

CONV. TOP WATER & WIND LEAKS: NEW PROCEDURE

Article Text

1992 Saab 900

For yo gjf fg jfg gfhfg 54678

Copyright © 1998 Mitchell Repair Information Company, LLC

Saturday, October 16, 2004 03:05PM

ARTICLE BEGINNING

TECHNICAL SERVICE BULLETIN

CORRECTING WATER AND WIND LEAKS

Model(s): 1983-On SAAB 900 (Convertibles)

Group: Body

Bulletin No.: 06/93-0350

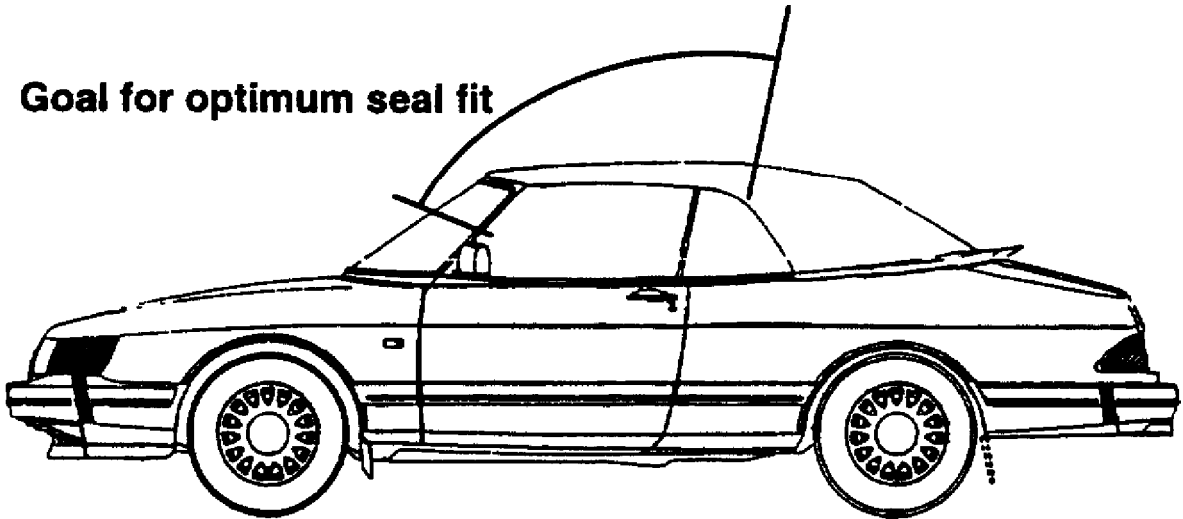
Date: June 1993

SERVICE INFORMATION

Complaints of water and/or wind leaks on convertible models are often hard to define and rectify. This bulletin is being issued as a guide to steps which should be taken and the order in which to deal with complaints of this nature.

As a general guideline, all adjustments should take place on the largest body parts first, working from the front of the car to the back. The ultimate goal is for the top seal to fold around the side glass edge on as long a section on each side as possible without altering the seal alignment in a detrimental manner. See Fig. 1 & 2. Please note that this will be difficult to achieve on the entire length of the side glass on all cars due to differing body measurements.

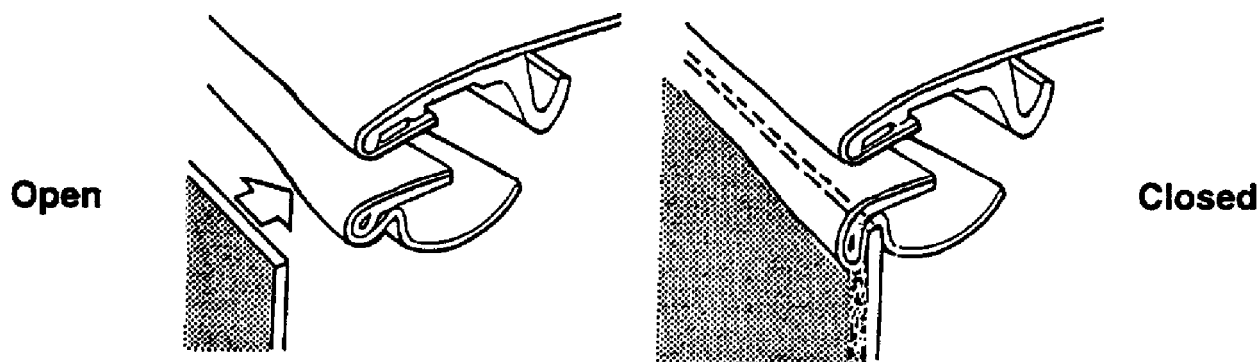
Goal for optimum seal fit



94C51906

Section/Area to Aim for Optimum Seal Fit

Fig. 1: Section/Area to Aim for Optimum Fit



94D51907 Top Seal Folding Around Side Glass Edge

Fig. 2: Top Seal Folding Around Side Glass Edge

PARTS INFORMATION TABLE

Part Description	Part Number
Foam tape (3mm thick x 8mm wide, cut-to length)	
Rubber Bushing (qty. 2)	75 13 724
Clip (qty. 2)	41 53 839

SERVICE PROCEDURE

For further guidelines, also refer to the following Service Information.

