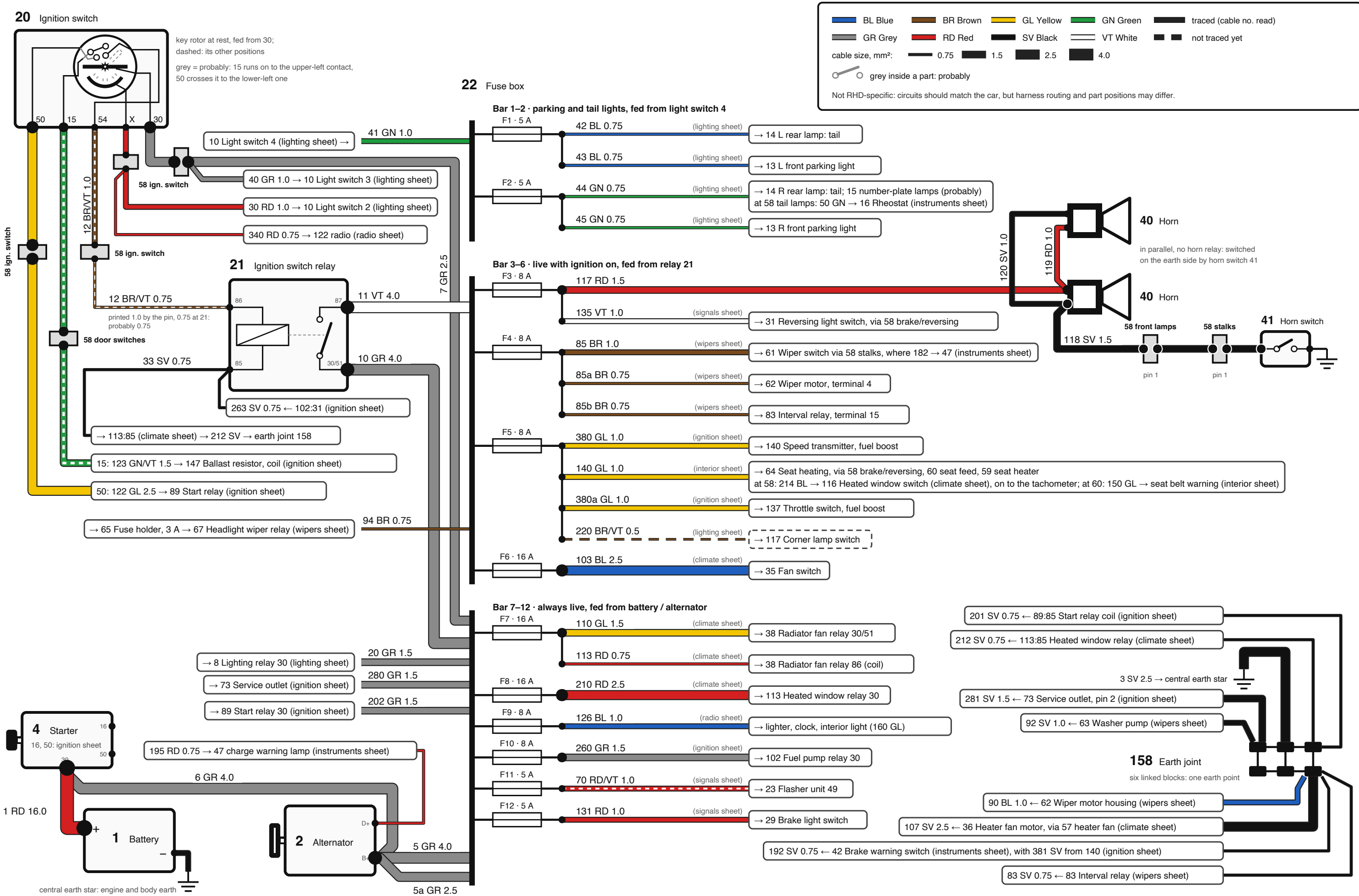


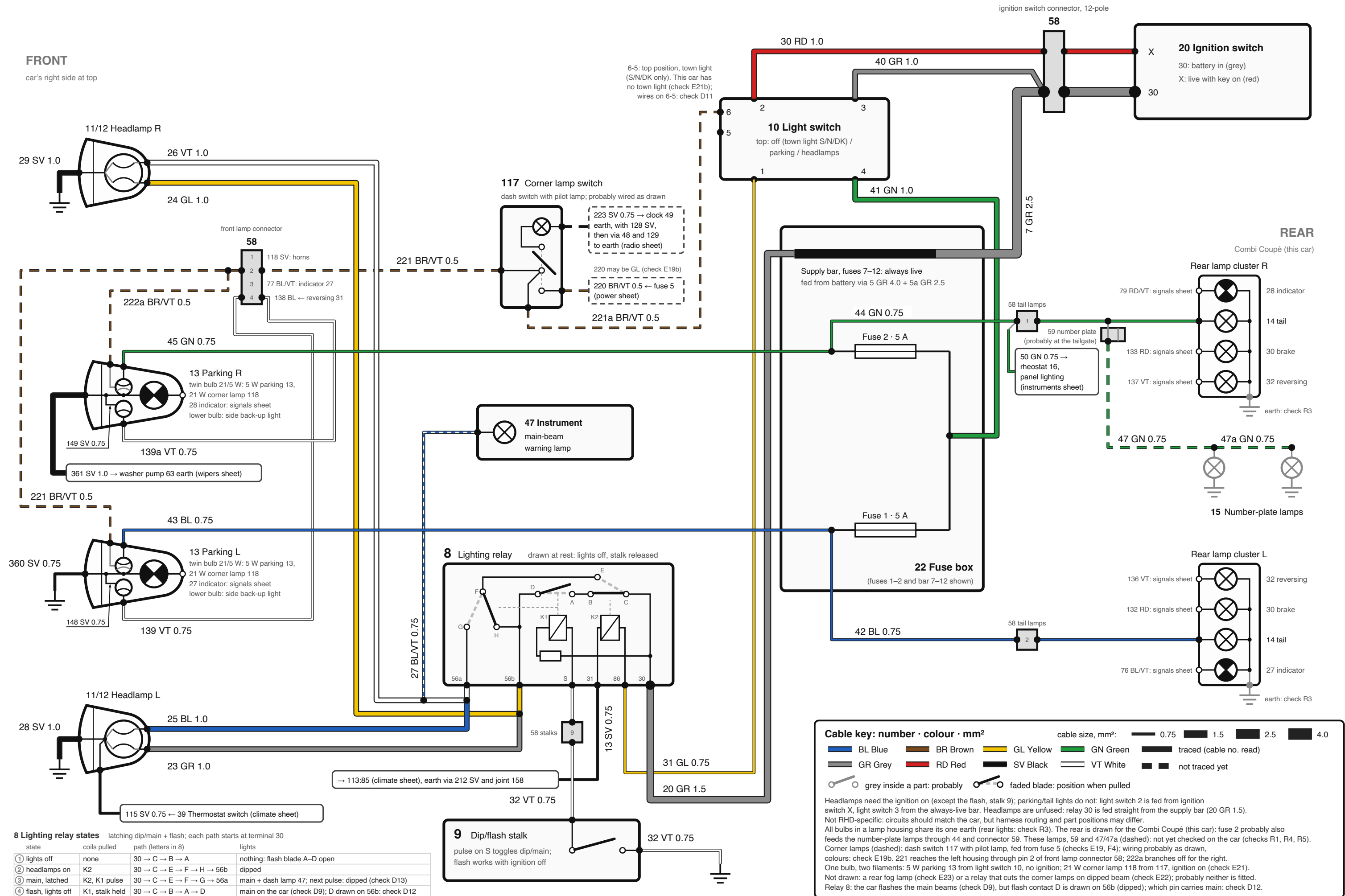
Saab 99 Turbo, model 1979 — Power distribution



