

Oil Cooler Hose Removal and Replacement 1988 Saab 9000 Turbo

Tools needed in addition to usual assortment of metric wrenches, sockets and torx head screwdrivers: 24mm (15/16 in) wrench and stubby 22mm (7/8 in) wrench. (Not much room between firewall and oil filter adapter. A crowfoot head might work.) Shouldn't need a flare nut wrench, but it is the safest way to go. Have some means handy to mark bolts as they come out, as many are of different lengths.

1. Clean underside of engine compartment, frame and suspension. (If you already burst a hose, guess where all the oil went.)
2. Remove small screw securing top of oil cooler to bracket. This allows moving the oil cooler slightly making it easier to loosen top cooler pipe. Note: each pipe fitting uses a small O-ring so they should not be overly tight. Do not overtighten upon reassembly.
3. Remove lower splash pans (between bumper fascia and front crossmember) and front half of passenger side inner fender well.
4. Remove passenger side headlight bucket. This allows room to loosen the lower cooler pipe. Plug oil cooler fittings to prevent introduction of foreign material.
5. Remove AC and serpentine belts. Remove belt tensioner pulley. Remove two clips holding oil cooler pipes to front of engine.
6. Remove alternator. (A small crowbar is useful.) Be extremely careful of small wire. It runs from ignition switch and provides field excitation voltage to "start" alternator output. (Take alternator to shop to have is cleaned if it took an oil bath like mine did. Time to change the voltage regulator/brush pack?)
7. Remove oil filler/dipstick tube bracket at top of tube. Move tube as far toward center of engine compartment as possible. (Would be great if tube could be removed entirely but bottom of tube is held in place by a clamp secured by a blind torx screw, the head of which is partially covered by the rear engine mount bracket!)
8. At this point you MIGHT be able to get wrenches on oil cooler line fittings on top of oil filter adapter. I loosened power steering pump bracket, which permitted much easier access from through the wheel well. Plug holes in adapter to keep dirt/moisture out.

New lines from Saab are about \$265. I could not locate aftermarket lines. Replacement lines from a junker may be close to failure themselves. Some folks carefully cut hose off metal fittings and use AT hose and clamps. I took mine to a hydraulic shop. They cut off flex hose, soldered new fittings onto pipes and crimped on new hose. (Note: high pressure hydraulic hose is VERY stiff. Even though the new pipe fittings allowed plenty of swivel, I would recommend having the shop use a more flexible hose, making it easier to bend the hose when fitting everything back together.) Put new O-rings on ends and good to go for \$55.