



# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 1 to 7

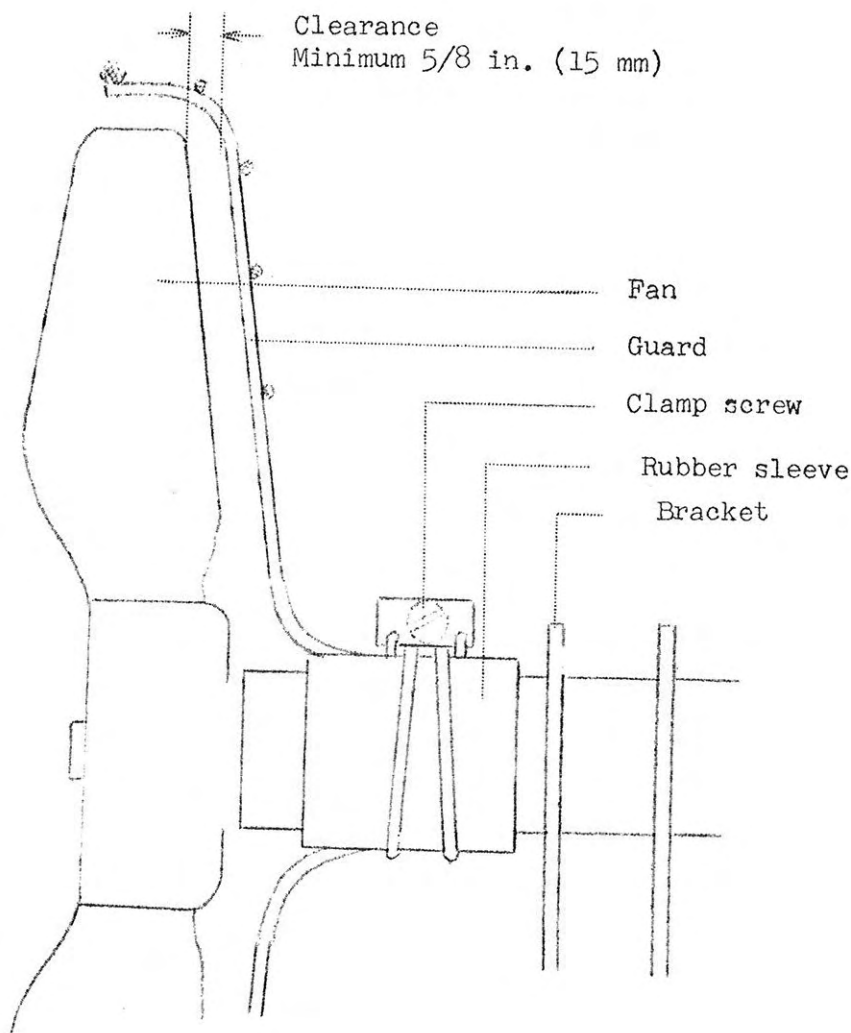
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The Service Messages number 93 - 1 to 7 are not applicable to the edition of the Service Manual printed in 1958.

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Service Department

## Adjustment of cooling fan clearance

In order to avoid damages to cooling fan and its guard the fan clearance should be checked when servicing cars. If adjustment be required loosen the clamp screw and push the guard and rubber sleeve forward against the bracket. As shown in figure below the clearance should be at least 5/8 in. at the tip of all fan blades. If these measures prove to be insufficient, the edge of the guard may be bent slightly forward until correct clearance is obtained.



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# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 9

17

## Cleaning and oiling of air filter

It is of extreme importance that the air filter is cleaned and oiled in accordance with our instructions, when a Saab 93 comes in for routine service, i.e. at least every 3000 km (2000 miles). Should this be neglected there are great risks that the engine is subjected to heavy wear due to impurities entering through the filter.

We recommend the Service Shops for Saab 93 to procure two suitable containers, one for cleaning the filter e.g. in kerosene, and the other one intended as an oil-bath (SAE 10), in which to dip the filter. Hereby the operation is facilitated which guarantees that the filter is attended to.

The filter dimensions are:

Diam. 240 mm (10 in.), Height 80 mm (3 1/4 in.).