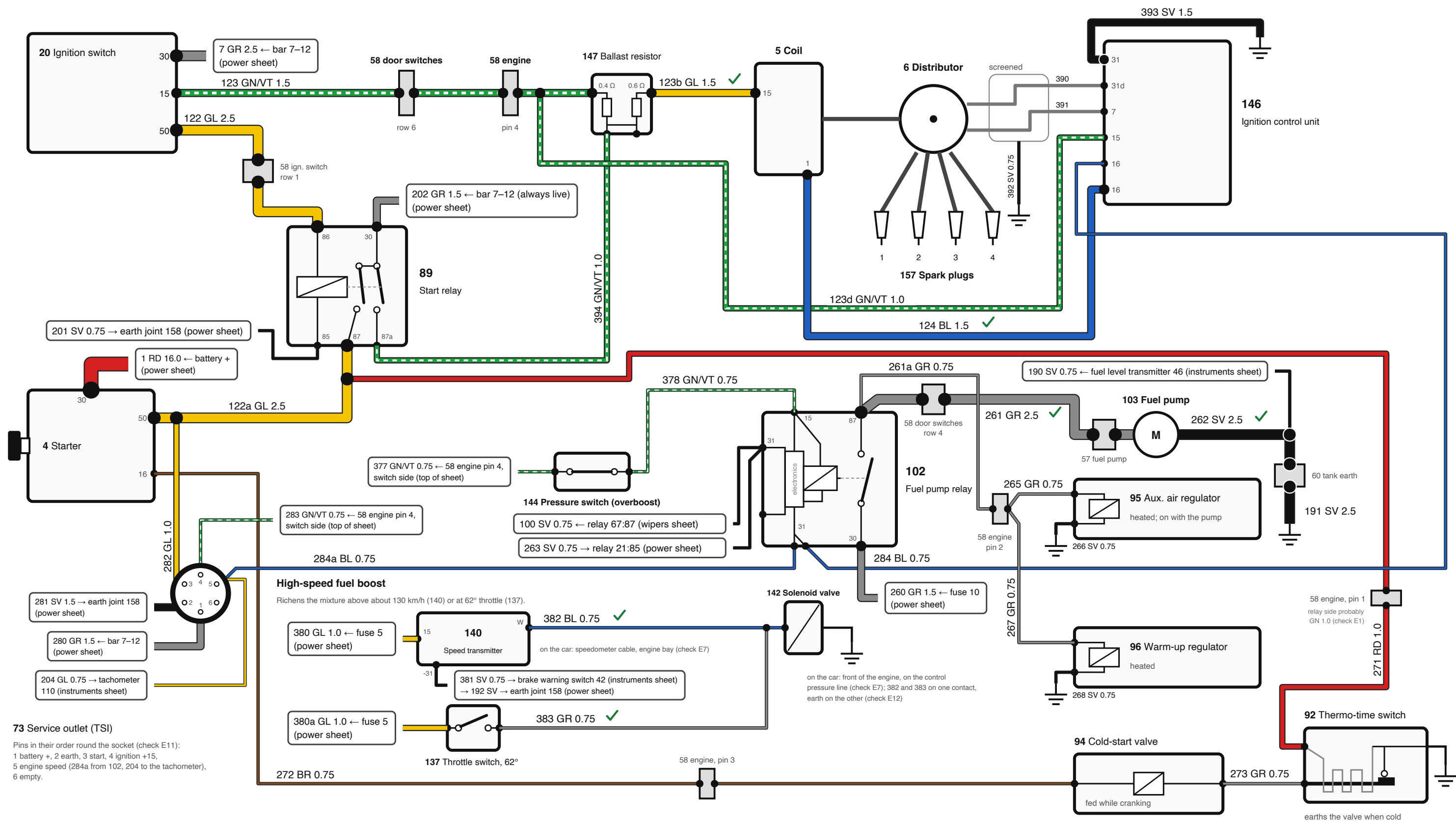
Saab 99 Turbo, model 1979 — Lighting circuit

FRONT

car's right side at top



Saab 99 Turbo, model 1979 — Ignition, starting and fuel injection



Overboost cut: pressure switch 144 (closed at rest) is in the fuel pump relay's feed (15). If it opens, the relay drops out and the pump stops. The pump relay also takes an engine-speed signal from 146 (284 BL), which normally stops the pump when the engine isn't turning.

