



Parts & Service Information

Subject: Service Campaign to Inspect Poly-Vee Belt Tensioner Mount

Application: Certain 1990 9000's with B234 Engine

CATEGORY	
Engine	
SECTION 2	PAGE 1
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Contents of this PSI:

Introduction	P. 1
Cars Involved	P. 1
Parts Information	P. 1
Inspection and Repair Procedure	P. 2
Warranty Information	P. 3
Owner Notice	P. 4



Introduction

Saab has discovered a production batch of poly-vee belt tensioner mounts that may have been mismanufactured. The tensioner assembly mounts on a spindle which may have a press fit that is out of specification. The spindle could then work out of its mounting plate, allowing the belt tensioner to loosen. About 30% of the affected vehicles will require corrective action.

Saab will soon send notices to owners of affected vehicles directing them to make a service appointment to have me belt tensioner guide sleeve inspected, and if necessary, replaced. Dealers will receive the notices for vehicles in stock at the time notices are printed.

A status list of all affected vehicles wholesaled to your dealership is attached to the service copy of this Parts and Service Information bulletin.

Cars Affected

me poly-vee belt tensioner mounting should be inspected on certain 1990 9000 models equipped with the 2.3 liter (B234) engine within the following VIN ranges:

. L1008349-L1020200

| L2006705-L2014514

Note: Because of the movement of new car inventories, all campaign plates on any car falling within me designated chassis range should be inspected to ensure that the inspection procedure has been performed, and if necessary, corrective action has been taken. Cars inspected/corrected prior to wholesale delivery have the campaign plate stamped with a "1" or a "7" in box A4.

Parts Required:

Bolt (used for testing) P/N 79 77 382

Tensioner Mounting Plate P/N 40 28 049

Saab will will automatically send one test bolt (free of charge) to all dealers during the week of June 25-29, 1990. Saab wilt also send mounting plates at the same time in a quantity equal to 29% of the number of affected vehicles that your dealership has received. Not all Saab dealers will automatically receive mounting plates, depending on whetherthey have received more than two cars. Additional mounting plates should be ordered using VOR ordering procedures.

Belt Tensioner Inspection and Replacement Procedure

NOTE

First inspect the Campaign Plate. On some vehicles may have already been inspected/repaired. If the plate is stamped with a "1" or a "6" in location A4, no further inspection is required. See the Warranty information on page 4 to submit a claim for the campaign plate inspection only.

1. Lift up the car and remove the right front wheel.
2. Remove the inner fender liner.
3. Apply constant pressure on the tensioner pulley (left-hand threaded bolt) in order to compress the tensioner enough to remove the poly-vee belt from the left-hand idler pulley (Figure 1).
4. Remove the bolt that secures the lower end of the tensioner support bracket and move the bracket out of the way (Figure 1).
5. Install a special test bolt, P/N 79 77 382, in place of the bolt removed to release the support bracket. This is a Class 10.9 (Grade 8) bolt which will provide a more accurate torque reading for testing the spindle in the next step. **Do not use the original bolt removed from the tensioner support bracket.**

6. With a torque wrench set at 32 Nm (24 ft lbs), tighten the bolt until the wrench clicks (Figure 2). If this torque specification can be reached, the mounting plate does not require replacement. Remove the bolt used in the test and proceed to step 12.

If a torque of 32 Nm cannot be reached (the bolt continues to rotate) then the spindle is faulty and the mounting plate must be replaced.