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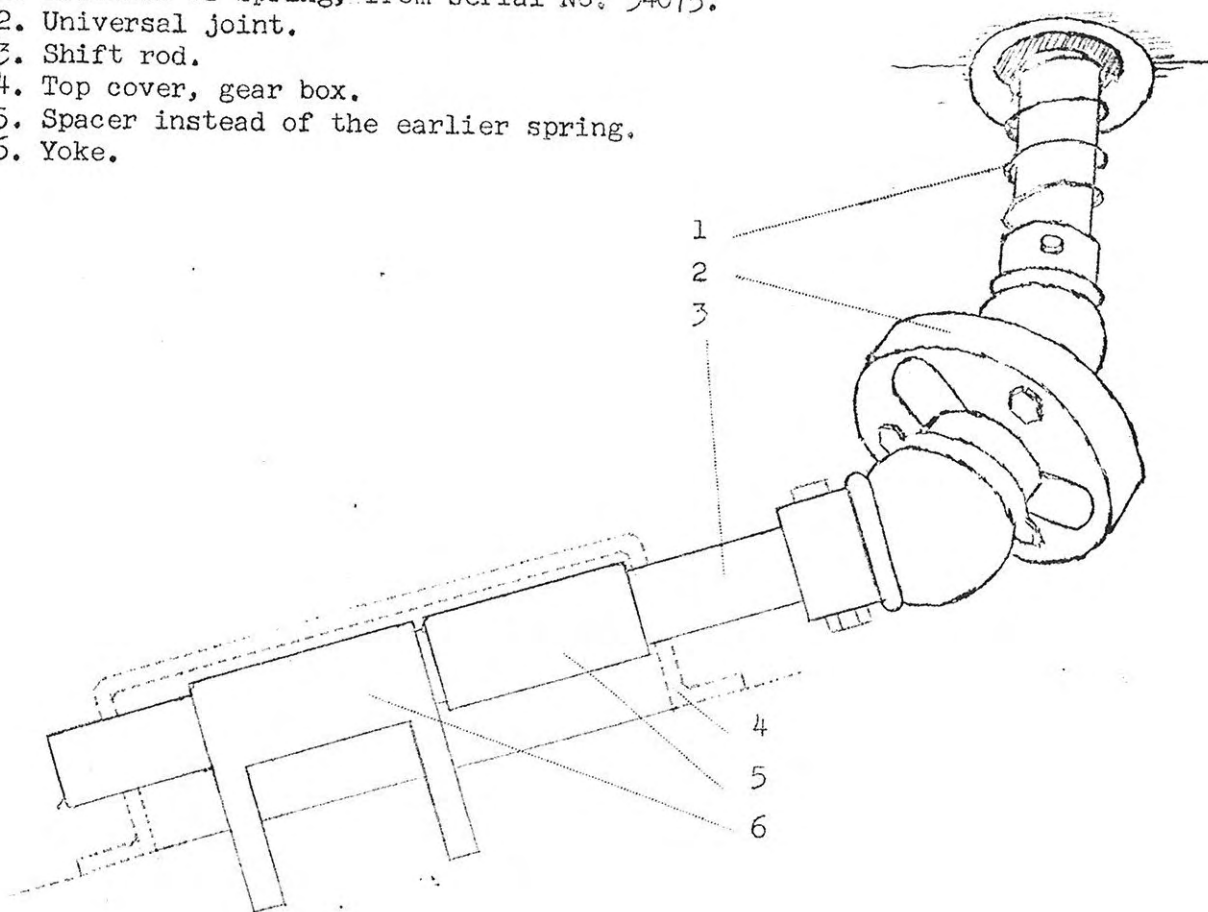
## Modification of gear lever return spring

From serial number 34075, the above mentioned spring is modified. The earlier spring (spare part No. 707418), which is cylindric and placed on the shift rod in the gear box top cover, is replaced by a spacer and a new conical spring (710514) has been fitted on the gear shift rod between the universal joint and the firewall, see fig. The reason for this modification is to reduce transplantation of noise from the gear box.

### NOTE

If a gear box or any part in the gear shift mechanism is to be changed be sure that only one of the return springs is mounted and preferably the one outside the gear box. In case the spring inside the gear box is to be removed, remember to put a spacer, 5, in its place on the shift rod.

1. Location of spring, from serial No. 34075.
2. Universal joint.
3. Shift rod.
4. Top cover, gear box.
5. Spacer instead of the earlier spring.
6. Yoke.