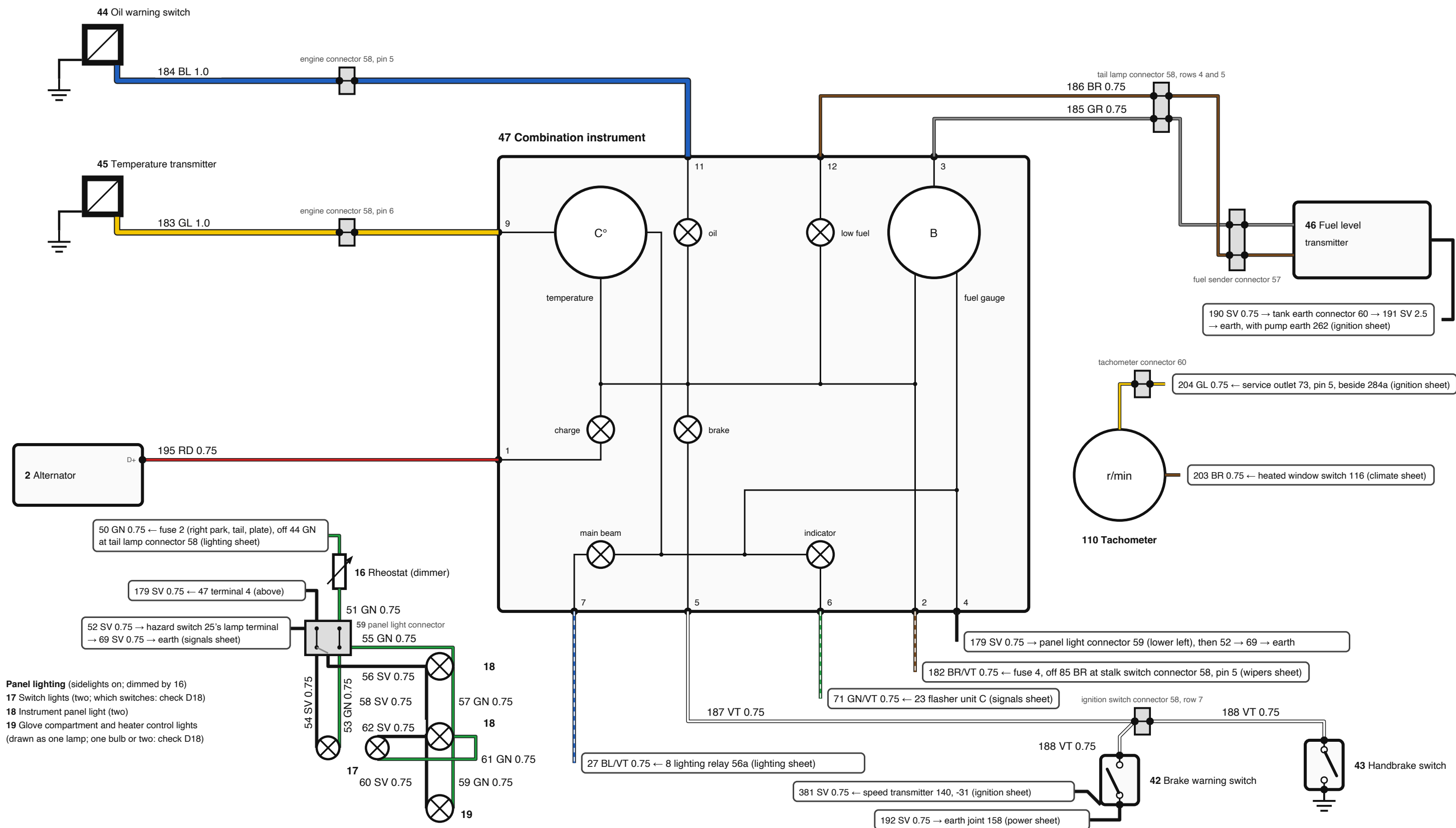
Start relay 89: its coil is earthed directly (201 SV), so it pulls in whenever the key is at start. It feeds starter terminal 50 (the solenoid) from the always-live bar, and 87a feeds 394 to the joint of 147's two resistors, bypassing the 0.4 Ω one while cranking (the 0.6 Ω stays in). 92 may also have a second element between its two terminals (perhaps a second heater); it is not drawn, as what it is is not known.

Sender cable 390/391 is screened; 392 SV earths the screen. Pin and row numbers of the 58 connectors are our own count, top to bottom (engine: check ET).

Not RHD-specific: circuits should match the car, but harness routing and part positions may differ.