S.I. 09/88-1076: Service Campaign 313 To Adjust Convertible Top and Replace Latches Use Latch Information only. See PSI 03/93-0316 for Top Adjustment Procedure.

S.I. 05/90 1239: New Door Window Stops for Preventing Door Window Glass Slippage

PSI 06/90 0011: Convertible Top Cover Wear: New Adjustment Specification

PSI 03/91-0098: Convertible Top Closing Improvement

PSI 03/93-0316: Minimizing Top Fabric Wear

1. The top stack assembly should be adjusted as stated in PSI 03/93-0316. Make certain that the instructions contained in that bulletin are followed carefully.

2. If the top stack is slamming when it makes contact with the windshield header, rubber bushings should be installed as stated in PSI 03/91-0098.

3. Adjust all doors.

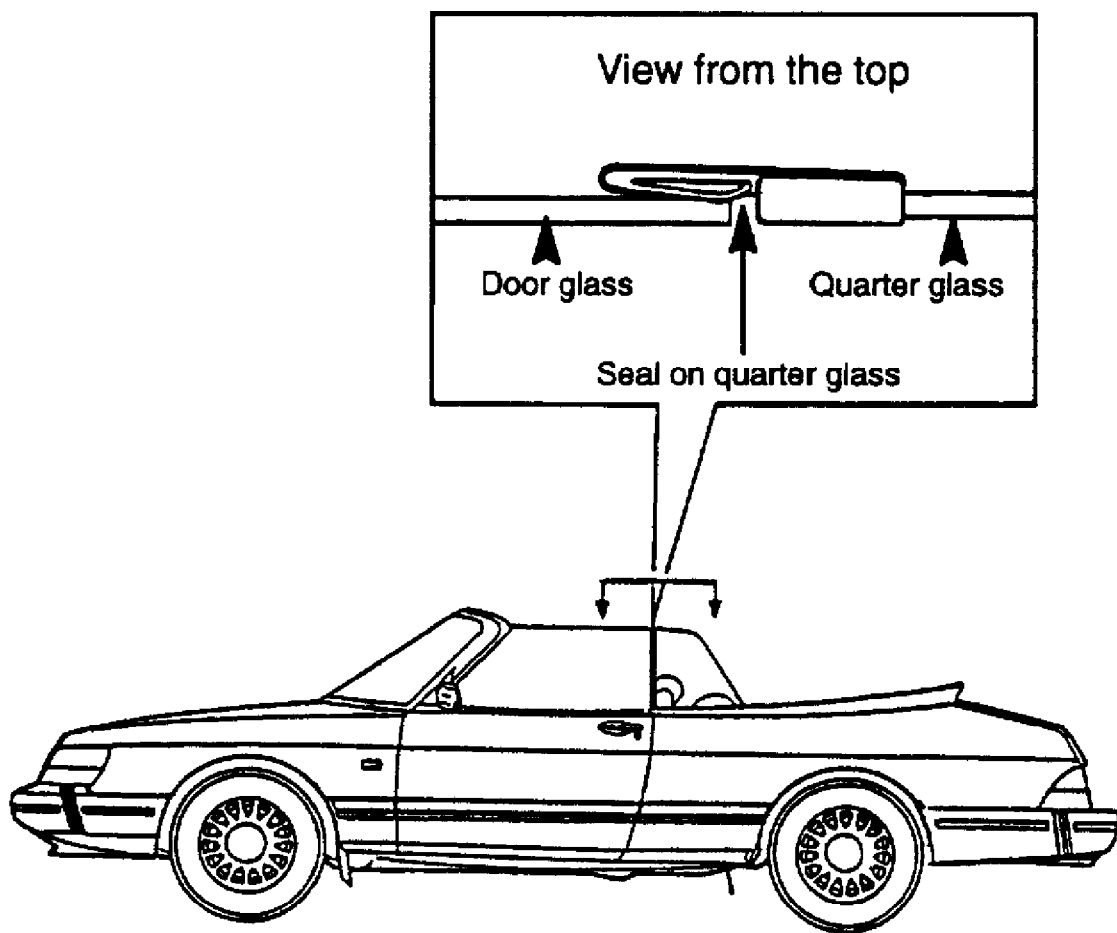
a. When adjustments are necessary, adjust the striker inward if possible.

CONV. TOP WATER & WIND LEAKS: NEW PROCEDURE (p. 2) 1992 Saab 900 For yo gjf fg jl
b. When adjustments are necessary, adjust the upper hinge inward and the lower hinge outward, if possible.

4. Adjust the door glass.

Alignment of the door glass and quarter glass. See Fig. 3.

Make certain the steps shown in S.1.05/90-1239 have been followed to prevent door window glass slippage.

