end until the belt fits snugly against the body. To release the belt, press the red button on the buckle.

CAUTION

Make sure that the belts do not become trapped when the rear seat is tipped forward or folded back.

Adjusting the length of the lap belt

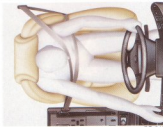


SG11:28

WARNING:

- Seat belts are designed to bear upon the bony structure of the body, and should be worn low across the front of the pelvis, or the pelvis, chest and shoulders, as applicable: wearing the lap section of the belt across the abdominal area must be avoided.
- Seat belts should be adjusted as firmly as possible, consistent with comfort, to provide the protection for which they have been designed. A slack belt will greatly reduce the protection afforded to the wearer.
- Care should be taken to avoid contamination of the webbing with polishes, oils and chemicals, and particularly battery acid. Cleaning may safely be carried out using mild soap and water. The belt

Correct position of the seat belt



SG 919

should be replaced if webbing becomes frayed, contaminated or damaged.

- It is essential to replace the entire assembly after it has been worn in a severe impact even if damage to the assembly is not obvious.
- Belts should not be worn with straps twisted.
- Each belt assembly must only be used by one occupant; it is dangerous to put a belt around a child being carried on the occupant's lap.
- No modifications or additions should be made by the user which either prevent the seat belt adjusting devices from operating to remove slack, or prevent the seat belt assembly from being adjusted to remove slack.



SG 765

Child safety

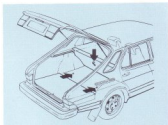
To travel safely in the car, children must be restrained in some way. However, the restraint used must be suitable for the size of the child. For this reason, before fitting any type of safety seat or harness, consult your Saab dealer, who will be pleased to advise you on the most suitable type of restraint.

When a child is able to sit up by itself, a properly fitted child seat provides the best protection. However, these should no longer be used when a child has outgrown them, i.e. when they no longer provide ample support for the head and legs.

When a child has outgrown child seats, the standard seat belt with a booster cushion should be used. **Make sure that you are familiar with the law regarding child passengers.**



SG 766



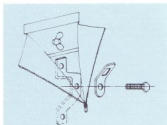
Child restraint anchorages, 900
Combi Coupé and Sedan

SG 136

Child restraint anchorages, 900 Combi Coupé and Sedan (Australia only)

To attach the restraints:

- 1 Remove the covering plugs from the holes under the two cross-shaped cuts in the luggage compartment floor carpet.
- 2 Fasten the anchor bolts with their shackles in the holes, using specially designed spacers.
- 3 Bolt dimension: UNC 5/16, length 25 mm. Spacer dimension: 20 mm \varnothing (hole 12 mm \varnothing), thickness 10 mm.



Child restraint anchorages,
900 Convertible

SG1019

Child restraint anchorages, 900 Convertible (Australia only)

To attach the restraints:

- 1 Raise the convertible top and lower the rear screen.
- 2 Operating from outside of the car, locate the zippers situated in the space between the back seat and the rear screen, just below each head rest. Open the zipper.
- 3 Detach the head rest by unscrewing the wing screw which locks the head restraint. Remove the head rest and retighten the screw.

- 4 After removing the head rest, attach the child restraint to the anchorage by fastening the anchor bolt in the hole. Bolt dimension UNC 5/16, length 20-25 mm (Australia).

WARNING:

Do not lower the top with passengers in the rear seat area.

When driving with the top lowered and a child restraint in the back seat, do not fit the cover panels.

Child restraint anchorages are designed to withstand only those loads imposed by correctly fitted child restraints. Under no circumstances are they to be used for adult seat belts or harnesses.

Rear-view mirrors

The rear-view mirror is of the anti-dazzle type and can be deflected by means of the lever underneath the mirror.

The door mirrors are anti-glare treated and are adjustable by means of the levers on the inside of the front doors.



Some models are equipped with electrically adjustable door mirrors. The switches for these are located on the instrument panel, to either side of the steering wheel. The switches may be moved up, down, left or right.

Door mirror



SG 921

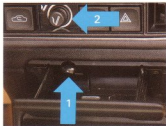


Catch for door mirror
(Convertible)

SG 388

900 Convertible: If subjected to excessive force, the door mirrors will fold back. They can also be parked in this position. Carefully fold the mirror backwards until it engages the catch. To release the mirror, press it back and push in the catch.

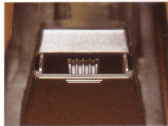
If subjected to excessive force, the mirrors fitted to Convertibles will fold back. The mirrors can also be parked in the folded back position. Carefully fold the mirror backwards until it engages the catch. To release the mirror, push it further into the folded position to take pressure off the catch. Push in the catch and release the mirror.



Front ashtray and cigar lighter

SG 856

- 1 Spring catch
- 2 Cigar lighter



Rear ashtray

SG 855

Ashtrays

The car is fitted with two ashtrays; one is incorporated in the radio console and the other at the back of the centre console between the front seats.

To remove the front ashtray from its housing, depress the spring catch (as shown) and pull the ashtray out of the housing. To replace the ashtray, simply push it back into the housing.

To remove the rear ashtray, make sure it is fully open and then press down and pull it forward. To refit the ashtray, engage the two springs in the corresponding lugs, press down on the ashtray and push it in.



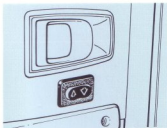
Switches for electric windows and switch to render door switches for rear windows inoperative

SG 1116

Electric windows



The two-position rocker switches for the electric windows are located on the switch panel on the centre console. The switches for the front-doors window have a third position beyond the spring-loaded detent position. With the switch in this position, the window will open fully without the need to keep the switch depressed. Door switches are also provided for operation of the rear windows but these can be rendered inoperative by a switch on the centre console (marked ON/OFF) to prevent children playing with them.



Door switch for rear window

SG 237

WARNING

Always remove the ignition key when leaving the car to avert the risk of injury arising from unattended children operating the windows.



Sunroof handle

SG 998

Sunroof

To open the sunroof: slide the panel back by means of the handle. Release the handle when the sunroof is open the desired amount, whereupon it will lock in that position. To close the sunroof: slide the panel forward by means of the handle, making sure that it clicks shut.



Switch for electric sunroof

SG1116

ROOF Some models are equipped with an electric sunroof. The switch for the sunroof is located at the front of the centre console.

Manual operation of sunroof



SG 881

A manual winder for emergency operation of the sunroof (e.g. in the event of an electrical fault) is fitted to the sunroof motor. The motor is located on the right-hand side underneath the luggage compartment floor.

To close the sunroof, rotate the winder in a clockwise direction.

Convertible top

GENERAL SAFETY PRECAUTIONS

- When raising or lowering the top, keep hands well clear of the hinges, linkages and windscreen frame.
- Remove all objects from the space behind the rear seat before raising or lowering the top. This space is for stowage of the top only. Loose items left here could damage the rear screen or the top assembly.
- Before raising or lowering the top, check that people are standing well clear. The rear seat must not be occupied during operation of the top.
- Before lowering or raising the top, remove any child seats, carrycots, children or infants from the rear seat.
- Do not operate the top when the outside temperature is below 35°F (2°C).

- Before driving off, make sure that the top is either properly secured to the top of the windscreen on both sides, or that it is properly stowed behind the rear seat.
- Before operating the ROOF switch, make sure that the manual valve is closed.
- Do not run the car through an automatic car wash as this is liable to damage the top.
- Do not lower the top when it is wet or damp as moisture can damage or stain the interior or cause mildew to form on the fabric of the top.

The 900 Convertible is designed for a maximum of four occupants including the driver, two in the front and two in the back.

It is strongly advised that rear-seat passengers also wear seat belts at all times.

Lowering the top

CAUTION

Keep hands well clear of the hinges and linkages when lowering the top.

Before lowering the top, make sure that the rear seats are unoccupied and that people are well clear of the car.

Remove any loose items from the space behind the rear seats (this space should not be used for storage other than for stowage of the top itself).

Note that the rear screen must either be raised and secured with the zipper or lowered entirely into the space behind the rear seats. Never leave it resting horizontally against the rear-seat backrest.

- 1 Apply the handbrake. (The top cannot be operated unless the handbrake is on.)
- 2 Turn the ignition key to the drive position.
- 3 Lower all side windows and the sun visors.
- 4 Undo the two latching handles, to release the hooks from the strikers.
- 5 Press the ROOF switch to raise the top to the position at which it will remain open (approx. 1 - 2 feet (30 - 60 cm) above the windscreen frame).



Latching handle

- 1 Hook
- 2 Striker

SG1127



SG1128

- 6 Return the two handles to their original positions.

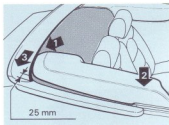
N.B.

Failure to do so at this stage can result in damage to the handles or the car upholstery.

- 7 Press the roof switch to lower the top completely. Switch off the ignition.
- 8 Check that the inner lining of the top has folded down properly behind and clear of the top edge of the backrest. If not, tuck it down by hand.

Switch for Convertible top

SG 874



Fitting the side cover panel

SG 767

Fitting the cover panels

Open the boot, unhook the elastic straps at either end of the storage bag and take out the covers.

Inspect and, if necessary, clear any dirt from the groove in the black metal rail at the back of the stowage compartment (1).

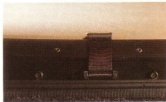
Starting with the panel for the right-hand side, insert the rear edge into the groove in the black metal rail, positioning the panel approximately one inch (25 mm) in from the end of the rail. Press down the front of the cover (2) until it snaps into place and is retained by the spring clip. Slide the back into position, in line with the black rail (3).

Fit the left-hand cover panel in the same way.



Securing straps for middle panel

SG 926



SG 927

the panel to engage the studs. Hook the straps onto the studs on the front of the panel.

CAUTION

Make certain the cover panels are secure before driving off.

N.B.

Make certain that the inner lining of the top does not become trapped between the panels and top of the backrest.

With the boot lid open, slide the edge of the middle cover panel under the metal rail and line up the studs with the corresponding fasteners in the side cover panels. Insert the straps on the back of the cover under the boot lid and close the lid. Push down on



Fastener for middle panel stud

SG 929

To remove the covers

Open the boot, unhook the straps from the front of the middle panel and ease the panel studs out of the fasteners. Raise the leading edge and remove the panel. To remove the side panels, release the back edges first.

Stow the cover panels in the bag (see instructions inside the bag).

Raising the top

CAUTION

Keep hands well clear of the hinges and linkages when raising the top.

Before raising the top, make sure that the rear seats are unoccupied and that people are well clear of the car.

- 1 Apply the handbrake. (The top cannot be operated unless the handbrake is on.)
- 2 Lower all side windows and the sun visors, and remove the cover panels.
- 3 Press the ROOF switch and raise the top to halfway. Thereafter, lower it gently until it is approx. 2 feet (60 cm) above the windscreen frame (to prevent the top closing too soon with ensuing damage to the latching hooks).
- 4 Open the latching handles fully.
- 5 Press the ROOF switch again until the top comes to rest on the windscreen frame.
- 6 With one hand on the grab rail at the front of the top, hold the top firmly against the windscreen frame and lock the top by pushing the latching handles fully home.

N.B.

Do not pull the top down by means of the latching handles.

- 7 Check that the hooks are properly engaged.



Latching handle

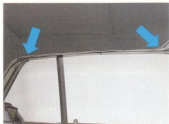
- 1 Hook
- 2 Striker

SG1127

Latching mechanism in locked position



SG1125



Top lining held in position by Velcro strip SG989A

- 8 If necessary, adjust the Velcro fastening along the edges of the top lining (see picture).
- 9 Switch off the ignition.

Raising the top manually

If necessary, in the event of a system failure, the top can be raised manually once a hydraulic valve (behind a flap in the trim at the back of the boot) has been opened.

CAUTION

Keep hands well clear of the hinges and linkages when raising the top.

Before raising the top, make sure that the rear seats are unoccupied and that people are well clear of the car.



Valve for manual operation of the top. SG1124

- 1 Apply the handbrake.
- 2 Lower all side windows and the sun visors.
- 3 Open the manual valve fully by turning the handle a quarter-turn clockwise.
- 4 Remove the cover panels and stow them inside the bag. Do not secure the bag in the boot yet.
- 5 From the rear seat, grip the grab rail on the front of the top and raise the top to the halfway position.
- 6 Open the latching handles fully.
- 7 Pull the top down onto the windscreen frame.

