

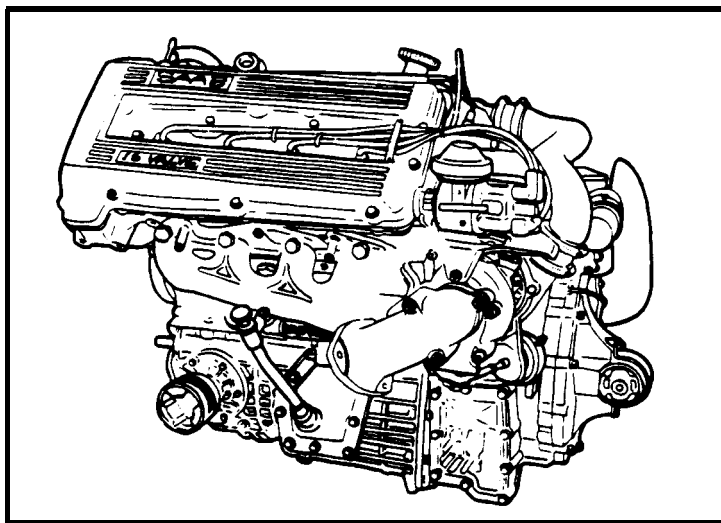
Service Information

SUBJECT: TEST VEHICLES WITH PRE-SERIES B202 ENGINES

ISSUE: 07/86-865

APPLICATION: 1984 900 TURBO, 1984-85 900S

Recently, Saab-Scania of America, Inc., sold 68 pre-series 900 models equipped with 16-valve B202 engines which were assigned within the company fleet for in-use evaluations and other test purposes. These cars were updated prior to sale so as to certify them to Federal requirements and make them compatible with the service and replacement parts standards which apply to production versions. The turbocharged B202 engine was introduced for sale in all 1985 900 Turbos and in naturally-aspirated form on all 1986 900S models.

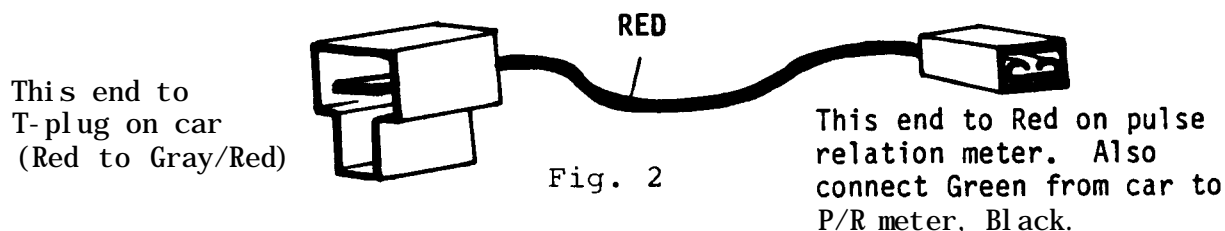


The pre-series vehicles are a mixture of 5-speed manuals and 3-speed automatics. Their significant differences from standard production counterparts are described below. These vehicles do not have the "Check Engine" light introduced on 1986 models. The EZK ignition system on the naturally-aspirated 900S versions must therefore be diagnosed using the test instrument described in S.I. 04/86-838. A test connector is provided at the L/F wheel house for the EZK system but it must be modified to a four pole configuration to match the test instrument (see p. 2).

1984 "B202" Models - Description

The 44 1984 units have unique engine compartment fuel and ignition system wiring harnesses and you will find some unused connectors intended for the original CIS equipped 8-valve engine. Component locations approximate that of production 16 valve versions, however. The engines in these vehicles have the original 1984 crankshaft pulley and oil pump cover, not the 1985 design.

The AIC ground test plug emerges from the harness adjacent to the AIC solenoid on 1984 units. The LH test plugs are next to the heater air intake as on production versions but a special jumper wire is needed in order to connect them to the single plug on the pulse relation meter. Such a jumper wire (a five inch red wire terminated in a one pole female connector at one end and a white two pole male at the other) was provided with each car, placed in the glove compartment. See Fig. 2.



1984 "B202" Models (continued)

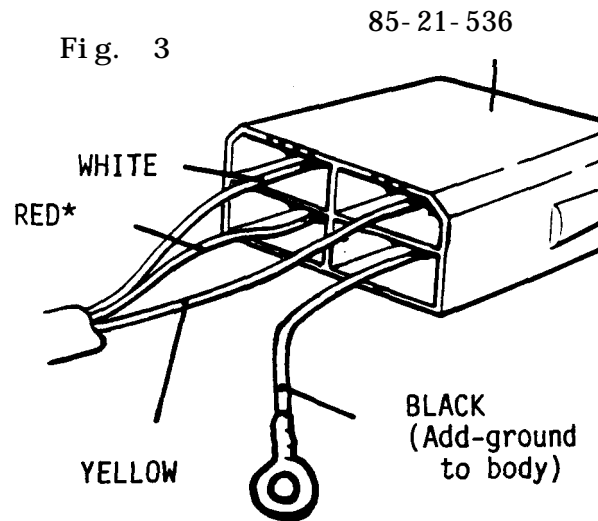
The Turbos are 3- and 4-door models within VIN range E1017731-E1020526. All have standard 1984 900 Turbo equipment plus 195/60 HR series tires and a deep front spoiler with oil cooler grilles.

The 900S vehicles are 2-, 3- and 4-door models within VIN range E1019591-E1021282 plus E7005865 and E7005929. All have standard 1984 900S equipment except the two 2-doors built on line 7 which are also equipped with 195/60 HR series tires, deep front spoiler, black window trim and Turbo interior (seats, console). The EZK test plug is a three pole plug. To adapt the plug to be compatible with the EZK Test Harness the three pole plug must be removed and replaced with a four pole type. When changing over to the four pole plug an additional ground wire (see Fig. 3) must be added and the plug wired according to the drawing. The four pole plug has the P/N 85-21-536.

Sockets for the installation of a fog light relay were tied up just above the left front wheel house. A standard fog light relay may be plugged into this socket.

1985 "B202" Models - Description

All are 900S 2-door models within VIN ranges 7000015-F7000020 (4 cars) and F7012309-F7013020 (20 cars). All have standard 1985 900S 2-door equipment plus 195/60 HR series tires, deep front spoiler and black window trim. Lower VIN group is also equipped with F/R stabilizer bars. The EZK test plug is a three pole plug. To adapt the plug to be compatible with the EZK Test Harness the three pole plug must be removed and replaced with a four pole type. When changing over to the four pole plug an additional ground wire (see Fig. 3) must be added and the plug wired according to the drawing. The four pole plug has the P/N 85-21-536. The AIC and LH test plugs are the same as on production versions.



*RED/WHITE on 1985 test cars