

## Vented Rotor Upgrade

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Starting in 1986, 900 Turbos lost their solid front rotors in exchange for vented rotors. While the caliper design, swept area, and piston size weren't changed, the vented rotor offers superior resistance to brake fade and rotor warping under heavy usage. For those who tend to be hard on their brakes, upgrading to these vented rotors may be very worthwhile. This swap can be done to all '79-'87 Saab 900s, and even later Saab 99s with a minimum of fuss.

Likely you'll be sourcing the requisite parts from a junkyard. You'll need the bearings, hubs, outer CVs, calipers, pads and rotors from a 1986 900T or any 1987 900. The easiest approach - in my mind - is to simply junkyard an entire steering member and bolt it onto your car. Simply disconnect the balljoints from the upper and lower a-arms, and remove the steering tie-rod balljoint. Pull back the outer CV boot, and disconnect the CV from the axle by prying open the circlip at the outer CV joint. Repeat the process on the recipient car, and install the new steering member (complete with axle, hub, rotor, and caliper). You do not need to swap driveshafts or axles - they're all 100% compatible. Bleed the brakes and you're good to go!