

Fitting instructions

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Saab
9000i 2.0 Turbo



265000-420

WIRING DIAGRAM



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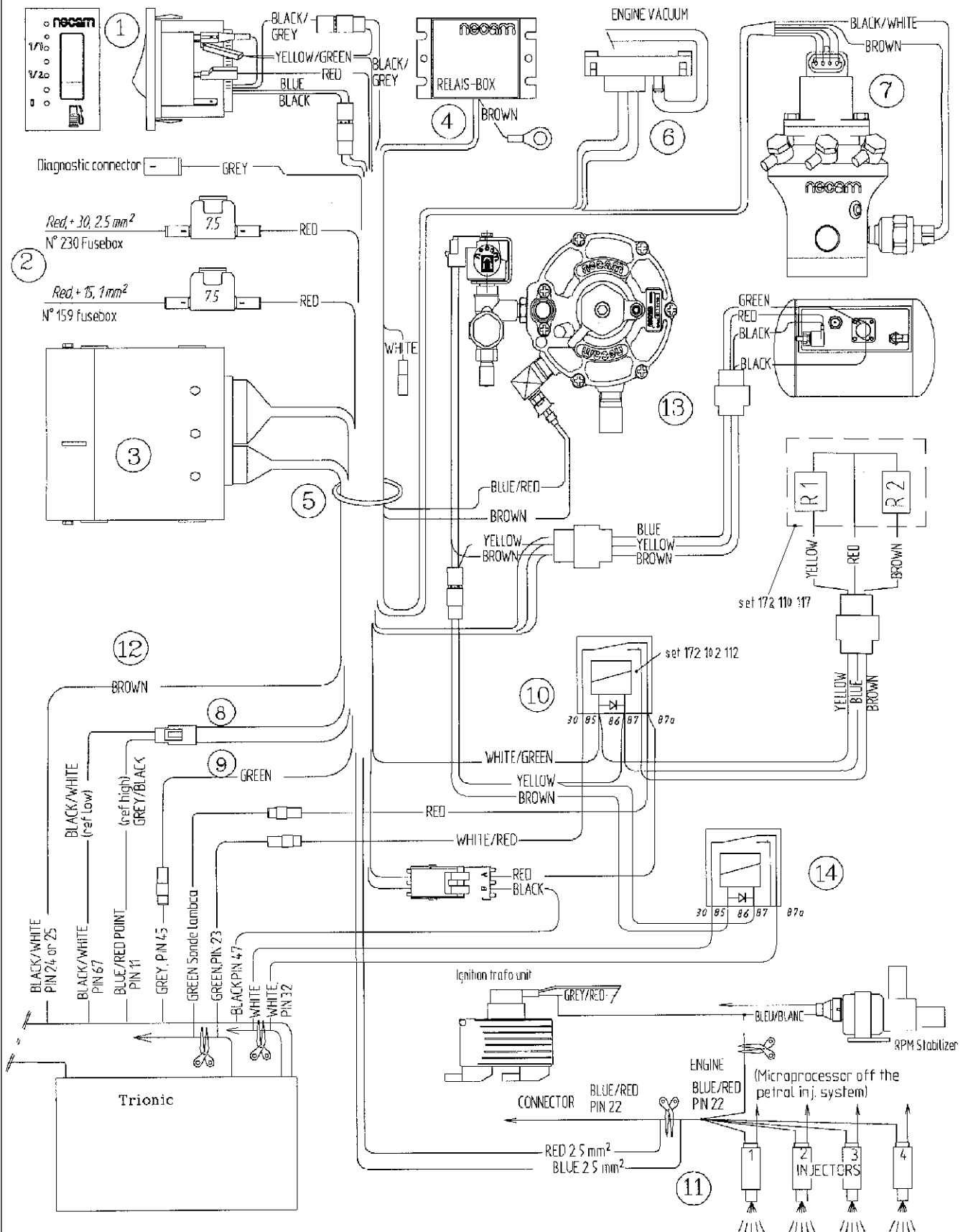
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1. The fuelswitch which contents the level indicator is placed at the right hand side of the steeringwheel in the center console using the fixing bracket. Make a hole suitable for the fuelswitch beside the heater switch in the covering plate.
2. Connect the 2.5 mm² red wire to the + 30 (constant tension). This is the + 30 power distribution strip in the fusebox; connect to the red wire leading to fuse no. 230. The red 1 mm² wire joins the +15 (tension after contact); this is the + 15 powerdistribution strip in the fusebox; use the one leading to fuseno. 159.
3. Remove the plate on the right against the center-console. Place the delivered bracket (369090535) with help of 2 original M6 fixing nuts of the SRS-unit to the tunnel and assemble the micro-processor on such a way that the terminals are pointing in the direction of drive.
4. Mount the relay box to the center console. The brown mass wire with cable must be attached to a good bodyground.
5. Make a hole of Ø 30 mm in the cowl panel behind the fusebox on the right, beside the transit of the original wiringroom. Feed the cable harness from the interior to the enginebay. Place the rubber grommet in the hole so the cable-harness can't be damaged.
6. The MAP-sensor has to be placed, with help of the plastic bracket, to the cowl panel behind the throttle body. Connect the 3-way connector to the mapsensor. The vacuumhose has to be fitted by means of the existing vacuumhoseadaptor on the intake manifold. See picture on next page.
7. Mount the gasdistributor to the bracket and place it at the back to the batteryholder and fix it with 2 M6 bolts through the existing holes. Assemble before placing the unit all the banjos and special bolts to the gas distributor. Assemble the special bolts symmetric, that means opposite to each other, on the gas distributor. Then place the injector hoses. Place the 4-way



