Workshop Manual
Audi 80 1992 ▸

Repair Groups	01	50	55	57	58
	60	63	64	66	68
Booklet **General body repair**					

Edition 07.96

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Service.

List of Workshop Manual Repair Groups
Audi 80 1992 ▸

Repair Groups	01	50	55	57	58	60	63	64	66	68

Heft **General body repair**
Edition 07.96

Repair Group	Technical Bulletins					
01 Self diagnosis						
50 Body front						
55 Bonnet, Flaps						
57 Front doors/Door components/Central locking system						
58 Rear doors/Door components						
60 Sliding/tilting roof						
63 Bumpers						
64 Glazing						
66 Exterior equipment						
68 Interior equipment						
69 Passenger protection						
70 Trim/Insulation						
72 Seat frames						
74 Seats - Upholstery, Covers						

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Technical Information should always be available to all foremen and mechanics, because their com- pliance with the instructions given is essential to ensure vehicle roadworthiness and safety. In the normal safety precautions to be observed when working on motor vehicles are also applicable.

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Contents

01 Self diagnosis **Page**

Self-diagnosis of driver and front passenger airbag system (Airbag II) 01-1
– General 01-1
– Connecting V.A.G 1551 fault reader 01-3
– Starting airbag system self-diagnosis 01-4
– Interrogating fault memory 01-6
– Erase fault memory 01-8
– Fault table 10.92 ▸ 06.93 01-9
– Fault table 07.93 ▸ 01-13
Self-diagnosis of driver and front passenger airbag system BTU (Basic Triggering Unit; Airbag IV and V) 01-19
– General 01-19
– Starting airbag system self-diagnosis 01-21
– Fault table for the airbag system BTU (Airbag IV and V) 01-24
– Coding control unit 01-35
– Reading measured value block 01-38

50 Body front **Page**

Body, front 50-1
– Removing and installing rear cross panel 50-1
Removing and installing front wing 50-7
Removing and installing noise insulation 50-11

55 Bonnet, Flaps **Page**

Bonnet 55-1
– Removing and installing bonnet 55-1
– Releasing gas from gas-filled strut 55-6
– Removing and installing bonnet Bowden cable 55-7
Boot lid 55-8

– Removing and installing boot lid (Saloon) 55-8
– Removing and installing tailgate (Avant) 55-13
– Removing and installing boot lid lock (Saloon) 55-16
– Tailgate lock with operating components (Avant) 55-22

57 Front doors/Door components/Central locking system **Page**

Front door 57-1
– Door shell - exploded view 57-1
– Door subframe- exploded view 57-5
– Removing and installing window lifter 57-10
Door lock with operating mechanism - exploded overview 57-12
Front door handle - exploded view 57-17
Adjusting door - adjustment sequence 57-20
– I - Adjusting door shell - Overview 57-20
– II - Adjusting door subframe - Overview 57-22
Central locking system 57-28
– Central locking, saloon ▸06.93 - exploded view 57-29
– Central locking saloon 07.93 ▸- exploded view 57-35
– Central lockingAvant - exploded view 57-40
– Synchronising key for infrared remote control 57-44

58 Rear doors/Door components **Page**

Rear door 58-1
– Door shell - exploded view 58-1
– Door subframe - exploded view 58-4
– Removing and installing window lifter 58-10
Rear door lock with operating components - exploded view 58-12
Adjusting door - adjustment sequence 58-19
– I - Adjusting door shell - Overview 58-19
– II - Adjusting door subframe - overview 58-21

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60 Sliding/tilting roof **Page**

Sliding/tilting roof, Saloon 60-1
– Sliding/tilting roof: Exploded view 60-1
– Manual cable drive - exploded view 60-8
– Electric cable drive - exploded view 60-10
– Sliding/tilting roof panel: Exploded view 60-12
– Adjustment work - order 60-18
– Adjusting zero setting 60-23
– Removing and installing sliding/tilting roof (assembly unit) 60-26
– Removing and installing rear locators (and cables) 60-31
– Removing and installing tilt mechanism and guide plates 60-34

Schiebe-/Ausstelldach Limousine 60-1
– Schiebe-/Ausstelldach - Montageübersicht 60-1
– Manueller Seilzugantrieb - Montageübersicht 60-8
– Elektrischer Seilzugantrieb - Montageübersicht 60-10
– Schiebe-/Ausstelldachdeckel - Montageübersicht 60-12
– Einstellarbeiten - Reihenfolge 60-18
– Nullstellung einstellen 60-23
– Schiebe-/Ausstelldach (Montageeinheit) aus- und einbauen 60-26
– Führungen hinten (mit Seilzügen) aus- und einbauen 60-31
– Aussteller und Kulissenführungen aus- und einbauen 60-34

Sliding/tilting roof, Avant 60-36
– Sliding/tilting roof: Exploded view 60-36
– Sliding/tilting roof panel: Exploded view 60-39
– Removing and installing sliding/tilting roof panel 60-42
– Removing and installing headliner frame 60-43
– Removing and installing sliding roof motor 60-45
– Testing and adjusting motor zero-setting 60-46
– Removing and installing guide plate with cable 60-47
– Testing and adjusting guide plate zero-setting 60-48
– Adjusting height of sliding/tilting roof panel 60-49

Cleaning water drain hoses 60-50

63 Bumpers **Page**

Front bumper 63-1
– Front bumper- exploded view 63-1

Rear bumper 63-6
– Rear bumper, Saloon- exploded view 63-6
– Rear bumper, Avant - exploded view 63-10

64 Glazing **Page**

Flush-bonded windows 64-1
– Removing and installing flush-bonded windows - general 64-1

Removing and installing windscreen 64-8
– Removal 64-8
– Installing 64-14

Removing and installing rear window 64-19
– Removal and installation (Saloon) 64-19
– Removal and installation (Avant) 64-27
– Removing and installing trim cover 64-35

Removing and installing side window 64-38
– Removal and installation (Saloon) 64-38
– Removal and installation (Avant) 64-45

66 Exterior equipment **Page**

Radiator grille 66-1
– Removing and installing radiator grille 66-1

Wheel housing liners 66-2
– Removing and installing front wheel housing liner 66-2

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– Removing and installing rear wheel housing liner 66-4
B-pillar and C-pillar trims 66-5
– Removing and installing B-pillar trim (Saloon) 66-5
– Removing and installing B-pillar trim (Avant) 66-6
– Removing and installing C-pillar trim (Avant) 66-8
Protective trim strips 66-9
– Removing and installing protective trim strips 66-9
Trim cover for side member 66-11
– Removing and installing trim cover for side member 66-11
– PUR-bonding 66-13
Roof trim strip 66-16
– Removing and installing roof trim strip (Saloon) 66-16
– Removing and installing roof trim strip (Avant) 66-21
Wing spoiler 66-24
– Removing and installing wing spoiler 66-24
– Retrofitting wing spoiler 66-25
Roof rail (Avant) 66-26
– Removing and installing roof rail 66-26
Exterior rear-view mirror 66-28
– Removing and installing exterior rear-view mirror 66-28

68 Interior equipment **Page**
Seat belts 68-1
– Safety rules for handling pyrotechnic belt tensioners 68-1
– Testing belt tensioners 68-3
– Seat belt anchorage points - overview 68-4
– A - Removing and installing coupling tube for ten cable 68-6
– B - Removing and installing three-point seat belt, B-pillar with mechanical seat belt tensioner 68-9
– B - Removing and installing three-point seat belt, B-pillar with pyrotechnic seat belt tensioner 68-12
– C - Removing and installing rear three-point seat belt (Saloon) 68-16

– D - Anchorage point, floor group, centre 68-19
– E - Anchorage point, floor group, centre without retractor 68-20
– E - Anchorage point, floor group, centre with retractor 68-21
– F - Anchorage point, floor group, outer 68-21
– G - Anchorage point, seat frame 68-22
– Rear seat belt anchorage points, Avant- overview 68-23
– A - Anchorage point, floor group, outer 68-24
– B - Anchorage point, floor group, centre 68-24
– C - Anchorage point, floor group, centre without retractor 68-25
– C - Anchorage point, floor group, centre with retractor 68-26
– D - Removing and installing rear three-point seat belt 68-26
– Function test on seat belts with retractor function 68-27
Repairing procon ten system, left-hand drive ▸ 06.94 68-28
– Testing procon ten system after an accident 68-28
– Removing and installing procon ten system 68-30
– Removing ten cables 68-32
– Removing procon cable 68-36
– Installing ten cables 68-40
– Installing procon cable 68-48
– Removing and installing cable grab 68-55
– Removing and installing relay block (left) 68-57
– Removing and installing stop block (right) 68-58
– Labelling of ten cables 68-59
Repairing procon ten system, right-hand drive ▸ 06.93 68-60
– Testing procon ten system after an accident 68-60
– Removing and installing procon ten system 68-61
– Removing ten cables 68-63
– Removing procon cable 68-66
– Installing ten cables 68-69
– Installing procon cable 68-76

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– Removing and installing cable grab 68-81
– Removing and installing relay block (right) 68-83
– Removing and installing stop block (left) 68-84
– Labelling of ten cables 68-85
Removing and installing interior mirror 68-86
– Bonding in retainer plate for interior rear-view mirror 68-87
Removing and installing partition grille (Avant) 68-88
Footrest 68-90
– Removing and installing foot rest 68-90

69 Passenger protection **Page**
Airbag 69-1
– General safety rules 69-1
Repairing airbag 69-6
– Repairing airbag ▸ 09.92 69-6
– Repairing driver and passenger airbag10.92 ▸ 06.94 (Airbag II) 69-13
– Repairing driver airbag07.93 ▸ (Airbag IV) Repairing driver and front passenger airbag07.94 ▸(Airbag IV and V) 69-23
– Removing and installing driver airbag unit for sports steering wheel 69-27
– Retrofitting airbag sports steering wheel 69-32

70 Trim/Insulation **Page**
Door trims 70-1
– Removing and installing front door trim (4- and 5-cylinder ▸ 06.93) 70-1
– Removing and installing front door trim (4- and 5-cylinder 07.93 ▸, 6-cylinder, S2) 70-11
– Removing and installing rear door trim 70-19
Trims 70-26
– Removing and installing A-pillar trim 70-26
– Removing and installing inner sill panel 70-28
– Removing and installing B-pillar trim 70-31
– Removing and installing C-pillar trim (Saloon) 70-33

– Removing D-pillar trim (Saloon) 70-33
– Removing and installing rear shelf 70-34
– Removing C-pillar trim (Avant) 70-35
– Removing and installing D-pillar trim (Avant) 70-35
– Removing roof frame trim (Avant) 70-36
– Removing and installing rear lock plate trim and boot side trim (Avant) 70-37
– Removing tailgate trims (Avant) 70-42
Roof trim 70-43
– Replacing moulded headliner 70-43
– Removing moulded headliner 70-44
– Installing moulded headliner 70-49
Dash panel 70-53
– Removing and installing dash panel 70-53
– Dash panel, left-hand drive - Exploded view 70-54
– Dash panel, right-hand drive - exploded view 70-56
– Removing and installing handbrake lever trim 70-58
– Removing and installing rear section of centre console 70-61
– Removing and installing front section of centre console 70-62
– Removing dash panel centre section 70-64
– Remove compartment on driver's side 70-66
– Removing passenger side cover 70-67
– Removing and installing glove compartment 70-68

72 Seat frames **Page**
Front seat 72-1
– Removing and installing front seat 72-1
– Removing and installing backrest 72-4
Recaro seat, front 72-8
– Removing and installing front seat 72-8
– Removing and installing backrest 72-9

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– Removing and installing seat frame 72-11
Rear seat 72-12
– Removing and installing rear backrest bench (Saloon) 72-12
– Removing and installing fold-down rear backrest (Saloon) 72-13
– Removing and installing rigid rear backrest (Saloon) 72-16
– Removing and installing rear seat bench (Avant) 72-17
– Removing and installing rear backrest (Avant) 72-19

74 Seats - Upholstery, Covers **Page**

Front seat 74-1
– Removing and installing seat cover 74-1
– Removing and installing backrest cover 74-4
– Replacing seat heater element 74-7
– Replacing backrest heater element 74-9
Recaro seat, front 74-15
– Removing and installing seat cover and seat padding centre section 74-15
– Removing and installing seat cover for seat height adjuster 74-18
– Removing and installing seat padding for seat height adjuster 74-18
– Removing and installing seat cover/padding, left and right 74-19
– Removing and installing backrest cover/padding centre section 74-20
– Removing and installing backrest cover 74-22
– Removing and installing backrest padding 74-23
– Removing and installing head restraints 74-24
– Replacing seat heater element 74-25
– Replacing backrest heater element 74-26
Rear seat 74-27
– Removing and installing rear seat cover (Saloon) 74-27
– Removing and installing rear seat cover (Avant) 74-28
– Removing and installing rear seat backrest cover (Saloon) 74-29
– Removing and installing rear seat backrest cover (fold-down backrest) 74-30

Frame-type head restraints 74-33
– Removing and installing frame-type head restraint cover 74-33

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Self-diagnosis of driver and front passenger airbag system (Airbag II)

General

Notes

- The tester V.A.G 1619 for the analogue triggering device must not be used.
- The driver and front passenger airbag system is equipped with a self-diagnostic feature. If the monitored sensors or components malfunction, this is stored in the fault memory.

  At the same time, the warning lamp in the dash panel is activated. The warning lamp remains activated until the fault code is deleted – even if the fault disappears for a time.
- When the airbag is triggered, a message additionally records whether the airbag triggering operation was carried out correctly (crash telegram). It also records which faults (if any) were present when the airbag was triggered.
- The driver airbag system 10.92 ▸ 06.93 differentiates between 6 different faults after analysing the information received =>Fault table, Page 01-9, and stores the faults in question until the fault memory is erased.

- The driver and front passenger airbag system 07.93 ▸ differentiates between 12 different faults after analysing the information received =>Fault table, Page 01-13, and stores the faults in question until the fault memory is erased.
- Self-diagnosis is restricted to storing, interrogating and erasing fault categories.
- The crash telegram cannot be erased with the V.A.G 1551 fault reader.
- The V.A.G 1551 can be used to fully exploit the self-diagnostic features.
- The V.A.G 1551 can be operated in the following modes:

  1 – Rapid data transfer

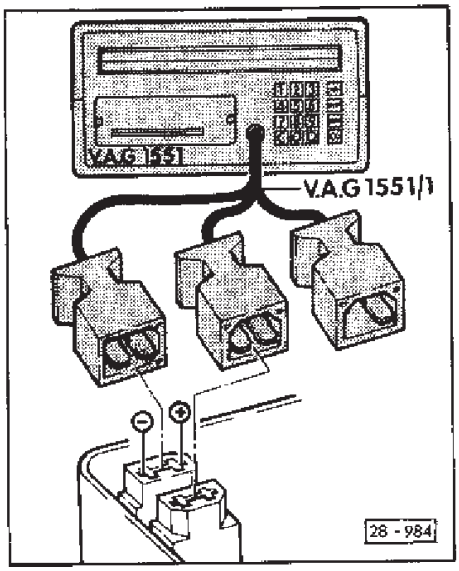
  2 – Flash code output

  3 – Self-test

  4 – Operating mode identifier
- In mode 1 the contents of the fault memory can be interrogated and also erased => Operating instructions for V.A.G 1551. Mode 2 cannot be used to diagnose the driver and front passenger airbag system.
- This Workshop Manual describes mode 1. Modes 3 and 4 only relate to V.A.G 1551 fault reader and are described in the V.A.G 1551 operating instructions.

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Connecting V.A.G 1551 fault reader



– Switch off ignition.
– Connect V.A.G 1551/1 diagnostic cable to the diagnostic connectors on the relay carrier with fuse holder in the plenum chamber as follows:
– Plug black connector of V.A.G 1551/1 diagnostic cable to black diagnostic connector and white connector to white diagnostic connector.

Note:

The blue diagnostic connector of the V.A.G 1551/1 is not required.

– Connect V.A.G 1551/1 diagnostic line to V.A.G 1551 fault reader.

V.A.G self-diagnosis HELP 1 – Rapid data transfer 1) 2 -Flash code output 1).

Indicated on display:

[1]) appears alternately

Note:

♦ Additional operating instructions can be called up with the fault reader HELP key of the V.A.G 1551.

♦ Use the → button to move on to the next stage of the program.

Starting airbag system self-diagnosis

Requirements:

- Fuse 21 (10.92 ▸06.93) or fuses 12 and 21 (07.93 ▸) OK.
- V.A.G 1551 fault reader connected => Page 01-3.
- Ignition on.

Note:

In mode 1, "Rapid data transfer", press button 0 twice to activate "automatic test sequence". All vehicle control units will then be interrogated automatically.

– Press key 1 for mode 1, "Rapid data transfer".

Rapid data transfer HELP Enter address word XX

Indicated on display:

– Press 1 and 5 for "Airbag" address word.

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Rapid data transfer Q 15 – Airbag

Indicated on display:
– Confirm entry with Q key.

Rapid data transfer Tester transmits address word 15

Indicated on display:
– Wait approx. 5 seconds.

4A0 959 655 Airbag II

Indicated on Airbag II display:
♦ 4A0 959 655: Part no. for control unit
♦ Airbag II: Component designation
– Press → key to continue.

Rapid data transfer HELP Select function XX

Indicated on display:
A list of the possible functions is printed out after pressing the HELP key:

Interrogating fault memory

Note:

♦ Faults which occur only for a short time are indicated as "sporadic faults" with "/SP" on the right of the display.
♦ In order to eliminate such sporadically occurring faults the fault memory must be erased before repair.
– Press buttons 0 and 2 for the "Interrogate fault memory" function.

Rapid data transfer Q 02 – Interrogating fault memory

Indicated on display:
– Confirm entry with Q key.

No fault detected!

Indicated on display:
– Press →key.
or

X faults detected!

Indicated on display:
If the printer is switched on, the stored faults will be displayed and printed out in sequence.

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Note:

If the printer is switched off, press the → key to display the next fault.

– Press → after the last fault is displayed and printed.

Rapid data transfer	HELP
Select function XX	

Indicated on display:

– Rectify printed faults according to fault table => Page 01-9 /. 01-13 , then erase fault memory and interrogate the fault memory again as a check.

Erase fault memory

Requirements:

- Fuse 21 (10.92 ▸06.93) or fuses 12 and 21 (07.93 ▸) OK.
- Fault memory interrogated => Page 01-6.

Rapid data transfer	HELP
Select function XX	

Indicated on display:

– Press buttons 0 and 5 for "Interrogate fault memory".

Rapid data transfer	Q
05 – Erase fault memory	

Indicated on display:

– Confirm entry with Q key.

Rapid data transfer	→
Fault memory erased	

Indicated on display:

– Press → key to continue.

Rapid data transfer	HELP
Select function XX	

Indicated on display:

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Fault table 10.92 > 06.93

Note:

- ♦ The following is a list of all faults, by fault code number, which can be detected by the -J234 airbag control unit. Faults, with their 5-digit code number, are only printed out when the V.A.G 1551 printer is switched on.
- ♦ If a fault occurs only occasionally or if the fault memory is not erased after the fault elimination has been carried out, the fault will appear on the display as a "sporadically occurring fault" (SP). "/SP" appears on the right of the V.A.G 1551 display.
- ♦ If defective components are found, the auxiliary lines to the components must be tested for short-circuiting and line breaks as specified in the circuit diagram.

=> "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" binder

- ♦ If "Passenger side" fault appears in the V.A.G 1551 display when a front passenger airbag is not fitted, the airbag wiring loom must be replaced.