- 8 With one hand on the grab rail at the front of the top, hold the top firmly against the windscreen frame and lock the top by pushing the latching handles fully home.

N.B.

Do not pull the top down by means of the latching handles.

- 9 Check that the hooks are properly engaged.
- 10 If necessary, adjust the Velcro fastening along the edges of the top lining (see picture).
- 11 Fully close the manual valve by turning it a quarter-turn anti-clockwise.
- 12 Secure the bag in the boot.

Latching mechanism in locked position



SG1125

Lowering the top manually

If required, in the event of a system failure, the top can also be lowered manually, once the hydraulic valve located behind a flap in the trim at the back of the boot has been opened.

CAUTION

- Keep hands well clear of the hinges and linkages when lowering the top.
- Before lowering the top, make sure that the rear seat is unoccupied and that people are well clear of the car.
- Remove any loose items from the space behind the rear seat (this space should not be used for storage other than for stowage of the top itself).
- Note that the rear screen must either be raised and secured with the zipper or lowered entirely into the space behind the rear seats. Never leave it resting horizontally against the rear-seat back-rests.

- 1 Apply the handbrake.
- 2 Lower all side windows and the sun visors.
- 3 Open the manual valve fully by turning the handle a quarter-turn clockwise.
- 4 Open both latching handles fully.



Latching handle

SG1127

- 1 Hook
- 2 Striker

- 5 Holding the grab rail at the front of the top, partly raise the top and then return the latching handles to the closed position.
- 6 From the side of the car, with the open palm of the hand under the side of the top frame, lift the top towards the back. Keep hands well clear of the linkages.
- 7 Push the top right the way down behind the rear seats.
- 8 Fully close the manual valve by turning it a quarter-turn anti-clockwise. Replace the trim panel over the valve.
- 9 Fit the cover panels as detailed earlier in this section.



Support strap for rear screen

SG 964

Opening the rear screen

The rear screen can be opened to provide a greater flow of air through the interior when the side windows are down. Open the rear screen as follows:

- 1 Support the screen by securing the strap to the hanger.
- 2 Release the lining flaps on either side adjacent to the screen.
- 3 Open the zipper completely.
- 4 Undo the strap and lower the screen carefully down behind the rear seats. Re-secure the lining flaps.

CAUTION

To prevent damage to the rear screen, never store any hard or sharp objects behind the rear seats.

Raising the rear screen

- 1 Open the latching handles at the front of the top to release the tension in the fabric.
- 2 Release the lining flaps on either side, adjacent to the rear screen.
- 3 Lift the rear screen into position, securing it by means of the strap.
- 4 Close the zipper and re-secure the lining flaps.
- 5 Close the latching handles.

Zipper for rear screen



SG 968

Checking the level of the hydraulic fluid (Convertible)

The reservoir is located underneath the rear seat. To remove the seat cushion, grip the front of the seat and lift it up.

The reservoir is transparent to facilitate checking of the fluid level. The level should be above the mark when the top is down, and below the mark when the top is up. If the level is low, do not add any fluid yourself. Contact an authorized Saab dealer, who will check the system for leaks and top it up with the special fluid required.

Removing the seat cushion



SG1121



Hydraulic-fluid reservoir

SG1131

Audio equipment

A cable for the car aerial has already been run in all models of the Saab 900. In some models, cables have also been run for an electric aerial, or complete with electric aerial, and front and rear sets of speakers. The cables are accessible behind instrument panel console, the speaker cover on the instrument panel and behind the trim in the luggage compartment.

Further details of these and other accessories are contained in a leaflet available from your Saab dealer.



Doors, locks and luggage compartment

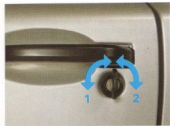
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Doors

Both front doors may be locked by key from the outside. Most models have central locking. The key supplied with the car fits all locks. The serial number of the key is stamped on the disc on the keyring. Keep the disc in a safe place and make a note of the serial number in case a key is lost and you need to order a replacement.

LH door lock

- 1 To unlock
- 2 To lock



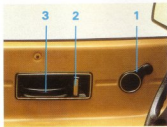
SG 890

Central locking

When the driver's door is locked/unlocked, all other doors will also be locked/unlocked by the central locking system, the passenger doors can be unlocked by key from the outside (front door only) or by raising the locking buttons on the inside of the doors. Similarly, the passenger doors can be locked by the locking buttons when the central locking system is unlocked. The luggage compartment door can also be locked/unlocked separately by key.

Door in 3-door models

- 1 Window regulator
- 2 Door handle
- 3 Closing handle



SG 864



Locking button

SG 869

Child safety catch in 4-door and 5-door models

- 1 Door can be opened from inside or outside
- 2 Door can only be opened from outside



SG 917



Catch for rear side window
(3-door models)

SG 920



SG 034

Luggage compartment door Saab 900
Sedan and Convertible

- 1 Lock operated by central locking system
- 2 Locked position - cannot be unlocked by central locking system
- 3 To unlock when locked by central locking system



Handle inside luggage compartment SG 888

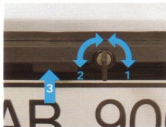
Luggage compartment

To open the luggage compartment door, release the catch in the handle. To close the door, use the handle provided on the inside.

The luggage compartment door is fitted with a catch which holds the parcel shelf upright to facilitate loading and unloading.

Luggage compartment door,
Saab 900 Combi Coupe

- 1 To unlock
- 2 To lock
- 3 Handle



SG 889

To make more space in the luggage compartment the parcel shelf can be removed, or to extend the luggage compartment itself, the rear seat can be folded flat. To do this, release the catch for the seat cushion by lifting the cushion strap and standing the cushion on edge behind the front seats. Remove the head restraints (if fitted) from the backrest, release the backrest catch and fold the backrest forward. Keep the seat belt away from the fixing bracket when the seat is folded in order that the belt will not become damaged or trapped.

The parcel shelf should be removed when the backrest and seat cushion are folded forwards. Otherwise, in the event of a collision, it might be thrown forward and cause injury.



Catch for rear parcel shelf

SG 899



Strap for seat cushion

SG 875

On the 900 Convertible, the seat is fixed and cannot be folded.

The spare wheel, jack and tool kit are stowed under a panel in the luggage compartment floor.

Backrest catch



SG 992

Bonnet

The bonnet release handle is located on the left-hand side, underneath the instrument panel. To open the bonnet:

- 1 Pull the handle whereupon the leading edge of the bonnet will spring up, providing access to the safety catch.

Bonnet release handle



SG 903

CAUTION

Make sure that the belts do not become trapped when the rear seat is tipped forward or folded back.

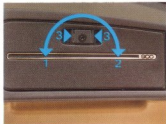
Glove compartment



Bonnet safety catch

SG 902

- 2 Press down on the leading edge of the bonnet and pull the catch forwards. The leading edge of the bonnet will now spring up enabling the bonnet to be tilted forward.



Glove compartment

SG 897

- 1 To unlock
- 2 To lock
- 3 To open

Starting and driving



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Ignition switch and gear lever lock

The ignition switch has the following positions:

Locking position

The ignition key can only be removed when the gear lever is in reverse (R) or the selector lever (automatic gearbox) is in the P position. In this position the gear lever/selector lever is locked and the parking lights and hazard warning lights can be switched on.



Parking position

The gear lever/selector lever is unlocked and the dipped beam, tail lights and number plate illumination are switched on, provided that the lighting switch is in the headlight position.



Drive position

The entire electrical system is operative. Never leave the key in the drive position unless the engine is running.

Never leave the ignition switched on (key in drive position) without the engine running as this can damage the ignition system.



Starting position

This operates the starter motor. When released, the key springs back automatically to the drive position. The car is equipped with a starter interlock device, which means that if the engine fails to start the key must be returned to the parking position before it can be turned to the starting position again.



Starting the engine

General

The starter motor should not be run for more than 15 seconds at a time. Wait 20 - 30 seconds before running the starter motor again to give the battery time to recover. When starting in very cold weather, make sure that all heavy power consumers are switched off (e.g. heated rear window and headlights).

Avoid racing the engine or putting a heavy load on it while it is cold. Drive off as soon as the oil warning light has been extinguished, to enable the engine to reach its normal running temperature as soon as possible.

WARNING

When starting the car inside a garage, make sure that the garage doors are open to allow the poisonous exhaust gases to escape.

Starting fuel-injection engines

The engine has an automatic choke and should be started as follows:

- 1 (Manual gearbox only) Depress the clutch pedal.
(Automatic gearbox) Note that the engine can be started only when the selector lever is in the P or N position.
- 2 Turn the key to the starting position and let it spring back as soon as the engine has started (in very cold weather it may be necessary to keep the starter motor running for up to fifteen seconds). Let the engine run for about ten seconds before touching the accelerator pedal. Do not run the engine on full throttle (accelerator hard down) until the engine has been running for at least two or three minutes.

In very cold weather, if the engine should stall soon after having been started (e.g. as a result of the clutch having been released too quickly), hold down the accelerator and turn the engine over on the starter motor for about 5 - 10 seconds to prevent the engine from becoming flooded (fuel/air mixture too rich). Thereafter, start the car in the normal way.

Note that the engine has hydraulic cam followers (which operate the valves) and these are completely service-free. The valve clearance is set up accurately at the factory and will not require further adjustment.

In certain conditions the hydraulic cam followers may emit a ticking noise that can be heard inside the car. For instance, the noise may be heard for a few seconds immediately after the engine has been started until the oil pressure has built up.

It is possible for air to enter the lubricating system when the oil or oil filter is changed or if the car has been left standing for a prolonged period. In this case the ticking noise may be heard for as long as fifteen minutes after starting, but, again, this is normal and does not indicate any malfunction. However, do not exceed 3,000 r/min until the noise has disappeared.

Important points to note when driving (900 Turbo 16 models)

1 Starting and driving

- Never accelerate at full throttle before the reading on the temperature gauge is normal (needle in green zone).
- If the needle on the pressure gauge repeatedly enters the red zone, a loss of engine power may be experienced owing to the safety cut-out system limiting the charging pressure. If this happens, take the car to an authorized Saab workshop without delay. Under certain atmospheric conditions, the needle may briefly enter the broken red zone, but this is normal and does not indicate a malfunction.
- The engine is also equipped with a safety cut-out to prevent the engine exceeding approx. 6,000 r/min.

2 Stopping the engine

- Do not rev the engine immediately before switching it off but switch it off only when it is idling. This is to ensure that the turbo compressor is not run unnecessarily without adequate oil pressure.

3 Automatic Performance Control (APC)

- The APC system is designed to give optimum engine performance when 97 octane fuel (RON) is being used. When fuel of this or a higher octane rating is used, the engine will deliver maximum power. However, one of the advantages of the APC system is that the engine can be run on cheaper grades of low-octane fuel (minimum: 91 octane RON) quite safely. The same performance as that achieved with 97 octane fuel can also be achieved for short bursts. In general, a high-octane fuel will give the best performance and a low-octane fuel the best fuel economy. The APC system adjusts the boost supplied by the turbo to suit the knocking/pinking tendencies of the engine. Brief spells of knocking in the engine are perfectly normal. These can occur when a heavy load is put on the engine at about 3,000 r/min and the extent of the knocking will depend on the grade of fuel being used. Isolated instances of knocking are more likely when low-octane fuel is being used. This controlled form of knocking followed by a reduction in the charging pressure merely indicates that the APC system is working normally, and is perfectly safe for the engine. However, if constant knocking occurs every time a load is put on the engine, this indicates a malfunction in the system.

Important considerations for cars with catalytic converter (certain models only)

The catalytic converter is an exhaust-emission control device incorporated in the exhaust system. It consists of a honeycomb ceramic insert, the cells of which have their walls coated with catalytic material (platinum and rhodium).

