

CONV. TOP FABRIC WEAR: NEW PARTS & ADJUSTMENT

Article Text

1992 Saab 900

For yo gjf fg jfg gfhfg 54678

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Saturday, October 16, 2004 03:07PM

ARTICLE BEGINNING

TECHNICAL SERVICE BULLETIN

MINIMIZING TOP FABRIC WEAR

Model(s): 1986-94 Saab 900 Convertible

Group: Body

Bulletin No.: 09/93-0369

Date: September 1993

NOTE: This bulletin supersedes 03/93-0316 dated March 1993.

SERVICE INFORMATION

When the car is driven with the top down, a certain amount of wear may occur in the top fabric. See Fig. 1. This is because the eccentric screws, for adjusting the parking position of the top when it is raised, come into contact with the top fabric. i.e. The position in which it stops before the latching hooks are hooked into place. On cars VIN M7018385 and later, the eccentric screws are repositioned lower down at the top mechanism retaining brackets. See Fig. 3. This eccentric screw adjustment was done in order to help prevent wear in the top fabric from occurring.

Spacers are not Factory installed, but it may be necessary to install the spacers even if the eccentric screws have been properly adjusted, regardless of position or VIN in order to minimize wear and ensure optimum top mechanism clearance.

NOTE: This PSI is identified as a "Service Directive," meaning that affected cars should be corrected before delivery if possible, or at the next service opportunity, regardless of whether there has been a customer complaint. A "Service Directive" differs slightly from a "Campaign". Owners are not notified to bring their car in for unscheduled service under this procedure.

The top adjustment procedure used in conjunction with installation of the spacers supersedes the adjustment specification presented in the Service Manual.

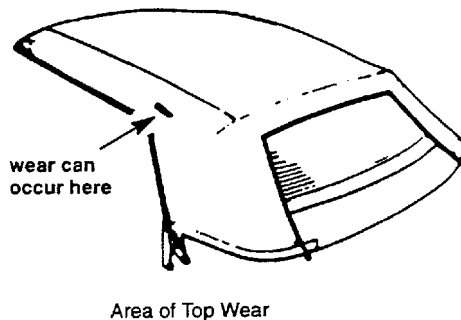


Fig. 1: Area of Top Wear

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PARTS INFORMATION

PARTS INFORMATION TABLE

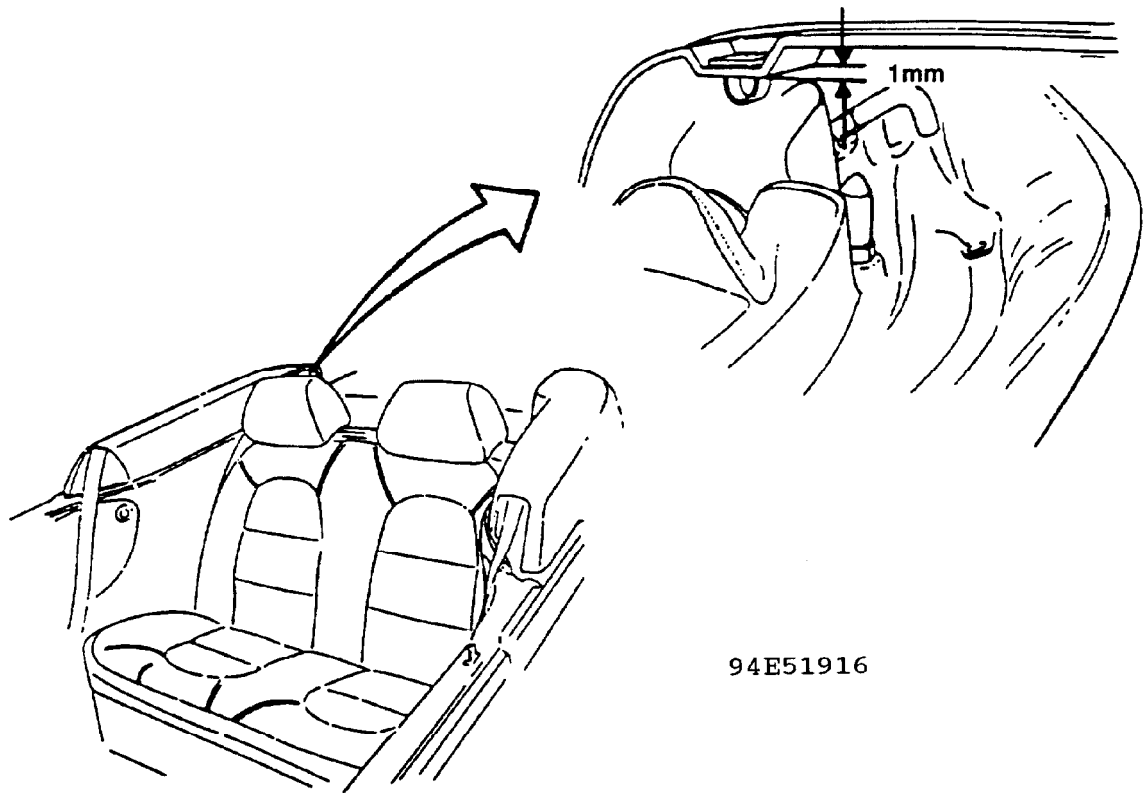
Part Description	Part Number
Spacer (2 Required)	41 54 787