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# SERVICEMEDDELANDE SERVICE MESSAGE

L 93 - 11

17

## Retouch paint "Syntem 20-80"

The synthetic retouch paint "Syntem 20-80" is now available in the Saab colours. This paint, which is air-drying, may be used for cold as well as hot spraying. The recommended viscosity measured in Ford cup No. 4 (DIN-53211) is 20 sec. for cold spraying and 50 sec. for hot spraying. To dilute the paint use a synthetic thinner. First spray a thin lightly covering layer of paint and after approx. 15 minutes drying spray the final, full covering layer. In room temperature the paint dries in approx. 12 hours, and should it be necessary to reduce this time, it is also possible to heat-dry the paint. At 80°C (175° F) the time for drying is approx. 2 hours and at 60° C (140° F) approx. 3 hours. The dry surface has a high luster and should not be polished for at least two weeks.

Exercise the customary carefulness regarding removal of scaling paint, flatting down and any filling.

Six Saab-colours of "Syntem 20-80" is kept in stock in 1/4-, 1/2- and 1 liter tins (approx. 1/2 pint, 1 pint and 1 quart) and have the following spare part numbers:

Blue	781500	Green	781503
Grey	781501	Ivory	781504
Black	781502	Maroon	781505

An A after the number signifies a 1/2 liter tin (pint) and a B means a 1/4 liter tin (1/2 pint). Without any letter the number refers to a 1 liter tin (quart).

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Service Department



# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 12

17

## Remedying spark plug troubles

We have received information from the USA that spark plug troubles have occurred in some Saab-cars. As we have good experience from the spark plugs of the domestic market, we think it possible to solve these problems, if the points of view stated below are observed.

The spark plug troubles can be classified in two main groups:

- A) Oil film on the electrodes (Oilcoated electrodes).
- B) Overheated spark plugs (Burnt electrodes).

The troubles mentioned under item A are frequently occurring in new cars, when the operator often is unused to drive and maintain the car.

The following is to be noted:

1. A correct spark plug type (heat range) and electrode gap should be choosen. The Bosch spark plug that we recommend is Bosch M 175 T1. The M 225 T1 shall be used only in exceptional cases. For the present we consider that Champion has no spark plug, which we can recommend. (Tests are going on.)
2. The air preheater to the carburetter must absolutely be mounted (except during the hot season).
3. The high-tension insulators of the ignition system, i.e. distributor cap (in- and outside), ignition coil cover, spark plug and cable insulators, where short circuit may occur, must be kept clean and dry.
4. The distributor cap should be checked at the service inspections, so that there are no cracks inside, where a short circuit may arise.
5. When driving in rain or snow the grill shutter ought to be closed, which reduces the risk for spark plug troubles.
6. The basic ignition timing ( $8^{\circ}$  BTDC) has to be correct.

As regards the troubles mentioned under item B the following is to be noted:

1. Correct basic ignition timing ( $8^{\circ}$  BTDC). To facilitate this operation we are making a special tool for the ignition timing.
2. A spark plug of correct type (heat range) must be choosen.
3. Check that the spark plugs are tightened with the prescribed torque 4 kgm (28 ft.-lb) and that the recess in the cylinder head is cleaned before inserting the plug.

As regards radio installation in Saab-cars we have observed that one radio interference suppressor on each ignition cable and one for the distributor is usually sufficient.

Bosch's radio interference suppressors have the following denominations. For the ignition cables: EM/W 10/11 and for the distributor: EM/w 5/20.

When installing a radio, the electrode gap of the spark plugs should be increased from 0,28 to 0,32 in. (0,7 to 0,8 mm).

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Service Department



# SERVICEMEDDELANDE SERVICE MESSAGE

B 93 - 13

17

## Adjustment of inner ball joint, drag rods

From serial number 32493 there is a spring (709941) fitted in the inner ball joint of the drag rods between the rack end and the inner socket. Moderate wear of the ball joint will thus be taken up by the spring pressure.

It is of greatest importance that the inner ball joints are correctly adjusted. They should therefore be checked and if necessary readjusted before mounting the steering gear in the car.

NOTE: When the ball joints are correctly adjusted it should be possible to move the drag rod by the hand in all directions without binding in any position.

See also chapter 11 "Steering", item 4.2.4. in our Service Manual.

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Service Department



# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 14

17

## Front engine supports

From engine number 40.834 the front engine supports are modified. The earlier used hexagon UNF nuts, which are welded to the support are replaced by square UNC nuts.

It is important that the shop personnel are informed in this matter otherwise the supports may be destroyed by using the wrong type of screws for attachment.

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# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 15

17

## Front wheel bearings 707926 - "SKF 233200"

It has occurred that the standard bearing - "SKF 3306" - has been used for replacing front wheel bearings. The bearing used in our production - 707926 - is specially designed for Saab and the only one that should be used as spare part. This bearing is easily identified as it is marked "SKF 233200" on the side of the outer race. The standard bearing on the other hand is marked "SKF 3306" on the side of the inner race.