To ensure that the catalytic converter functions properly and to avoid damage to the active constituents of the catalyst the following points must be observed:

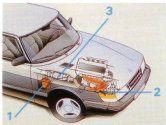
- Use only unleaded petrol. (Use of leaded petrol will damage the catalyst and oxygen sensor and drastically reduce the performance of the device.)
- Always keep the car properly serviced in accordance with the service programme. This applies particularly to the fuel and ignition systems.
- Always be alert to any misfiring of the engine (engine not running on all cylinders), any loss of power or any symptom of reduced performance. At the first sign of anything being wrong, reduce speed and take the car to an authorized Saab dealer as soon as possible.
- If the car is difficult to start (in severe cold or if the battery is flat) the car can be started with the use of jump leads from another battery (see the section on starting assistance). However, as soon as the engine has started, it is important that it

runs on all four cylinders. If not, let the engine idle for a maximum of five minutes to give it time to run smoothly. If, after this period, the engine still misfires, the spark plugs must be replaced. If the engine fails to run properly even after new plugs have been fitted, get in touch with an authorized Saab dealer.

- **Never** drive off if the engine is misfiring!
- If the car is being bump started and the engine is already at about normal temperature, the engine must run on all four cylinders immediately after starting.

Oxygen sensor regulated injection system

- 1 Electronic control unit
- 2 Oxygen sensor
- 3 Catalytic converter



SG1002

If after a bumpstarting attempt the engine fails to start immediately, do not attempt to start it again by bump starting.

- Failure to follow these directions can result in damage to the catalytic converter and associated components and may represent a breach of the warranty conditions.

Running in

Pistons, cylinder walls and bearings need time to bed in, to obtain uniform, wear-resistant surfaces. If a new engine is driven too hard, this gradual process of wearing in will not be possible and the life of the engine will be shortened.

Accordingly, for the first 3,000 km or so never drive the car at full throttle other than momentarily.

In the case of turbo-engine cars, during the first 2,000 km do not exceed 5,000 r/min.

Running in of new brake pads

The running-in period for new brake pads is around 150 km of city driving or 500 km of highway motoring. To extend the service life, avoid hard braking during this period.

Gear changing

Manual gearbox

The gear positions are marked on the gear lever. Before reverse gear can be engaged, the release ring underneath the gear lever knob must be lifted.

To change gear, fully depress the clutch pedal and then release it smoothly. Never slip or ride the clutch nor use it as a footrest as this causes abnormally high wear on the release bearing and clutch: the pedal should be all the way up or all the way down.

Before selecting reverse, make sure that

Gear lever and gear positions (manual gearbox only)



SG 311

SG 856

the car is stationary and that the engine is at idling speed.

For maximum fuel economy it is recommended that you change up at the following road speeds:

Gear change	Road speed
1st - 2nd	15 mph (25 km/h)
2nd - 3rd	25 mph (40 km/h)
3rd - 4th	40 mph (65 km/h)
4th - 5th	45 mph (75 km/h)

Automatic gearbox

The selector positions are marked on the console cover.

P = Park

R = Reverse

N = Neutral

D = 1st - 3rd gear

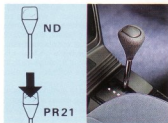
2 = 1st - 2nd gear

1 = 1st gear only

} forward speeds

To prevent damage to the gearbox, some gears can only be selected after the button in the top of the selector lever has been depressed (see illustration). The selector lever will move freely from the R, 2 or 1 positions to the D or N position.

When the car is at a standstill, do not move the selector lever except when the engine is at idling speed; moving the selector lever while your foot is on the accelerator will be detrimental to the gearbox. Always keep your foot on the brake pedal when select-



Selector lever (automatic gearbox only) SG1178

ing a drive position to prevent the car from creeping. Don't drive the car with your hand resting on the selector lever, since this may cause wear of the transmission.

Selector positions

D

This is the position for normal forward driving. The gearbox will automatically select whichever of the three forward gears best matches the vehicle speed and load on the engine.

2

When this position is selected, there will be automatic changing between first and second gears but third gear cannot be selected. If the car is travelling in third gear

40 Starting and driving

with the selector in the D position, movement of the lever to position 2 will give an immediate change-down to second gear for greater engine braking power. Position 2 must not be selected at road speeds exceeding 55 mph (90 km/h).

1

Position 1 may be used to obtain maximum engine-braking on steep downhill or uphill slopes to avoid repeated gear changing, which can lead to overheating of the gearbox oil. If the lever is moved from position D to position 1 while the car is in third gear, an immediate change-down to second gear will take place. Once the speed of the car has dropped below about 37 mph (60 km/h), the car will change down to first gear. Never move the lever to this position at speeds exceeding 55 mph (90 km/h). Second and third gears cannot be engaged when the lever is in position 1.

N

With the selector in this position, the car is in neutral and no power is transmitted to the wheels. Remember to apply the handbrake to prevent the car rolling if on a slope.

R

This is the position for reverse gear. Never select this position if the car is moving forward.

P

This is the position for parking. The lever must be in this position before the ignition key can be turned to the locking position and withdrawn. In this position, the selector lever is locked and the gearbox immobilized.

Never select position P when the car is moving

Driving off

- 1 With the brakes applied, move the selector lever to a drive position (position D is normal for forward driving).
- 2 Release the brakes and apply the accelerator.

Kick-down

If a change-down is required for maximum acceleration, e.g. for overtaking, press the accelerator hard down, beyond the full-throttle position. For instance, if the accelerator is pushed down to the kick-down position when the car is travelling at a speed of between 34 and 65 mph (55 - 105 km/h), the car will immediately change down to second gear. As soon as the engine reaches the maximum speed for the selected gear or the accelerator is released, the car will automatically change up to the next gear.

Cruise control

WARNING

Do not use the cruise control system when the roads are wet or slippery or in dense traffic. When the system is not in use, the switch should be in the OFF position.

Certain variants are equipped with the cruise-control system as standard; on certain other variants the system is available as an option.

The cruise control system is operated by two switches incorporated in the left-hand stalk switch. The sliding switch has four positions: OFF, TIP, ON and RESUME. The push-button switch in the end of the stalk is the SET SPEED switch.

Cruise control switches



To select the required speed

Move the switch to ON. Accelerate to the required speed (lowest speed: 25 mph or 40 km/h) and press SET SPEED.

To reduce the selected speed

Touch the brake pedal until the required speed is obtained and then press SET SPEED.

To increase the selected speed

Accelerate to the required speed and then press SET SPEED. It is also possible to increase the speed by means of the SET SPEED control. The speed will increase for as long as SET SPEED is depressed.

Temporary increase in speed

The system allows you to increase speed temporarily, for instance to accelerate for overtaking. When the accelerator is released the system will then revert to the preselected speed.

Temporary reduction in speed

The cruise control system is always cancelled by operation of the brake or the clutch pedal. A smoother reduction in speed is obtained by moving the sliding switch to position TIP. However, the system can be brought into operation again for the preselected speed by holding the switch in the RESUME position for a few moments.

Disengaging the system

The cruise control system will be disengaged (switched off):

- If either the brake pedal or clutch pedal is depressed.
- If the switch is moved to TIP
- If the switch is moved to OFF
- When the engine is switched off

Braking

When driving in alpine country and similar conditions, to avoid the risk of the brakes overheating on long descents, always use the braking effect of the engine by driving in a low gear. If your car has an automatic gearbox, position 1 or 2 should be selected. In high-speed motoring, the life of the brakes can be increased: Avoid braking over long stretches. Instead, brake more firmly over a shorter period of time.

CAUTION

It is good practice to try your brakes periodically while driving but particularly so if you have been driving through snow, slush or deep puddles or fords; if the brakes are wet, their efficiency may be drastically reduced until they dry out.

Braking with ABS anti-lock brakes

To stop as quickly as possible, press the pedal hard down regardless of the condition of the road surface (dry, wet, slippery, etc.). The ABS system modulates the braking pressure to the respective wheels to maintain the maximum braking effect on the car, without loss of directional stability or steering control. A distinctive pulsating noise can be heard when the system is operating. Because operation of the ABS system

will be initiated by only light pedal pressure. If the road is slippery, you can test the condition of the road by trying your brakes and then adapt your driving accordingly.

Steering characteristics

The car has a built-in tendency to understeer, i.e. at a given position of the steering wheel the turning circle tends to increase as the speed of the car increases. The car is deliberately designed this way to improve stability and reduce the likelihood of rear-wheel skids. One of the ways in which understeer has been achieved is through the weight distribution: including the weight of the driver, about 60% of the vehicle weight is over the front wheels; the corresponding figure for a fully loaded car is 50 %.

Economical motoring

To keep fuel consumption down and wear to a minimum, the car needs to be driven smoothly and gently and serviced regularly.

Avoid hard acceleration. (Cars with a manual gearbox) avoid racing the engine and observe the recommended speeds for changing gear given under 'Gear changing'.

Frequent gear changing (e.g. town driving), short trips when the engine is cold, driving

with a roof rack or trailer attached and running on studded snow tyres all increase fuel consumption.

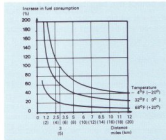
Conditions affecting fuel consumption

Fuel consumption is greatly affected by the general driving conditions and the style of driving, the weather, the standard of the road, the condition of the car, the speed at which it is driven, etc.

Weather conditions

Fuel consumption may be as much as 10% better in summer than in winter. Fuel consumption is higher in cold weather because of the longer time it takes for the engine to reach normal temperature and for the transmission and wheel bearings to warm up. Fuel economy is also affected by the distance driven: short trips no longer than 5 - 8 km do not give the engine sufficient time to reach its normal running temperature. Strong winds can also affect fuel consumption.

If the general fuel consumption for the car with the engine at normal temperature is 1.0 ltr/10 km, then the actual fuel consumption after the car has travelled 5 km after starting from cold will be 1.20 ltr/10 km at an ambient temperature of 20°C - an increase of 20 %; 1.60 ltr/10 km at 0°C - an increase of 60 %; and 2.0 ltr/10 km at an ambient temperature of -20°C - an increase of 100 %.



Graph showing the increased fuel consumption at different outdoor temperatures on cold starting as against starting with the engine at normal temperature

SG 012

When starting from cold, the distance travelled by the car and the temperature outside greatly affect fuel consumption, as shown on the graph. For instance, if you use the car predominantly for short trips (5 - 8 km), the average fuel consumption may be 60 - 80 % higher than normal.

Road conditions

Wet roads increase fuel consumption as do gravel roads and driving in hilly country (the amount of fuel saved driving downhill is less than the additional amount required for driving uphill).

Driving style and technique

Driving at high speed, frequent acceleration, braking and gear changing all increase fuel consumption, whereas smooth driving will reduce it. Since engine revolutions are higher in the low gears at a given road speed, frequent or prolonged driving in low gears will increase fuel consumption. For this reason, always change up to a higher gear as soon as the traffic conditions allow and drive in high gear for as long as possible.

Practical trials on the roads have demonstrated that substantial savings in fuel consumption can be made if these tips are followed.

The condition of the car

The general condition of the car is of great importance to fuel economy. For economical motoring, pay particular attention to the following:

- Make sure that the car is serviced regularly in accordance with the service programme.
- Make sure that the tyres are correctly inflated: if the tyres are soft their rolling resistance will be higher and fuel consumption will be increased.
- A roof rack reduces the aerodynamic efficiency of the car and thus increases fuel consumption. Remove the roof rack when not in use.

- Towing a caravan or trailer greatly increases fuel consumption.

Driving in winter weather

Before driving off in cold weather, check that the windscreen and headlight wiper blades have not become frozen to the glass. Brush away any snow from the air intake for the heating system and, in extremely cold weather, apply suitable lubricant (molybdenum disulphide) to the door locks to prevent their freezing. If a lock has frozen, take care not to break the key when trying to unlock it. Heat the key first or apply some de-icing agent to it.

Now and again when refuelling in the winter, add a fuel additive to the fuel to prevent any condensation in the fuel tank freezing and disrupting the fuel supply. To keep down the risk of condensation, keep the fuel tank full.

It is particularly important when the roads are slippery that the brakes and tyres are in good condition. The basic version of the Saab 900 is fitted with radial tyres that also perform well on icy and snow-covered roads - provided the snow is not too deep.

Other models in the Saab 900 range are fitted with tyres which provide exceptional grip on both wet and dry roads, although this has been achieved at the expense of somewhat reduced grip on snow and ice.