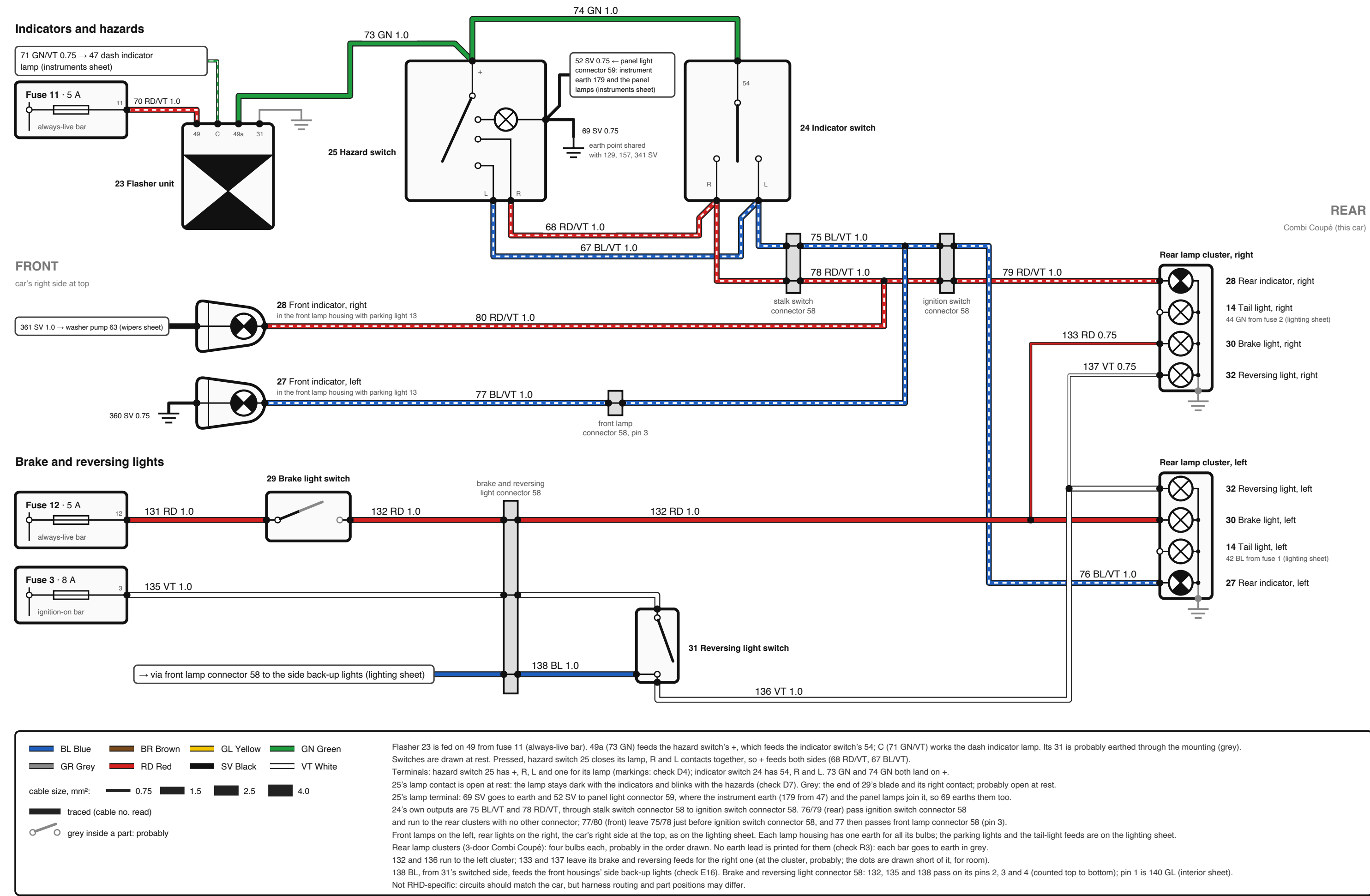
263 SV (pump relay 31) goes to relay 21, probably its 85, and on to earth joint 158.
100 SV, headlight wiper relay 67's earth, also lands on 102:31. 201 SV goes to 158 directly.
123d (+15 for 146) leaves engine connector 58 pin 4 on the 147 side, before the ballast resistor. 377 and 283 leave the pin on the switch side, each its own lead beside 123.
102's joined bottom pair (marked 31) takes the speed signal (284, 284a): probably terminal 1.
381 SV (140's earth) lands on 42's earth side, probably spliced into 192 SV there.
266, 268, 392 and 393 SV go to the central earth star. Relay 21, joint 158: power sheet.