It is of extreme importance that a correct fit is obtained between the bearing and the inner drive shaft. Check that the shaft is undamaged and that there is no sign of rust at the bearing seat. Should any of these faults be discovered, it is recommended that also the shaft should be replaced.

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# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 16

17

## Modified parts of the front wheel bearings

### OUTER SHAFT SEAL AND EYE NUT

A stronger eye nut (709385) is fitted from serial number 31879 and in consequence of this a more feeble shaft seal 709397 is used.

### COIL SPRING ON OUTER DRIVE SHAFT

From serial number 33001 the coil spring on the outer drive shaft inside the steering knuckle housing is replaced by a spring assembly consisting of 15 small coil springs, (709919), fitted around the shaft between the cup washer (707937) and a new washer (709907). The free length of a new spring should be 22 mm.

NOTE: When replacing any of the above mentioned parts, be sure to order and fit the correct spare part. All parts of both designs are available.

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Service Department



# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 17

17

## Modified parts of front and rear suspension

Modified coil springs are fitted from serial number 32701. The new ones are not face ground in their lower ends and thus the lower spring seats have been modified accordingly. Concerning the rear suspension the lower spring seat is now attached to the axle shaft by a screw and a U-bolt with nuts. As a consequence of this also the axle shafts have been redesigned, each one having a threaded, inclined hole.

NOTE: When replacing any of the above mentioned details, be sure that the correct spare part is obtained. All the parts of both types are kept in stock and the new details have the following spare part numbers:

### FRONT SUSPENSION

Spring 709382  
Spring seat 709344

### REAR SUSPENSION

Spring 709383  
Spring seat LH 709379  
" " RH 709380  
Axle shaft LH 709347  
" " RH 709348  
U-bolt 709381

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Service Department



# SERVICEMEDDELANDE SERVICE MESSAGE

# 17

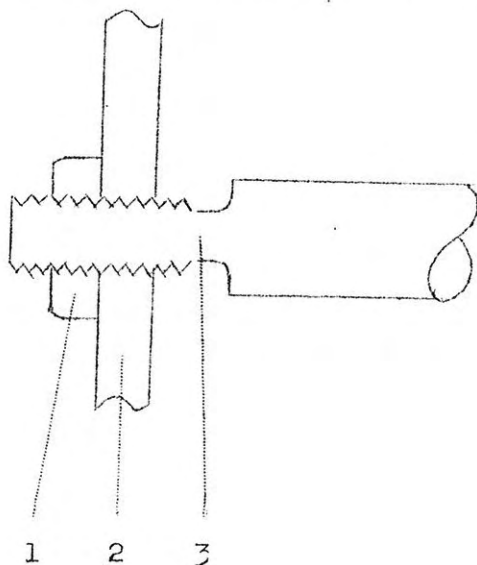
## Modified gear box components

The free wheel control is modified from serial number approx. 31850 and both T-pin (707475) and control shaft (707472) are of a new design. When there is reason to replace the old type of T-pin (707461) we recommend installation of the new design, i.e. to replace also the control shaft of the old type (707462).



The screw for adjustment of the 2nd - 3rd speed gear shift bar is from serial number approx. 32000 (gear box 32601) integral with the gear shift bar, (see fig. below) and the coil spring at the front end of the bar has been removed. The adjustment of gear shift bar is carried out in the same way as before. - (Service Manual. Chapt. 3 item 4.2.6.2.) As the gear shift bar now will come loose when dismantling the gear box end cover, exercise great care so as not to lose the ball catch and its spring, which are fitted in the gear shift fork.

Both designs of gear shift bars are available as spare parts.