For driving in these conditions, we therefore recommend that special winter tyres be fitted. These provide the best grip on icy roads, especially if fitted with studs.

If winter tyres are to be used, the same type of tyre must be fitted to all four wheels. Your local Saab dealer will be pleased to advise you of suitable tyres.

If the car gets into a front-wheel skid, disengage the transmission by depressing the clutch (so that the wheels are freewheeling) and steer the front wheels in the direction you wish to go. At all costs, avoid touching the brakes. To control a rear-wheel skid, steer into the skid (i.e. steer in the direction the rear of the car is moving).

Conventional snow chains may be fitted to the front wheels but drive carefully if these are fitted as sharp cornering and excessive movement of the suspension may cause the chains to scrape against the body.

Before fitting snow chains, you are strongly advised to consult your Saab dealer, who will be pleased to give you details of the legal and safety requirements involved and also to advise you of the suitability of fitting chains to the wheels and tyres on your particular car.

Driving in hot climates

- 1 Always check the coolant level before starting your journey.
- 2 Drive the car in the highest gear possible, even uphill (this keeps the engine revs down with the result that the engine does not get so hot). If your car has an automatic gearbox, avoid using the kick-down function.
- 3 At the end of your journey, do not stop the engine immediately but let it idle for two or three minutes first.
- 4 If the needle on the temperature gauge enters the red zone while you are driving:
 - Stop the car immediately but do not switch off the engine.
 - Even if the expansion tank is empty, do not remove the filler cap.
 - Pour cold water over the radiator until the needle on the temperature gauge has fallen below the red zone.
 - Switch off the engine.
 - Wait until the needle on the temperature gauge indicates normal temperature (about midway) and then remove the filler cap on the expansion tank and top up the coolant.
 - Take the car to an authorized Saab workshop as soon as possible.

Towing a trailer or caravan

Towing attachment

A towing attachment, suitable for towing loads up to 1,500 kg is available as an accessory. Provision in the form of bolt holes has already been made to facilitate fitting of the attachment.

Trailer (or caravan) weight

On normal roads with gradients not exceeding 10 %, the maximum permissible trailer weight is 1,500 kg. On roads with steeper gradients (10-12 %), the corresponding figure is 1,200 kg and on roads with steep gradients (12-15 %) the figure is 850 kg. These figures apply to trailers with brakes. The maximum permissible weight of a trailer without brakes is 500 kg.

A trailer should not be towed if gradients of 15 % or more are likely to be encountered. This is because the load on the front (driving) wheels will be so low that the wheels are likely to lose their traction and spin, making further driving impossible.

Make sure you are familiar with the law regarding speed limits for towing, maximum trailer weights and trailer braking requirements and also any special driving licence provisions.

Towing attachment load

The weight distribution of the trailer load makes a lot of difference to the handling properties of the car and trailer combination. On a single-axle trailer, whenever possible concentrate the load over the wheels and keep it as low as possible. The load should be distributed such that the load on the towing attachment is between 50 and 75 kg. Note that this load must be included as part of the car's carrying capacity, thereby reducing the load capacity of the luggage compartment by the same amount. If heavier trailers are to be towed it is recommended that pneumatic spring boosters, available as an accessory, be fitted.

Driving with a trailer attached

When towing a trailer always make allowance for the altered handling characteristics of the car and the reduced braking effect. The trailer brakes, springs and dampers greatly influence these characteristics.

To provide maximum cooling for the engine when towing a trailer up steep hills, set the heating system to maximum and switch the fan to high speed.

(Cars with an automatic gearbox) For driving on steep uphill or downhill slopes with a trailer attached, move the selector lever to position 1.

Driving with a roof-rack load

The maximum permitted load carried on the roof-rack is 100 kg/220 lb (n/a Convertible). Note that roof-rack loads are included in the car's carrying capacity. The roof-rack mountings must be robust and able to withstand high stresses and the load must be securely lashed. In some countries, special speed restrictions apply to cars carrying roof-rack loads. A roof-rack designed specially for the car is available from your Saab dealer.

Driving with a load-carrier (900 Convertible)

The maximum load permitted on a carrier-bar system on the 900 Convertible is 30 kg (60 lb). Note that the carrier load is included in the car's carrying capacity. Carrier mountings must be robust and able to withstand high stresses, and the load must be tied down securely. Avoid high-speed driving when carrying a load-carrier, and note that in some countries special speed restrictions may apply.

A load-carrier system designed specially for the 900 Convertible is obtainable from your Saab dealer.

Driving with the luggage compartment door open

Owing to the fact that driving with the luggage compartment door open enables exhaust fumes to be drawn into the car, this should be avoided whenever possible. However, if this is unavoidable, close all windows, and set the heating and ventilation to maximum ventilation and the highest defroster setting.

If the car is to be driven with the luggage compartment door open, always lash the door securely to the bumper.

Driving with the compact spare wheel fitted

Please observe the following when driving with the compact spare wheel fitted.

The tyre on the compact spare wheel should be inflated to a pressure of 420 kPa (4.2 bar).

Do not drive any further than is necessary as the maximum life of the wheel is 3,500 km approx. Reinstall a standard unit as soon as possible.

Do not exceed 80 km/h as this may cause

overheating of the tyre and deterioration of the road manners.

Avoid driving too close to kerbs, as the ground clearance is lower when the compact spare wheel is fitted.

Similarly, do not fit snow chains. Do not fit a hub cap, as this would cover the warning text.

The car must not be driven with more than one compact spare wheel.

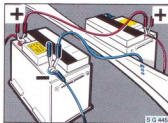
Boost starting using jump leads

To avoid arcing or flashover that can seriously damage the car's electrical components, jump leads must be connected correctly.

- 1 Switch off the ignition and all power consumers (lights, radio, etc.) in the faulty car.
- 2 Switch off the engine in the donor car.
- 3 Start by connecting the positive (+) terminal of the donor car battery to the positive (+) terminal of the flat battery.

- 4 Next connect the negative (-) terminal of the donor car battery to the engine mounting of the faulty car, furthest away from the battery (do not connect the negative (-) lead from the donor car to the faulty car battery because a spark could ignite the explosive gas in the battery).
- 5 Start the donor car and then start the engine in the faulty car: let it run for a while before disconnecting the jump leads in the reverse order.

Connecting jump leads for boost starting



Towing the car

The car is equipped with towrope attachment eyes front and rear. Drive carefully and never exceed the speed limit for towing. Keep the towrope taut and remember that when the engine is not running, much greater pressure will have to be applied to the brake pedal as the servo for the power-assisted brakes will be inoperative. The same applies to the steering: without power assistance, the steering will be very heavy. **Important points to note before being towed if your car has an automatic gearbox:**

- 1 Make sure that the selector lever is in the N position.
- 2 It is vital that there is sufficient oil in the gearbox. Accordingly, add two litres of automatic transmission fluid to bring the level approximately 5 cm above the MAX mark.
- 3 Observe the national speed limit applicable to vehicles on tow but, in any case, do not exceed 40 km/h.
- 4 Never tow the car over a greater distance than 40 - 50 km. If the distance is greater than this, the front wheels must be raised off the ground.
- 5 Before the car is driven again, check the transmission fluid level and adjust it to the prescribed level.
- 6 Note that cars with an automatic gearbox cannot be started by towing or pushing.



Front towrope attachment eye

SG 901

Rear towrope attachment eye

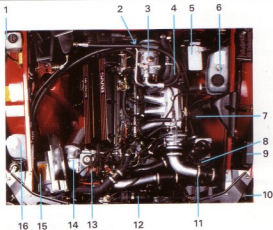


SG 900



Car care and maintenance

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Under the bonnet of the Saab 900 Turbo 16

- | | |
|------------------------------------|---|
| 1 Power steering fluid reservoir | 9 Electronic control unit, APC-system (Turbo)/electronic control unit, ignition system (injection engine) |
| 2 Water pump | 10 Vacuum pump, cruise control system |
| 3 AC compressor | 11 Intercooler |
| 4 Alternator | 12 Ignition coil |
| 5 Clutch and brake fluid reservoir | 13 Distributor |
| 6 Coolant expansion tank | 14 Turbo unit |
| 7 Engine oil dipstick | 15 Battery |
| 8 Air cleaner | 16 Washer fluid reservoir |

Engine

The car has a four-cylinder-in-line water-cooled engine with twin overhead camshafts and the cylinders inclined at 45° to the right. The engine is equipped with an exhaust emission control system.

The clutch is mounted at the front of the engine, forming a unit with the gearbox below it.

Engine oil

Check the oil level in the engine regularly. Make sure the car is on level ground and allow the engine to cool from normal temperature for between two and five minutes. Remove the dipstick, wipe it on a clean rag and then check the level. The level must never be allowed to drop below the minimum mark on the dipstick but nor should the level be topped up higher than the maximum mark as this can result in excessive oil consumption. The distance between the MAX and MIN marks on the dipstick corresponds to approximately one litre. Top up as necessary with oil of the recommended grade through the dipstick tube. Do not add oil if the level is higher than midway between the MAX and MIN marks. Make sure that the dipstick is screwed down tightly (finger-tight) after use.



Oil filler cap/dipstick

SG 882

The engine oil should be changed at the intervals specified in the service programme.

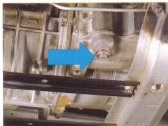
N.B.

Take care not to confuse the drain plugs for the engine oil and gearbox oil.

Oil filter

The oil filter must be changed at the intervals specified in the Service Programme. When fitting a new filter, lightly lubricate the rubber seal with engine oil and then tighten the filter by hand.

Engine oil drain plug



SG 890

Oil filter



SG 906

Cooling system

Expansion tank

The expansion tank is transparent to facilitate checking of the coolant level. The level should be between the MAX and MIN marks on the side of the tank. Top up as necessary with equal parts of water and Saab coolant. After replenishing an empty expansion tank, run the engine to normal temperature then top up again as required.

Coolant

The cooling system is charged at the factory with a coolant containing 50 % special antifreeze and anti-corrosion liquid. The mixture should never be weaker than this owing to the risk of corrosion. For protection in extreme weather conditions a higher

Coolant expansion tank



SG 891

concentration will be necessary: for protection at -50°C a 60 % concentration of antifreeze will be required.

The corrosion inhibiting properties of the coolant deteriorate in time but Saab original coolant must be used all the year. Change the coolant as indicated in the service programme. Always use Saab original coolant, as antifreeze of other makes may require changing more frequently.

N.B. When adding antifreeze to the coolant, always mix it with water in the required proportions first. If neat antifreeze is added, the engine may still be damaged by frost as the antifreeze will not be distributed throughout the cooling system until the thermostat has opened, allowing full circulation.

Checking the freezing point of the coolant

Check the freezing point of the coolant in good time before the onset of winter. This can be done at most garages and service stations.

CAUTION

The cooling system is a pressurized system. Always open the filler cap on the expansion tank carefully, releasing any vapour before removing the cap.



Radiator drain cock

SG 269

Changing the coolant

- 1 Set the heater control (TEMP) to maximum.
- 2 If the engine is hot, open the filler cap on the expansion tank carefully to release the pressure in the system. Do not remove the filler cap.
- 3 Place a suitable receptacle under the radiator and unscrew the drain cock in the bottom left corner, holding the inner nut to prevent its turning.
- 4 Remove the filler cap on the expansion tank.
- 5 Unscrew the drain plug in the right-hand side of the block, underneath the exhaust manifold. Allow the coolant to drain completely.
- 6 Close the drain cock on the radiator, re-fit the drain plug in the block and make



Coolant bleed nipple

SG1112

sure that the TEMP control is still set to maximum heat.

- 7 Open the bleed nipple for the cooling system and add coolant to the expansion tank until it starts to flow out of the nipple.
- 8 Close the bleed nipple and replace the filler cap on the expansion tank.
- 9 Start the engine, run it up to normal temperature and then top up the expansion tank as necessary.

Gearbox oil

Manual gearbox

Checking and topping-up of the gearbox oil are part of the Service Programme.