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00532 Voltage supply too low	♦ Alternator/voltage regulator defective ♦ Battery discharged/defective ♦ Short-circuit in vehicle electrical system	● Airbag system does not trigger	– Repair alternator/voltage regulator. Charge/replace battery. Repair short-circuit in vehicle electrical system.

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00588 Triggering unit for airbag (driver's side) -N95 Resistance value too high	♦ Open circuit ♦ Coil spring defective ♦ Airbag unit (driver's side) defective ♦ Control unit for Airbag -J234 defective.	● Airbag unit (driver's side does not trigger)	– rectify open circuit. Testing coil spring => Page 69-12. – Replace driver airbag unit Replace airbag control unit -J234
00588 Triggering unit for airbag (driver's side) -N95 Resistance value too low	♦ Line cross. ♦ Coil spring defective ♦ Airbag unit (driver's side) defective ♦ Control unit for Airbag -J234 defective.	● Airbag unit (driver's side does not trigger)	– Eliminate end of wiring. Testing coil spring => Page 69-12. – Replace driver airbag unit Replace airbag control unit -J234

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V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00594 Airbag triggering circuits Short circuit to earth	♦ Wiring damaged. ♦ Coil spring defective ♦ Airbag unit defective ♦ Control unit for Airbag -J234 defective.	● Triggering unit for airbag does not trigger	– Eliminate wiring damage. – Testing coil spring => Page 69-12. Replace airbag unit Replace airbag control unit -J234
00594 Airbag triggering circuits Short circuit to positive	♦ Wiring damaged. ♦ Control unit for Airbag -J234 defective.	● Triggering unit for airbag does not trigger	– Eliminate wiring damage. – Replace airbag control unit -J234
00595 Crash data stored	♦ Head-on collision	● Airbag system already triggered	– Replace control unit, airbag unit and any damaged components.

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
01025 Warning lamp activation defective Open circuit/short circuit to earth	♦ Warning lamp defective. ♦ Open circuit ♦ Wiring damaged. ♦ Dash panel insert defective. ♦ Control unit for Airbag -J234 defective.	● Warning lamp for airbag does not light/ permanently lit	– Replace warning lamp. rectify open circuit. – Eliminate wiring damage. Repair dash panel insert. Replace airbag control unit -J234
65535 Control unit faulty	♦ Control unit for Airbag -J234 defective.	● Airbag system does not function	– Replace airbag control unit -J234

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Fault table 07.93 >

Note:

- ♦ The following is a list of all faults, by fault code number, which can be detected by the -J234 airbag control unit. Faults, with their 5-digit code number, are only printed out when the V.A.G 1551 printer is switched on.
- ♦ If a fault occurs only occasionally or if the fault memory is not erased after the fault elimination has been carried out, the fault will appear on the display as a "sporadically occurring fault" (SP). "/SP" appears on the right of the V.A.G 1551 display.
- ♦ If defective components are found, the auxiliary lines to the components must be tested for short-circuiting and line breaks as specified in the circuit diagram.

=> "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" binder

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00532 Voltage supply too low	♦ Alternator/voltage regulator defective ♦ Battery discharged/defective ♦ Short-circuit in vehicle electrical system	● Airbag system does not trigger	– Repair alternator/voltage regulator. Charge/replace battery. Repair short-circuit in vehicle electrical system.

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00588 Triggering unit for airbag (driver's side) -N95 Resistance value too high	♦ Open circuit ♦ Coil spring defective ♦ Airbag unit (driver's side) defective ♦ Control unit for Airbag -J234 defective.	● Airbag unit (driver's side does not trigger)	– rectify open circuit. Testing coil spring => Page 69-12. – Replace driver airbag unit Replace airbag control unit -J234
00588 Triggering unit for airbag (driver's side) -N95 Resistance value too low	♦ Line cross. ♦ Coil spring defective ♦ Airbag unit (driver's side) defective ♦ Control unit for Airbag -J234 defective.	● Airbag unit (driver's side does not trigger)	– Eliminate end of wiring. Testing coil spring => Page 69-12. – Replace driver airbag unit Replace airbag control unit -J234

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V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00589 Triggering unit 1 for front passenger airbag -N131 Resistance value too high	♦ Open circuit ♦ Front passenger side airbag unit defective ♦ Resistance line defective (only in vehicles without front passenger airbag) ♦ Control unit for Airbag -J234 defective.	● Triggering unit 1 for front passenger airbag does not trigger	– rectify open circuit. Replace driver airbag unit – Replace wiring loom (only in vehicles without front passenger airbag). Replace airbag control unit -J234
00589 Triggering unit 1 for front passenger airbag -N131 Resistance value too low	♦ Line cross. ♦ Front passenger side airbag unit defective ♦ Resistance line defective (only in vehicles without front passenger airbag) ♦ Control unit for Airbag -J234 defective.	● Triggering unit 1 for front passenger airbag does not trigger	– Eliminate end of wiring. Replace driver airbag unit – Replace wiring loom (only in vehicles without front passenger airbag). Replace airbag control unit -J234

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00590 Triggering unit 2 for front passenger airbag -N132 Resistance value too high	♦ Open circuit ♦ Front passenger side airbag unit defective ♦ Resistance line defective (only in vehicles without front passenger airbag) ♦ Control unit for Airbag -J234 defective.	● Triggering unit 2 for front passenger airbag does not trigger	– rectify open circuit. Replace driver airbag unit – Replace wiring loom (only in vehicles without front passenger airbag). Replace airbag control unit -J234
00590 Triggering unit 2 for front passenger airbag -N132 Resistance value too low	♦ Line cross. ♦ Front passenger side airbag unit defective ♦ Resistance line defective (only in vehicles without front passenger airbag) ♦ Control unit for Airbag -J234 defective.	● Triggering unit 2 for front passenger airbag does not trigger	– Eliminate end of wiring. Replace driver airbag unit – Replace wiring loom (only in vehicles without front passenger airbag). Replace airbag control unit -J234

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V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00594 Airbag triggering circuits Short circuit to earth	♦ Wiring damaged. ♦ Coil spring defective ♦ Airbag unit defective ♦ Control unit for Airbag -J234 defective.	● Triggering unit for airbag does not trigger	– Eliminate wiring damage. – Testing coil spring => Page 69-12. Replace airbag unit Replace airbag control unit -J234
00594 Airbag triggering circuits Short circuit to positive	♦ Wiring damaged. ♦ Control unit for Airbag -J234 defective.	● Triggering unit for airbag does not trigger	– Eliminate wiring damage. – Replace airbag control unit -J234
00595 Crash data stored	♦ Head-on collision	● Airbag system already triggered	– Replace control unit, airbag unit and any damaged components.

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
01025 Warning lamp activation defective Open circuit/short circuit to earth	♦ Warning lamp defective. ♦ Open circuit ♦ Wiring damaged. ♦ Dash panel insert defective. ♦ Control unit for Airbag -J234 defective.	● Warning lamp for airbag does not light/ permanently lit	– Replace warning lamp. rectify open circuit. – Eliminate wiring damage. Repair dash panel insert. Replace airbag control unit -J234
65535 Control unit faulty	♦ Control unit for Airbag -J234 defective.	● Airbag system does not function	– Replace airbag control unit -J234

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Self-diagnosis of driver and front passenger airbag system BTU (Basic Triggering Unit; Airbag IV and V)

General

The two airbag variants (different part numbers) can be realised using the airbag control unit coding.

- Driver airbag active, both belt tensioners active
- Driver and front passenger airbags active, both belt tensioners active

Note:

Because of the coding possibilities on the airbag control unit, the coding should always be checked thoroughly when fault-finding => Page 01-35.

The airbag system is equipped with comprehensive self-diagnostic features. If malfunctions occur in system components, fault codes are stored in fault memory of control unit. These can then be identified using fault reader V.A.G 1551 or vehicle systems tester V.A.G 1552.

Note:

This Workshop Manual refers solely to the V.A.G 1551 reader.

The airbag system has the following functions, which can be executed via the diagnostic line:

- Interrogating fault memory
- Erase fault memory
- Coding control unit
- Read measured value block (Airbag V, 11.94 >)

Safety instructions for self-diagnosis on the airbag system

Always observe the safety rules for airbag systems => Page 69-1

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Starting airbag system self-diagnosis

Requirements:

- Fuses 12 and 21 OK.
- Carefully check the coding of the airbag control unit => Page 01-35.
- V.A.G 1551 fault reader connected => Page 01-3.
- Ignition on.

Note:

In mode 1, "Rapid data transfer", press button 0 twice to activate "automatic test sequence". All vehicle control units will then be interrogated automatically.

– Press key 1 for mode 1, "Rapid data transfer".

Rapid data transfer HELP Enter address word XX

Indicated on display:

– Press 1 and 5 for "Airbag" address word.

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Rapid data transfer Q 15 – Airbag

Indicated on display:

– Confirm entry with Q key.

Rapid data transfer Tester transmits address word 15

Indicated on display:

– Wait approx. 5 seconds.

8A0959655B Airbag V AUDI D02→ Coding 00127 WSC 06812

Indicated on display:

- ♦ 8A0 959 655 B: Part no. for control unit
- ♦ Airbag V AUDI: Component designation for airbag BTU (Basic-Triggering-Unit)
- ♦ D02: Software version of airbag control unit
- ♦ Coding 00127: Coding of airbag control unit. Coding table => Page 01-36
- ♦ WSC 06812: Workshop Code

– Press → key to continue.

Rapid data transfer HELP Select function XX

Indicated on display:

A list of the possible functions is printed out after pressing the HELP key:

Overview of function selection

		Page
01 -	Interrogate control unit version (initiate airbag system self-diagnosis)	01-21
02 -	Interrogating fault memory	01-6
05 -	Erase fault memory	01-8
06 -	End of output	
07 -	Coding control unit	01-35
08 -	Reading measured value block	01-38

Fault table for the airbag system BTU (Airbag IV and V)

Note:

- The following is a list of all faults which can be detected by the -J234 airbag control unit.
- If a fault is continually present the fault indicator lamp for the airbag system lights up until the fault is rectified and the fault memory is erased.
- If a fault occurs only occasionally or if the fault memory is not erased after the fault elimination has been carried out, the fault will appear on the display as a "sporadically occurring fault" (SP). "/SP appears on the right of the display and the warning lamp remains permanently lit.
- If defective components are found, the auxiliary cables to the components must be tested for short-circuiting and line breaks as specified in the circuit diagram.

=> "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" binder

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V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00532 Voltage supply too low	♦ Battery discharged/defective ♦ Short-circuit in vehicle electrical system	● Airbag system does not trigger ● Airbag warning lamp lights up and goes out again when the supply voltage is OK again.	– Charge/replace battery. Repair short-circuit in vehicle electrical system. Erase fault memory.
00588 Triggering unit for airbag (driver's side) -N95 Resistance value too high	♦ Open circuit ♦ Coil spring defective ♦ Airbag unit (driver's side) defective ♦ Control unit for Airbag -J234 defective.	● Airbag unit (driver's side does not trigger)	– rectify open circuit. Testing coil spring => Page 69-12. – Replace driver airbag unit Replace airbag control unit -J234

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V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00588 Triggering unit for airbag (driver's side) -N95 Resistance value too low	♦ Line cross. ♦ Coil spring defective ♦ Airbag unit (driver's side) defective ♦ Control unit for Airbag -J234 defective.	● Airbag unit (driver's side does not trigger)	– Eliminate end of wiring. Testing coil spring => Page 69-12. – Replace driver airbag unit Replace airbag control unit -J234
00589 Triggering unit 1 for front passenger airbag -N131 Resistance value too high	♦ Open circuit ♦ Front passenger side airbag unit defective ♦ Control unit for Airbag -J234 defective.	● Triggering unit 1 for front passenger airbag does not trigger	– rectify open circuit. Replace driver airbag unit – Replace airbag control unit -J234

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00589 Triggering unit 1 for front passenger airbag -N131 Resistance value too low	♦ Line cross. ♦ Front passenger side airbag unit defective ♦ Control unit for Airbag -J234 defective.	● Triggering unit 1 for front passenger airbag does not trigger	– Eliminate end of wiring. Replace driver airbag unit – Replace airbag control unit -J234
00594 Driver airbag Short circuit to positive	♦ Lines damaged ♦ Control unit for Airbag -J234 defective.	● Triggering unit for airbag does not trigger	– Eliminate wiring damage. – Replace airbag control unit -J234
00594 Front passenger airbag Short circuit to positive	♦ Lines damaged ♦ Control unit for Airbag -J234 defective.	● Triggering unit for airbag does not trigger	– Eliminate wiring damage. – Replace airbag control unit -J234

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V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00594 Driver airbag Short circuit to earth	♦ Wiring damaged. ♦ Coil spring defective ♦ Airbag unit (driver's side) defective ♦ Control unit for Airbag -J234 defective.	● Triggering unit for airbag does not trigger	– Eliminate wiring damage. – Testing coil spring => Page 69-12. Replace driver airbag unit Replace airbag control unit -J234
00594 Front passenger airbag Short circuit to earth	♦ Wiring damaged. ♦ Front passenger side airbag unit defective ♦ Control unit for Airbag -J234 defective.	● Triggering unit for airbag does not trigger	– Eliminate wiring damage. – Replace driver airbag unit Replace airbag control unit -J234

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00595 Crash data stored	♦ Head-on collision	● Airbag system already triggered	– Replace control unit, airbag unit and any damaged components.
00654 Triggering unit for driver belt tensioner -N153	♦ Open circuit	● Warning lamp for airbag lights up	– rectify open circuit.
Resistance value too high	♦ Open connection in wiring to driver belt tensioner ♦ Triggering unit for driver belt tensioner defective ♦ Control unit for Airbag -J234 defective.	● Driver belt tensioner not functioning	– Close plug connection. Replace driver belt tensioner Replace airbag control unit -J234

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V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00654 Triggering unit for driver belt tensioner -N153	♦ Line cross. ♦ Triggering unit for driver belt tensioner defective	● Warning lamp for airbag lights up ● Driver belt tensioner not functioning	– Eliminate end of wiring. Replace driver belt tensioner
Resistance value too low	♦ Control unit for Airbag -J234 defective.		– Replace airbag control unit -J234
00654 Triggering unit for driver belt tensioner -N153	♦ Wiring damaged. ♦ Control unit for Airbag -J234 defective.	● Warning lamp for airbag lights up ● Driver belt tensioner not functioning	– Eliminate wiring damage. Replace airbag control unit -J234
Short circuit to positive			
00654 Triggering unit for driver belt tensioner -N153	♦ Wiring damaged. ♦ Triggering unit for driver belt tensioner defective	● Warning lamp for airbag lights up ● Driver belt tensioner not functioning	– Eliminate wiring damage. Replace driver belt tensioner
Short circuit to earth	♦ Control unit for Airbag -J234 defective.		– Replace airbag control unit -J234

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00655 Triggering unit for driver belt tensioner -N154 Resistance value too high	♦ Open circuit ♦ Open connection in line to front passenger belt tensioner ♦ Igniter for belt tensioner passenger side defective. ♦ Control unit for Airbag -J234 defective.	● Warning lamp for airbag lights up ● Front passenger belt tensioner not functioning	– rectify open circuit. Close plug connection. – Replace front passenger belt tensioner Replace airbag control unit -J234
00655 Triggering unit for driver belt tensioner -N154 Resistance value too low	♦ Line cross. ♦ Igniter for belt tensioner passenger side defective. ♦ Control unit for Airbag -J234 defective.	● Warning lamp for airbag lights up ● Front passenger belt tensioner not functioning	– Eliminate end of wiring. Replace front passenger belt tensioner – Replace airbag control unit -J234

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
00655 Triggering unit for driver belt tensioner -N154 Short circuit to positive	♦ Wiring damaged. ♦ Control unit for Airbag -J234 defective.	● Warning lamp for airbag lights up ● Front passenger belt tensioner not functioning	– Eliminate wiring damage. Replace airbag control unit -J234
00655 Triggering unit for driver belt tensioner -N154 Short circuit to earth	♦ Wiring damaged. ♦ Igniter for belt tensioner passenger side defective. ♦ Control unit for Airbag -J234 defective.	● Warning lamp for airbag lights up ● Front passenger belt tensioner not functioning	– Eliminate wiring damage. Replace front passenger belt tensioner – Replace airbag control unit -J234

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V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
01025 Open circuit to earth Short circuit to earth Short circuit to positive Warning lamp activation defective	♦ Open circuit ♦ Wiring damaged. ♦ Wiring damaged. ♦ Warning lamp defective. ♦ Dash panel insert defective. ♦ Control unit for Airbag -J234 defective.	● Warning lamp for airbag does not light ● Warning lamp for airbag lights up for 2 minutes after "ignition on" ● Warning lamp for airbag lights up for 2 minutes after "ignition on" ● Warning lamp for airbag does not light	– rectify open circuit. Eliminate wiring damage. Eliminate wiring damage. Replace warning lamp. Repair dash panel insert. Replace airbag control unit -J234

V.A.G 1551 print-out	Possible causes of fault	Possible effects	Fault remedy
65535 Control unit faulty	♦ Control unit for Airbag -J234 defective.	● Airbag system does not function	– Replace airbag control unit -J234
Control unit incorrectly encoded	♦ Coding wrong	● Warning lamp for airbag lights up ● Airbag system does not function	– Check coding => Page 01-35.

Note:

Fault 65535 – "Control unit defective" cannot be erased using the V.A.G 1551 fault reader.

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Coding control unit

Note:

- All replacement control units are uncoded when shipped. All replacement units are uncoded when shipped.
- When a control unit is not coded the airbag warning lamp remains permanently lit.

If an incorrect doing for the relevant system variant is displayed on the display of the V.A.G 1551 when self-diagnosis is initiated or if the control unit is replaced, the control unit must be coded as follows:

Rapid data transfer HELP Select function XX

Indicated on display:

– Press buttons 0 and 7 for the "Code control unit" function.

Rapid data transfer Q 07 – Coding control unit

Indicated on display:

– Confirm entry with Q key.

Coding control unit Enter code number XXXX 06812

Indicated on display:

– Use keypad to enter airbag control unit coding based on coding table => Page 01-36.

Coding table for the airbag control unit

Airbag generation	System variant	coding
Airbag IV	Driver airbag active	00254
Airbag IV, V	Driver airbag active both belt tensioners active	00766
Airbag IV, V	Driver and front passenger airbag active both belt tensioners active	01022

Only for Cabriolet with GIS seats

Airbag generation	System variant	coding
Airbag IV	Driver airbag active	00254
Airbag IV	Driver and front passenger airbag active	00510

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For USA version vehicles only:

Airbag generation	System variant	coding
Airbag III	Driver and front passenger airbag active both belt tensioners active	00127

Example:

Driver and front passenger airbag active and both belt tensioners active, enter coding 01022 using keypad.

Coding control unit	Q
Enter code number	01022 06812

Indicated on display:

– Confirm entry with Q key.

8A0959655B	Airbag V AUDI	D02→
Coding 00127		WSC 06812

Indicated on display:

– Press → key.

Fault reader jumps to function mode.

Rapid data transfer	HELP
Select function XX	

Indicated on display:

– Press buttons 0 and 6 to select "Terminate output".

Rapid data transfer	Q
06 – End of output	

Indicated on display:

– Confirm entry with Q key.

Coding is completed, fault reader returns to basic function.

Rapid data transfer	Q
Enter address word XX	

Indicated on display:

Reading measured value block

Note:

- ♦ At present, only Display Group 01 can be read and evaluated.
- ♦ The current airbag system status can be ascertained using the "Read measured value block" function.

– V.A.G 1551 fault reader connected => Page 01-3.