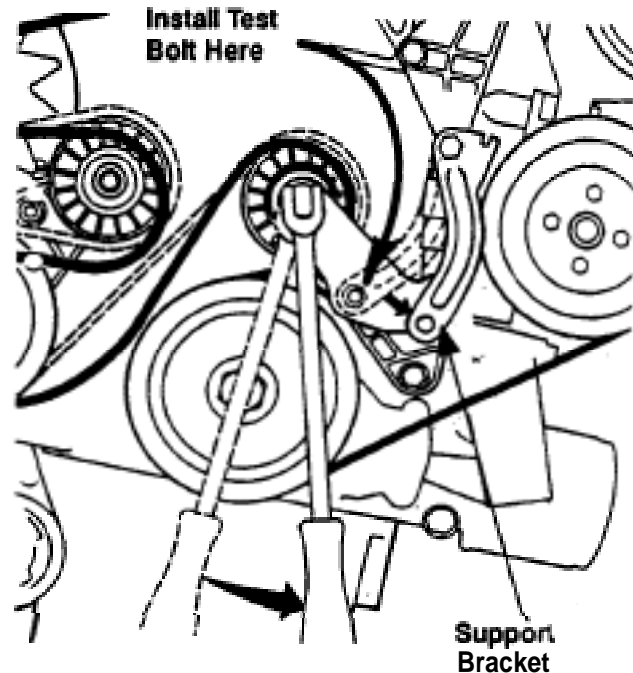
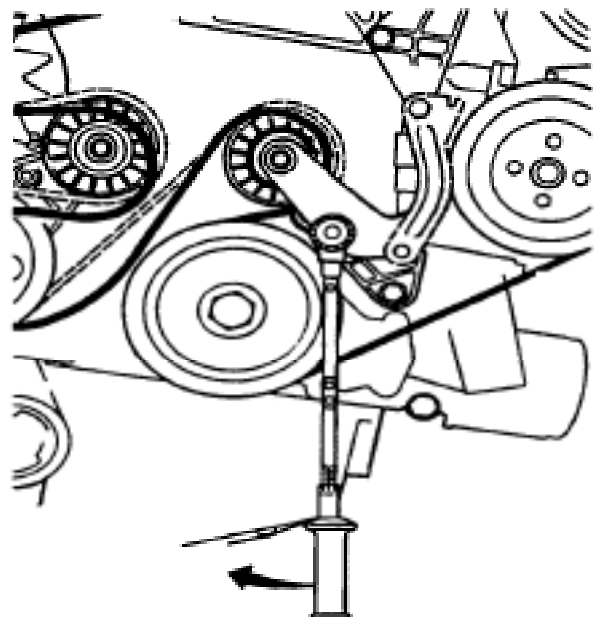


Figure 1.



7. To replace the mounting plate, remove the bolt used in the torque test, along with the snap ring behind it (Figure 3).

8. Remove the upper bolt on the support bracket (Figure 3) and slide the tensioner assembly off the spindle (the poly-vee belt can remain mated through the tension pulley).

9. Remove the three bolts securing the mounting plate to the engine block and remove the mounting plate.

10. Install the new mounting plate (P/N 40 28 049) and torque the bolts to 20 Nm (15 ft lbs).

11. Slide the tensioner assembly back onto the spindle and install the snap ring.

12. Reinstall the two bolts securing the support bracket. Do not use the Class 10.9 bolt used in the torque test (save this bolt for other inspections). Torque the bolts to 20 Nm (15 ft lbs).

13. Apply constant pressure to the left-hand mated bolt on the tensioner pulley in order to compress the tensioner far enough to permit mounting the poly-vee belt.

14. Reinstall the fender liners and the right front wheel.

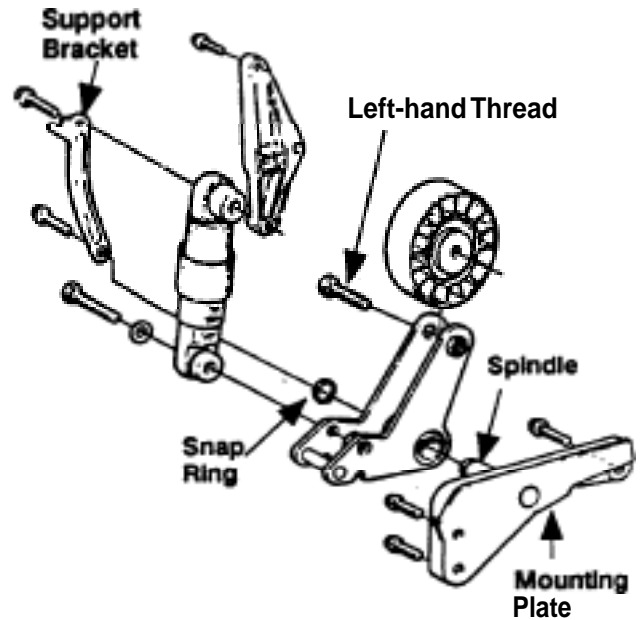


Figure 3.

Campaign Plate

After the tensioner has been inspected, and if necessary, replaced, mark the Campaign Plate in location A4 with a numeral "8" punch (Saab P/N 02 97 713).