Automatic transmission fluid

The dipstick for the automatic transmission fluid has different markings for hot and cold fluid levels. Check the fluid level regularly as follows:

- 1 Apply the handbrake and let the engine idle for at least fifteen seconds with the selector lever in the D position. Thereafter, move the selector to R and again let the engine idle for at least fifteen seconds. Now move the selector to P and let the engine idle for a further fifteen seconds.
- 2 With the selector still in P and the engine idling, check that the level of the transmission fluid is between the MAX and MIN marks on the dipstick. The distance between the MAX and MIN marks on the dipstick corresponds to a volume of 0.5 ltr of transmission fluid.

Note that at very low temperatures the fluid level may fall well below the normal minimum level for a cold gearbox.

3 Top up with automatic transmission fluid as necessary.

4 After topping up, leave the engine to idle for a few minutes and then recheck the level.

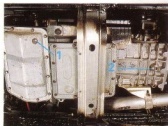
Wipe the dipstick using a nylon rag, lint-free paper or the like - never use rags liable to leave lint or fluff on it.

Always observe scrupulous cleanliness when checking or topping up the transmission fluid.

Automatic transmission fluid dipstick



SG1113



Automatic gearbox

SG 908

- 1 Drain plug, gearbox
- 2 Drain plug, final drive

Fluid level dipstick for automatic gearbox



S7702

Brake fluid and brake pads

Checking

The brake fluid reservoir is transparent to facilitate checking of the fluid level. The level should be between the MAX and MIN marks. Note that if the car has ABS brakes the level must be checked with the ignition switched on. Top up as necessary with brake fluid of the recommended grade, and use only fluid from a tightly closed container, as fluid exposed to air will deteriorate. In time, the brake fluid will absorb water and vapour may be formed; it is therefore vital that the brake fluid be changed at the intervals specified in the

Service Programme. This work should be done by an authorized Saab workshop.

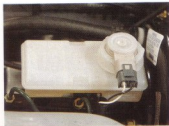
Since the footbrake and handbrake have automatic adjustment, it is not possible to detect when the brake pads are worn and needing replacement by signs of excessive pedal travel or lever movement. Thus it is vital that the thickness of the linings be checked regularly as specified in the Service Programme.

The work of changing the brake pads must be carried out by an authorized workshop using genuine Saab brake pads.

Power steering fluid reservoir

The level of the fluid in the power steering reservoir must be checked regularly as specified in the Service Book. The reservoir has graduations for cold and hot fluid. When the engine is at normal running temperature, the fluid level should be between the HOT and COLD marks. If the level is checked when the engine is cold, the level should be between the COLD and ADD marks. Top up with Texaco power steering fluid 4634.

Brake/clutch fluid reservoir



SG 606

Brake/clutch fluid reservoir (cars with ABS)



SG 650

Power steering fluid reservoir



SG 683

Battery

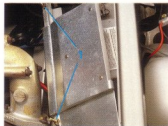
DANGER

The battery emits hydrogen which, when mixed with the oxygen in the air, forms the highly explosive gas, oxyhydrogen.

The electrolyte in the battery is dilute sulphuric acid and therefore highly corrosive. Should the liquid come into contact with the eyes, skin or clothes, wash immediately with plenty of water. In the event of contact with the eye, or if a larger quantity of liquid comes into contact with the skin, after washing contact a doctor immediately.

Heat shield above battery

1 Wing nuts



SG 895

The battery is a low-antimony, easy-service type which means that the electrolyte level needs checking less frequently than in conventional batteries. The electrolyte level should come to the bottom of the filler pipe. Use only distilled water to top up the battery. Check the charge of the battery at regular intervals and more frequently during the winter when the battery's capacity will be reduced by low temperatures.

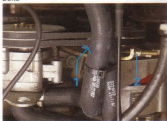
If the car is used repeatedly for only short journeys during the winter, the battery may need a booster charge - either by means of a battery charger or by taking the car for a longer run. **Never reverse the polarity of the battery.**

If the battery leads are connected to the wrong terminals or either of the battery or alternator leads is disconnected while the engine is running, the alternator may be irreparably damaged. Always make sure that you connect the red positive (+) lead to the positive (+) battery terminal and the blue negative (-) lead to the negative (-) battery terminal. Always disconnect both battery leads before connecting a battery charger to boost the battery.

Alternator

The alternator, which is located to the left of the engine compartment, close to the bulkhead, is driven by two vee belts from the crankshaft pulley. It is important that the belts are correctly tensioned: if the belts are too slack, tighten them by slackening bolt (1) and adjusting the nut (2) (see illustration). When the belts are correctly tensioned, it should be possible to deflect them by about 5 mm at a point midway along their length.

Checking the tension of the alternator drive belts

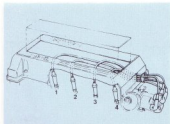


SG 894

Spark plugs and ignition system

Owing to the very high voltage in the ignition system, ensure that the ignition switch is in the Lock position (or, better still, key removed) before touching any components of the ignition system. If the engine is to run smoothly and deliver maximum power and torque, the recommended spark plugs must always be used. If the spark plug gap (electrode gap) needs to be adjusted (see section 'Technical data' for correct gap), make the adjustment to the side electrode only. **Take care not to allow any dirt to enter the cylinders when removing the spark plugs.**

Configuration of HT leads



S3797

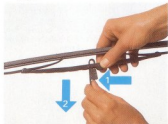
The firing order of the cylinders is 1-3-4-2 (number one cylinder is at the rear of the engine).

Wipers

Check and clean the windscreen and headlight wiper rubbers regularly. White spirit is recommended for cleaning the rubbers. Renew the rubber blades as soon as there is any sign of wear.

To remove the windscreen wiper blade

- 1 Squeeze the plastic clip
- 2 Move the wiper blade in the direction of the arrow



SG 907



Removing the windscreen wiper rubber

Changing a windscreen wiper rubber

Swing the wiper arm away from the windscreen. Squeeze the plastic clip and detach the wiper blade.

To remove the rubber, slide the rubber in the direction of the arrow to release it from the clip at the end. Fit the new rubber by sliding it through the four retainers and secure it in the end clip.

Changing a headlight wiper blade

Swing the arm away from the headlight. Remove the blade and fit the new blade.

Washers

The washer fluid reservoir has a capacity of 4.7 litres. Top up regularly with a mixture of Saab washer fluid and water, taking care not to allow dirt to enter the reservoir.

To adjust the washer jets, insert a pin in the jet hole and swivel to the correct position.



Adjustment of washer jets

SG 898



Plastic air baffle

SG 914

Headlight alignment

Adjustment of the headlight alignment is made by means of two knobs on the back of the lamp unit, accessible from the engine compartment. The top one is for lateral adjustment and the bottom one for adjusting the height of the beam.

N.B. Saab 900 Turbo: Before the LH headlamp can be adjusted, the plastic air baffle behind the unit must first be removed. Disengage the baffle and pull it straight up.

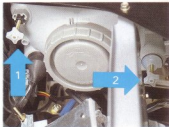
Knobs for headlight alignment

- 1 Lateral adjustment
- 2 Adjustment of height of beam

Washer fluid reservoir



SG 915



SG 880

Changing bulbs

Headlights

Undo the screw cap on the back of the lamp unit. **N.B.** Saab 900 Turbo: Before the LH headlight bulb can be replaced, the plastic air baffle behind the unit must first be removed. Disengage the baffle and pull it straight up.

Pull off the connector, open the retaining springs and withdraw the bulb.

Taking care not to touch the glass with your fingers, insert the new bulb, making sure that the three tongues engage the corresponding slots in the reflector and secure the bulb holder with the two springs. Plug on the connector and refit the screw cap.

Changing the headlight bulb



SG 896

Do not fit bulbs with a higher rating than 60/55 W.

Front light clusters

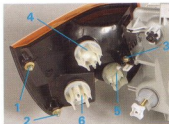
Slacken the two nuts (1 and 2) and remove the screw (3). Carefully pull out the lamp housing. The bulb holder has a bayonet fitting. Grip the two plastic tongues and twist the bulb holder anti-clockwise. Pull the bulb holder out of the fitting and change the bulb. Make sure that the new bulb is securely fitted and making good contact.

Front light cluster

- 1 Direction indicator
- 2 Parking light
- 3 Side reversing light (certain markets)



SG 876



Front light cluster

SG 860

- 1-3 Screws
- 4 Direction indicators
- 5 Parking light
- 6 Side reversing light (certain markets)

Rear light clusters (900 Sedan and Convertible)

Remove the trim panel from the back of the lamp unit in the luggage compartment. Fold back the trim to expose the back of the unit. Squeeze the clips, withdraw the unit and replace the bulb that has blown.

Rear light cluster (900 Sedan and Convertible)

- 1 Direction indicator
- 2 Reversing light
- 3 Rear light/brake light
- 4 Rear light
- 5 Rear fog light (LH or RH side only)



SG 909

Rear light clusters (Combi Coupé)

Undo the screws and remove the lamp glass. Push in the bulb and twist it anticlockwise to remove. Fit a new bulb, making sure that it is secure and making good contact.

Wipe the bulb and lamp reflector with a soft cloth and then replace the glass, making sure that it makes a tight fit with the rubber seal.

Rear light cluster (900 Combi Coupé)

- 1 Direction indicator
- 2 Reversing light
- 3 Rear light/brake light
- 4 Rear fog light (LH or RH side only)
- 5 Rear light



SG 867

High-mounted stop light (certain markets)

The bulb is accessible behind the cover at the back of the light unit. Squeeze the cover at the two ribbed markings, lift it off and change the bulb.

900 Convertible: Undo the two screws. Remove the lamp glass and change the bulb.

Rear courtesy light (900 Convertible)

Remove the trim from around the light to gain access to the back of the light fitting. Pull out the bulb holder and change the bulb.

Rear courtesy light, 900 Convertible



SG 1035



Side direction indicators

SG1117

Side direction indicators

To change side direction indicators, push the glass forwards to release the rear end of the glass and change the bulb. When fastening the glass, make sure that the groove in the metal tongue engages the body sheet.

Number-plate lighting

Remove the lamp glass. Carefully push back one of the spring contacts to enable the bulb to be removed.

Dome light

Pull down the front of the glass, remove it and change the bulb.

Cars with sunroof: Pull down the entire lamp housing at the front to gain access to the bulb.

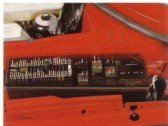
Fuses

The fuses are on the power distribution panel located under the bonnet, on top of the LH wheel arch. Spare fuses are stored at the front of the panel. Fuses for the ABS system are housed on the fuse and relay panel on the RH side under the bonnet. There is also a fuse panel on the LH side underneath the rear seat. The panel is accessible after the seat cushion has been folded forward. **Convertible:** The seat cushion must be removed: grip the front of the seat and lift it up. Each fuse has a number, marked on the panel. Inside the cover is a chart showing the circuits protected by the individual fuses. A list of the fuses is also given under 'Technical data'.

N.B. Note that the individual fuse numbers shown on the chart inside the cover do not come immediately over the fuse to which they refer.

The fuses are of the plug type and must therefore be removed for checking. A special tool for this purpose is provided at the side of the fuses: push the tool onto the fuse and withdraw it carefully. Examine the fuse and if the wire is broken the fuse has blown. When replacing a fuse, make sure that a fuse of the correct rating (amperage) is used. The fuses are colour coded according to amperage and the rating is also marked on each fuse.

Power distribution panel



SG1035



Power distribution panel for
ABS system

SG1034



Power distribution panel on LH side
underneath rear seat

SG1122



Sound fuse / Blown fuse

SG 439

If the same fuse blows repeatedly, have the electrical system of the car checked.

WARNING

Consult your Saab dealer before adding any additional wiring as this could cause damage to Electronic Control Units in the car.

Removing the seat cushion (Convertible)



SG1121



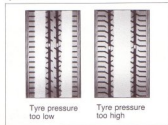
SG 922

Wheels and tyres

Tyres

The wheels and tyres fitted have been carefully matched to the designed characteristics of the car and make a major contribution to its outstanding roadholding. We strongly recommend you to consult your Saab dealer before fitting non-standard wheels or tyres, as your dealer will have the latest information on the types of wheel and tyre suitable for your car.