Saab 99 Turbo, model 1979 – Instruments and warning lamps

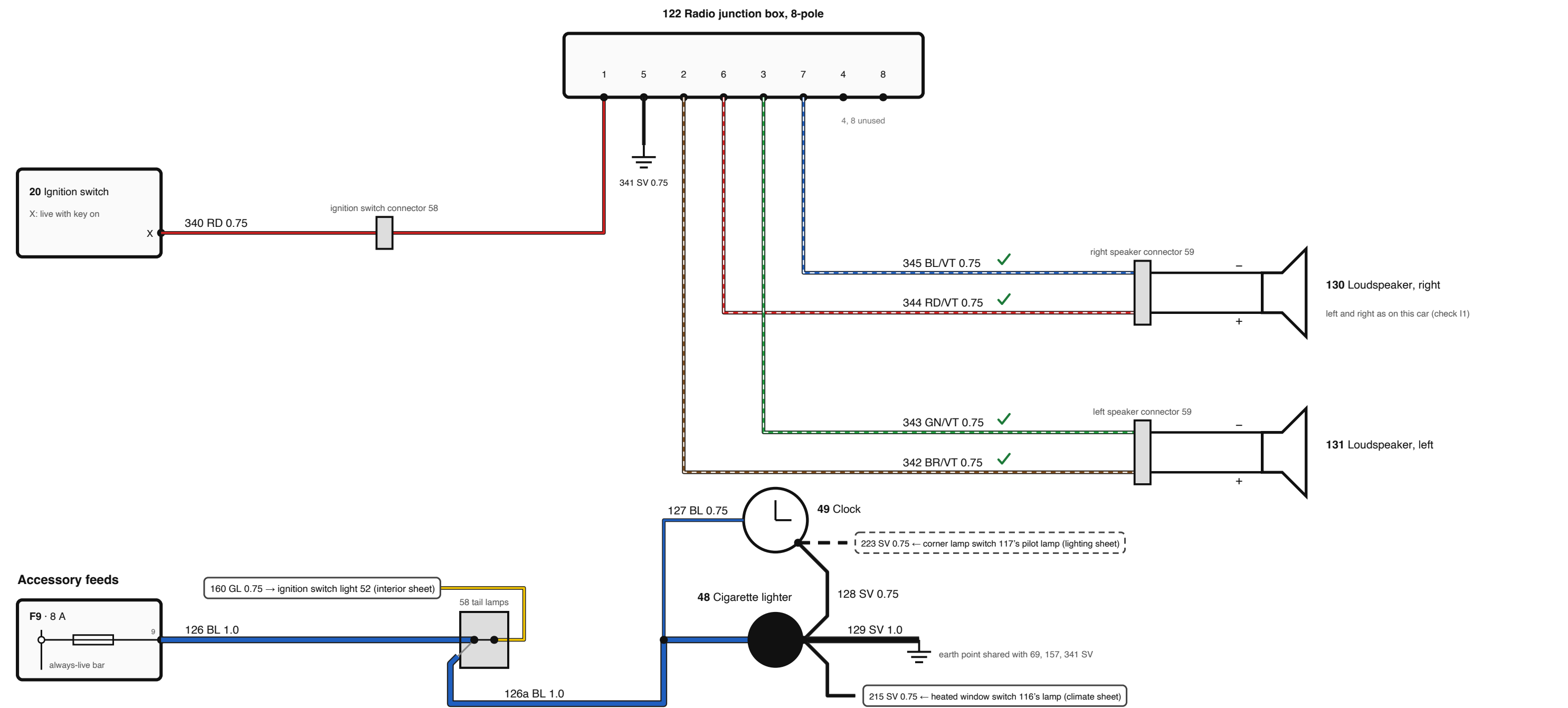


Inside 47 (its own terminal numbers): a + rail from 2 (182) feeds both gauges and the oil (11), low-fuel (12), brake (5) and charge (1) lamps; an earth rail to 4 (179) takes the gauges' third leads and the main-beam (7) and indicator (6) lamps. Oil and temperature wires pass engine connector 58, pins 5 and 6 (our own count, top to bottom; check E1); the fuel sender wires pass tail lamp connector 58 (rows 4 and 5) and fuel sender connector 57 (3-pole). Charge lamp: 195 RD 0.75 from alternator D+. Main beam: 27 BL/VT from lighting relay 8. Indicator: 71 GN/VT from flasher 23. Brake: 187 VT, then 188 VT to handbrake switch 43 and brake warning switch 42; either earths it. Supply: 182 BR/VT from fuse 4, branching off the wiper feed 85 BR at stalk switch connector 58. Tachometer: signal 204 GL from service outlet 73 pin 5 (beside 284a), through tachometer connector 60; supply probably 203 from heated window switch 116. Earth: 47's 4 (179 SV) goes through panel light connector 59 and 52 SV to hazard switch 25's lamp terminal, which 69 SV earths (signals sheet); the panel lamps (lower left) earth the same way. Fuel level transmitter 46: its third lead, 190 SV (no terminal name printed), is its earth. It meets the pump's earth 262 at tank earth connector 60 and goes on as 191 SV 2.5 to earth, probably near the tank. 44 and 45 are drawn with the sender symbol (heavy square with a diagonal, not a winding), each with its own earth lead (no cable number). 44 probably earths the oil lamp at low oil pressure; 45 is probably a resistance that falls as the coolant warms. Not RHD-specific: circuits should match the car, but harness routing and part positions may differ.

Saab 99 Turbo, model 1979 — Indicators, hazards, brake and reversing lights



Saab 99 Turbo, model 1979 — Radio, speakers and accessory feeds



- | | | | |
|-----------------------------------|----------|--------------------|----------|
| BL Blue | BR Brown | GL Yellow | GN Green |
| GR Grey | RD Red | SV Black | VT White |
| cable size, mm²: 0.75 1.5 2.5 4.0 | | | |
| traced (cable no. read) | | not traced yet | |
| grey inside a part: probably | | checked on the car | |

Speaker polarity: 342 and 344 to +, 343 and 345 to –; left and right as on this car (check I1): right-hand 344/345, left-hand 342/343. Junction box 122's pins are drawn in their physical order.

The radio's + (340 RD) comes from ignition switch X, so it's live only with the key on (check D1: dead with the key out).

Fuse 9 (lid: cigar lighter, compartment light, clock): 126 BL enters tail lamp connector 58 and leaves the same pin as 160 GL to ignition switch light 52 and the interior lights.

126a BL to the lighter probably joins that pin on the fuse side, so the link is drawn grey. The clock's 127 BL takes off 126a.

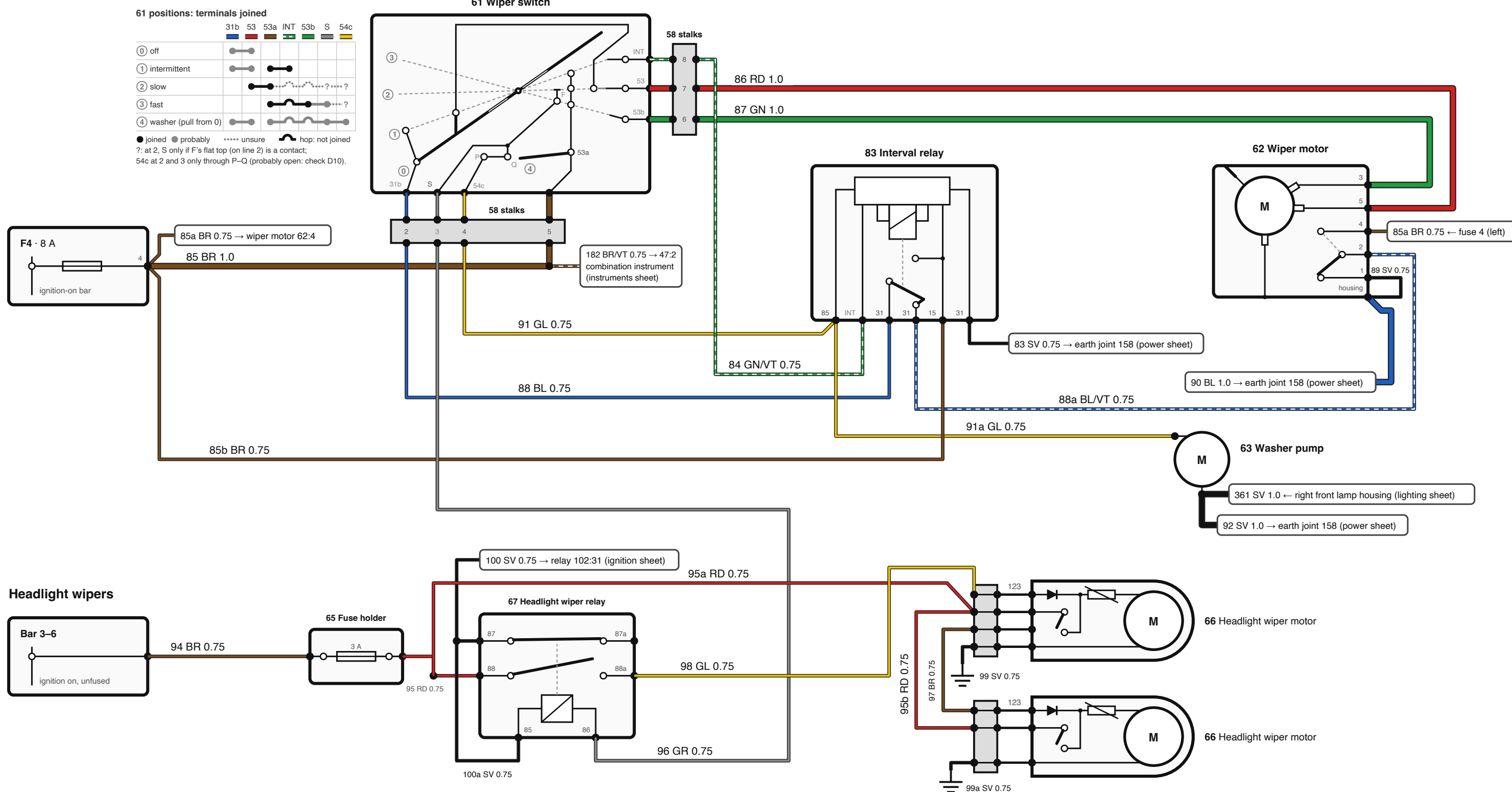
Lighter 48's earth terminal gathers 128 SV (clock) and 215 SV (heated window switch lamp); 129 SV 1.0 takes them to the earth point shared with 69, 157 and 341 SV (the radio's earth).