connector on the steppermotor. The 2-way connector with black/white and brown wire is connected to the DFCO valve on the side of the gasdistributor.



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8. The wires for the RPM signal are attached to the wires direct above the connector on the Trionic in the aquarium on the left side. Here must the grey/black wire (ref.high) be attached to the blue/reddotted on no. 11 and the black/white (ref.low) to the black/white on no. 67.

9. The green wire coming from the cable harness (throttle valve position) must be attached the grey wire on no.45 in the connector on the Trionic.

10. The wire of the lambda sonde of which the wire is to be found above the connector on the Trionic has to be attached at the auto-gas lambda control when driving on gas and make the original connection when driving on petrol. Cut the green wire on no. 23 and attach herefor the red wire of the pre-cabled relayset to the lambda sonde-side and the red/white wire facing the Trionic. The black mass wire is to be attached to the sondegroundwire, black on no.47. in the connector of the Trionic. Fix the whole assembly according to schedule.

11. To switch off the petrol injectors the blue/red wires in the cable harness to the 70-way connector H70-1 have to be cut. Also the feed for the idle Rpm stabilizer is cut doing this; connect a new wire between the blue/white wire in the 2-way connector on the RPM stabilizer and to the grey/red 2.5mm² wire in the connector on the Direct Ignition Coil, so that the tensionfeed wire is repaired again (if necessary lengthen the wire). Fix here the red and blue 1.5 mm² wires of the cable harness according to schedule.

12. The brown 2.5mm² mass wire has to be attached to the black/white wire on no.24 or 25 in the connector on the Trionic.

13. The yellow and brown wire is to be connected at the autogas shut off valve. The wiring with 3 way connector goes to the tank valve and level gauge. The 2 way connector with a yellow and green/white wire is attached to the lambda cut relay. The temperature sensor, which activates the switch over of petrol to gas at reaching an engine temperature of

15 ° C, is to be placed in the brass water nipple on top of the vaporizer. Use for sealing the copper washer. Connect at the sensor the 2 way connector with brown and blue/red wires of the cable harness.

14. To prevent the check-engine from flashing on when driving on gas, the white wire on pos.32 of the connector on the Trionic, must be cut. Place the relay next to the one of the lambdasonde. Attach the wires according schedule.



ATTENTION; When fitting the brass water nipple in the vapourizer, make sure while tightening it the welded-on seat isn't damaged. This can cause coolant leaks.





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- The vaporizer with autogas shut off valve must be already pre-assembled on the bracket and can thus be placed directly.
- Unhook and remove the relaybox which is mounted on front of the batteryholder. First undo the M8 fixing bolt from the batteryholder. Hookup the support with the vapourizer in situation and fix it with the M8 bolt again. Then also reposition the relaybox to the vapourizerbracket.
- The water hoses are joined in series to the pre-heating of the throttle valve body. Remove here for the original hose from the hosepillar on the throttle body. Fit the water hoses of the vaporizer on one side at the hose adaptor which is free now and on the other side connect the hoses to each other with provided tube adaptor. Also assemble the autogas hose between the vaporizer and the gasdistributor.
- Place the vacuum hose of the vaporizer front cover by means of a vacuum-T between the hose coming from the intake manifold and leading to the MAP-sensor (see description electrical schedule).
- Assemble the copper piping. Attach the yellow and brown wires at the shut off valve. Check the whole assembly with a leak detector!





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- Disassemble the air hose including the air filter, the complete throttle body assembly- and the vacuum hoses which are fitted to the throttle body. Then drain a sufficient amount of coolant so that the this can't flow into the engine during the disassembly of the intake manifold.
- Disassemble the petrol gallery and then the complete intake manifold.
- Drill the holes for the injectors as shown in the illustration on \varnothing 8.0mm. Machine the area around the holes flat so the O-rings are sealing completely. Next place the injector-nipples. The pipes are angled to inject in the center of the intake ports. Fit the pipes according to the photos. Use Loc-Tite on the threads.
- Place the injector-hoses on the injectors. Length of the hoses 1st cylinder-885mm, 2nd - 870mm, 3rd - 550mm and 4th cylinder - 500mm. Strap them down with help of a binder strap, on such a way, that they can be placed under the manifold to the gas-distributor. Push the injectors on the nipples. Next replace the intake-manifold. Use a new gasket.
- Fit the injector-hoses on the gas-distributor. Check the whole assembly with a leak detector.

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