– Select rapid data transfer.

Rapid data transfer	HELP
Enter address word XX	

Indicated on display:

– Press 1 and 5 for "Airbag" address word.

– Confirm entry with Q key.

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8A0959655B	Airbag V AUDI	D02→
Coding 00127		WSC 06812

Indicated on display:

– Press → key to continue.

Rapid data transfer	HELP
Select function XX	

Indicated on display:

– Press buttons 0 and 8 to read "Measured value block".

Rapid data transfer Q 08 – Reading measured value block

Indicated on display:

– Confirm entry with Q key.

Read measured value block HELP Enter display group number XX

Indicated on display:

– Press buttons 0 and 1 for Display Group number 01 and confirm using the Q button.

The measured value block which has been selected will appear in standard format. Evaluation => Page 01-40

Read measured value block 1→ 1111 1111 1111 1111

Example of display

– Press → key.

Fault reader jumps to function mode.

Rapid data transfer HELP Select function XX

Indicated on display:

Evaluate measured value block

Display Group 01:

Indicated on display	Display/ test value	Designation
Read measured value block 1 1 2 3 4	1111 1)	1 = Driver airbag => Page 01-41
	1111 1)	2 = Front passenger airbag => Page 01-42
	1111 1)	3 = Driver belt tensioner => Page 01-43
	1111 1)	4 = Front passenger belt tensioner => Page 01-44

[1]) Example of display.

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Display/test value table for driver airbag

Display/ test value	Possible causes of fault	Fault remedy
1111 Resistance value OK		
0111 Resistance too high	♦ Open circuit ♦ Coil spring defective ♦ Airbag unit (driver's side) defective ♦ Control unit for Airbag -J234 defective.	– rectify open circuit. Testing coil spring => Page 69-12. Replace driver airbag unit Replace airbag control unit -J234
1011 Resistance too low	♦ Line cross. ♦ Coil spring defective ♦ Airbag unit (driver's side) defective ♦ Control unit for Airbag -J234 defective.	– Eliminate end of wiring. Testing coil spring => Page 69-12. Replace driver airbag unit Replace airbag control unit -J234
1101 Short circuit to earth	♦ Wiring damaged. ♦ Coil spring defective ♦ Airbag unit (driver's side) defective ♦ Control unit for Airbag -J234 defective.	– Eliminate wiring damage. Testing coil spring => Page 69-12. Replace driver airbag unit Replace airbag control unit -J234
1110 Short circuit to positive	♦ Lines damaged ♦ Control unit for Airbag -J234 defective.	– Eliminate wiring damage. Replace airbag control unit -J234

Display/test value table for driver airbag

Display/ test value	Possible causes of fault	Fault remedy
1111 Resistance value OK		
0111 Resistance too high	♦ Open circuit ♦ Front passenger side airbag unit defective ♦ Control unit for Airbag -J234 defective.	– rectify open circuit. Replace driver airbag unit Replace airbag control unit -J234
1011 Resistance too low	♦ Line cross. ♦ Front passenger side airbag unit defective ♦ Control unit for Airbag -J234 defective.	– Eliminate end of wiring. Replace driver airbag unit Replace airbag control unit -J234
1101 Short circuit to earth	♦ Wiring damaged. ♦ Front passenger side airbag unit defective ♦ Control unit for Airbag -J234 defective.	– Eliminate wiring damage. Replace driver airbag unit Replace airbag control unit -J234
1110 Short circuit to positive	♦ Lines damaged ♦ Control unit for Airbag -J234 defective.	– Eliminate wiring damage. Replace airbag control unit -J234

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Display/test value table for driver belt tensioner

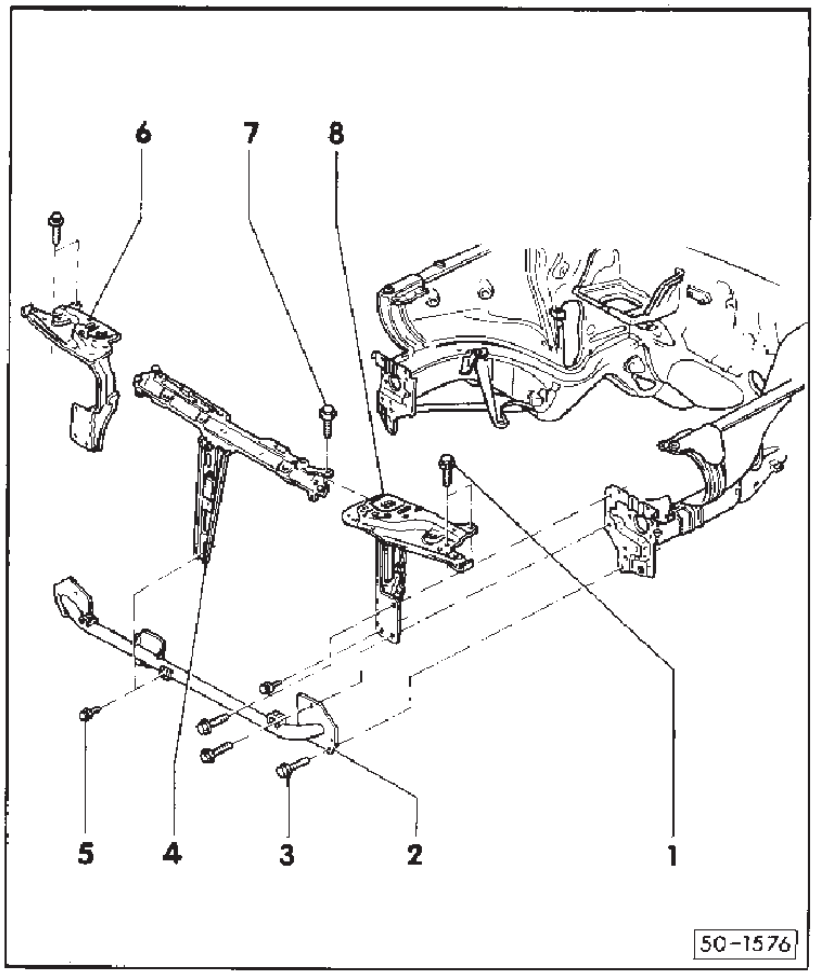
Display/ test value	Possible causes of fault	Fault remedy
1111 Resistance value OK		
0111 Resistance too high	♦ Open circuit ♦ Open connection in wiring to driver belt tensioner ♦ Triggering unit for driver belt tensioner defective ♦ Control unit for Airbag -J234 defective.	– rectify open circuit. Close plug connection. Replace driver belt tensioner. Replace airbag control unit -J234
1011 Resistance too low	♦ Line cross. ♦ Triggering unit for driver belt tensioner defective ♦ Control unit for Airbag -J234 defective.	– Eliminate end of wiring. Replace driver belt tensioner. Replace airbag control unit -J234
1101 Short circuit to earth	♦ Wiring damaged. ♦ Triggering unit for driver belt tensioner defective ♦ Control unit for Airbag -J234 defective.	– Eliminate wiring damage. Replace driver belt tensioner. Replace airbag control unit -J234
1110 Short circuit to positive	♦ Wiring damaged. ♦ Control unit for Airbag -J234 defective.	– Eliminate wiring damage. Replace airbag control unit -J234

Display/test value table for front passenger belt tensioner

Display/ test value	Possible causes of fault	Fault remedy
1111 Resistance value OK		
0111 Resistance too high	♦ Open circuit ♦ Open connection in line to front passenger belt tensioner ♦ Igniter for belt tensioner passenger side defective. ♦ Control unit for Airbag -J234 defective.	– rectify open circuit. Close plug connection. Replace front passenger belt tensioner. Replace airbag control unit -J234
1011 Resistance too low	♦ Line cross. ♦ Igniter for belt tensioner passenger side defective. ♦ Control unit for Airbag -J234 defective.	– Eliminate end of wiring. Replace front passenger belt tensioner. Replace airbag control unit -J234
1101 Short circuit to earth	♦ Wiring damaged. ♦ Igniter for belt tensioner passenger side defective. ♦ Control unit for Airbag -J234 defective.	– Eliminate wiring damage. Replace front passenger belt tensioner. Replace airbag control unit -J234
1110 Short circuit to positive	♦ Wiring damaged. ♦ Control unit for Airbag -J234 defective.	– Eliminate wiring damage. Replace airbag control unit -J234

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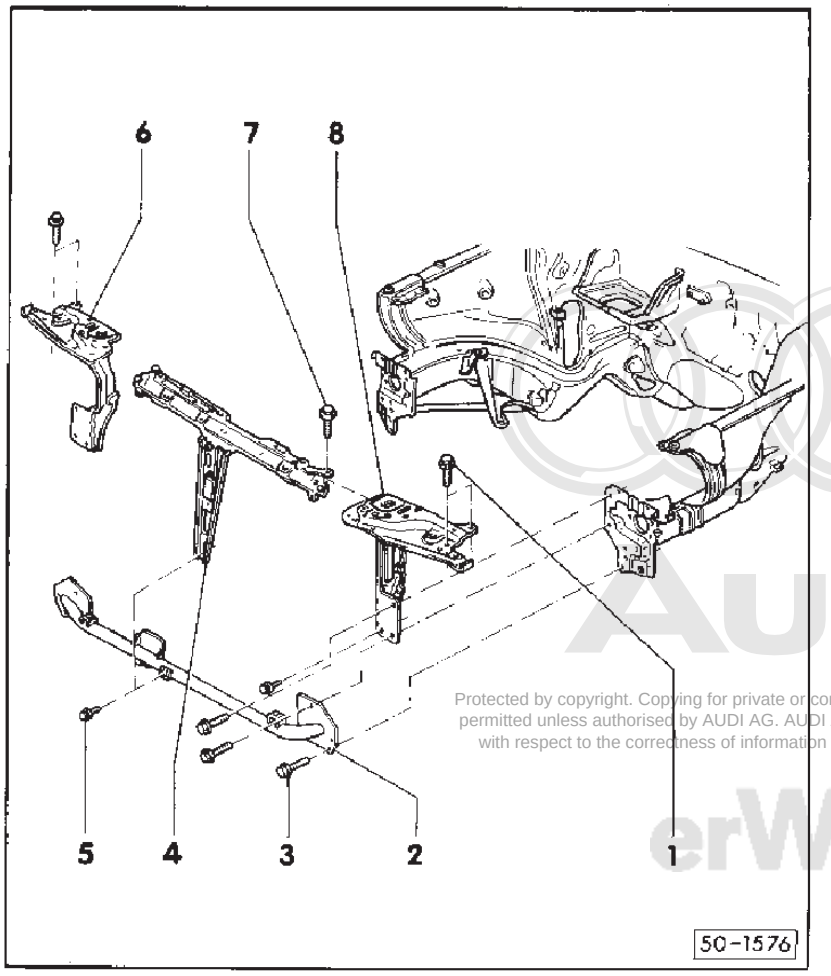
Removing and installing rear cross panel

Note:
The rear cross panel comprises four components:

- ♦ Lock bearer, support
- ♦ Lock bearer, left
- ♦ Lock bearer, right
- ♦ Cross member, bottom

1 – Combi screw – 7 Nm
- ♦ Qty. 4

2 – Cross member, bottom
- ♦ Differs according to engine or equipment level
- ♦ Removing and installing => Page 50-4



3 – Hexagon bolt -23 Nm
- ♦ Qty. 6

4 – Lock bearer, support
- ♦ Removing and installing => Page 50-3

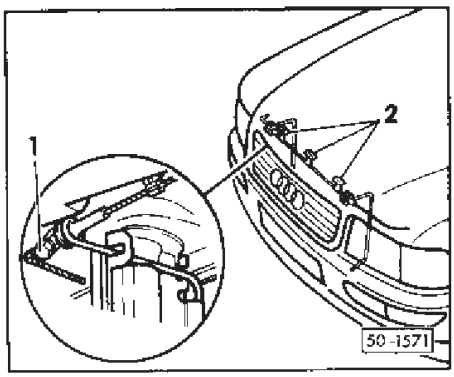
5 – Combi self-tapping screw – 7 Nm

6 – Lock bearer, right
- ♦ Removing and installing => Page 50-5

7 – Combi self-tapping screw – 7 Nm

8 – Lock bearer, left
- ♦ Removing and installing => Page 50-5

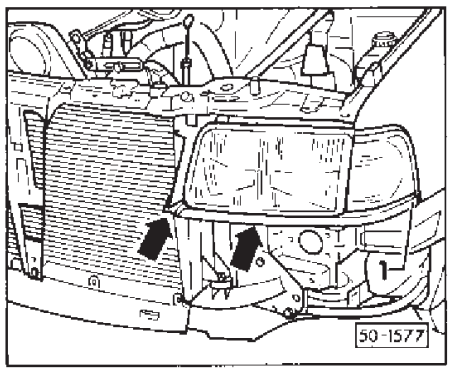
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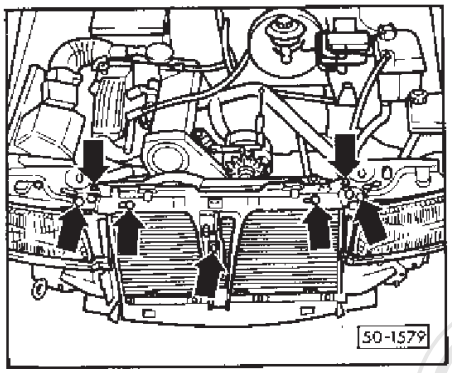
Detaching Bowden cable

- Release clamping nipple -1- through opening.
- Turn holder -2- approx. 1/4 of a turn (90o) and unclip Bowden cable from bracket.

Removing and installing lock carrier, support

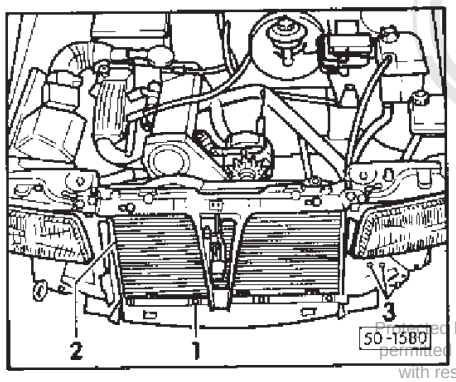


- Remove front bumper => Page 63-1.
- Detach Bowden cable.
- Unscrew trim panel -arrows- and withdraw from grommet -1- at sides (right and left).



- Unscrew radiator mounting at top.
- Unscrew and remove lock bearer support.

Removing bottom cross-bearer



- Undo screws -1- and remove bottom cooling air duct from cross-member.
- Undo screws -2- and remove cooling air duct from cross-member.
- Remove radiator.
- Undo screws -3- and remove cross-member towards the front.

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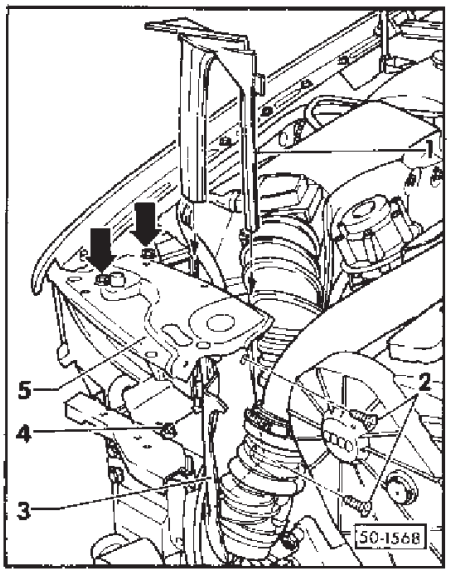
Removing and installing left and right side lock bearers.

– Removing left and right headlights.

=> Electrical system; Repair group 94; Repairing headlights; Repairing headlights, 4- and 5-cylinder and Repairing twin headlights, 6-cylinder, S2 =>

– Remove connectors from engine compartment illumination switch.

– Remove cable tie on left side lock bearer from holder.



– Unscrew holder for power steering hose.

– Undo hexagon screws -arrows- on both sides.

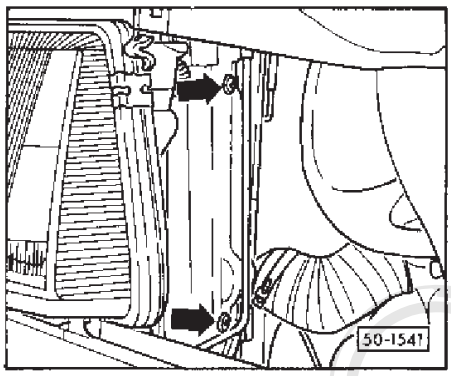
– Remove left side lock bearer.

– Remove rear air duct -1- for air filter.

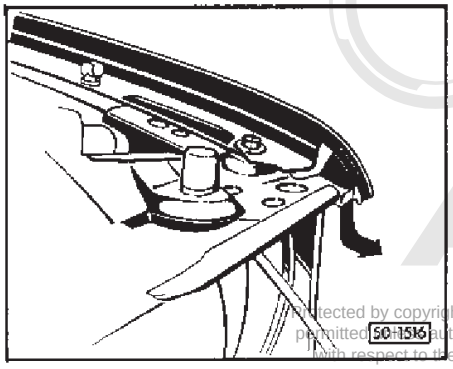
– Unscrew clip nut -4-.

– Push side air duct -3- for air filter upwards together with right side lock bearer -5- and unscrew self-tapping screws -2-.

– Remove right side lock bearer.

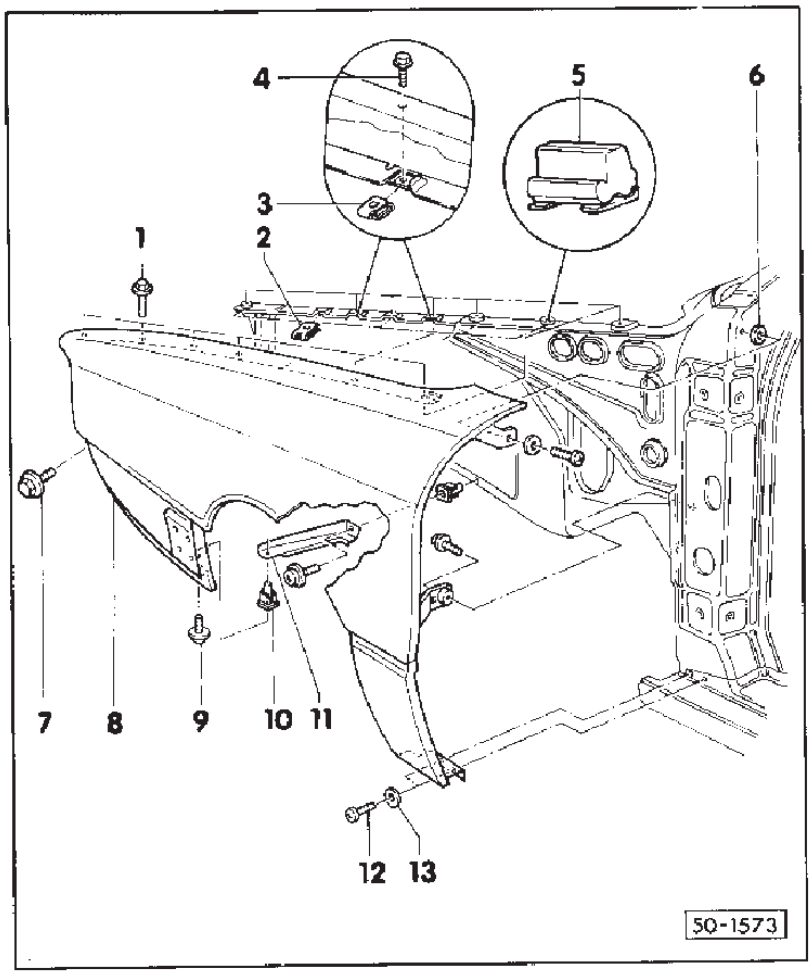


– Unscrew and remove intake air duct -arrows-.