223 SV (dashed, like the rest of the corner lamp circuit on the lighting sheet): corner lamp switch 117's pilot lamp earths on the clock's earth terminal with 128 SV; not confirmed on the car yet (check D11).

Where junction box 122 sits on this RHD car is not known yet (check D6); on LHD cars it is in the right-hand trim panel under the dash.

Saab 99 Turbo, model 1979 – Wipers and washers

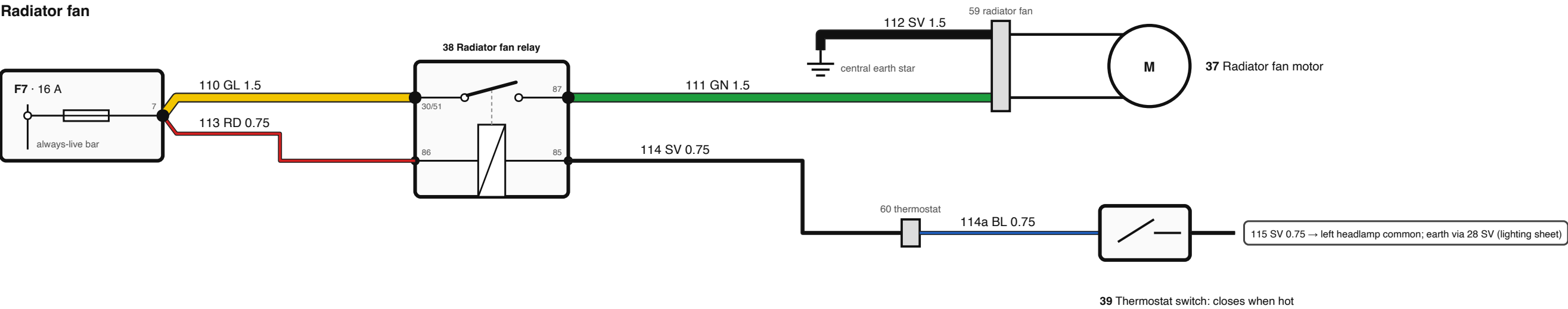
Windscreen wipers and washer



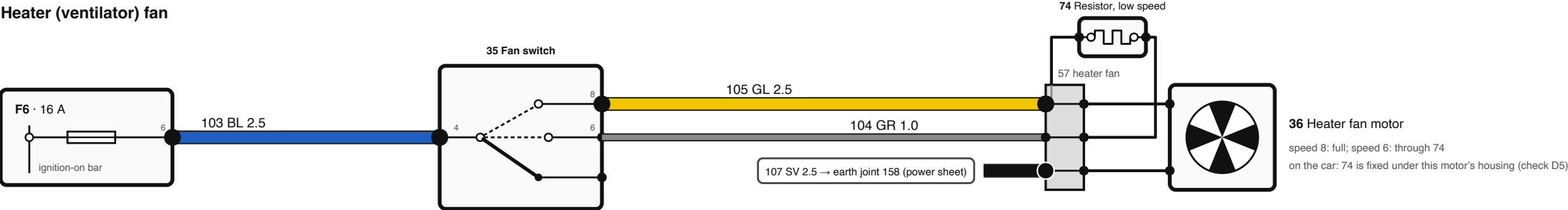
Wipers run from fuse 4 on the ignition-on bar: 85 BR to the switch (53a), 85a BR to motor terminal 4 and 85b BR to relay 83's 15. Relay and pump earth at joint 158 (83 SV, 92 SV). Relay 83: at rest the changeover joins 88 (switch 31b) to 88a (motor park, 62.2); energised, it puts 15 (+) on 88. A block (timer, probably) drives the coil. 85 takes 91 GL (54c) and 91a GL (pump): washing probably wipes too. Motor 62: 87 GN (3) and 86 RD (5), through stalk switch connector 58, feed the fast and slow brushes (probably 53b, 53); the third (common) brush is earthed to the housing. The line from M to the top wall is probably the drive, not a wire. The park changeover on 2 (88a) rests on 1 (earth), which shorts the rotor to stop it, and swings to 4 (85a BR, +). 89 SV loops from 1 to the housing corner; 90 BL leaves there for joint 158. Switch 61: lever at rest (0), a dashed line through the pivot for each notch (1 intermittent, 2 slow, 3 fast). White slots insulate the lever's arms: its 31b and 53a sides join apart. Pulling (4) adds S and 54c to the 53a group. The park link from the lever (up, over and down) stops short of 53 (grey: probably joined; park, braking and interval need it). P-Q, between the 54c and S lines, is drawn closed, which would run the washer at fast: probably open (check D10). All of switch 61's wires pass stalk switch connector 58 (pins 2-8, our own count; drawn in two parts). 96 GR probably starts at S and passes pin 3; 182 BR/VT (instruments) leaves 85 on the fuse side of pin 5. Headlight wipers: unfused tap 94 BR from bar 3-6, a 3 A glass fuse in holder 65, relay 67. Outside 67, 100a SV joins 85 to 87, so 100 SV earths the coil. Relay 67: 88 is + from the 3 A fuse; 95a RD takes it to upper plug row 2 (probably) and 95b RD on to lower row 2 (the park switches); 88a switches 98 GL to the upper motor's diode (row 1). Rows of 123 are our own count, from the top. 97 BR runs from upper plug row 3 to lower plug row 1. Both motors run together (check E10), so the upper motor must pass the start feed on: probably a link from row 1 to row 3 inside it (not drawn). Not RHD-specific: circuits should match the car, but harness routing and part positions may differ. Light-grey terminal labels are probable: on 61 31b, 54c, INT, 53, 53b; on 83 INT; on 58 pin 3.