Tyre wear



SG 839



Wear indicators

SG 840

Tyre markings

To illustrate the meaning of tyre markings, the size designation 185/65 R15 87H can be used as an example:

- 185 = Tyre section width in millimetres
- 65 = Aspect ratio, i.e. the section height is 65 % of the section width
- R = Radial ply
- 15 = Rim diameter 15 inches at bead seats
- 87 = Load rating
- H = Speed marking: H = tyre approved up to maximum speed of 130 mph (210 km/h)

Tyre pressures

The tyre pressures should be checked regularly. Inflate the tyres to the recommended pressures for the load to be carried and the normal cruising speed of the car (see Technical data for recommended tyre pressures). The recommended pressures apply to cold tyres. Never reduce the pressure when the tyres are warm: if warm tyres are being checked, only increase the pressure. Tyres that are incorrectly inflated will wear much more quickly and also greatly reduce the roadholding capabilities of the car.

A leaking tyre valve can readily be changed: simply unscrew the defective valve and screw in a new one.

N.B. Always remember to adjust the tyre pressures if the usual load or cruising speed is to be altered substantially.

Wear indicators

The tyres incorporate wear indicators, in the form of smooth, treadless strips running across the width, which become visible when only 1.6 mm of the tread remains.

As soon as the wear indicator becomes visible, the tyre should be replaced.

Make sure that you are familiar with the law regarding the minimum tread thickness.

Changing the wheels

The spare wheel, jack, jack handle and tool kit are stored beneath a panel in the luggage compartment floor. The jack handle can be removed from the clips securing it to the spare wheel by squeezing the clips and pulling the handle up.

To jack up the car, insert the jack in one of the jacking points underneath the sills (two on either side). If a trolley jack is used, this must be applied to one of the reinforced sections of the underside of the car.

WARNING

- Never crawl under the car when it is supported only by the jack. The jack should only be used for emergency wheel changes and not for regular main-

Tool tray



SG 858



Jack handle

SG 857

tenance repairs. The jack is for emergency wheel changing and snow chain attachment only and not for regular maintenance repairs.

- Do not place any part of your body under the car when supported by the jack alone.
- Particular care must be taken on a hill or a cambered road surface.
NOTE: Chocks should be used. Place chocks at the front and rear of the wheel diagonally opposite the one to be removed.
- Hazard lights should be used when wheel changing at the roadside.
- The handbrake should be applied and the gears placed in '1' or 'R' (Reverse) on manual gear boxes or 'P' (Park) on automatic transmissions

- Never jack the car with people inside.
- Do not start the engine when the car is jacked up.
- Ensure the jack is positioned on firm, level ground, but not on metal gratings or manhole covers.
- The jack should be stowed in the designed manner and not left loose.
- It is very dangerous for users to go underneath a car supported by the jack - whether or not supports are in use.
- The supplied jack should only be used with your Saab car.

- 1 Apply the handbrake. Insert the jack in the jacking point and wind the jack down, checking that the flange at the top of the jack sits snugly against the sill

Removing the hub cap



SG 441

and that the entire foot is in contact with the ground.

- 2 Remove the hub cap by carefully prising it off using a screwdriver. Slacken the wheel studs by undoing them half a turn.
- 3 Wind the jack up until the wheel is clear of the ground. Undo the wheel studs and remove the wheel.
- 4 Fit the spare wheel leaving the wheel studs slack. Make sure that the wheel studs are properly seated in the wheel.
- 5 Lower the car. Tighten the wheel studs in the sequence shown using the wheel wrench included in the car tool kit. Tightening torque: 105 - 125 Nm **N.B.** Never overtighten the studs by using a percussion nut tightener, as it may not



Tightening sequence for wheel studs SG 442

be possible to undo them again using the car wheel wrench.

- 6 Check-tighten the studs after a few miles to the same torque loading: 105 - 125 Nm.

Correct position for jack



SG 989

vided and stow it securely in a position where it will not be thrown forward if the car should brake hard.

Have the puncture repaired and the original wheel refitted as soon as possible.

Remember to check the pressure of the spare wheel at least once a month.

Changing the wheels round

Because the car has front-wheel drive, the front tyres will wear faster than the rear ones. It is therefore a good idea after a few thousand miles to change the wheels round so that the tyres will have roughly the same life. However, the wheels should be fitted so that they rotate in the same direction: the left front wheel should swap places with the left rear and the right front wheel with the right rear wheel.

The wheels and tyres fitted have been carefully matched to the designed characteristics of the car and make a major contribution to its outstanding roadholding. We strongly recommend you to consult your Saab dealer before fitting non-standard wheels or tyres, as your dealer will have the latest information on the types of wheel and tyre suitable for your car.

Tyres should be kept inflated at the recommended pressures and it is particularly important that tyres on the same axle are at the same pressure.

Compact spare wheel

The lightweight spare wheel is designed for ease of handling at the roadside when a wheel needs to be changed because of a puncture. The spare wheel should only be used in an emergency and, with the spare wheel fitted, the car should not be driven further than 3,500 km nor at a speed exceeding 80 km/h. The tyre on the spare wheel should be inflated to a pressure of 420 kPa (4.2 bar). Put the wheel that has been removed inside the plastic bag pro-

Air conditioning (AC)

Fault diagnosis

If a malfunction should occur in the air conditioning system, you can carry out the following checks yourself. If the fault persists, take the car to an authorized Saab workshop.

Note: When the air-conditioning system is running, condensation will form on the evaporator. When the car is parked, this condensation may drip off and form a small pool of water under the car.

Inadequate cooling capacity

- 1 Check that the temperature and air distribution controls are set to the correct positions.
- 2 Check that the condenser (fitted forward of the radiator) has not become clogged by dirt and insects.
- 3 Check that the drive belt for the compressor is not slipping.
- 4 Check the temperature of the engine. The AC compressor will be switched off automatically by the system if the needle on the temperature gauge enters the red zone.
- 5 Check the fuses for the fans and compressor.

Maintenance and servicing

- The car should be taken to an authorized Saab workshop once a year for servicing of the air conditioning system.
- The drive belt and securing bolts for the compressor and the electromagnetic clutch should be checked each time the car is given a regular service.
- The condenser and radiator must be kept clear of insects and other dirt. When washing the car, use a hose (not high-pressure equipment) to spray the radiator and condenser to flush away any dirt or foreign bodies, spraying through the grille at the front of the car and from inside the engine bay.

Do not use a hose when the engine is hot.

- N.B. Never place a fine-mesh net or any other form of screening in front of the radiator as this will drastically reduce its cooling capacity.
 - During the winter months when the AC system is not being used, it should be run for between five and ten minutes once or twice a month once the car has warmed up. This is to prevent deterioration of the gaskets and seals in the compressor which are lubricated by means of a lubricant circulated with the refrigerant.
- N.B.** Remember that the AC system cannot be run when the outside temperature is below 6°C.

Seat belts

A check should be made periodically to ensure that the seat belts are working properly. A sharp tug on the strap should cause the inertia reel to lock. Check the floor anchorage points to ensure that they have not been weakened by corrosion. If the belt is worn or has any fraying edges it should be replaced. Belts that were in use when the car was involved in a severe collision must be replaced regardless of whether they are visibly damaged or not. Never carry out any belt repairs yourself nor attempt to modify the function of the belts.

The belts must not come into contact with substances such as polishes, oil or chemicals. If the straps get dirty, wash them with soap and warm water or have them replaced.

Upholstery and trim

To remove fluff or strands of hair from the seat upholstery and headlining use a damp, lint-free cloth or a special fluff-removing roller. Dirty marks can be removed by means of a soft cloth and a lukewarm soapy solution. When using a stain remover to remove dirty marks, always work from the outside towards the centre to avoid leaving a ring. However, if a dirty ring or a spot of dirt should remain, this can usually be removed using warm soapy water or water alone.

Wet patches caused by spilt soft drink or thin oil must be wiped off immediately using an absorbent material, such as kitchen paper, and treated with stain remover. White spirit is recommended for removing grease or oil stains. Plastic trim may be washed with warm water and washing-up liquid or the like. A semi-stiff brush may also be used.

Cleaning and caring for leather upholstery

The reason for dressing or treating leather upholstery is to enhance the natural beauty of the leather and also to afford it a protective coating. After a time, leather upholstery has a natural tendency to become discoloured, which is particularly true of the lighter shades. Although this is in no way detrimental to the leather (a well-worn patina is often a desirable feature of leather), the leather may appear a little shabby. We therefore recommend that the leather be cleaned as follows.

The leather upholstery should be cleaned and reconditioned when the car is inspected in the spring and autumn (twice a year).

Moisten a soft cloth in a mild soap solution. Carefully apply this damp (not wet) cloth to the leather with light, circular movements until the leather is clean. Repeat this procedure using clean water. Let the leather dry completely. Then apply Saab Leather Cleaner, a leather conditioner which can be

purchased from authorised Saab dealers.

Apply the leather conditioner with the same circular movements as described above. Use a soft cloth. Let the leather conditioner dry and polish the leather with a soft, dry cloth. Follow the instructions given above. Do not use hot water, unknown abrasive polishes, solvents, sprays or soaps that may scratch the leather. This treatment will keep the leather upholstery clean and attractive for many years.

Textile carpeting

The textile carpet should be vacuum cleaned regularly. The carpet may also be cleaned using a brush or carpet shampoo applied with a sponge. Before using a vacuum cleaner, make sure that it is properly earthed.

Engine compartment

Clean the engine compartment using an engine detergent and rinse with hot water. Cover the headlights and avoid spraying the air inlet opening, the radiator, throttle cable and other engine controls (risk of freezing in cold weather), the alternator and other electrical components, particularly if using a high-pressure hose. Use paraffin particularly if using a high-pressure hose. Use paraffin as a cleaning agent or solvent when carrying out repairs or maintenance work - do not use petrol.

Washing the car

Wash the car frequently. When the car is new, wash the body by hand using cold water and a brush attachment on the end of a hose. During the first five or six months, before the paintwork has hardened properly, avoid automatic car washes. Thereafter use a car shampoo added to lukewarm water.

Use a cloth moistened in white spirit to remove spots of asphalt or tar. Avoid using strong cleaning agents as these may dry out the paintwork.

Tar solvents should not be used to wash the front and rear light cluster lenses, since they may cause cracking of the lenses.

Never use a grease solvent to clean the rear or front light cluster glass.

The underside of the car also needs washing regularly and this should be done extra thoroughly at the end of winter. Clean the underside of the car thoroughly by hand if the car is usually washed in an automatic car wash without special facilities for underbody cleaning. Never wash the car or allow it to dry in the sun but wipe it dry with a leather immediately after washing to avoid smears and streaks.

Clean the window glass inside and out using a proprietary window cleaner. This is particularly important when the car is new, as upholstery and trim may have a slight tendency to sweat at first.

Check that the brakes are working properly after the car has been washed.

Lower electric aerials by switching off the radio before entering an automatic car wash. Fixed aerials must be removed or lowered manually.

Clean the aerial with a soft cloth and then lubricate lightly by means of an oily rag.

900 Convertible

- Do not run the car through an automatic car wash as this is liable to damage the top.
- The use of strong or abrasive cleaners or bleaches may damage the fabric of the top.
- Do not leave the top down for prolonged periods as mildew may form on the fabric.

Fabric top: Wash using mild soap suds, lukewarm water and a sponge. Rinse the top with enough clean water to remove all traces of soap. You must be careful to rinse any cleaner off the body paint as it may cause streaks if allowed to dry on the painted surfaces.

If further cleaning is required after using soap and water, a mild foaming cleaner can be used. First, rinse the top. Then use a mild foaming cleaner on the entire top. Scrub with a small, soft-bristle handbrush. Add water as needed until the cleaner gets soapy. Use a cloth or sponge to remove dirt so it won't be ground into the top. Be care-

ful to keep any cleaner from drying on the body paint as it may cause streaks.

After the top has been cleaned, rinse the car with clean water to remove all traces of cleaner. After cleaning, always be sure the top is completely dry before it is lowered. If the top is lowered when it is wet or damp, moisture may damage or stain the interior or cause mildew to form on the fabric of the top.

Waxing and polishing

A new car should not be waxed before it is three or four months old. The bodywork will not need polishing before the paint has oxidized and become dull. Abrasive polishes containing a cutting agent should only be used in exceptional cases on a new car. Make sure before waxing or polishing the car that the paintwork has been thoroughly cleaned before you start.