– Pull rear cross panel down on both sides towards the front below the wing.

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Removing and installing front wing

– Remove front bumper => Page 63-1.
– Removing wheel-housing liner => Page 66-2.

1 – Combi self-tapping screw – 8 Nm

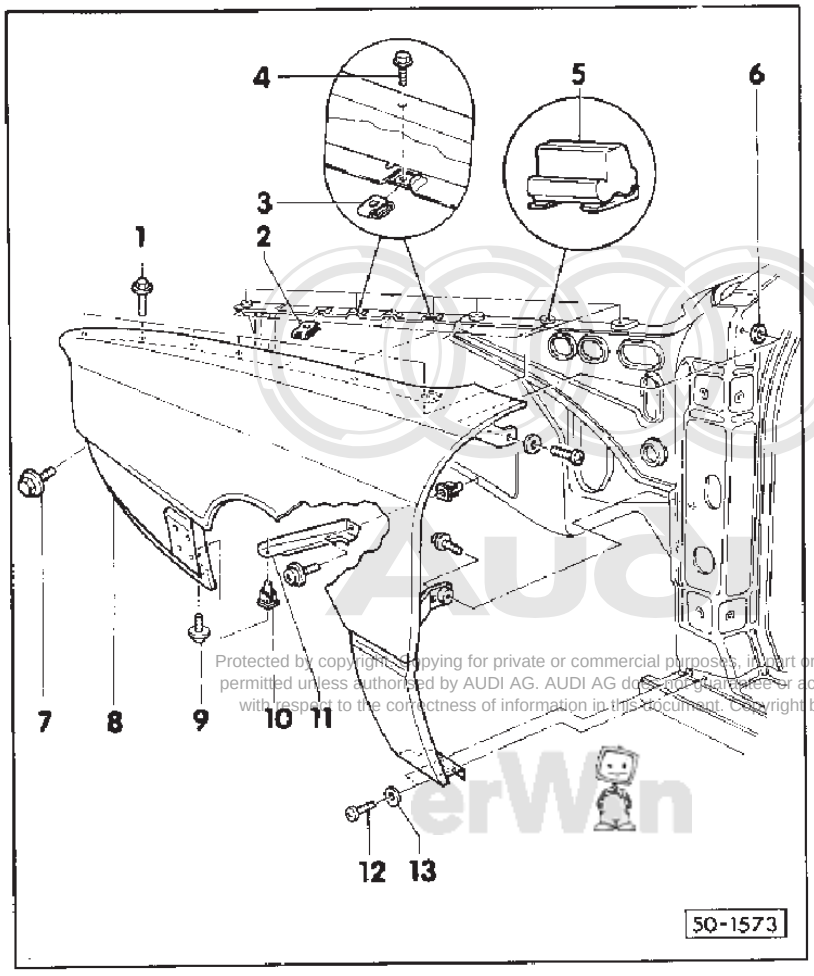
2 – Snap nut

3 – Cage nut

4 – Hexagon bolt – 40 Nm

5 – Seal

6 – Washer



7 – Combi self-tapping screw – 8 Nm

8 – Wing
- ♦ Installing => Fig. 1 and Fig. 2
- ♦ Adjusting bonnet/wing gap => Fig. 3

9 – Combi self-tapping screw – 4 Nm

10 – Plug-in nut

11 – Wing bracket

12 – Self-tapping screw – 4 Nm

13 – Washer

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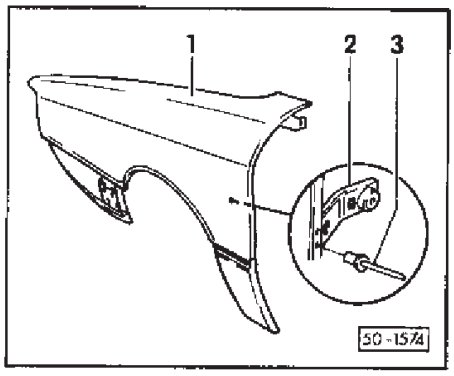


Fig.1 Fitting wing

– Rivet wing bracket -2- to wing -1- using rivet -3-.

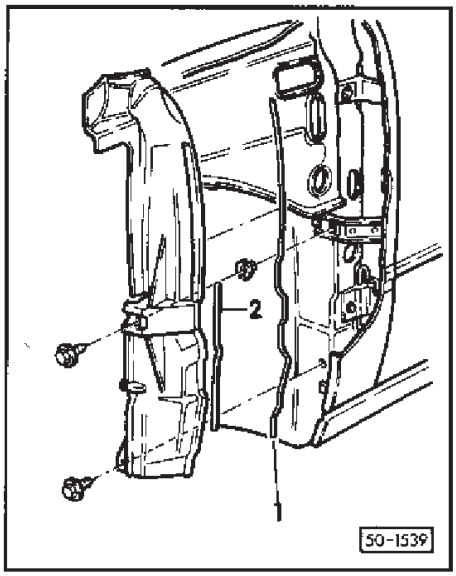


Fig.2 Affixing sealing cord

– Affix sealing cord and screw locking element to bracket.

– 1 - Sealing cord 480 mm long, ø 7 mm

– 2 - Sealing cord 250 mm long, ø 7 mm

Note:

In case of repair use AKD 497 010 04 R 10 (ø 10 mm) and shape to ø 7 mm.

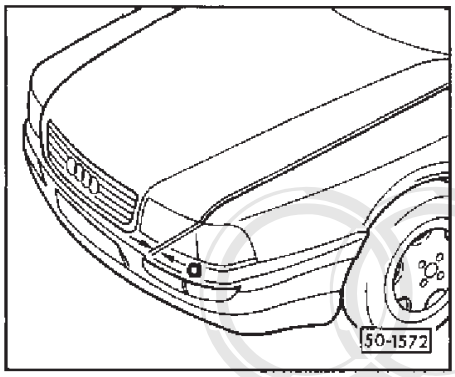
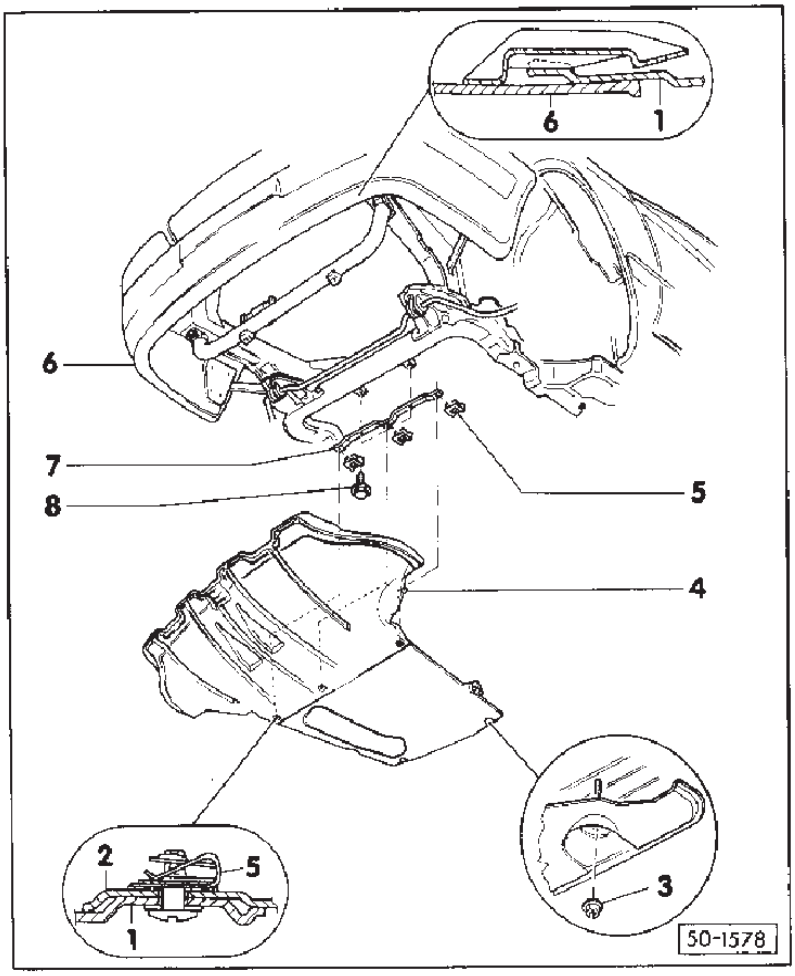


Fig.3 Adjusting bonnet/wing gap

– Loosen wing bolts and adjust gap by shifting wing.

– Dimension a = 3.5 + 1 mm

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Removing and installing noise insulation

1 – Front noise insulation

♦ Removal:

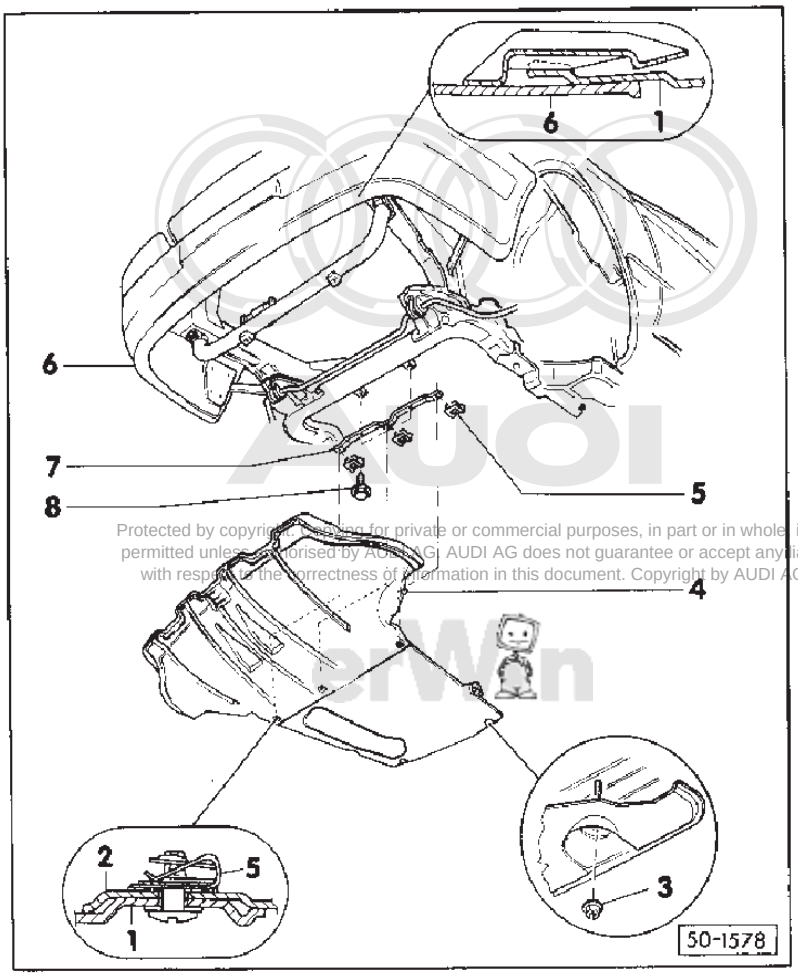
– Undo wheel housing liner attachment points => Page 66-2.

– Rotate the three retaining pins through 180oand pull noise insulation out towards the rear.

♦ When installing, ensure front-end noise insulation is inserted in bumper skin.

2 – Rear noise insulation

♦ Only in vehicles with diesel engine



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♦ Removal:

– Undo wheel housing liner attachment points => Page 66-2.

– Rotate the front and rear retaining pins through 180oand pull noise insulation out towards the rear.

3 – Combi nut – 3 Nm

♦ Qty. 4

4 – Clip nut- 3 Nm

♦ Qty. 2

5 – Snap nut

♦ Qty. 3

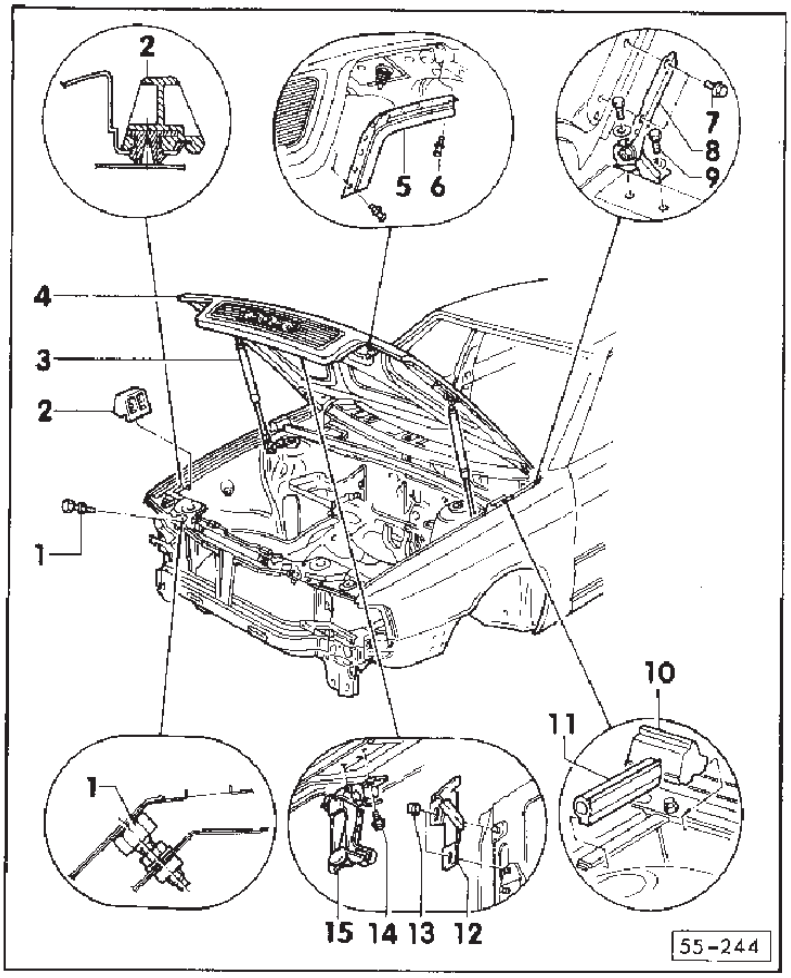
6 – Bumper

7 – Bracket

♦ For noise insulation

8 – Combi screw – 7 Nm

♦ Qty. 2

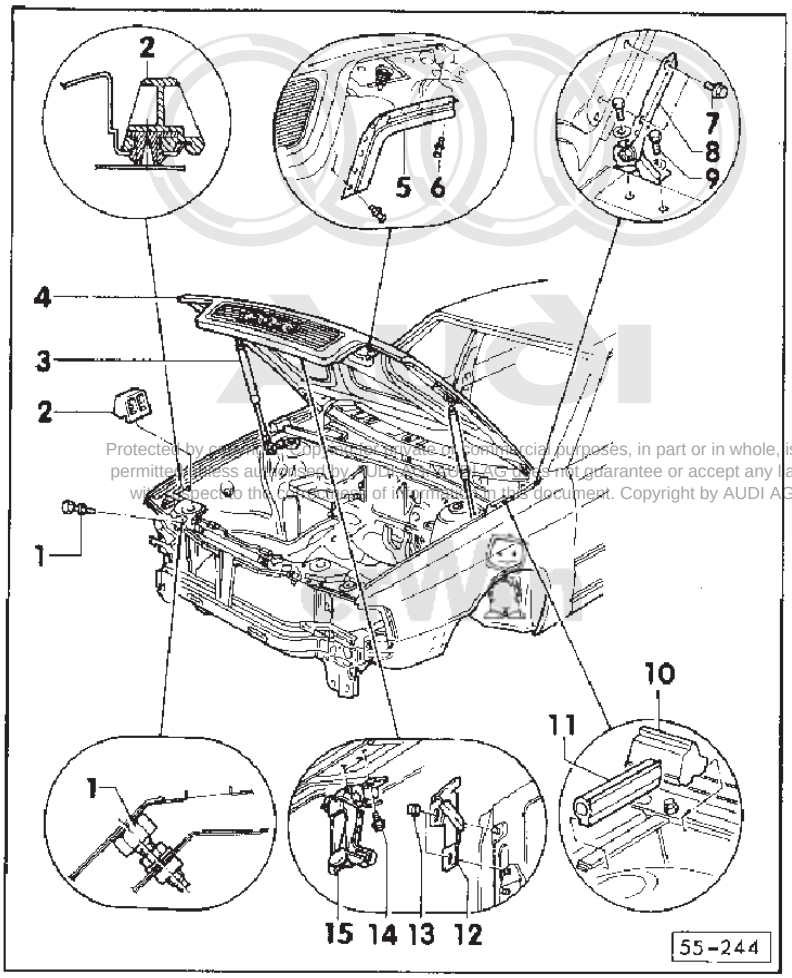


Bonnet

Removing and installing bonnet

1 – Adjusting buffer
- ♦ Qty. 2
- ♦ Adjusting:
- – Screw in adjusting buffer as far as nut in lock bearer.
- – Align bonnet flush to wing by turning lock pin => Fig. 2.
- – Affix plasticine to adjusting buffer, close and open bonnet.
- – Check thickness of plasticine and loosen adjusting buffer accordingly.