Saab 99 Turbo, model 1979 — Radiator fan, heater fan, heated rear window

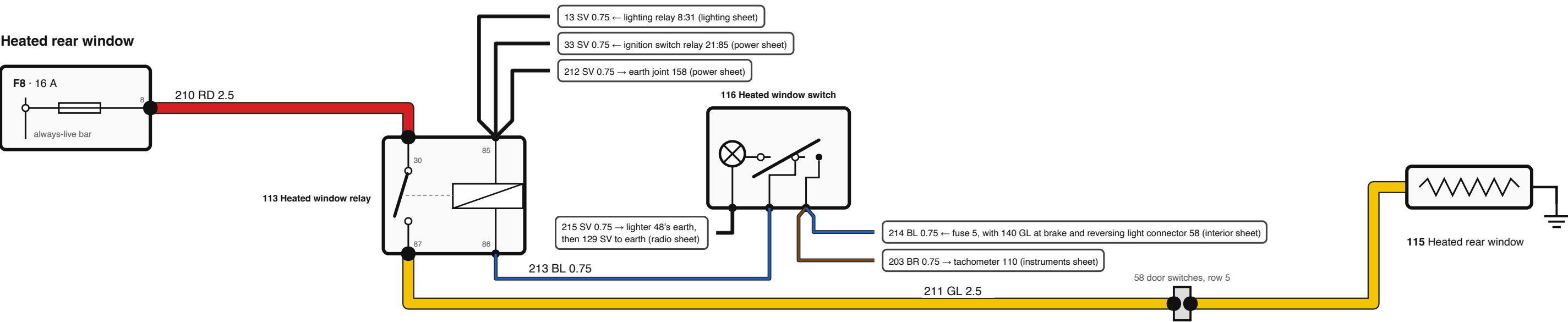
Radiator fan



Heater (ventilator) fan



Heated rear window



BL Blue

BR Brown

GL Yellow

GN Green

GR Grey

RD Red

SV Black

VT White

cable size, mm²:

0.75

1.5

2.5

4.0

traced (cable no. read)

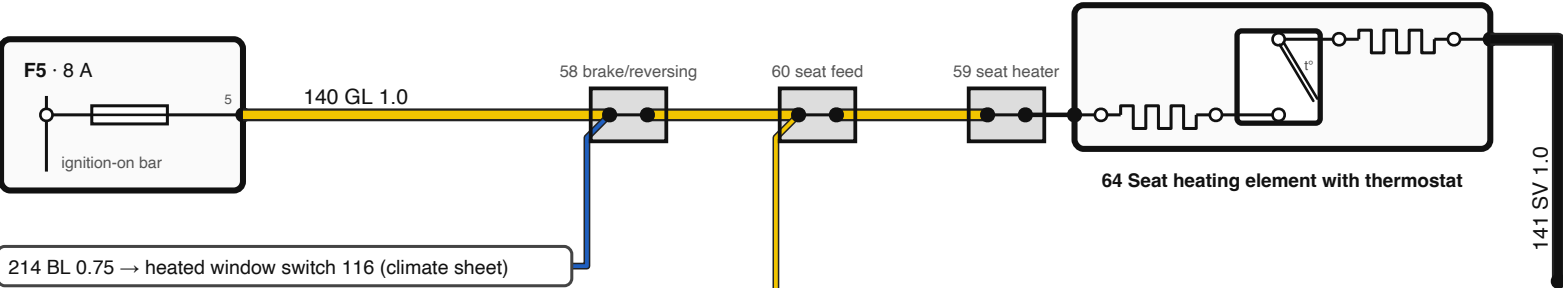
grey inside a part: probably

short dashes inside a switch: its other positions

Radiator fan: relay 38 (drawn at rest, contact open) is fed from fuse 7 on the always-live bar. Motor 37 has no earth of its own: 112 SV takes it through radiator fan connector 59 to the central earth star. Thermostat switch 39 earths the relay coil through 115 SV and the left headlamp's earth, 28 SV, so the drawing lets the fan run after the engine is switched off. 114a is drawn BL; it may be SV (black) on the car: check E14. Heater fan: fuse 6 is on the ignition-on bar. Switch 35 rests on its unwired terminal (probably off); its short-dashed lines are its other positions: 8 feeds the motor directly; 6 goes through resistor 74, whose far lead lands on heater fan connector 57's corner (probably row 1; drawn grey). The motor returns through 57 row 3 on 107 SV to joint 158. Heated rear window: fuse 8 (always live) feeds relay 113 (at rest, open); switch 116, drawn off, energises it through 213 BL. 113:85 also takes the earths 13 SV (relay 8) and 33 SV (relay 21); 212 SV carries all three to earth joint 158. 116's right terminal takes the feed 214 BL from fuse 5 on the ignition-on bar, joined to 140 GL at brake and reversing light connector 58 (check D14), and passes it on 203 to the tachometer; its lamp is probably the "on" indicator and earths on 215 SV through lighter 48. Combi Coupé: the heated window is in the tailgate (probably about 200 W); its feed 211 passes door switch connector 58 (row 5) and may also pass number-plate connector 59 (check R5). Not RHD-specific: circuits should match the car, but harness routing and part positions may differ.