1. Lock nut
2. Gear box end cover
3. Gear shift bar

Svenska Aeroplan Aktiebolaget in Trollhättan  
Service Department



# SERVICEMEDDELANDE SERVICE MESSAGE

E 93-19

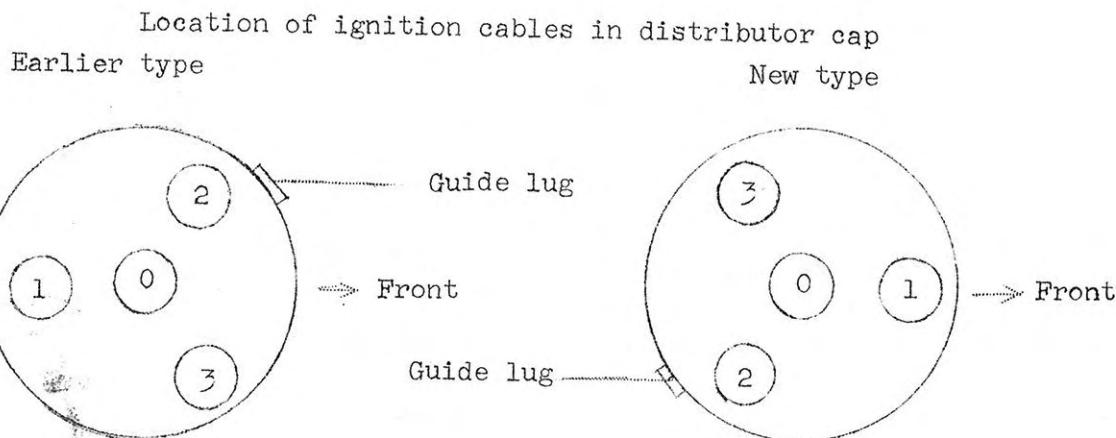
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## Ignition timing - modified distributor

From engine number 39639 (serial number approx. 38300) the ignition distributor is modified and its cap is guided by a lug on the rear clamp spring bracket, i.e. it is turned 180°. Thus the ignition cables are now positioned as shown in the figs. below. The condenser and primary cable terminal are situated on the rear side of the distributor body, and the protective cover under the rotor is removed. In consequence of these modifications the marking on the distributor for ignition timing is now situated to the left of the rear spring clamp bracket, i.e. the guide lug. When the piston in cyl. no 2 is at its TDC the rotor should thus point rearwards, which is quite contrary to the instructions issued concerning the earlier type of distributor. The two different procedures for timing the ignition must not be confused, which is important especially when a distributor is re-installed after having been dismantled.

The new spare part numbers are:

	<u>Bosch</u>	<u>SAAB</u>
Distributor	VJ 3 BR 2	709429
Condenser	LNK0 1 Z 20	780518
Distributor cap	ZV 75 Z 15	781516



Svenska Aeroplan Aktiebolaget in Trollhättan  
Service Department



# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 20

17

Information as to different designs introduced in the series production of Saab 93 and Saab 93 B

This summary of modifications is drawn up in order to give the information, which might be necessary for selecting the correct spare part. In addition to the serial number limit and nature of the modification, there is also stated in which degree the various components may be interchanged and a reference to any publication which contains further information.

## EXPLANATION OF THE ABBREVIATIONS IN THE NOTE COLUMN

- A. Interchangeable
- B. Interchangeable after adjustment
- C. Interchangeable if adjacent component is also changed.
- D. Not interchangeable

NOTE: By "Interchangeable" is understood that replacing part of old design with part of new design is possible. By "Not interchangeable" we consider that to extensive changes are requested to enable use of the new part, but as this is a matter of individual judgement, it does not mean that it is impossible.

- 1. Only the parts of the new design are kept in stock.
- 2. Parts of both designs are kept in stock.
- SM. Reference to the Service Manual.
- M-XX. Reference to Service Message no. XX.
- SP. Reference to Spare Part List.
- N-XXX. Reference to Spare Part News no XXX.

Serial (Engine) number	Modified parts	Nature of modification	Notes
26798	RH Rear wheel brake	Bleeder screw protection	A1, M-2, -
27750	Front suspension	Upper spring seat welded	D2, SM, SP
28015	Steering arm-	Guide omitted - Bolts threaded	C2, -, SP
(29137)	Steering knuckle housing	in housing	A-1, -, N-104
28528	Flywheel locking	Lock plate instead of wire	C-2, -, N-120
28586	Hood hinges	Mod.fr.plate and lower hinge	A2, -, SP
28594	Fuel line, tank-pump	One piece. Joint omitted	B-1, -, N-128
29132	Spare wheel attachment	Introduced	C-1, M-6, SP
29471	Grille screen	Pulley wheels used	A-1, M-5, -
29739	Radiator	Fitted with deflector	C-2, -, SP
	Rear suspension	Upper stopper attached to	D-2, -, SP
		welded bolt	A-2, -, SP
29850	Shock absorbers	Washer (708995) omitted	A-1, M-4, -
30201 x)	Rear bumpers	Mod. attachments	B-2, -, SP
30301	Floor mats	Grey in some cars	C-1, M-18, SP
30830	Heater	Mod. heater cover	C-2, M-16, SP
31077	Hood	LH ribbon replaced by rod	C-1, M-18, SP
31852	Free wheel control	New T-pin and shaft	A-2, -, -
31879	Front hubs	New eye nut and seal	
32000	Gear box	Mod. gear shift bar	
32310	Heater fan motor	Type Bosch	
x) 30201	El. equipment	Wiring divided into 3 bundles	D-2, SM, SP

