

# Fitting instructions



***Saab***  
***9/3 2.0 16V LPT***



**265000-526**

# WIRING DIAGRAM



**necam**  
gassystemen

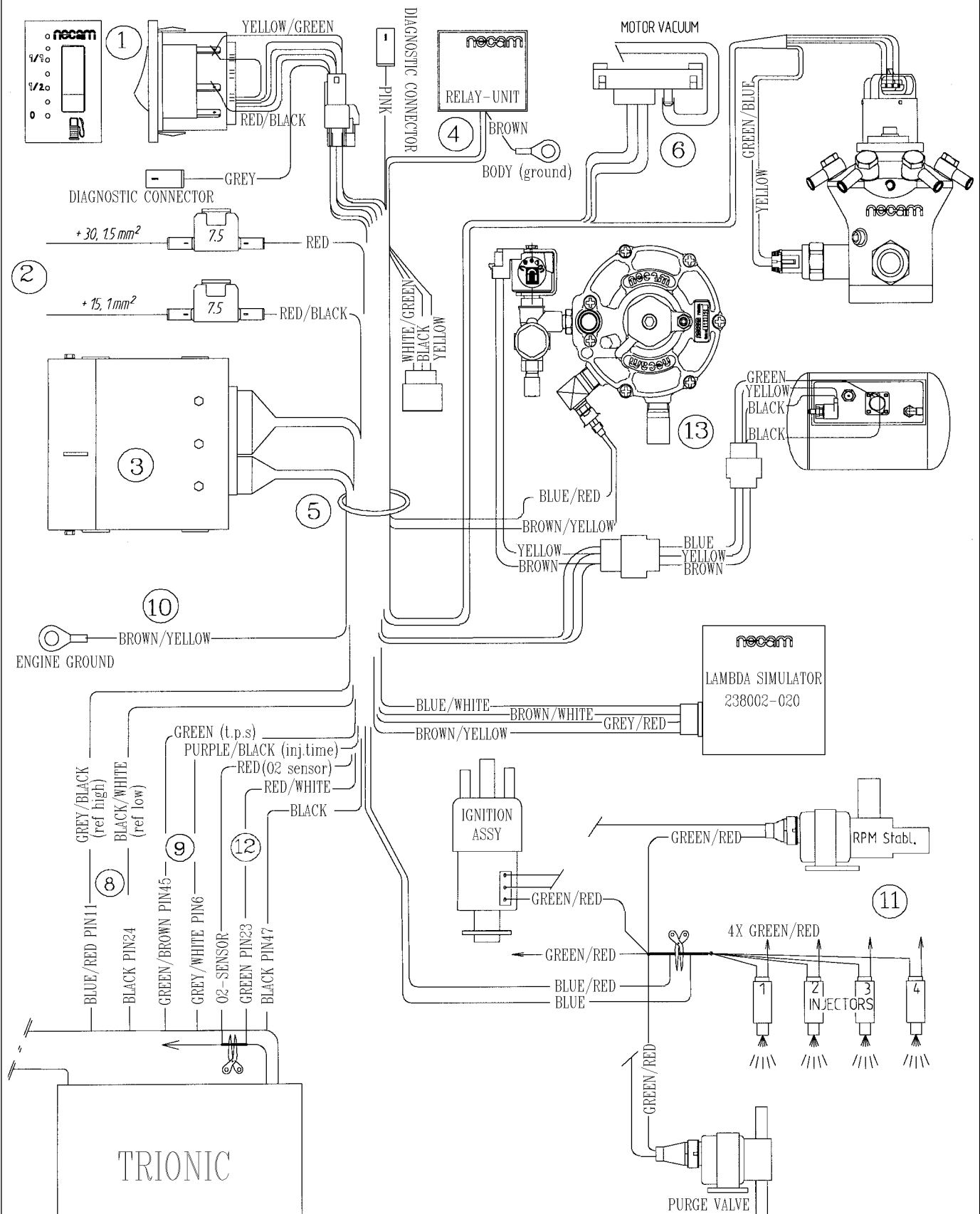
**Make: SAAB**

**Instr. no : 265000-526**

**Type : 9/3, 2.0-16V LPT**

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**Motorset no : 2318**



**Make: SAAB****Instr. no : 265000-526****Type : 9/3, 2.0-16V LPT****Page no : 2/5****Motorset no : 2318**

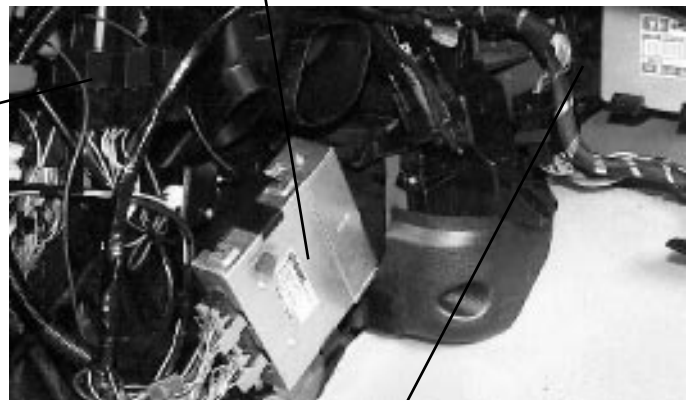
1. *The fuelswitch which contents the level indicator is placed at the right hand side of the steeringwheel in the center console. Remove the mostleft cover from the existing hole and place the switch with the special adaptor which makes the switch exactly fitted.*