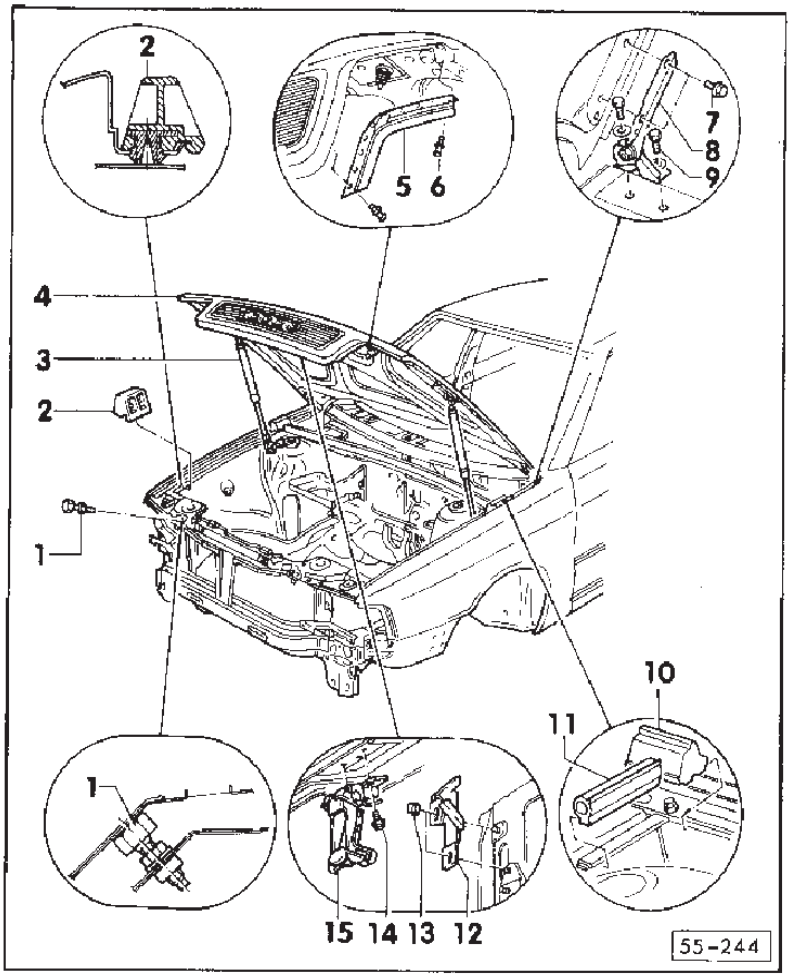
2 – Buffer
- ♦ Qty. 2



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3 – Gas-filled strut
- ♦ Removing and installing => Fig. 3
- ♦ Degassing => Page 55-6

4 – Bonnet
- ♦ Removal:
- – Open and support boot lid.
- – Detach hose to windscreen washer jets, disconnect connector.
- – Secure cord on cable end and insert into bonnet to assist fitting.
- – Remove gas-filled strut => Fig. 3
- – Undo hexagon nuts -item 7- on both sides.
- – Remove bonnet.
- ♦ Adjusting gap => Fig. 1



5 – Seal
♦ Qty. 2

6 – Spreader rivet
♦ Qty. 18

7 – Hexagon bolt – 20 Nm

8 – Bonnet hinge

9 – Hexagon bolt – 20 Nm

10 – Seal

11 – Sealing channel

12 – Arrester plate

13 – Hexagon nut – 8 Nm

14 – Hexagon bolt – 8 Nm

15 – Arrester

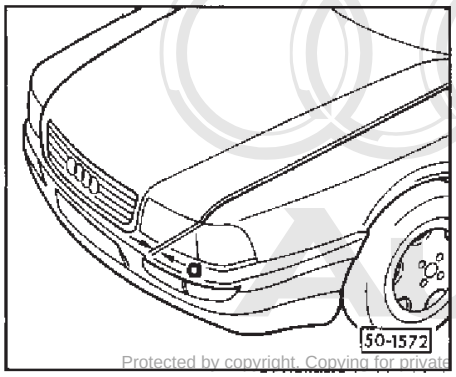


Fig.1 Adjusting bonnet/wing gap

– Loosen wing bolts and adjust gap by shifting wing.
– Dimension a = 3.5 + 1 mm

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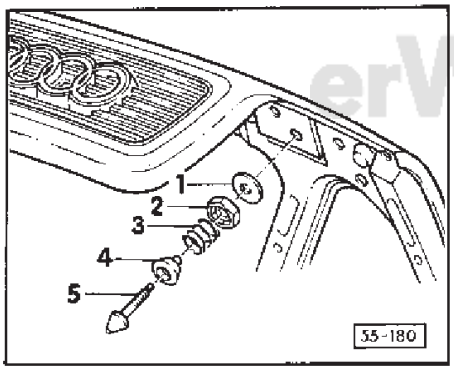


Fig.2 Adjusting lock pin

– Undo castle nut -2- and adjust lock pin -5- by turning. Lock castle nut with 10 Nm.
– 1 - Washer
– 3 - Compression spring
– 4 - Locating bush

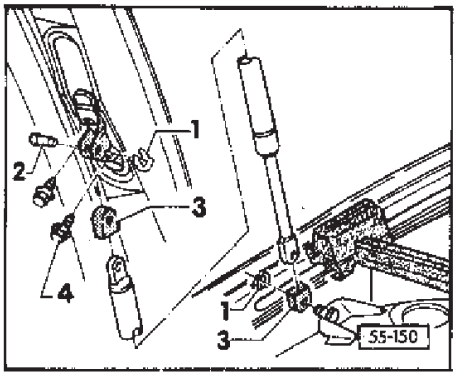
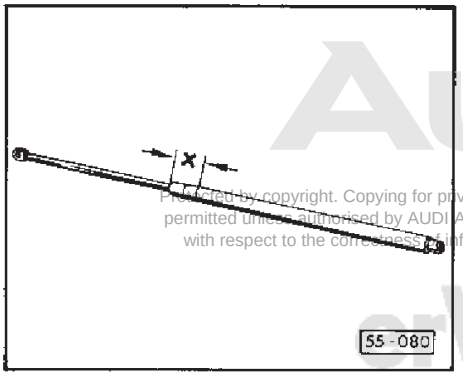


Fig.3 Removing and installing gas-filled strut

- Support bonnet
- Remove lock washer -1- and pull out bolt -2-.
- 3 - Protective cap
- 4 - Combi screw
- Degas gas-filled strut before scrapping => Page 55-6.

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erWin

Releasing gas from gas-filled strut



- Clamp strut in vice in area x = 50 mm.

Warning

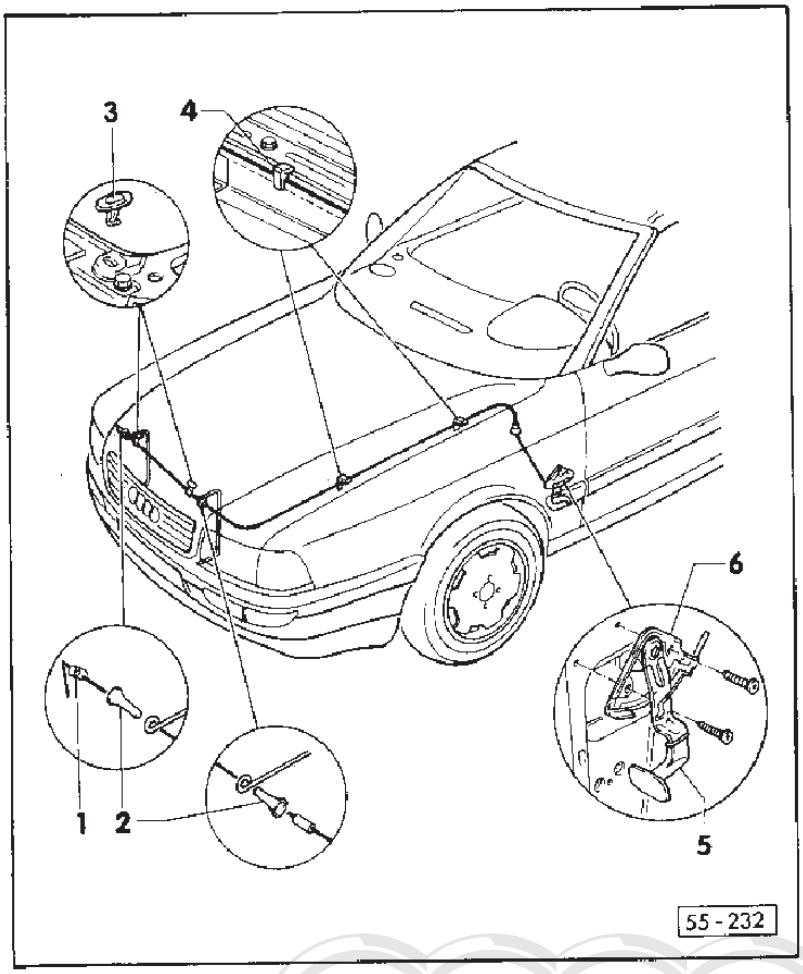
The gas filled strut must only be clamped in the vice at the area indicated, otherwise there is a risk of accident.

- Mask parting cut with a cloth to catch spurting oil.

Warning

Wear safety goggles when sawing

- Saw through cylinder of telescopic strut in first third of overall cylinder length – starting from reference edge on piston rod side.



Removing and installing bonnet Bowden cable

1 – Clamp
- ♦ Accessible through opening in rear cross panel
- ♦ Bend Bowden cable after passing through clamp

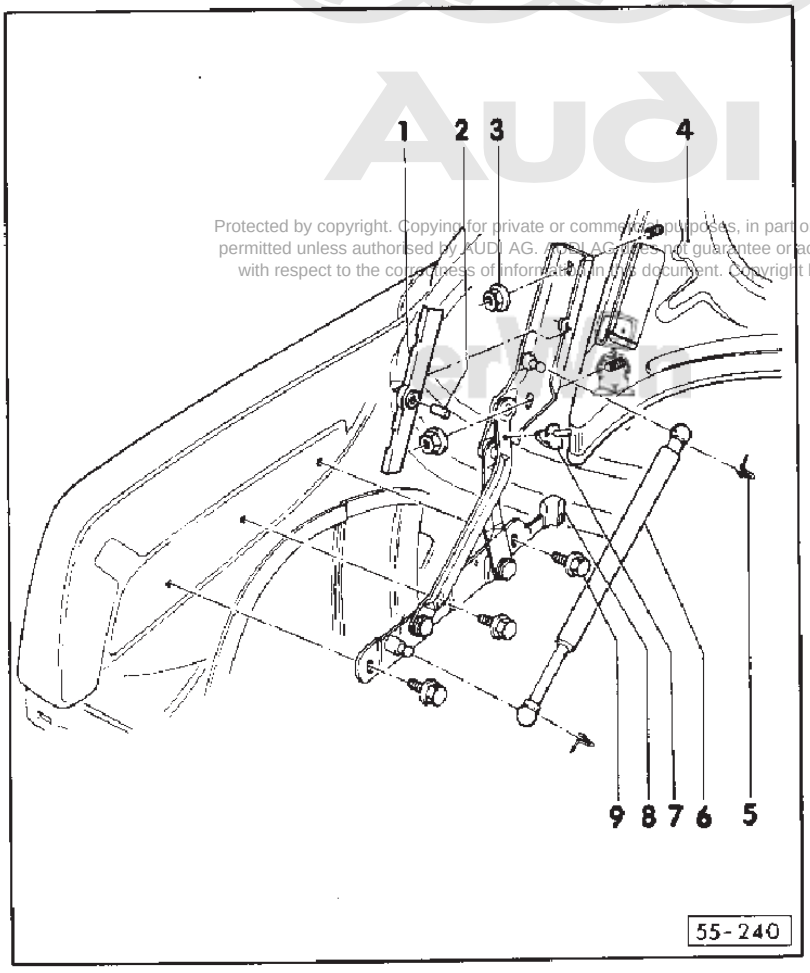
2 – Guide sleeve

3 – Bracket
- ♦ Rotate 1/4 of a turn (90o) to install

4 – Retaining clip

5 – Actuator
- ♦ Attach Bowden cable

6 – Fixing
- ♦ For Bowden cable



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Boot lid

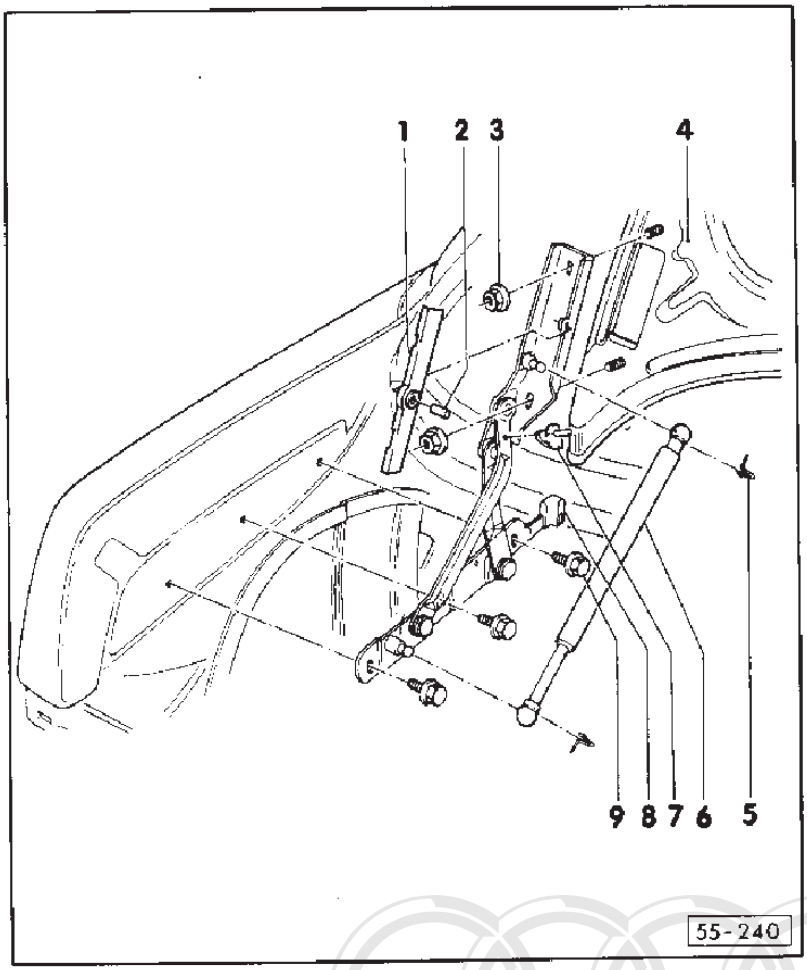
Removing and installing boot lid (Saloon)

1 – Locator

2 – Pin

3 – Hexagon nut – 20 Nm

4 – Boot lid
- ♦ Removal:
- – Open and support boot lid.
- – Remove locators - 1-.
- – Disconnect connector in rear left of boot.
- – Pull wiring loom and grommet out of boot.
- – Disconnect central locking system pressure line from boot lid hinge.



– Detach securing bracket -item 5-, lever gas-filled strut -item 6– from boot lid hinge on both sides.
– Undo hexagon nut -item 3-.
– Remove tailgate.
♦ Adjusting => Fig. 1 and Fig. 2

5 – Securing clip

6 – Gas-filled strut
♦ Removing and installing => Fig. 3
♦ Degassing => Page 55-6

7 – Boot lid stop

8 – Hinge stop

9 – Hexagon bolt -20 Nm

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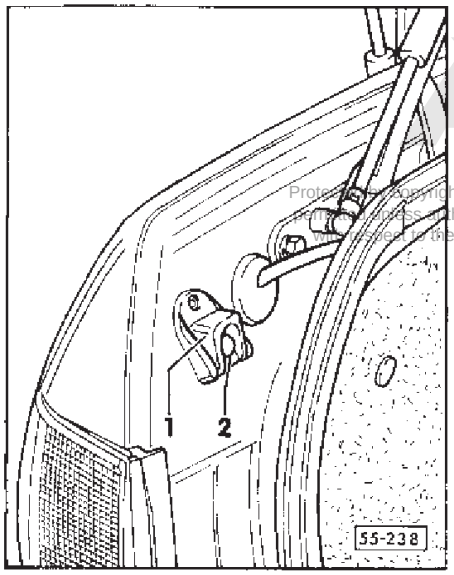


Fig.1 Adjusting boot lid

– Adjust boot lid by making the striker plate flush with the side panel => Page 55-16.
– Stop buffer -1- must make contact when the boot is closed
– Tighten hexagon bolt -2- to 8 Nm.

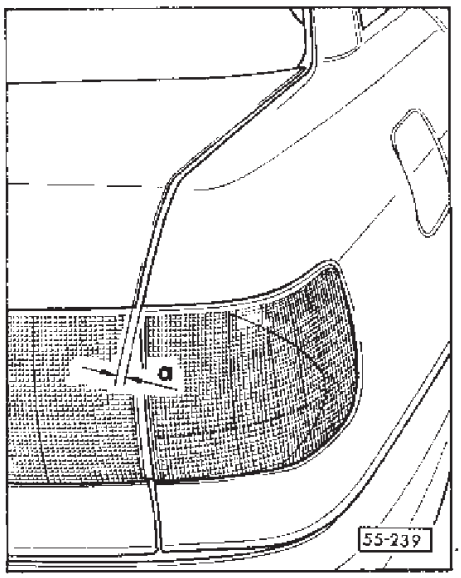


Fig.2 Gap

– Undo hexagon bolts on boot lid hinges and adjust gap by moving boot lid.

– Dimension a = 4 + 1 mm

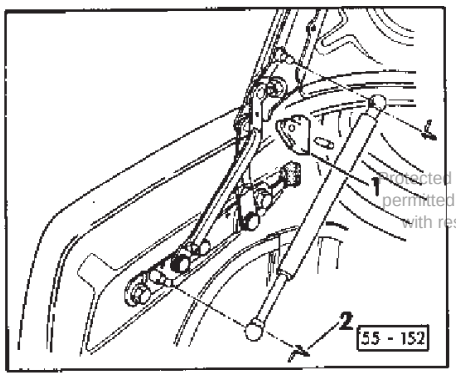


Fig.3 Removing and installing gas-filled strut

– Knock pin out of stop -1- (both hinges) and remove stop.

Note:

If the stop is not removed, the gas-filled strut can be pushed off the ball head but cannot be pushed back on.

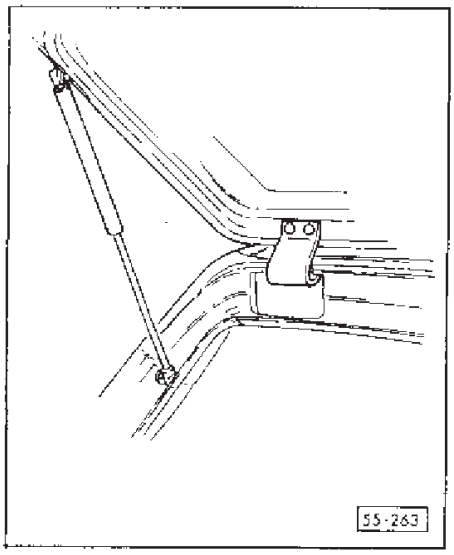
– Support bonnet.

– Remove securing bracket -2-.

– Prise gas-filled strut from ball head.

– Degas gas-filled strut before scrapping => Page 55-6.

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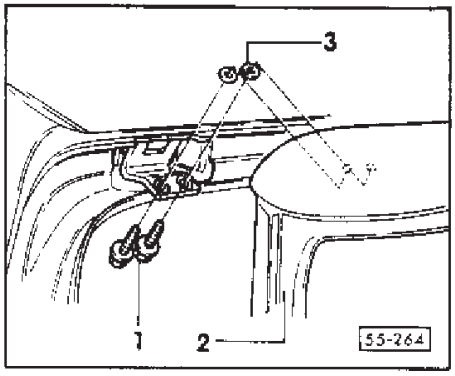


Removing and installing tailgate (Avant)

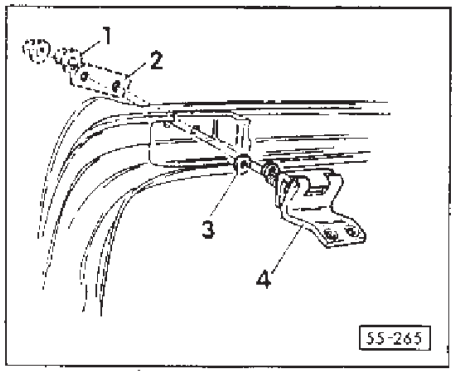
– Remove tailgate trims => Page 70-42.
– Detach/pull off connectors, hose for central locking system and hose for rear window washer system.
– Open tailgate and support.
– Prise gas-filled strut from ball-head pin on tailgate.

Note:

If the gas-filled strut is removed completely, ensure that it is correctly positioned when refitted: The damping element must be attached to the tailgate.



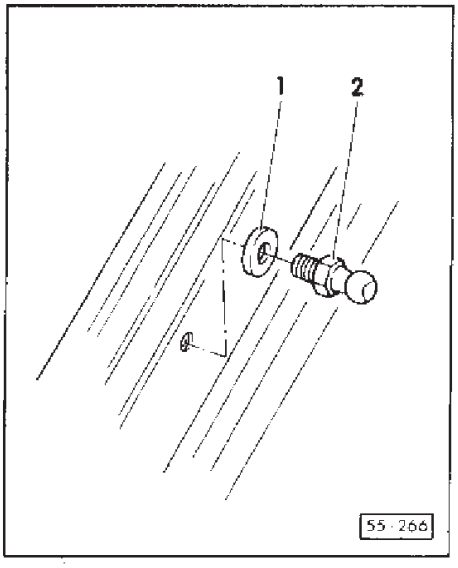
– Unscrew hexagon bolts -1- from tailgate -2-.
– Remove tailgate.
– Replace seal -3- when refitting, tighten screws to 21 Nm.