Touching in the paintwork

Damaged paintwork should be treated as soon as it is discovered: the sooner it is treated the less chance there will be of corrosion setting in. Damage to paintwork after the car has been involved in a collision is usually extensive and can only be properly restored by approved professionals or

a Saab bodyshop. However, chips in the paintwork caused by stones thrown up from the road as well as minor scratches you can deal with yourself. The necessary tools and materials, such as brushes, touch-in paint and primer, are available from your Saab dealer.

In the case of minor flaws in the paintwork, where the metal has not been exposed and an undamaged layer of paint remains, touch in paint can usually be applied direct after any dirt has been scraped away using a pointed knife.

If the metal has been exposed and corrosion has started, all surface rust must be scraped off using a pointed knife. If possible, the entire damaged area should be taken back to the bare metal. The metal should then be primed with two thin coats of primer applied with a brush.

The topcoat enamel should then be applied in several thin layers until the surface of the damaged area is level with the surrounding paintwork.

The primer and touch-in enamel must both be stirred thoroughly before use. Allow each coat of enamel to dry before applying the next coat.

Two-coat enamel

As the name implies, two-coat enamel is applied in two operations. The first coat, the base colour, contains the pigment, metal flakes and binder. The second coat consists of a clear enamel which provides the

final gloss for the paintwork and protects the base from moisture and environmental pollutants.

To touch-in paintwork chipped by stones proceed as follows. Thoroughly clean the area and then apply the primer, base colour and finally the enamel. To achieve the best finish, apply the primer in two or three coats.

Anti-corrosion treatment

The underside of the car and insides of the wheel arches have been treated with polyester and a viscous oil to improve sound-proofing and anti-corrosion properties. Cavities inside body members and doors have also been treated with a special penetrating wax to provide additional protection against corrosion.

The anti-corrosion treatment on the underside of the car and inside the wheel arches is particularly exposed to wear and possible damage, the degree of which will obviously depend on driving conditions. Dirt and, more especially, salt thrown up from the road can then cause corrosion to start in places where the protection has been chipped.

It is therefore a good idea to hose the underside of the car frequently and to inspect the anti-corrosion treatment as a matter of course. The fact that the car is covered by

an anti-perforation warranty does not free the owner from the need to carry out normal maintenance of the anti-corrosion treatment, and to touch it up as necessary.

After the underbody has been hosed clean and allowed to dry, apply viscous anti-corrosion oil to any worn or damaged areas using a spray applicator or paintbrush.

It is naturally advisable to continue maintenance of the anti-corrosion treatment to avoid corrosion later on, even after the anti-perforation warranty period has expired.

Seams in the body and doors are particularly vulnerable to the onset of external corrosion caused by dirt and road salt and on the inside by moisture, not least that occurring as a result of condensation. Keep the seams clean and, at the first sign of corrosion, treat the affected area with a thin anti-corrosion oil by means of a spray applicator or brush. If necessary, consult your Saab dealer who will be pleased to advise you.

Service Programme

Australia only: This vehicle conforms to the Australian Exhaust Emission Control Regulations ADR37 applicable to 1992 new motor vehicles. Servicing of the emission control system should be carried out by an authorized Saab dealer.

Every car needs regular servicing and maintenance if it is to continue to provide

trouble-free motoring. A Service Programme has been drawn up for your car and this includes specifications of work that should be carried out at given intervals.

It is to be noted that certain countries use service programmes which might differ slightly from the one described in the Service Book.

The Warranty Conditions specify that the prescribed services and oil changes must be carried out at the stated intervals by an authorized Saab workshop.

To ensure that your car is properly serviced and to keep servicing costs to a minimum, the Saab Original Service Programme includes preventive maintenance to avert possible malfunctions, to ensure that the high level of safety inherent in the car is maintained and that the car complies with the relevant exhaust emission regulations.

Have your Service Book with you when you hand over your car for a service and when collecting your car make sure that all of the items specified in the programme have been carried out and that the Book has been stamped in the correct place. A valid, stamped Book is not only an assurance of reliability and motoring economy but also adds to the trade-in or second-hand value of the car.

The scope and content of the Service Programme may be changed from time to time but your authorized Saab workshop will always have up-to-date details of any changes affecting your car.

Fault diagnosis

N.B. If the car has to be left at the side of the road (e.g. because of engine trouble, flat tyre or having been involved in a collision), unless it is in a built-up area, the hazard warning lights should always be switched on to give approaching traffic plenty of warning.

Remember to check that all fuses are intact before the fault diagnosis.

Fuel-injection engines

Starter motor operates normally but engine fails to start

- 1 Check that there is fuel in the tank and that the charging warning light shows when the ignition is switched on.
- 2 Unscrew one of the spark plugs. Reattach the HT lead to the plug, earth the plug by placing it on a metal part of the engine, let go of the HT lead and briefly run the starter motor. If the ignition system is working properly, a strong spark should be visible.

N.B.

Never disconnect an HT lead when the engine is running as this may cause flash-over in the ignition system. Similarly, never attempt to start the engine with the distributor cap removed.

- 3 If there is no spark or only a very weak spark check that the HT leads are pushed fully home in the distributor cap and ignition coil. Also check the LT connections at the coil.
- 4 Remove the distributor cap and wipe dry any moisture. Check that there are no cracks in the cap.

If the engine still fails to start check the fuel system.

- 1 Check that the engine oil filler cap has been screwed down tightly.
- 2 Check the fuse for the electric fuel pump (fuse No. 30).
- 3 Ask a helper to check that the fuel pump is operating. The fuel pump can normally be heard running by listening in the luggage compartment. The pump should be running when the starter motor is turning over.
- 4 Check that the electrical leads are making good contact with the fuel pump terminals (accessible through the panel in the luggage compartment floor).
- 5 Check that all fuel line connections are sound.

The engine misfires, has lost power or runs erratically. Check the following:

- 1 If an HT lead is loose.
- 2 If a spark plug is defective or the gap is not set correctly.
- 3 If there is flashover or arcing in the ignition system.
- 4 If the low-tension connections on the ignition coil are making poor contact.
- 5 That the engine oil filler cap has been screwed down tightly.

The ignition comes on but the charging warning light fails to show. This may be due to one of the following causes:

- 1 The battery is flat or a battery lead has become detached.
- 2 The fuse for the charging warning light has blown.
- 3 One of the leads is making poor contact at the ignition switch or charging warning light.
- 4 The charging warning light has blown.

The charging warning light comes on while the car is being driven

- 1 Check to see if the alternator drive belt has broken or is slipping.
- 2 The voltage regulator or alternator is defective.

Battery flat. Possible reasons:

- 1 A current consumer has been left on.
- 2 Electrolyte level too low.
- 3 Frequent use of high-drain equipment, e.g. auxiliary cabin heater, in combination with short journeys.
- 4 Defective voltage regulator or alternator.

Accessories

An attractive range of accessories designed specially for your car are available and these include roof-racks, ski racks, towing attachments for trailers or caravans, in-car entertainment equipment, etc.

Further details of these and other accessories are contained in a leaflet available from your Saab dealer.

Motoring abroad

Saab has published a booklet, 'Saab European Service Guide', containing useful advice and information on motoring abroad and a list of Saab service facilities in Europe. Contact your Saab dealer.

Additional literature on the car

If you would like to find out more about the design of the car and how the different systems operate, a book entitled 'Form and Function' is available from your Saab dealer.



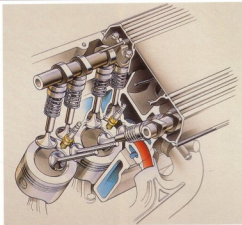
Saab European Service Guide

SG1148

Form and Function



SG1144



Technical data

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General

Overall length	4680 mm, 4687 mm
Overall width	1890-1695 mm
Overall height (at kerb weight)	1400-1420 mm
Max. height (when the convertible top is operated)	2250 mm
Ground clearance (car carrying 2 adults + 30 kg of luggage)	135 mm
Track between front wheels (5 1/2J x 15 H2 rims, steel)	1432 mm
Track between front wheels (5 1/2J x 15 H2 rims, al)	1430 mm
Track between front wheels (6 1/2J x 15 H2 rims, al)	1456 mm
Track between rear wheels (5 1/2J x 15H2 rims, steel)	1442 mm
Track between rear wheels (5 1/2J x 15 H2 rims, al)	1440 mm
Track between rear wheels (6 1/2J x 15 H2 rims, al)	1466 mm
Wheelbase	2517 mm
Turning circle	11.2 m
Kerb weight (with driver weighing 70 kg)	1260 - 1490 kg
Maximum weight fully laden	
Combi Coupé and Sedan	1830 kg
Convertible	1780 kg

Weight distribution:

Kerb weight, front/rear	60/40%
Maximum weight, front/rear	50/50%
Number of seats including driver's	
Combi Coupé and Sedan	5
Convertible	4
Fuel tank capacity	68 ltrs.
Fuel	
cars with catalytic converter	lead-free fuel only
cars without catalytic converter	lead-free fuel or leaded fuel
Washer fluid reservoir	4.7 ltrs. (8.1 pints)
Volume of luggage compartment (SAE):	
Combi Coupé, parcel shelf fitted	0.421 m ³
Sedan	0.408 m ³
Parcel shelf removed, Combi Coupé	0.540 m ³
Convertible	0.302 m ³
Maximum load capacity in luggage compartment:	
At kerb weight	
with 4 /3 passengers having combined weight of 280/210 kg (Combi Coupé and Sedan/ Conv.)	80 kg
For each person fewer on the rear seat the luggage compartment load may be increased by	30 kg

Maximum load capacity of extended luggage compartment (except Conv.)	220 kg
Volume of luggage compartment with rear seat folded	
two-door and four-door models	1.5 m ³
three-door and five-door models	1.6 m ³
Length of luggage compartment with rear seat folded:	
two-door and four-door models	1755 mm
three-door and five-door models	1835 mm
Maximum roof-rack load (except Conv.)	100 kg
Maximum load capacity on a load carrier (Conv.)	30 kg
Maximum permissible trailer weight:	
Trailer with brakes	1500 kg
Trailer without brakes	750 kg

Engine

General

Type	4-cylinder, 4-stroke twin overhead camshaft engine
------	--

Compression ratio:	
900i 16	10.1:1
900 Turbo 16	9.0:1
Cylinder bore	
2.0 l engine	90 mm
2.12 l engine	93 mm
Stroke	
2.0 l engine	78 mm
2.12 l engine	78 mm
Swept volume	
2.0 l engine	1985 cm ³
2.12 l engine	2119 cm ³
Oil capacity including that in oil filter (oil change volumes):	4.0 ltrs.
Oil capacity excluding oil filter (oil change volumes):	3.7 ltrs.
Coolant capacity	10 ltrs.
Opening temperature of thermostat	88°C

Cars with catalytic emission control system

<i>Fuel-injection engine, (2.0 l)</i>	
Rating (DIN)	94 kW (128 hp) at 6000 r/min
Torque (DIN)	173 Nm (17.6 kgfm) at 3000 r/min
Idling speed	800-900 r/min

Fuel-injection engine, (2.12 l)

Rating (DIN)	103 kW (140 hp) at 6000 r/min
Torque (DIN)	180 Nm (18.3 kgfm) at 2900 r/min
Idling speed	800-900 r/min

Turbo 16 fuel-injection engine, (2.0 l)

Rating (DIN)	118 kW (160 hp) at 5500 r/min
Torque (DIN)	255 Nm (26.0 kgfm) at 2800 r/min
Idling speed	800-900 r/min

Cars without catalytic emission control system*Fuel-injection engine, (2.0 l)*

Rating (DIN)	98 kW (133 hp) at 6000 r/min
Torque (DIN)	173 Nm (17.6 kgfm) at 3000 r/min
Idling speed	800-900 r/min

Turbo 16 fuel-injection engine (2.0 l)

Rating (DIN)	129 kW (175 hp) at 5500 r/min
--------------	----------------------------------

Torque (DIN)

Idling speed

273 Nm (27.8 kgfm) at
2800 r/min
800-900 r/min

Engine oil

Grade of oil

Turbo engines:

Saab Turbo engine oil or oil to API SG, SF/CD or SF/CC.