Saab 99 Turbo, model 1979 — Interior lights, seat heating, seat belt warning

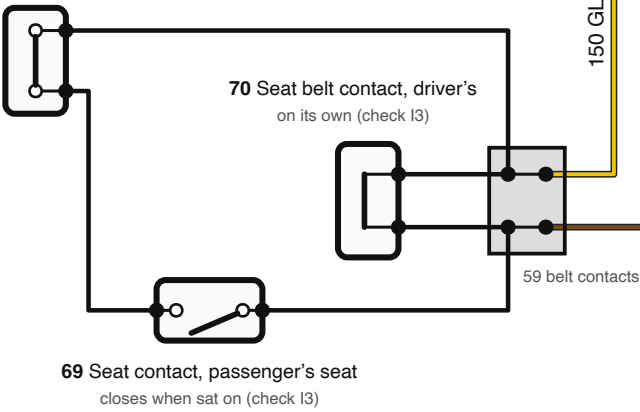
Seat heating



Seat belt warning

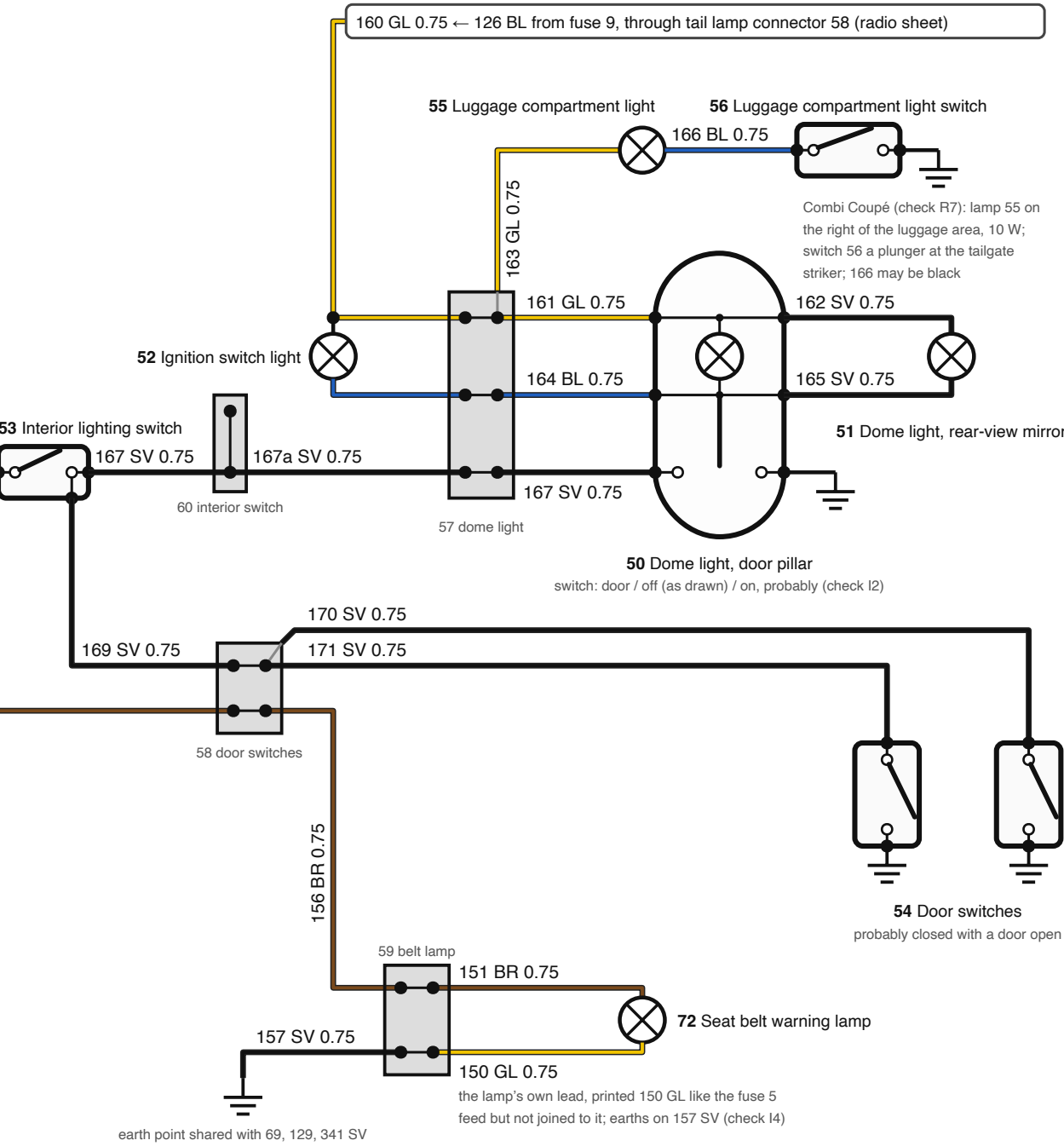
With the ignition on, lamp 72 lights while the driver is unbuckled, or while someone sits in the passenger's seat unbuckled (check I3).

71 Seat belt contact, passenger's only with seat contact 69 (check I3)



Interior lights

Fuse 9 feeds lamps 52, 50 and 51 side by side. They return through dome light 50's switch: straight to earth, or to the door line, which switch 53 (closed) or an open door (door switches 54) earths. Luggage light 55 has its own switch, 56 (all: check I2).



BL Blue

BR Brown

GL Yellow

GN Green

GR Grey

RD Red

SV Black

VT White

cable size, mm²:

0.75

1.5

2.5

4.0

traced (cable no. read)

grey inside a part: probably

Seat heating: fuse 5 (ignition-on bar) feeds 140 GL 1.0 through brake and reversing light connector 58, seat heating feed connector 60 and seat heater connector 59 to seat heating element 64: two elements in series with a thermostat between them, drawn open (probably its warm state: it closes when cold). Its return, 141 SV 1.0, shares seat heater connector 59 (141 SV on one pin, 140 GL on the other) but is drawn straight to its earth, which 168 SV from switch 53 shares.

Fuse 5 also feeds the seat belt warning (150 GL), heated window switch 116 (214 BL; check D14; climate sheet) and the Turbo's high-speed fuel boost (380 GL to speed transmitter, component 140; 380a GL to throttle switch 137; ignition sheet).

Door switch connector 58, rows counted top to bottom: 169 and 171 on row 1 (170 probably too: its join is hidden in the frame), 156 on row 2; row 3 is empty; 261, 211 and 123 use rows 4 to 6 (other sheets).

Thin black lines without a label: leads with no cable number. Not RHD-specific: circuits should match the car, but harness routing and part positions may differ.