Serial (Engine) number	Modified parts	Nature of modification	Notes
32329 32493 (32882)	Front hubs Steering gear, inner ball joint Carburettor manifold	New wheel bearing Inner socket spring loaded by new spring (709941) Incl. attachment for dynamo support	A-1,M-15,SP A-1,M-13,- A-2,-,N-102
32700	Brake lines to rear wheels	New design RH bleeder screw omitted	D-2,SM,SP
32700	Front suspension	Mod.springs and lower spring seats	C-2,M-17,SP
32700	Rear suspension	As per above and mod. axle shafts	C-2,M-17,SP
33001	Front axles	Mod. spring on outer drive shaft	C-2,M-16,-
33554	Rear wheel housing panel	Reinforced shock absorber attachment	D-2, -, SP
33563	Front shock absorbers	Soft rubber bushings	A-1, -, -
34075	Gear shift lever return spring	At cowl instead of in gearbox	C-1,M-16,-
(35475)	Cylinder head	New hole for temp. gauge bulb.	A-2, -, SP
35950	Front bumpers	Reinforced attachments	B-1, -, -
36085	Parking brake lever	Equipped with cover	A-1, -, SP
36121	Accelerator	Foot plate introduced	C-1, -, SP
36250	Inner drive shafts	Oil hole and oil felt in outer yoke of rubber joint	B-1, -, -
<u>Saab 93 B</u>			
36751	Windshield	One piece	D-2, -, SP
36751	Wipers	New design	D-2, -, SP
36751	Electric system	New bundles and theft-proof ignition switch integral with the coil	D-2,M-21,SP
36751	Clutch cable	Equipped with pulley segment	C-2, -, SP
36751	Rear view mirror	Also exterior	B-1, -, -
37541	Ventilation port cover	New type with intermediate position	A-1, -, SP
(39639)	Ignition distributor	Mod. cap etc.	B-2,M-19,SP
(40834)	Front engine supports	Nuts UNC instead of UNF	C-1,M-14,SP
41252	Front suspension	Mod. ball joints	A-2,M-23,SP

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Service Department





# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 21

17

## Replacement of ignition switch lock or ignition coil

### I Ignition switch lock cylinder

The following instructions for changing a lock cylinder in the ignition switch is applicable only if the key is available. Should the key be missing the cylinder must be bored out before detaching the switch from the instrument panel. Use a 9 mm ( $\frac{3}{8}$  in.) bore and make a 9 mm ( $\frac{3}{8}$  in.) deep hole in the center of the cylinder.

1. Detach the switch from the instrument panel.
2. Disconnect one battery terminal and the cables at the switch.
3. "Switch on" the ignition by turning the key.
4. Push down the catch in the hole of the threaded flange. If the catch cannot be moved, turn the key a little more clockwise until the position is reached, when the catch falls in.
5. Pull out the lock cylinder.
6. Before inserting the new lock cylinder, check that the slot in the bakelite disk is intact and that the spring pressure brings the disk out enough to ensure a firm grip around the lock cylinder fin.
7. Push in the catch, which is possible, if the key is turned to a certain position.
8. Align the guide lug, catch and fin of the new cylinder with their recesses in flange and bakelite disk. If the slot in the disk does not match with the fin, turn the disk to correct position with a screw-driver. The disk should return to this position due to the spring pressure, if it is turned in the clockwise direction.
9. Keep the catch pressed in and insert the cylinder into the switch with the guide lug in the notch. If the catch does not snap out in its hole, do not try to force the cylinder into position. Turn instead the key clockwise while pressing it slightly inwards. Insert a thin screw-driver through the square aperture on the back of the switch, lock the bakelite disk and turn the key back. When the disk snaps up around the cylinder fin, the catch will fit into its hole in the flange and secure the cylinder in position.
10. Check that the lock functions correctly, connect the cables and attach the switch to the panel with the armed cable downwards. Connect battery terminal.

### II Ignition coil and switch

As the theft-proof ignition switch is integral with the ignition coil, these two parts cannot be changed separately.