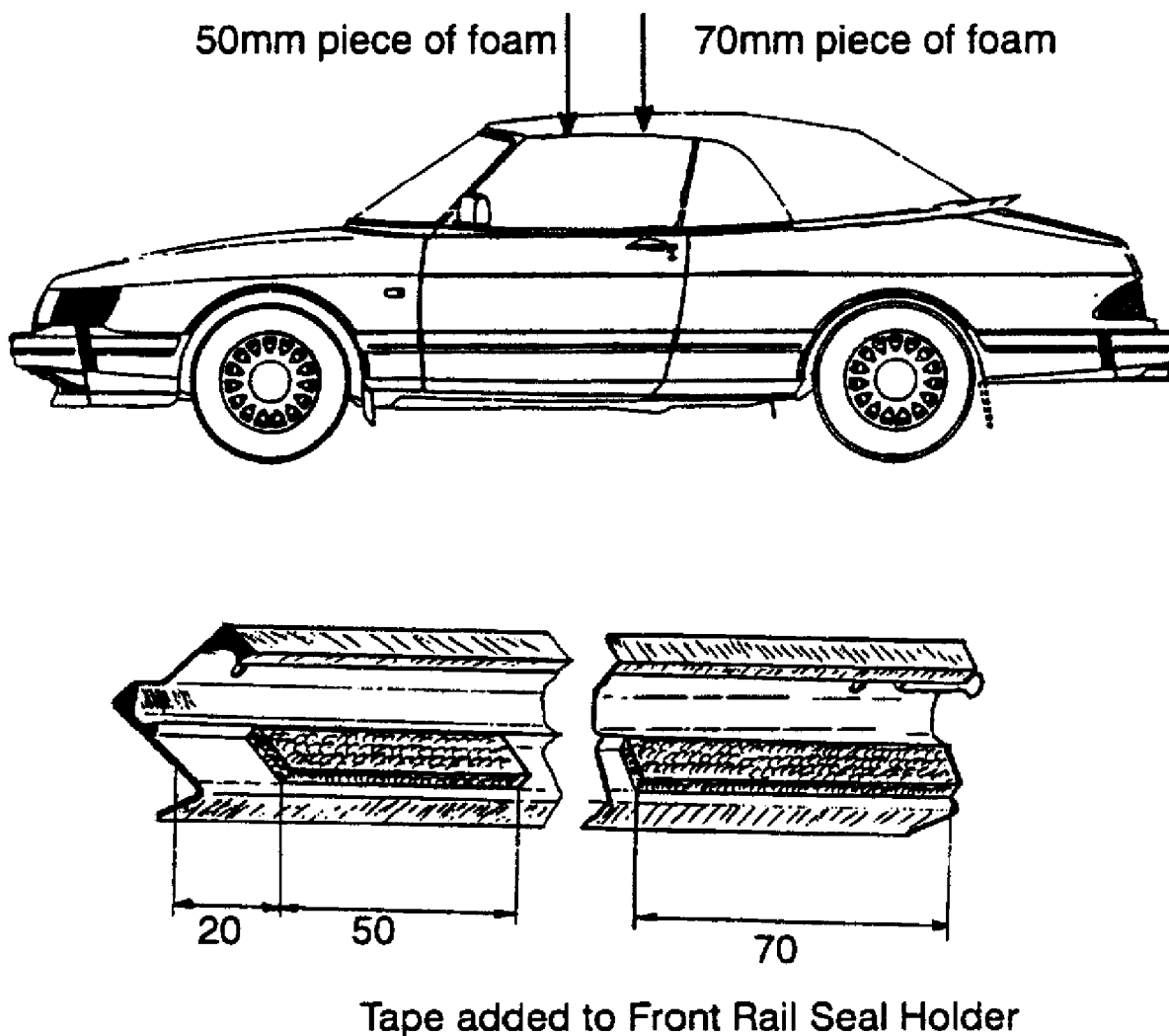


Alignment of Door Glass and Quarter Glass

94E51908

Fig. 3: Alignment of Door Glass and Quarter Glass

5. Adjust the various body seals in the following order.
 - a. "A" Post Seal
 - b. Header Seal
 - c. Center Rail Seal
 - d. Rear Rail Seal
6. Check to see if two pieces of foam tape (3mm x 8mm) have been mounted behind the sealing ends of the Front Rail Seal Holder. This foam may be present on some later model vehicles and was added to prevent wind noise complaints. This foam tape should be added to earlier cars to eliminate wind noise emanating from this area. The length of the foam tape in the rear portion of the holder is 70mm and in the front portion, 50mm. Between the foam tape in the front end and the holder end there is a 20mm space. The 70mm piece of foam tape should be even with the rear end of the holder or channel. See Fig. 4.



94F51909

Fig. 4: Tape Added to Front Rail Seal Holder

NOTE: Since VIN L7000110 the Joint between the "A" Post seal and the header has been redesigned. It may be necessary to install these newer seals on an earlier car.

END OF ARTICLE