SERVICE PROCEDURE

Before taking any action (do not skip this step) verify that the optimum clearance between the top mechanism and the side covers is 1 mm.

- 1. Lower the top fully. Fold the top fabric behind the rear seat, making sure that the top rests on the stops and does not hang from the seat backrest.
- 2. Fit the side pieces of the hard boot cover in place. Adjust the top stops so that the top mechanism comes as high up as possible without touching the side covers. Adjust The Top So That It Rests 1mm From The Bottom Of The Side Covers. See Fig. 2.

NOTE: Service Advisers must inform owners when the service appointment is made to be sure that the hard boot cover is in the car.



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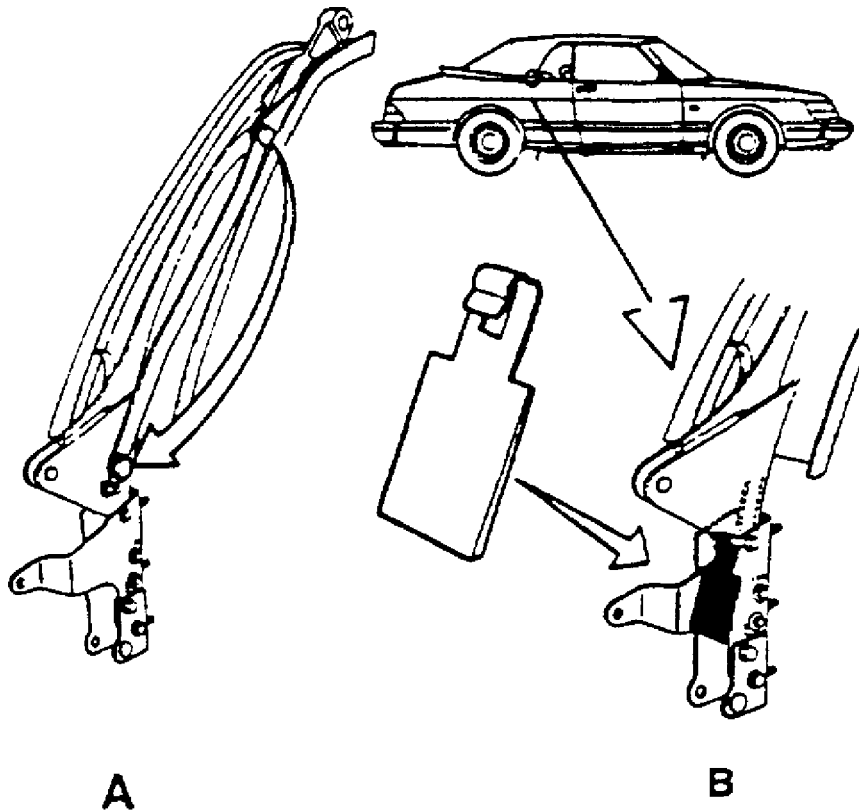
Fig. 2: Convertible Top Adjustment

Adjust the top so that it rests 1 mm from the bottom of the side covers.