Removing and installing roof frame hinge

– Remove tailgate.
– Remove rear roof frame trim => Page 70-36.
– Unscrew hexagon nuts -1-, remove shim plate -2- and hinge -4-.
– Replace seal -3- when refitting.

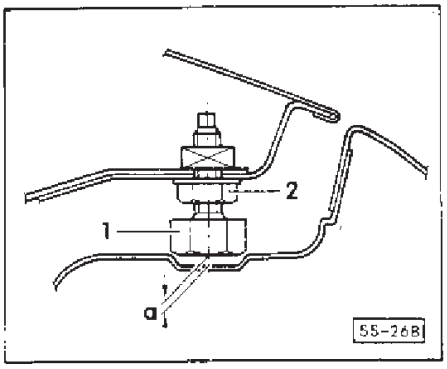
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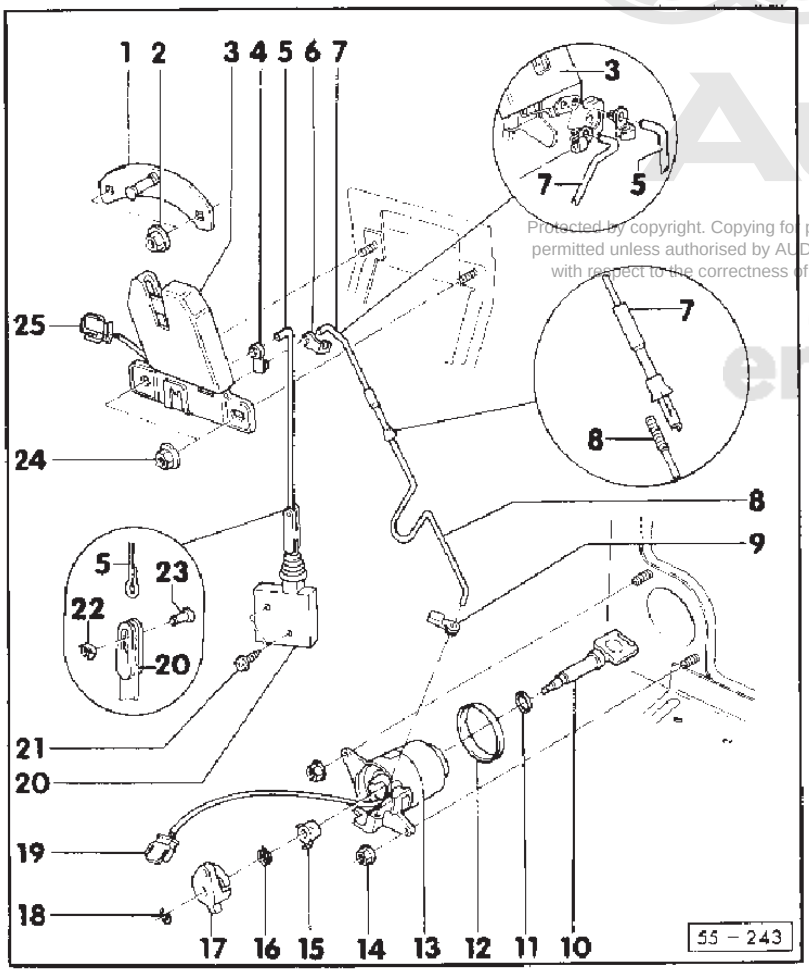
Removing and installing ball stud.

– Prise gas-filled strut from ball head pin.
– Unscrew ball-head pin -2- and remove with seal -1-.
– Tighten ball-head pin to 12 Nm when refitting.

Adjusting buffer



- Adjust adjusting buffer -1- to produce dimension -a- when the tailgate is closed.
  - Dimension a = 3 ± 1 mm
- Tighten lock nut -2- to 15 Nm.



Removing and installing boot lid lock (Saloon)

1 – Striker

2 – Hexagon nut – 8 Nm

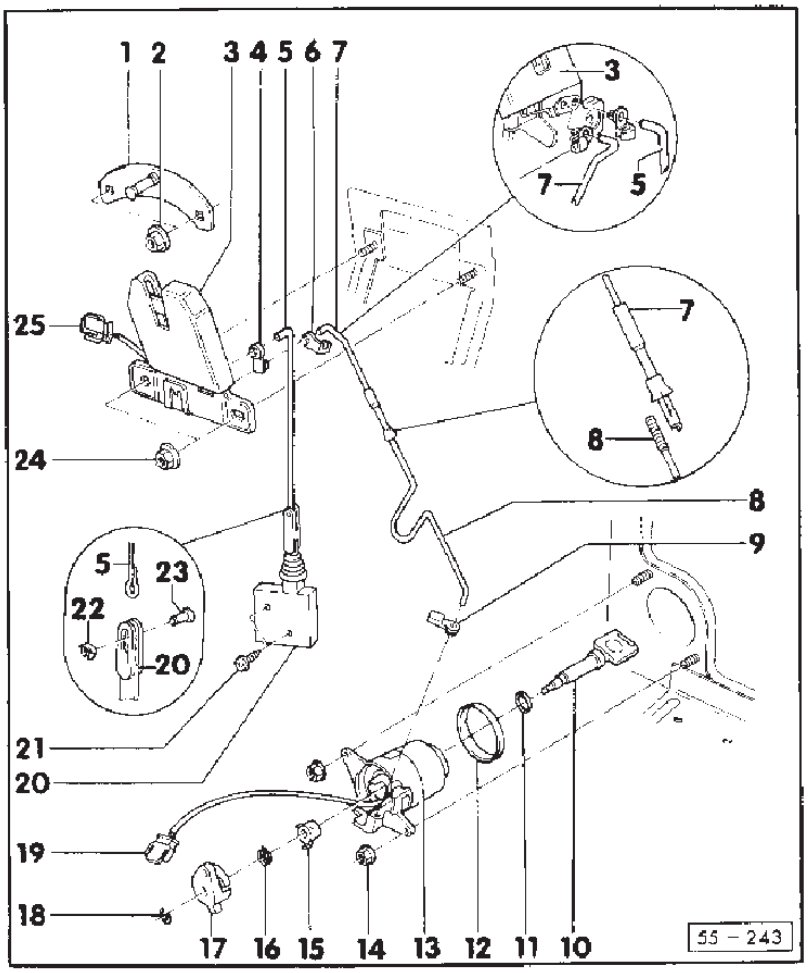
3 – Boot lid lock

♦ Removal:

- Detach connector.
- Unclip connecting rods -item. 5– and -item 7-.
- Unscrew hexagon nuts -item 24-.
- Remove boot lid lock.

4 – Hinged bush

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5 – Connecting rod

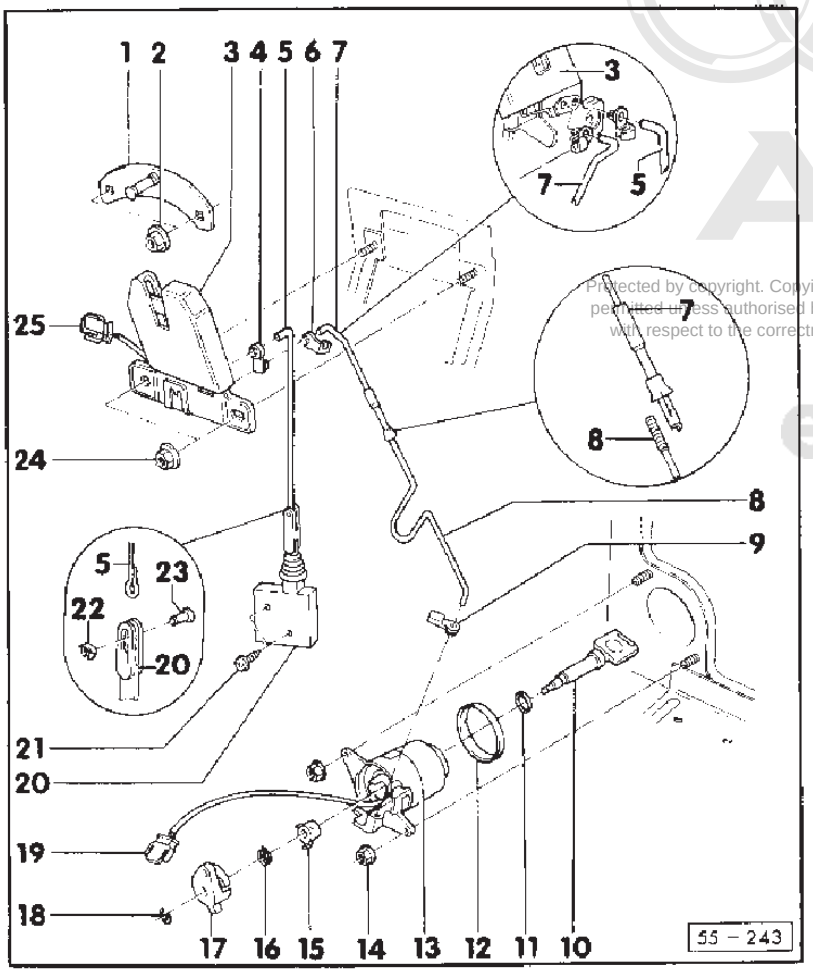
6 – Hinged bush

7 – Connecting rod
♦ Adjusting => Fig. 1

8 – Connecting rod

9 – Hinged bush

10 – Lock cylinder
♦ Removal:
– Push lock washer -item 18– out of groove.
– Remove pusher -item 17-, coil spring -item 16– and adapter -item 15-.



– Push out lock cylinder only with key inserted.
♦ Coil spring fitting location => Fig. 2

11 – Sealing ring
♦ For lock cylinder

12 – Oil seal

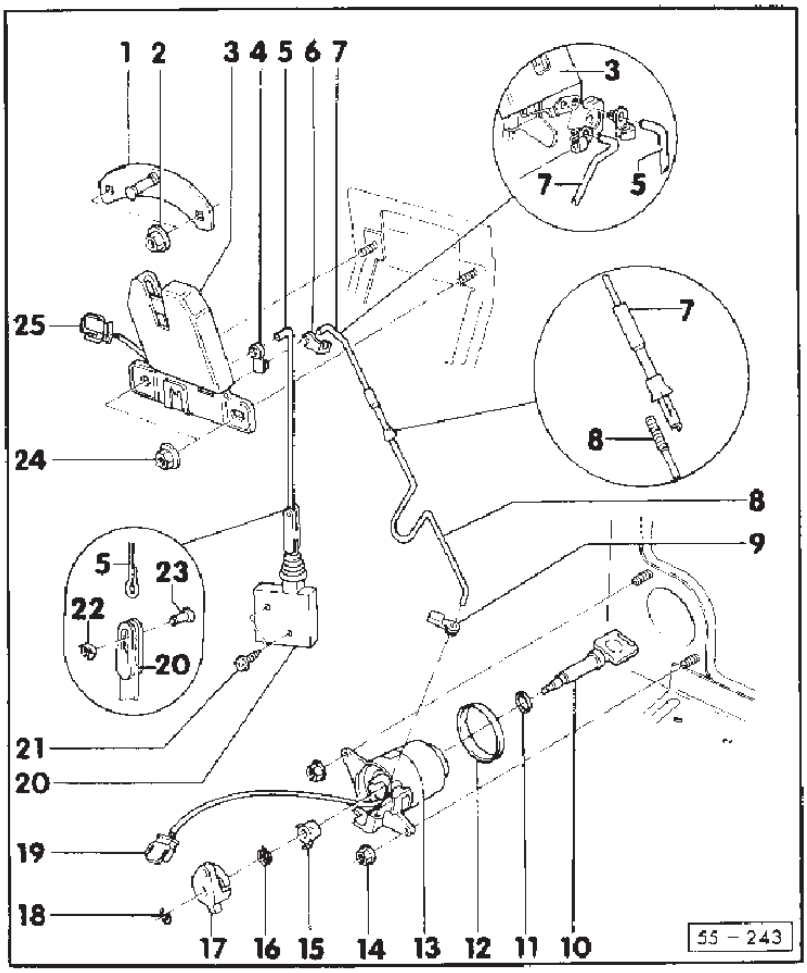
13 – Lock cylinder housing

14 – Hexagon nut – 4 Nm

15 – Coupling
♦ Only in vehicles with central locking

16 – Torsion spring
♦ Only in vehicles with central locking
♦ Installation position => Fig. 2

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17 – Pusher

18 – Circlip

19 – Connector

♦ Only in vehicles with central locking and/or anti-theft alarm system

20 – Electric remote control

21 – Self-tapping screw – 1 Nm

22 – Circlip

23 – Pin

24 – Hexagon nut – 6 Nm

25 – Connector

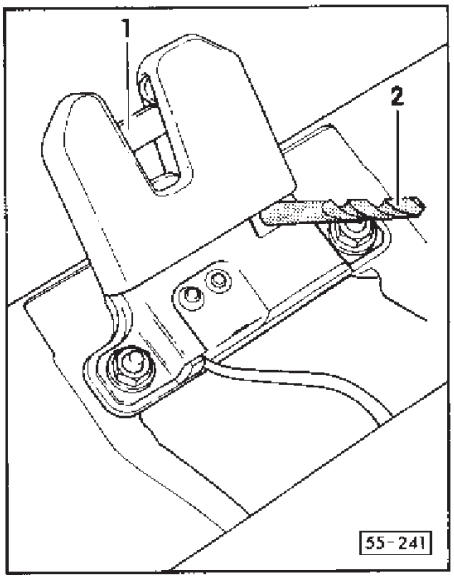


Fig.1 Adjusting connecting rod

– Latch boot lid -1- into place and secure using mandrel -2- (e.g. drill with ø 6 mm).

– Engage connecting rods into threaded link without pre-tensioning boot lid lock, and secure using slide knob.

– Remove mandrel from boot lid lock.

– Release boot lid lock.

– Length tolerance of boot lid lock/lock cylinder: max. 2 mm

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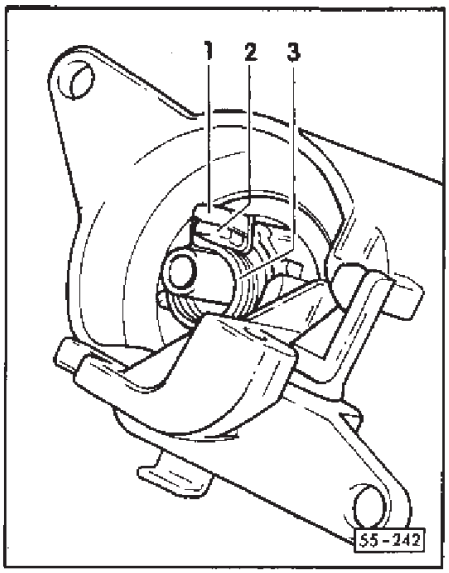
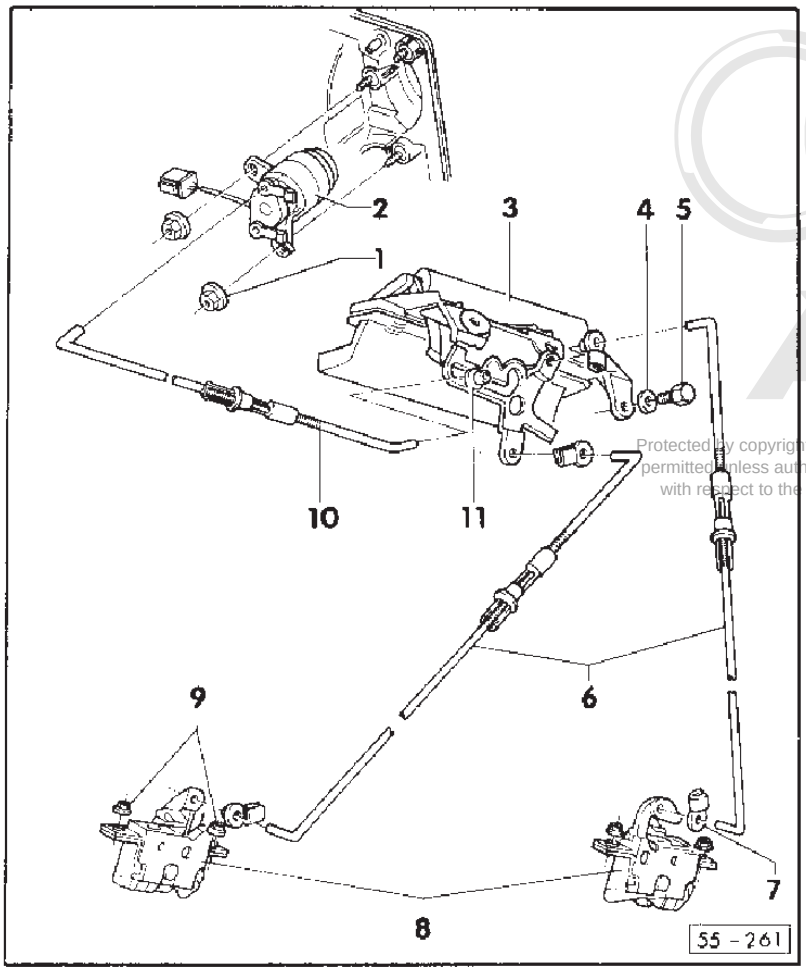


Fig.2 Coil spring fitting location

The ends of the coil spring -3- must be to the left and right respectively of the arms of the adapter -2- and the lock cylinder housing -1-.



Tailgate lock with operating components (Avant)

1 – Lock nut – 4 Nm

2 – Lock cylinder

♦ Removal:

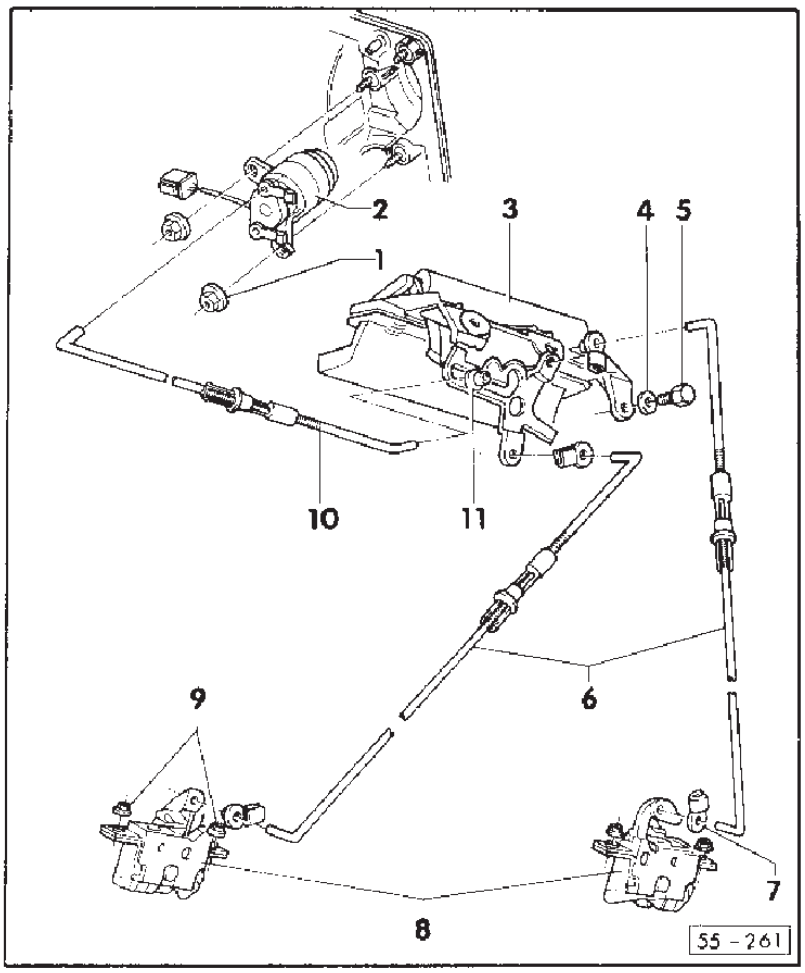
– Release connecting rod -item 10– for handle operation and connecting linkage to central locking actuator.