2. *Connect the 2.5 mm<sup>2</sup> red wire to the + 30 (constant tension). This is the red 2.5 mm<sup>2</sup> in the wiringloom to the contact switch, which goes over the center console. The red 1 mm<sup>2</sup> wire joins the +15 (tension after contact); this is the blue/red wire, which comes from the contactswitch (is connected with pos. 27 of the ECU).*

3. *Remove the plate on the right covering the center-console. Place the delivered bracket with help of the two existing M6 bolts to the tunnel and assemble the Micro-Processor using the plastic clamp on such a way that the terminals are pointing opposite the direction of drive.*

4. *Mount the main relay-assy to the center console using the same M6 point which holds the MP-bracket. The brown mass wire with cable-eye must be attached to a good bodyground.*



5. *Make a hole of Ø 30 mm in the cowl panel behind the right suspension unit, between the heaterassy and the controlunit fitted there. 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 gasdistributor and the MAP-sensor are assembled together with the vaporizer to the bracket and have to be placed as a unit in the enginebay. Assemble before placing the unit all hose nipples, autogas shut off valve etc. to the vaporizer and also the banjos and special bolts to the gas distributor. Assemble the special bolts symmetric, that means opposite to each other, on the gas distributor.*

7. *Following this 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. Connect the vacuumhose of the MAP sensor with help of the vacuum-T on the hose, which goes from the connection on the throttle body to the vaporizer front cover (remove rubber cap, see picture). Place the 3-way connector on the MAP sensor.*

*(Look for positioning of the bracket "fitting instructions motorset").*

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8. *The wires for the RPM signal are attached to the wires direct above the connector on the ECU, which is situated on the right A-panel. Here must the grey/black wire (ref.-high) be attached to the blue/red wire on pos.11 and the black/white (ref.low) to the black wire on pos.24.*
9. *The green wire coming from the cable harness (throttle valve position) must be attached the green/brown wire on pos.45 in the connector on the ECU. The purple/black wire coming from the cableharness (injectiontime measurement) must be connected to the grey/white wire on pos.6 in the connector on the ECU.*
10. *The brown/yellow mass wire with cable eye has to be fixed under a M6 fastening screw of the intake manifold at the right end of the cylinder head. Make sure there is a good ground!*
11. *To switch off the fuel-injectors the 4 green/red 0.75mm<sup>2</sup> wires in the cable harness between the right suspension unit and the engine have to be cut at the point where they are attached to the junction of 7 green/red wires. Open up the protective cover and locate the 4 correct wires. Cut the 4 wires feeding the fuel-injectors according wiring plan and make sure the green/red wires to the purge valve, ignition and idle rpm stabilizer remain attached. Connect the red and blue/red 1.5 mm<sup>2</sup> wires of the Necam cable harness according wiring plan.*



12. *When driving on LPG, the lambda signal to the ECU must be cut and connected to the simulator at the same time. Cut the green wire on pos.23 in the connector on the ECU and attach the red wire coming from the cable harness (lambda-signal) on the sensor side and the red/white wire (simulation) on the ECU-side of the green wire. Connect the 4-way connector to the lambda-simulator 238002-020. Fit the simulator to the heater-housing using a suitable M6 fixing bolt.*
13. *The 2-way connector with yellow and brown wire has to be connected to the autogas shut off valve. The wiring with 3-way connector goes to the tank valve and level gauge. The 2-way connector with blue/red and brown/yellow wires is connected to the temperature sensor located on the waterhose ferrule.*



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**Following actions are best done  
with intakemanifold removed!**

- **Fit the shut-off valve to the vapourizer in such a way that its in line with the firewall with the assembly mounted to the car. The vapourizer must be fitted to the car with the 1st stage pressure adjustment bolt facing up front. Fit the brass hose adaptor with temp. sensor to the vapourizer body in the threaded hole next to the valve. Also fit the plastic hose adaptor to the vapourizer body. Both adaptors face up front. Use liquid sealant on the conical threads. Also fit the 60° gas hose adaptor as replacement to the straight one.**
- **Unscrew the plastic nut behind the right suspension unit, with which the wiring loom is fastened on the inner wing. This is the 3rd pick-up point for the vaporizer mounting bracket. Fasten here the wiring loom later on again using a binder. Then place the bracket complete under the suspension strut brace and fasten this one with a rubber insulated clamp. Fasten the brace also on the original M6 fastening point on the cowl panel.**
- **The water hoses are joined in series to the pre-heating of the throttle valve body. Remove here for the original hose between the throttle body and cylinderhead. Fit the water hoses of the vaporizer at the hose adaptors which are free now. Also assemble the autogas hose between the vaporizer and the gas distributor.**
- **Place the vacuum-T with the hose coming from the tube adaptor on the vaporizer front cover, which is also connected to the MAP-sensor, between the vacuum hose leading from the fuel pressure regulator to the connection on the intakemanifold.**
- **Assemble the copper piping. Attach the 2-way connector with yellow and brown wires tot the shut off valve .**
- **Check the whole assembly with a leak detector!**



# INJECTOR FITTING INSTRUCTIONS



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**Complete fitting instructions motorset  
when intake manifold is removed!**

- **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 this can't flow into the engine during the disassembly of the intake manifold.**
- **Disassemble the petrol gallery and then the intake manifold.**
- **Drill the holes in the manifold tubes for the injectors as shown in the illustration on  $\varnothing$  6mm ( watch the different positions!) and machine the area (5) around the holes so the O-rings (4) seal correctly. Next place the pipes (2), O-ring cap (3) and injector-nipples (1). Use loctite for securing. For positions, see drawing.**
- **Place the injector-hoses on the injectors. Length of the hoses 1st cylinder-300mm, 2nd - 400mm, 3rd - 560mm and 4th cylinder - 520mm. 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.**