NOTE: Spacers should be Installed between the lever arm and bracket, not on the backside of the bracket. The purpose of the spacer

bracket.

On all cars, a spacer. Part Number 41 54 787, can be fitted at the top mechanism's stop position when the top is lowered. See Fig. 3. When these spacers are fitted, the fabric is not folded as tightly and does not come into contact with the eccentric screws, thus preventing further wear.



Measures to help minimize the Convertible top wear at the area indicated: A) The eccentric bolt has been moved in production and, B) A spacer is available

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Fig. 3: Measures to Help Minimize Convertible Top Wear

NOTE: If the top adjustment is close to specification and you install the spacers as a precautionary measure, it will be necessary to readjust the eccentric screws. This will minimize the top fabric wear for which eccentrics were originally installed and allow for continued hard boot cover installation.

The top adjustment should be checked on all new cars before these are sold, and on cars that are returned for normal service.

Before fitting the spacers, verify that all modifications as described in **CONV. TOP FABRIC WE**

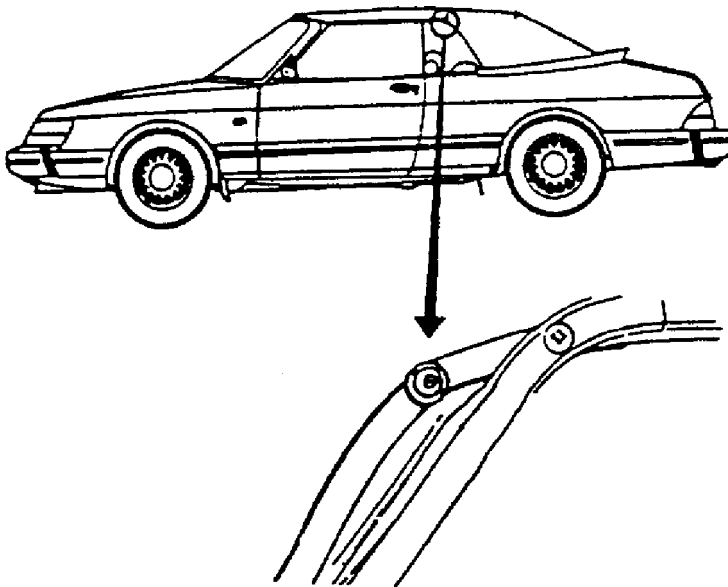
in S.l. 09/88-1076 (Service Campaign 513 found in Bound Supplement 7A, Sec. A, p.109) and S.1.06/90-0011 with regard to down position limit stop have been carried out. These modifications are designed to minimize top fabric wear and should be performed if they have not been previously done.

VEHICLE APPLICATION TABLE

Model Year	VIN Range	Top Latches Replaced	Top Correctly Adjusted
1986		Check	Check
1987		Check	Check
1988	J7000001-J7006586	Check	Check
1988	J7006587-J7024537	N/A	Check

NOTE: Although VIN ranges were given for Factory production start of modifications, you must verify that they have indeed been performed before proceeding further.

3. Remove any burrs or rough edges on the outside of the eccentric bolt. See Fig. 4.



Remove any burrs from the eccentric bolt.