1. Disconnect battery terminal and the ignition coil cables.
2. Dismount the heater element. (See S.M. 93-4). It is not necessary to disconnect the hose if the element is folded forwards.





## SERVICEMEDDELANDE SERVICE MESSAGE

17

3. Detach the ignition switch as prescribed previously and loosen the ignition coil.
4. Remove the rubber grommet from the armed cable by pressing it out of the cowl with a screw-driver.
5. Dismount the switch and coil.
6. Insert the new coil-switch unit through the cowl.
7. Place the rubber grommet around the armed cable with the slit upwards and fit it into the cowl. It is advisable to coat the grommet with some rubber cement or similar sealing compound.
8. Mount the coil by the three screws to the cowl with the primary cable terminal downwards.
9. Insert the lock cylinder and attach the switch to the panel as described in part I of this message.
10. Fit the heater element to the cowl. Note that the hood lock should be "closed".
11. Connect the coil cables and the battery terminal.

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Service Department



# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 22

17

## Poor charging of battery

As the ammeter readings in some cases have been interpreted as a sign of defective relay or battery, it should be noticed that this also may be due to poor contact of the cables from the relay via ammeter and fuse box to the battery. Thus it is important that the cable connections, especially at the fuse box, are checked before any electric unit is replaced.

The cables referred to have the following numbers and colors in the Service Manual (chapt. 12, fig. 19C) and Owners Manual (fig. 13):

65 (grey)	relay	- fuse box
66 (grey)	fuse box	- ammeter
2 (red)	ammeter	- fuse box
3 (red)	fuse box	- battery

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Service Department



# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 23

17

## Adjustment of modified ball joints

From serial number 41252 a new type of ball joint is mounted in the front suspension. The new ball joint is designed with a slotted cover with lock flange. Adjustment should therefore be carried out as per the following description:

1. Jack up the car and remove front wheels.
2. Detach the ball joints from the steering knuckle housing, so that the tightness of the pivots may be checked. - The adjustment will be facilitated if the ball joint is completely detached and fixed in a screw-vice.
3. Clean the joint and remove the rubber bellows.
4. Undo the cover lock with a drift.
5. Tighten the cover with a suitable tool until there is no play and the pivot is somewhat stiff. - Do not tighten too much. - The pivot must not bind harder in any position, than it can easily be loosened by the hand. Check this by turning the pivot fully in all directions.
6. When the ball joint is correctly adjusted, lock the cover by pressing down its flange into the notches in the ball joint body. - If the flange cannot be used for perfect locking of the cover, file down two new notches in the housing, where the flange may be pressed down.
7. Check that the locking of the cover is satisfactorily carried out and that the pivot does not bind in any position.
8. Grease the ball joint richly through the lubricator and attach the rubber bellows with the snap ring.
9. Mount the ball joint to the spring arm ( if it has been removed) and steering knuckle housing.
10. Fit the wheel and lower the car.

The new type of ball joint (709911 and 709912) may be installed as a unit instead of the old type. It should never be disassembled since replacement of components cannot be carried out.

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## Gearbox - Needle bearings for 2nd speed drive

From serial number approx. 42200 (gearbox no. 44511) the 2nd speed drive on the main shaft is equipped with two needle bearings. The bearings are fitted between a new, thinner steel bushing and the modified drive gear. Between the bearings there is a spacer.

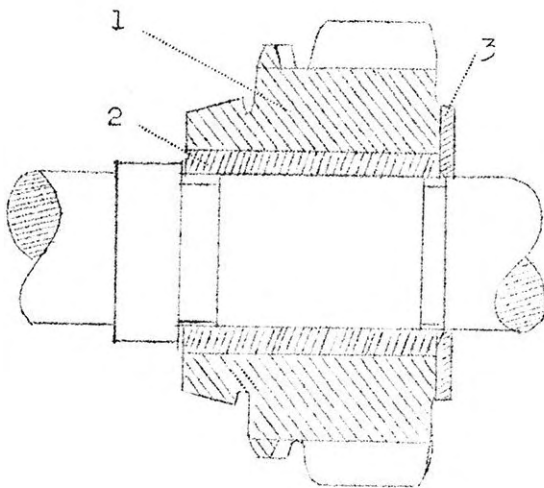


Fig. 1. To gearbox no. 44510.

