



Professional Perspective Contd



MY DOG DAX

SOB STORY SAAB PARTS NOT AN ONLINE COMPUTER JUST SAAB PEOPLE WE EAT, DRINK, RACE AND DRIVE SAABS

Everything Discounted
Visa & MasterCard

800-583-0370

in NJ 908-788-7222

SOB STORY.COM

A Division of:

Moncrief Marketing, Inc.

Flemington, NJ 08822

we could get an accurate test. Once again, I started with a road test and then checked oil pressure. At 950 rpm we had 24 lbs., at 2000 rpm we had 39psi and 3000 rpm we had 55psi. Then, to prove that Stephen was correct, we changed the oil and filter to 10W40, completed the road test and found that the oil pressure at idle was now 27 psi, (a long way from the 9 psi that I thought that I had) 2000 rpm had increased to 42 psi, and 3000 rpm is at 58 psi. Boy, do I feel better about my Aero! I think that this proves that with a "clean" engine and proper oil these cars could live a long, long time. One thing I have to remind you about is the oil appearance. It is going to be black or a dark color no matter what you do. The contamination of the oil is just part of the process. You just have to keep it changed often enough. One of our customers has been comparing a 1997 9000 CSE to his 1999 9-5. Both cars go the same distance with the same conditions and the CSE will have clean clear oil on the dip stick at the 3000 oil change and the 9-5 will be pitch black. Neither car has had any engine problems at 80,000 miles.

The testing with the turbo cool

down involving the changing of oil cooler temperature thermostats is ongoing. It is difficult to verify hot weather conditions during a Minnesota winter, but we can work on the oil dilution part of it. I will report findings when I can be sure the results are accurate.

After looking at the two most common synthetic oils available to us, we have decided to switch to Amsoil 5W40 synthetic. Our choice is based on the Amsoil having a higher phosphate level as part of its additive package. This is an antioxidant and also prevents corrosion. We will be testing this oil in my 9-5 Aero against our previous choice of Mobil I. We will be using 5000 mile change intervals and oil analysis with oilmedic.com so we can monitor oil performance and maybe extend the interval when we have evidence to back up our decision.

By the time this article is in print, we expect to have a flow chart with full recommendations on how to service your car and how to provide maximum enjoyment and life expectancy from your Saab. See our Web site at www.andrewsofprinceton.com.



Oil thermostats: on the left is a 9-5 (B204/B234 94) 225 degree. Center is B234-M93 167 degree and the right is B202 and opens at 194. While they all interchange I believe it is necessary to use the 225 degree in the winter in the North for sure to help control oil dilution. I think our testing will eventually prove that the 167 degree could be used in the warmer climates all year and in the North in the summer.

For 31 years Chuck has owned and operated a sales, service, autobody and parts facility specializing in Saabs.