Other engines: API SG, SF/CD or SF/CC

Since Saab Turbo engine oil and oils to API SG and SF contain suitable additives for engines and gearboxes we recommend against the use of additional additives.

Viscosity:

SAE 10W/30, 10W/40, 5W/30 or 5W/40.

If these viscosities are unobtainable, 15W/40 oil may be used. When using the car regularly in temperatures below - 20°C, oil with a viscosity of 5W/30 must be used.

When using 5W-oils, they have to be of the fully- or semisynthetic type.

Manual gearbox

Type	Five-speed all-synchromesh with integral final drive and differential	
Gearbox oil (for topping up)	Engine oil (mineral oil) to API SG or API SF SAE 10W/30 or 10W/40, or SAE EP75 API-GL4 or API-GL5	
Oil capacity	3.0 ltrs.	
Hydraulic clutch type	Single dry-plateclutch of diaphragm-spring type	
Road speed, km/h at 1000 r/min	900i 16	900 T16
1st-speed gear	8	8
2nd-speed gear	13	14
3rd-speed gear	20	21-22
4th-speed gear	28	30
5th-speed gear	35	37
Reverse	7	7

Automatic gearbox

Type	Three-speed gearbox with integral torque converter, final drive and differential
Selector lever positions	P R N D 2 1
Oil capacity	8.0 ltrs.
Grade of oil	Automatic transmission fluid to Ford M2C.33F/G
Oil capacity in final drive unit	1.4 ltrs.
Grade of oil	EP oil SAE 80W or 75 API GL-4 or API GL-5
Road speed, (km/h) at 1000 rpm:	900i16, 900 T16
1st-speed gear	14
2nd-speed gear	23
Drive gear	33
Reverse gear	18

Electrical system

Voltage	12 V
Battery capacity (negative earth)	62 Ah
Starter motor	1.4 kW
Alternator rating	70 A/14V or 80 A/14 V
Vee belts	9.7 x 971 mm

Firing order (no. 1 cylinder
at rear of engine)

1-3-4-2

Spark plugs:

900i 16

900 Turbo 16

Electrode gap

NGK BCP 5EV

NGK BCP-7EV

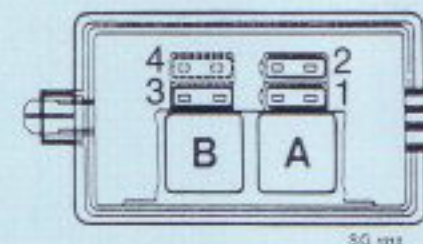
0.6 - 0.7 mm



Power distribution panel
on LH side, underneath
rear seat



Fuses, power distribution panel



ABS fuse panel


















Fuses

Fuse no.	Circuits protected	Amperage
	<u>Power distribution panel</u>	
1	Lambda sensor	10
2	Spare	
3	Ignition system	15
4	Spare	
5	Windscreen wipers; headlight wipers; seatbelt warning light	15
6	AC system	30
7	Direction indicators; rev counter; CHECK ENGINE; charging warning light; oil pressure warning light	15

Fuse no.	Circuits protected	Amperage	Fuse no.	Circuits protected	Amperage
8	Headlight wipers; door mirrors and cruise control system	10	1	ABS fuse panel	
9	Heating and ventilation fan	30	1	ABS	30
10	APC system; headlight beam-length adjustment	10	2	ABS	30
11	Spare		3	Pump and control unit	10
12	Spare		A	System relay	
13	Reversing lights; cigar lighter	20	B	Pump relay	
14	Main beam, RH	15		<u>Power distribution panel on LH side</u>	
15	Main beam, LH; main beam indicator light	15		<u>underneath rear seat</u>	
16	Dipped beam, RH	15	1	Convertible top	20
17	Dipped beam, LH	15	2	Seat heating; interior lighting	20
18	RH parking lights; RH tail lights; lighting for number plate	10	3	Rear-window heater; heated door mirrors	20
19	LH parking lights; LH tail lights	10	4	Central locking; interior lighting; luggage compartment light	10*
20	Spare		5	Radio	20
21	Rear fog light	15	6	Aerial	20
22	Fuel system; fuel gauge; temperature gauge; warning lights for handbrake; brake system; ABS; fuel warning light	10	7	Front windows	30
23	Instrument illumination; light for glove compartment	10	8	Rear-door windows; sunroof	30
24	Spare		9	LH seat adjustment	30
25	Radiator fan	30	10	RH seat adjustment	30
26	Horn	25			
27	Hazard warning lights	15			
28	Clock	10			
29	Spare				
30	Fuel pump	20			
31	Stop lights	15			

*) 900 Convertible = 15 A.

Replacement bulbs

 Headlight 60/55W	 H4 holder P43 1-38	 1.2 W W2 x 4.6d  illumination for switches, heating/ventilation controls, cigar lighter, ashtray and ignition switch
 21 W	 BA 15s	 bulb and bulb holder unit 1.2 W: Warning/indicator lights for oil pressure, brakes, direction indicators, heated rear window, main beam, hand-brake and fuel reserve
 21.5 W	 BAV 15d	2.0 W: Changing warning light
 5 W	 BA 15s	 2 W W2 x 4.6d  Seat belt warning light
 5 V 8.5-8 5 W: Rear view mirror light, number plate illumination and glove compartment light 10 W: Dome light and luggage compartment light		 W2.1 x 9.5d  3 W: Instrument illumination 5 W: Side direction indicators, rear courtesy lights, (Conv.), high-mounted brake light (Conv.)

Suspension

Spring type, front and rear

Maximum deflection of springs:

Front

Rear

Dampers, type

Maximum stroke when fitted:

Front

Rear

Coil springs

180 mm

170 mm

Hydraulic, telescopic

96 mm

158 mm

Brakes

Type

Hydraulic disc brakes with vacuum servo unit;

diagonally split circuits, (ABS:triplecircuit); ventilated discs on front wheels

Handbrake

Mechanical, acting on rear wheels

Brake fluid

To DOT 4

Outside diameter of discs:

Front

Rear

280 mm

258 mm

Brake pads:

Total area of friction material:

Front

140 cm²

Rear

72 cm²

Steering

Steering system

Rack-and-pinion type
with telescopic
universally jointed
steering-column shaft
3.7

Number of turns lock-to-lock:

Power steering fluid

Texaco 4634 power
steering fluid

Fluid capacity

0.75 ltrs.

Rims and tyres

Rim sizes:

900i 16, 900 Turbo 16

5 1/2 J x 15 H2 (steel)

900i 16, 900 Turbo 16

(some models)

5 1/2 J x 15 H2
(aluminium alloy)

Spare wheel

4 J H1 x 15 (steel)

Spare wheel (ME-markets)

5 1/2 J x 15" (steel)

Tyre sizes:

900i 16, 900 Turbo 16

185/65 R15H

900 Turbo 16 S

195/60 VR 15

Spare wheel

T 115/70 R 15

Spare wheel (ME-markets)

175/70 R15T

Front wheel alignment

(not 900 Turbo 16S):

Toe-in, measured between rims

2 ± 1 mm

Camber

-1/4° ± 1/2°

Caster:

+2° ± 1/2°

Front wheel alignment

(only 900 Turbo 16S):

Toe-in, measured between rims

1.5 ± 0.5 mm

Camber

+1/4° ± 1/4°

Caster

+2° ± 1/4°

Recommended tyre pressures
for cold tyres, bar

Front

Rear

185/65 R15H:

1-3* occupants and maximum
cruising speed of 160 km/h

2.1

2.2

Heavier loads and maximum
cruising speed of 160 km/h

2.3

2.4

Heavier loads and maximum
cruising speed of 210 km/h

2.5

2.6

195/60 VR15:

1-3* occupants and maximum
cruising speed of 160 km/h

2.1

2.2

Heavier loads and maximum
cruising speed of 160 km/h

2.3

2.4

Heavier loads and
cruising speed 160 km/h

2.5

2.6

*) 900 Convertible = 1-2 occupants

Spare wheel

Pressure (T115/70 R15)	4.2 bar (kg/cm ²)
Pressure (175/70 R15T)	2.5 bar (kg/cm ²)
Maximum mileage	3,500 km
Maximum speed	80 km/h

Tool kit

Jack with jack handle

Tool kit (stowed under panel in luggage compartment floor)

Car identification

To identify the precise model of your car, it will help the Saab dealer if you quote the chassis number, engine number or gearbox number.

Australia only: The chassis number plate in the engine compartment also includes building year and month (above chassis no).



Modification identity plate



Chassis number plate



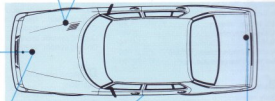
Key



Gearbox number (automatic)



Gearbox number (manual)



Engine number



Body and trim colour plate



Chassis number on rear cross-member (under panel in luggage compartment floor)

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AU
1992

VEHICLE EMISSION CONTROL INFORMATION

MANUFACTURER:
SAAB AUTOMOBILE AB
SWEDEN

MODEL:
SAAB 900 i16 2.1

ENGINE FAMILY:
MSA2.3V5FNA5
NATURALLY ASPIRATED

ENGINE SIZE:
2120 CM³

EXHAUST EMISSION CONTROL SYSTEM: ELECTRONIC FUEL INJECTION, CLOSED LOOP SYSTEM WITH THREE WAY CATALYST.
NO ADJUSTMENTS NEEDED.

SPARK PLUG GAP: 0.6 — 0.7 MM.

FUEL SPEC.
91 RON

THIS VEHICLE CONFORMS TO THE AUSTRALIAN EXHAUST EMISSION CONTROL
REGULATIONS ADR 37 APPLICABLE TO 1992 NEW MOTOR VEHICLES.

SAAB

41 61 626

AU
1992

VEHICLE EMISSION CONTROL INFORMATION

MANUFACTURER:
SAAB AUTOMOBILE AB
SWEDEN

MODEL:
SAAB 900 T16

ENGINE FAMILY:
JSA2.0V5FTB3
TURBOCHARGED

ENGINE SIZE:
1985 CM³

EXHAUST EMISSION CONTROL SYSTEM: ELECTRONIC FUEL INJECTION, CLOSED LOOP SYSTEM WITH THREE WAY CATALYST.
IGNITION TIMING: 16° ± 1° BTDC AT 850 RPM (DISTRIBUTOR VACUUM LINE DISCONNECTED AND PLUGGED).
NO OTHER ADJUSTMENT NEEDED.

SPARK PLUG GAP: 0.6 — 0.7 MM.

FUEL SPEC.
91 RON
WITH TUNING KIT 95 RON

THIS VEHICLE CONFORMS TO THE AUSTRALIAN EXHAUST EMISSION CONTROL
REGULATIONS ADR 37 APPLICABLE TO 1992 NEW MOTOR VEHICLES.

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41 61 634

Fuel

It is recommended that 98 octane fuel be used but fuel down to a minimum octane rating of 91 may also be used.

Fuel tank capacity:
68 ltrs.

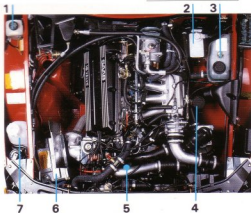
Do not fill petrol to the top, the petrol must have expansion space.

Lead-free fuel

All cars may be run on lead-free fuel having a minimum octane rating of 91 (RON).

All cars with catalytic emission control system: unleaded, 91 (RON) min.

When refuelling, insert the pump nozzle beyond the flange on the filler pipe, resting the first nozzle ring, lug or spring turn against the flange. Do not move the nozzle during filling.



1 Power steering

Use Texaco Power Steering Fluid 4634.

2 Brake/clutch fluid

Use brake fluid DOT 4.

3 Coolant

Do not allow the coolant level to fall below the MIN mark on the expansion tank. Use Saab brand coolant.

Always undo the filler cap carefully, releasing the pres-

sure and any vapour before removing the cap completely.

4 Engine oil

Use engine oil SAE 10W/30, 10W/40, 5W/30 or 5W/40.

5 Gearbox oil (automatic gearbox)

Use automatic transmission fluid Ford M2C.33G

6 Battery

7 Washer fluid



SAAB

Saab Automobile AB
Trollhättan, Sweden