- 1. 2nd speed drive
- 2. Bushing
- 3. Washer

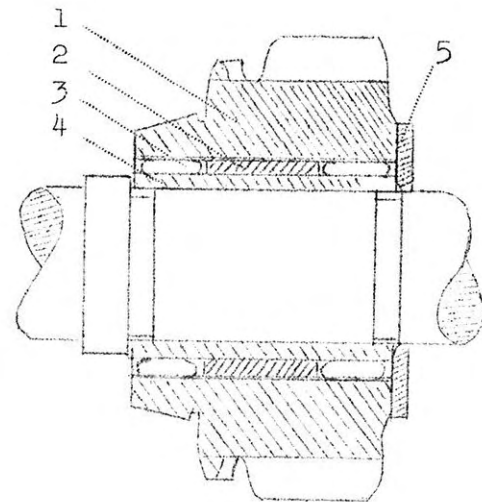


Fig. 2. From gearbox no. 44511.

- 1. 2nd speed drive
- 2. Spacer
- 3. Needle bearing
- 4. Bushing
- 5. Washer

All the components of both alternatives are available as spares, the new ones having the following spare part numbers:

2nd speed drive and gear (one set)	781651
Needle bearing (two)	710414
Spacer	710413
Bushing	710412

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Service Department

### Modified gearbox casing and freewheel lock mechanism

From serial number approx. 42500 (gearbox no. 44943) the light metal part of the gearbox casing is modified, mainly in order to fit the new type of freewheel lock mechanism. The modification of the lock mechanism comprises replacement of the previously used T-pin (see our S.M. E 93-18) by a fork. Note. If the new lock mechanism for the freewheel is to be dismantled, this new fork can be removed only from the inside of the casing. Thus the gearbox first has to be dismantled.

Should the new type of light metal casing be fitted to an earlier type of gearbox, it is necessary to check and adjust the position of the release lever as per fig. 1 below.

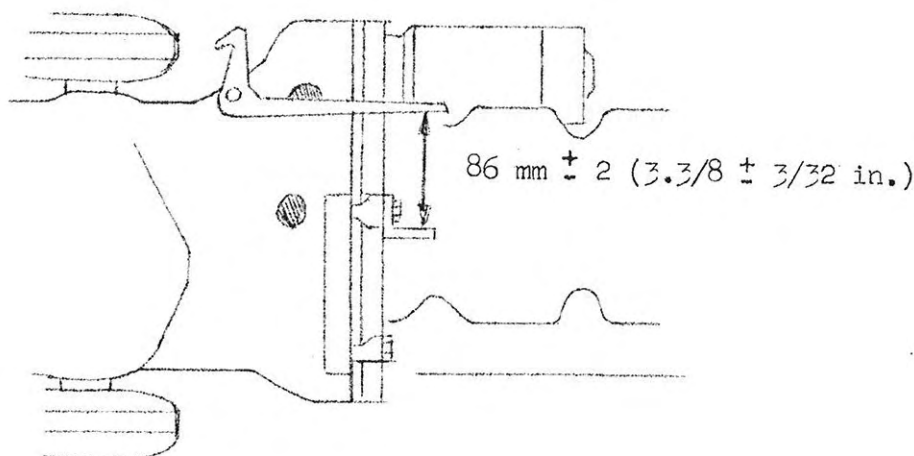


Fig. 1. The power unit as seen from below. - The distance between lever and wire attachment bracket should be 86 mm  $\pm$  2, (3.3/8  $\pm$  3/32 in.).

The distance between the release lever and wire bracket indicated in fig. 1 should be correct, when the lever is forced away from the bracket until there is no play between the release bearing and release plate.

Note. This instruction is also applicable to the earlier design of gearbox and should be checked, especially if any release mechanism part, e.g. the release bearing, is replaced. Adjustment of the lever is carried out by bending it carefully until the desired shape is obtained.

Components of both designs are kept in stock and the new details have the following spare part numbers:

Light metal casing (clutch/diff. casing)	710003
Freewheel lock mechanism:	
Fork	707490
Shaft	707491
Screw	790318
Spring	707496
Washer	791036



# SERVICEMEDDELANDE SERVICE MESSAGE

E 93 - 26

17

## Changed tightening torque

### I M P O R T A N T

The tightening torque for the nut on the gear box main shaft, which is stated in the table on page 7, chapter 1 "General" in the Service Manual, should be corrected to: 4 - 6 kgm, 340 - 530 lb.-in. and 28 - 44 lb.-ft. Be sure that the old values are changed also on any placards etc.

Concerning the nut on the pinion shaft, this ought to be tightened with a torque of 12 kgm, 1050 lb.-in. and 87 lb.-ft., after which it should be loosened and retightened with the torque prescribed in the table mentioned above.

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