– Detach connector.

– Undo lock nuts -item 1- and remove lock cylinder from tailgate.



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3 – Handle mechanism

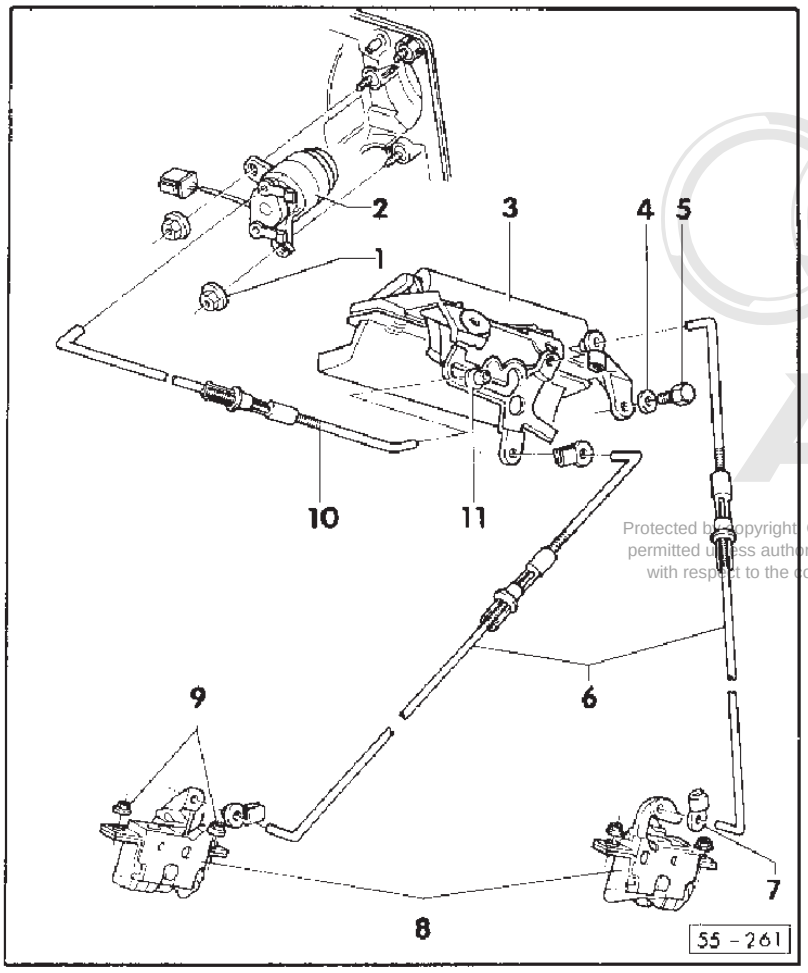
- ♦ Removing and installing => Page 55-27
- ♦ Adjusting handle to number plate holder and tailgate => Page 55-28

4 – Washer

5 – Hexagon bolt -10 Nm

6 – Locks/handle connecting rod

- ♦ Removal:
- – Swivel hinged bushes -item 7– approx. 1/4 turns (90o) and remove connecting rod.
- – Disconnect connecting rod =>Page 55-29.
- ♦ Adjusting:
- – Latch locks -item 8– into end position (closed).



- – Attach connecting rod in hinged bushes in handle mechanism and tailgate lock, and lock hinged bushes into position.
- – Engage connecting lock into threaded link and secure =>Page 55-29.

7 – Hinged bush

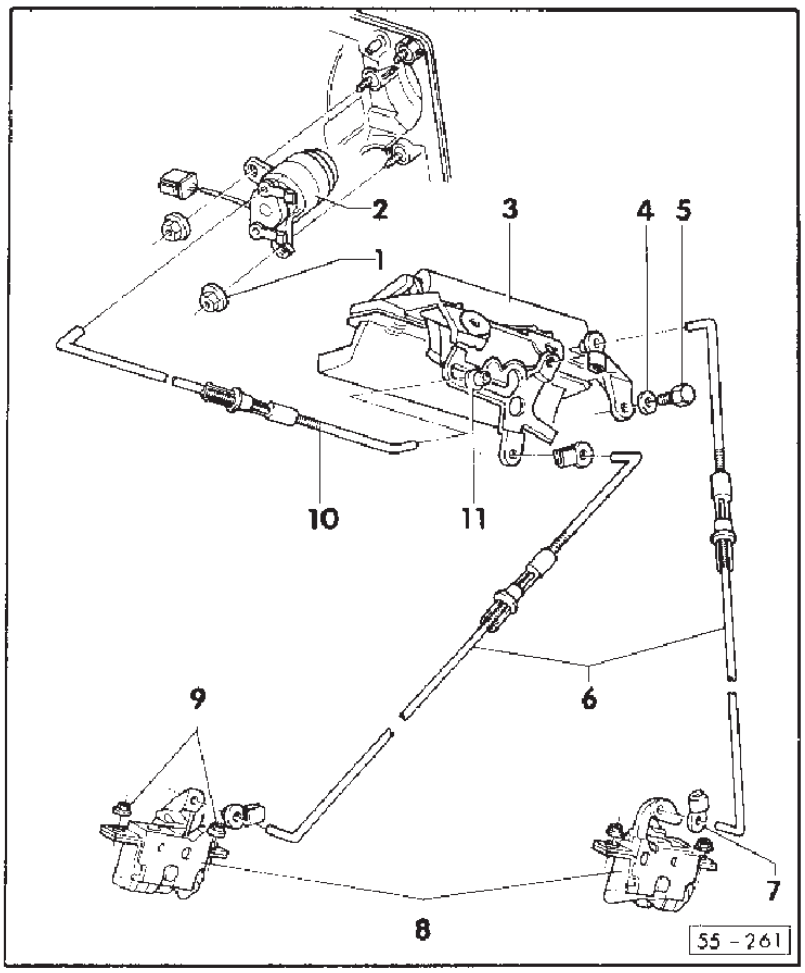
- ♦ To remove connecting rods, release hinged bush from connecting rod by swivelling approx. 1/4 of a turn (90o)

8 – Left and right locks

- ♦ Removing and installing => Page 55-30

9 – Hexagon nut – 8 Nm

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10 – Lock cylinder/handle mechanism connecting rod

♦ Removal:

– Swivel hinged bushes on lock cylinder approx. 1/4 of a turn (90o) and remove connecting rod.

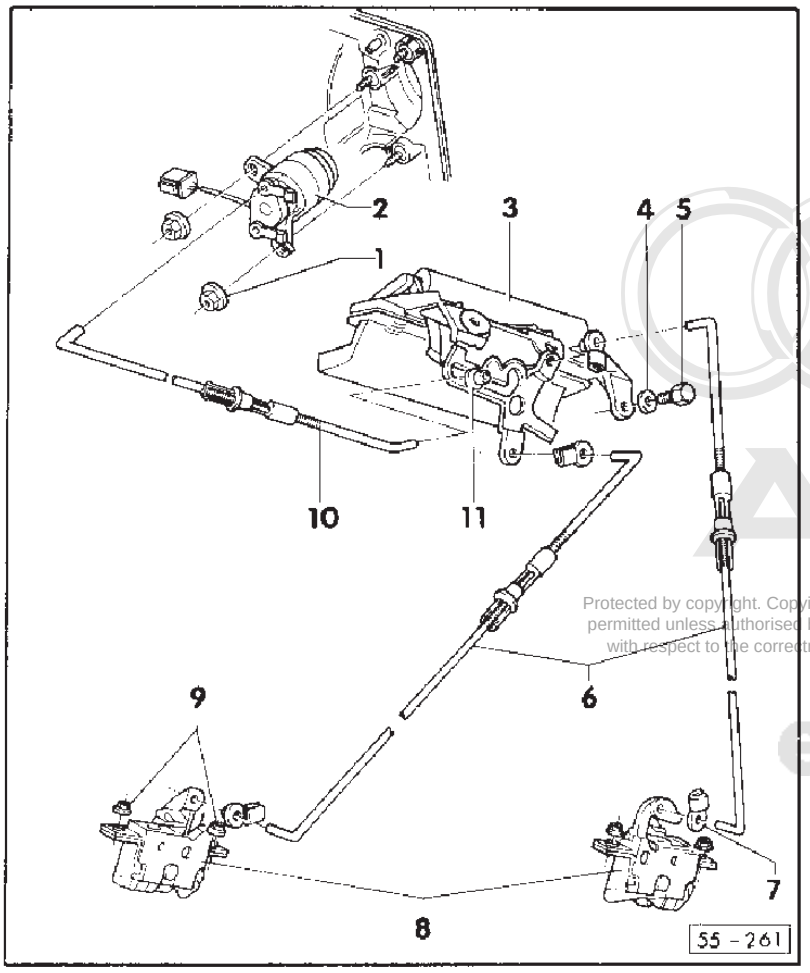
– Disconnect connecting rod => Page 55-29.

♦ Adjusting:

– Tighten lock cylinder -item 2- to specified torque using lock nuts -item 1-.

– Move lock cylinder release lever to open position.

– Attach connecting rod to lock cylinder actuating arm.



– Attach connecting rod to locating clip on handle mechanism.

– Engage connecting lock into threaded link and secure => Page 55-29.

11 – Locating clip

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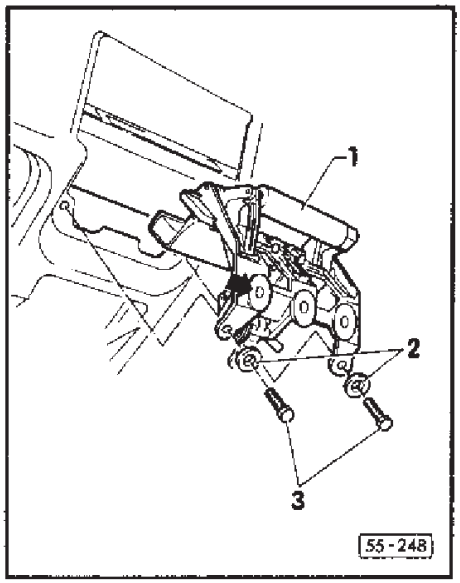
Removing and installing handle

Removal:

– Open tailgate.

– Remove tailgate trim => Page 70-42.

– Remove rear window wiper bracket.



– Release connecting rod from handle mechanism locating clip.

– Release connecting rods from handle transfer lever.

– Undo and remove hexagon socket screws -3- and washers -2-.

– Unscrew handle mechanism -1-.

Installation:

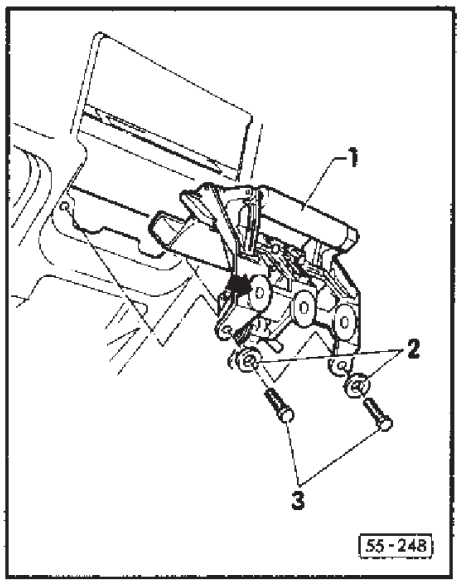
– Starting in the boot, insert handle assembly through the rectangular hole in the bottom tailgate panel in a central, parallel position.

– Swivel handle mechanism until through-holes and fixing holes on tailgate bottom panel are in line.

– Mount handle mechanism with washers and hexagon socket screws. Tighten screws to 10 Nm.

– Attach connecting rod to handle mechanism locating clip.

– Attach connecting rod to handle transfer lever.



Adjusting handle to number plate holder and tailgate

– Lift handle.

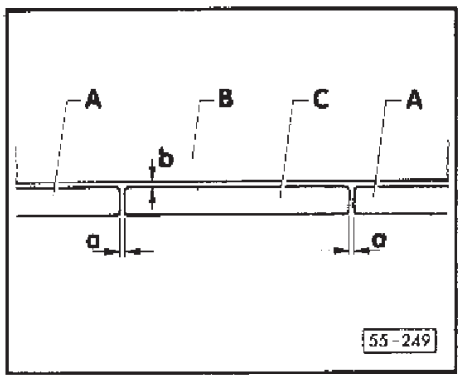
– Screw hexagon socket screw in or out as required to adjust depth of handle -arrow-.

– After adjusting, secure against twisting using hexagon nut.

– Secure height setting using hexagon socket screws in slots on left side.

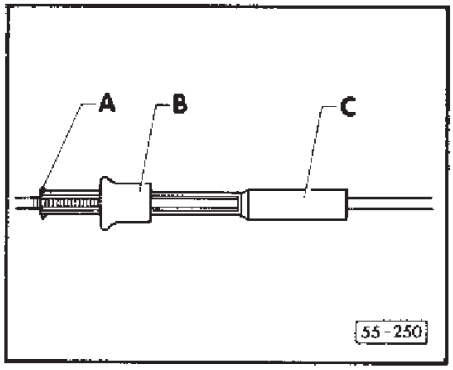
– Tightening torque: 2.5 ± 1 Nm

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Joint dimensions:

- Distance between handle -C- and number plate holder -A- Dimension a = 3.0 ± 0.2 mm
- Distance between handle -C- and tailgate -B- Dimension b = 3.0 ± 0.2 mm, parallel



Detaching/engaging connecting rods

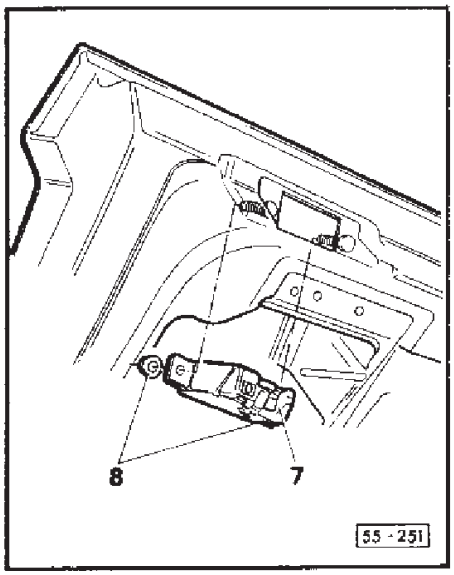
Detaching:

– Move sliding knob -B- in direction of threaded link -C-

Engaging:

– Engage connecting rods in threaded link -C-.

– To secure, slide sliding knob -B- to stop limit -A-.



Removing and installing lock

Removal:

– Release connecting rods from lock release lever -7-.

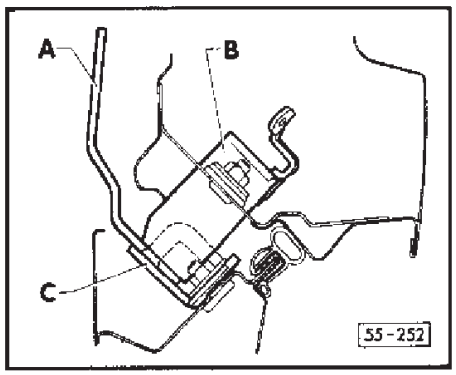
– Undo hexagon nuts -8-.

– Push lock out towards interior.

Installation:

– Lightly tighten lock using hexagon nuts, centrally aligning attachment points.

– Close tailgate.



– From boot, insert 3.0 mm spacer -A- between lock -B- and striker -C-.

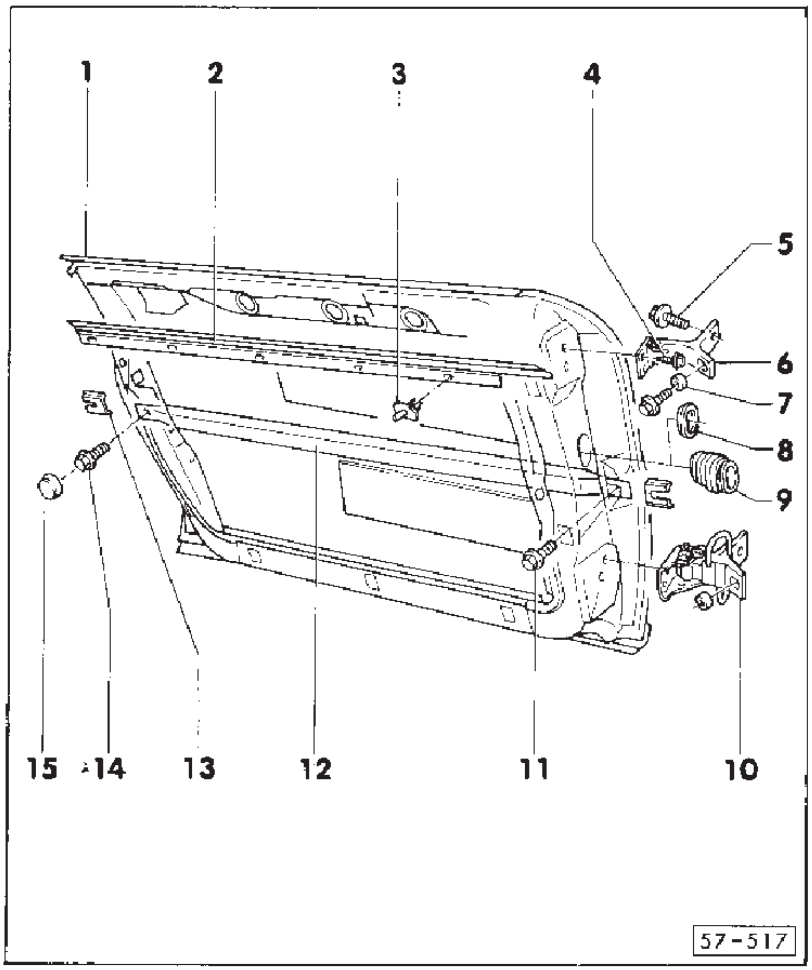
– Move lock to main latch and align tailgate under tension.

– Align gaps to specified dimensions and secure in position. The gap of 6.5 + 1 mm between the top edge of the bumper and the bottom edge of the tailgate should be maintained.

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– Tighten hexagon nut on lock (8 Nm).
– Tighten striker.
– Remove spacer.
– Unlock locks, open tailgate.