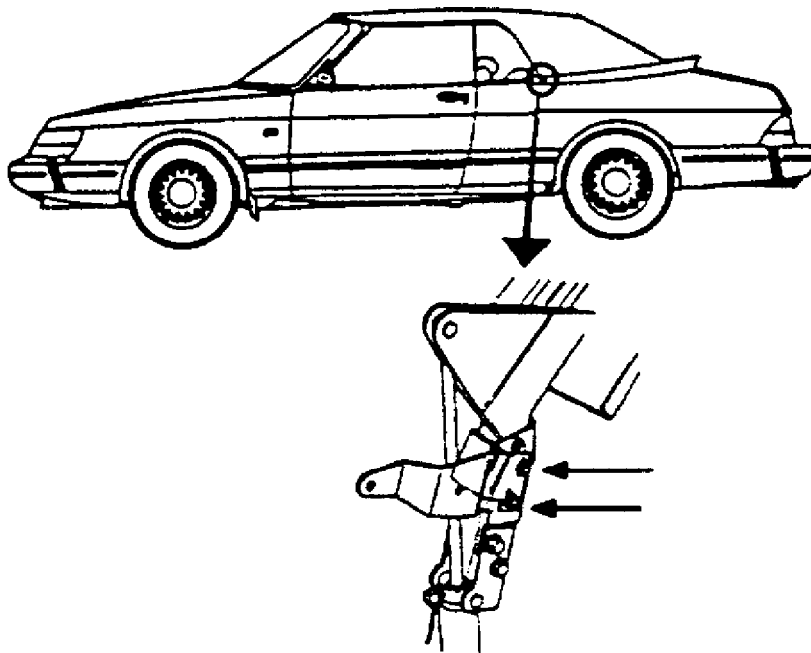
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Fig. 4: Removing Burrs from the Eccentric Bolt

4. Lower the top three-quarters of the way down.
5. Loosen the retaining bolts for the top lowering stop on both sides.

CONV. TOP FABRIC 1

See Fig. 5.



Loosen the retaining bolts for the
top lowering stop on both sides.

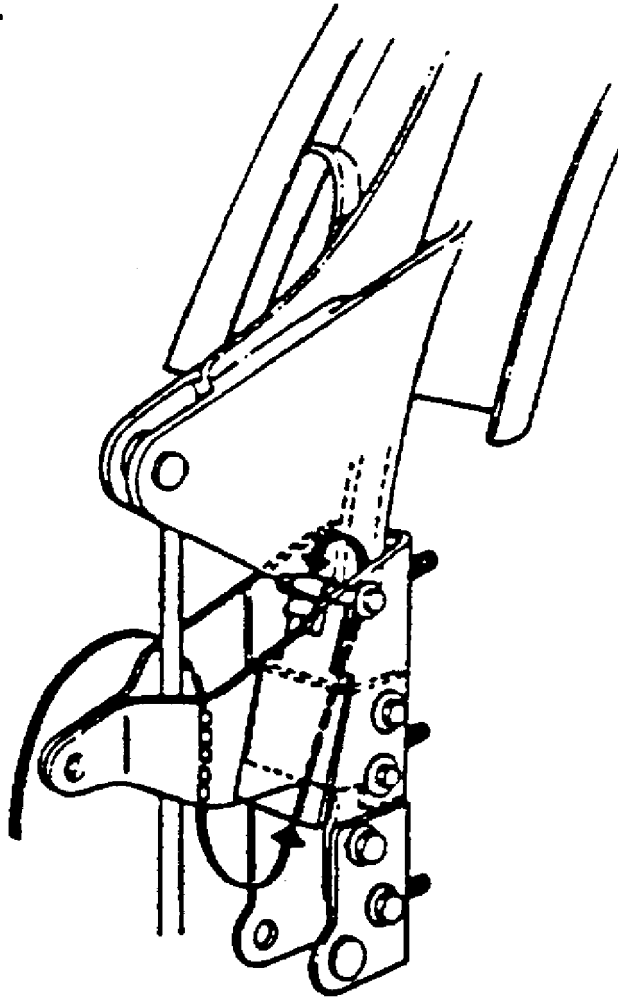
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Fig. 5: Loosening Retaining Bolts for Top Lowering Stop Both Sides

NOTE: Spacers should be installed between the lever arm and bracket not on the backside of the bracket. The purpose of the spacer is to maintain a minimum clearance between the lever arm and bracket.

6. Fit a spacer, Part Number 41 54 787, in place. See Fig. 6. The hook opening must face the rear of the car. A clicking sound should be heard as confirmation that the hook has snapped into position. Repeat this procedure on the other side.

NOTE: Spacers should be installed between the lever arm and bracket: not on the backside of the bracket. The purpose of the spacer is to maintain a minimum clearance between the lever arm and bracket.



CONV. TOP

Install the spacer as shown.

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Fig. 6: Installing Spacer into Lever Arm

7. Repeat steps 1 and 2.

END OF ARTICLE