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Front door

Door shell – exploded view

1 – Door shell
- ♦ Removing and installing => Fig. 1
- ♦ Adjusting => Page 57-20

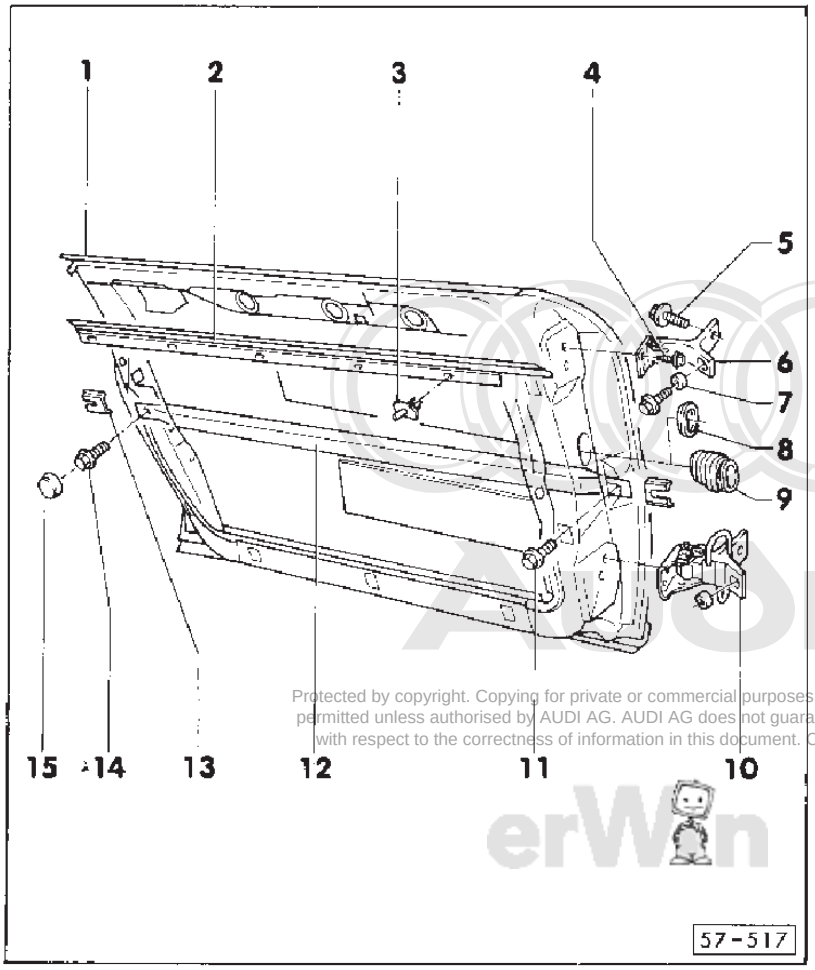
2 – Outer window slot seal
- ♦ Cannot be removed unless door subframe removed

3 – Expanding clip

4 – Hexagon bolt -30 Nm

5 – Hexagon bolt -30 Nm

6 – Upper door hinge



7 – Threaded bushing

8 – Grommet

9 – Bellows

10 – Bottom door hinge with door arrester
- ♦ Grease new part; greasing points => Fig. 2

11 – Hexagon bolt -6 Nm

12 – Side impact bars
- ♦ Removing and installing impact absorber => Fig 3

13 – Spacer

14 – Hexagon bolt -8 Nm

15 – Trim cap

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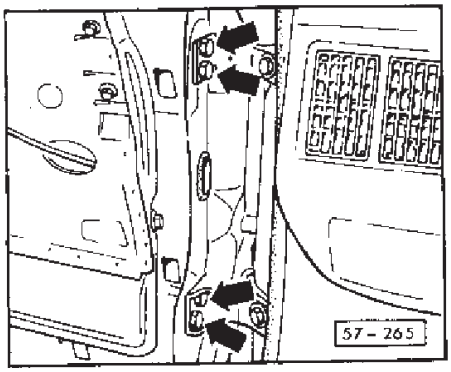


Fig.1 Removing and installing door shell

- Undo hexagon bolts -arrows -.
- After fitting, adjust door to prevent wind noise => Page 57-21.
- Check setting of door shell and door subframe, adjust if necessary => Page 57-20 and 57-22.

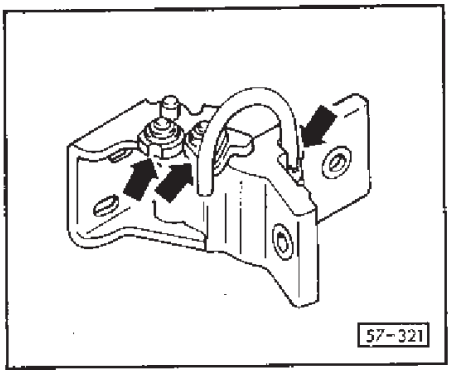


Fig.2 Bottom door hinge- greasing points

- Coat arrester -arrows- with grease G 000 400.

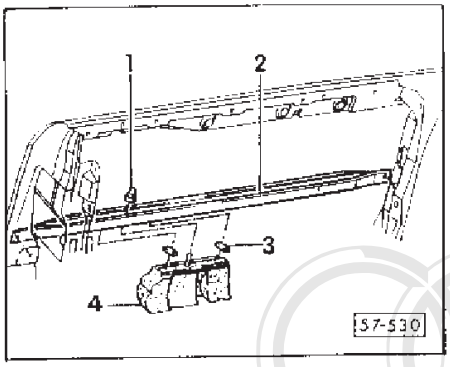
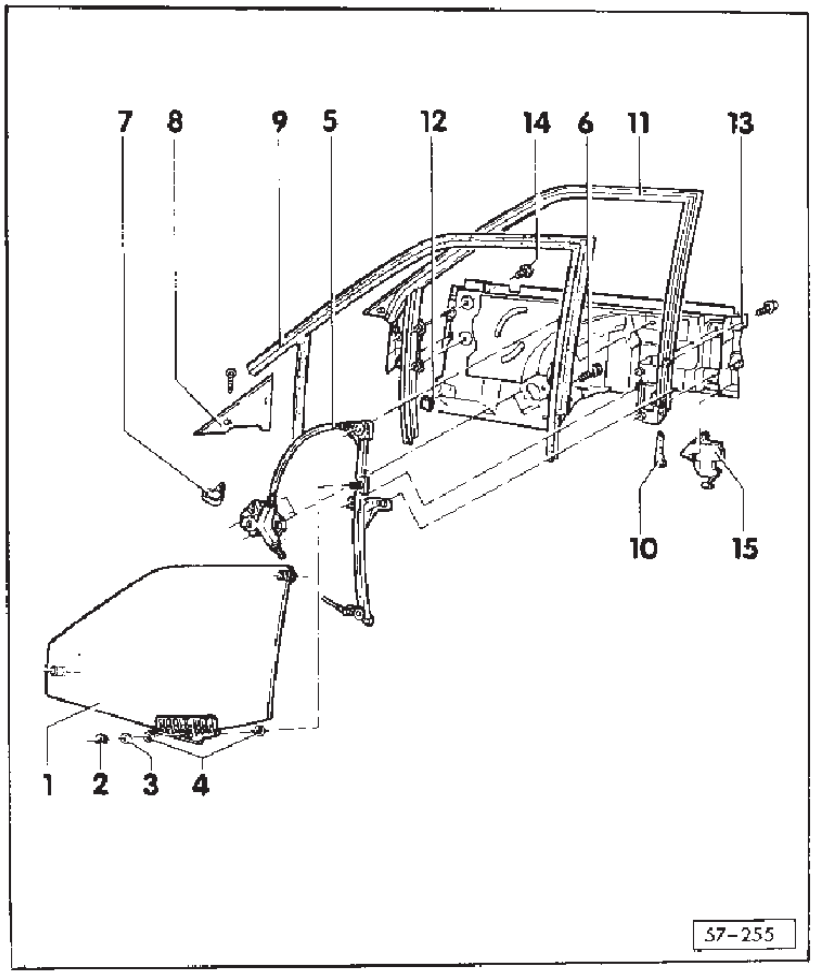


Fig.3 Removing and installing impact absorber for front side impact bar

- Remove front door trim => Page 70-1 and 70-11.
- Unscrew nut -1- from side impact bar -2-.
- Remove impact absorber -4- downwards.
- When refitting, the two buffers -3- must be positioned as shown in the illustration.
- Use new washer and nut and tighten to 6 Nm.

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Door subframe- exploded view



Note:

♦ Remove door subframe => Fig 1.

♦ Adjusting => Page 57-22

1 – Door window

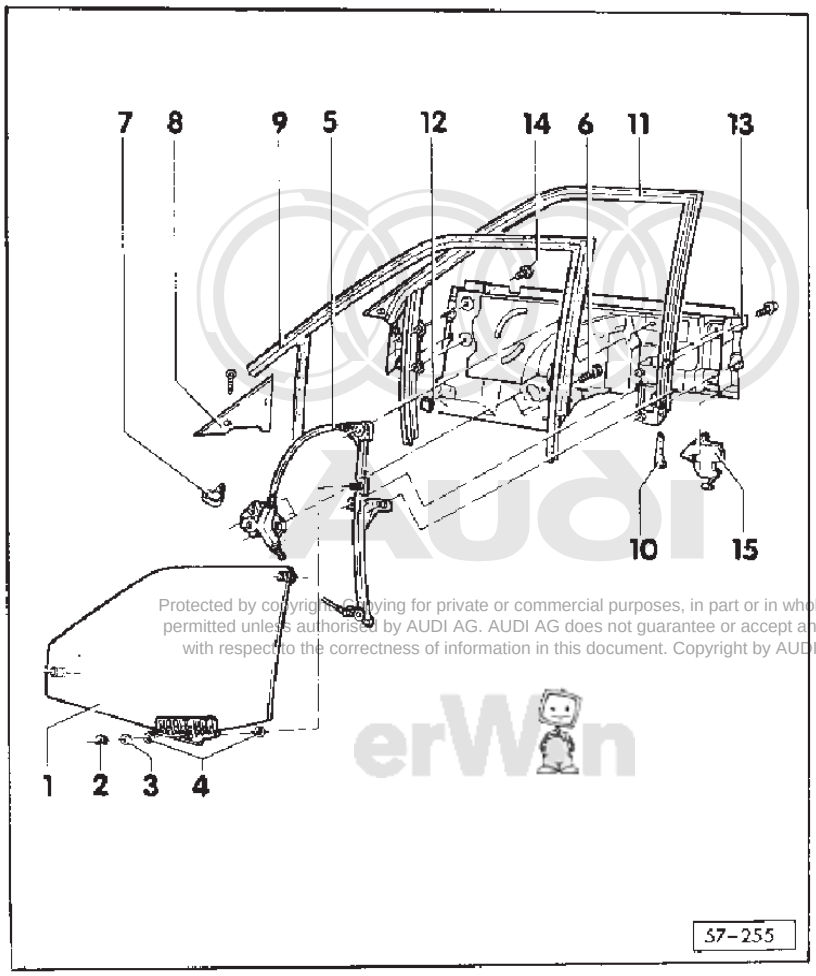
♦ Cannot be removed unless door subframe removed

♦ Adjusting => Fig. 2

2 – Circlip

3 – Washer

4 – Damping washer



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5 – Window lifter

♦ Cannot be removed unless door subframe removed => Page 57-10

6 – Hexagon bolt -10 Nm

♦ With electric window lifter hexagon nut – 10 Nm

7 – Clip

♦ Window lifter cable holder

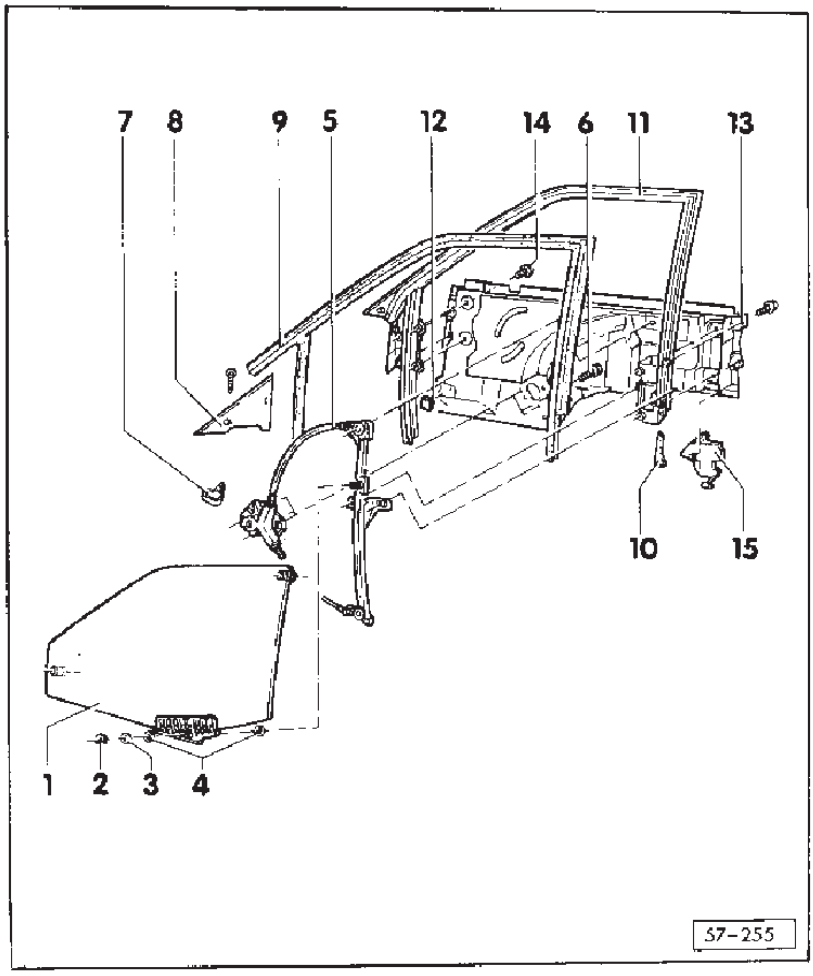
8 – Rotor ring

9 – Door window seal

10 – Plug

♦ Installing => Fig. 4

11 – Door frame



12 – Buffer

13 – Carrier plate

14 – Hexagon bolt -10 Nm
- ♦ Qty. 8
- ♦ For door frame on carrier plate

15 – Door lock cover

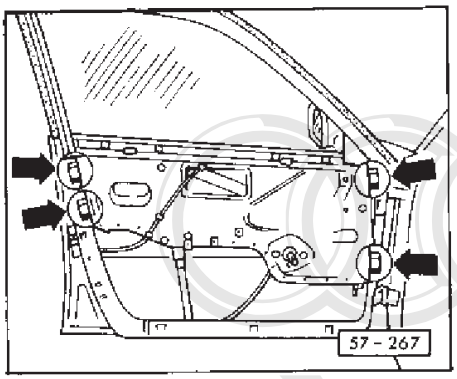
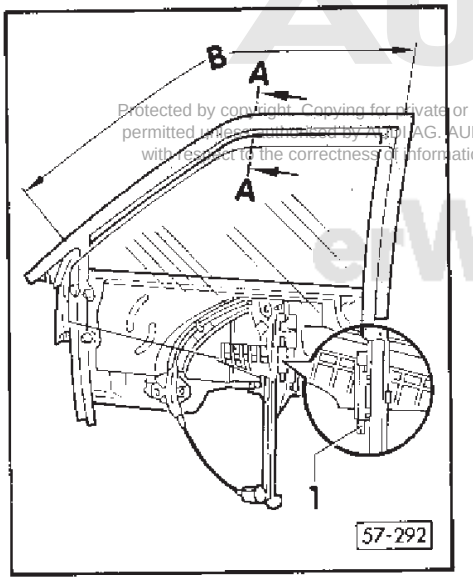


Fig.1 Removing and installing door subframe
- Remove front door trim => Page 70-1 and 70-11.
- Release inside door control Bowden cable from clips.
- Unscrew hexagon screws -arrows- (20 Nm).
- Check setting of door shell, adjust if necessary => Page 57-20.



- Adjust door subframe => Page 57-22.

Fig.2 Adjusting door window

Section A – A => Fig. 3

1 - Adjustable window lifter window stop

- B - Contact area of door window on inner sealing lip.

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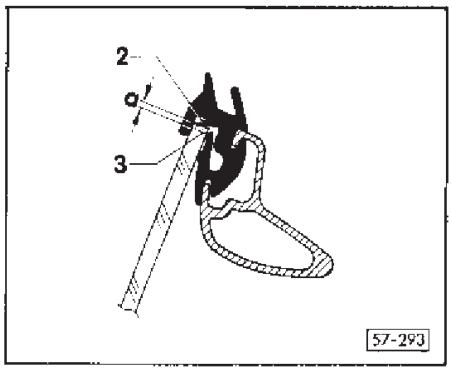


Fig.3 Adjusting door window

- Adjust door window -3- with door closed.
- Adjust upper stop of window lifter so that inner sealing lip of door window seal -2- makes pretensioned contact with the upper edge of the window over entire area -B- => Fig. 2
  - Dimension a = min. 0,5 mm
- Do not set window too high, as this would result in increased door closing forces.

Note:

It is only guaranteed to have no leaks if sealing lip makes contact with at least 0.5 mm preload.

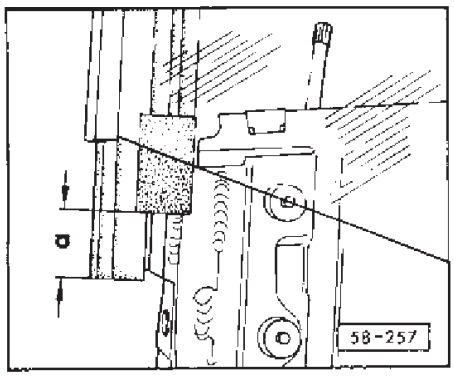
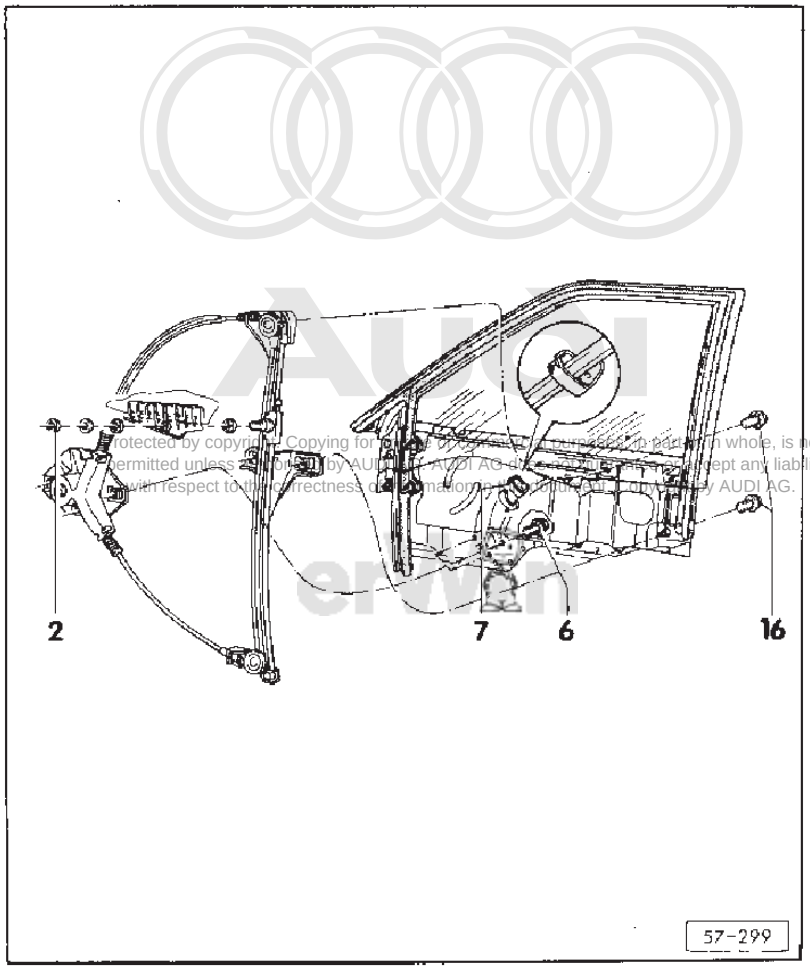


Fig.4 Installing stopper

- Insert stopper into window channel from below.
  - Dimension a = 65 mm (measured from end of window channel)

Note:

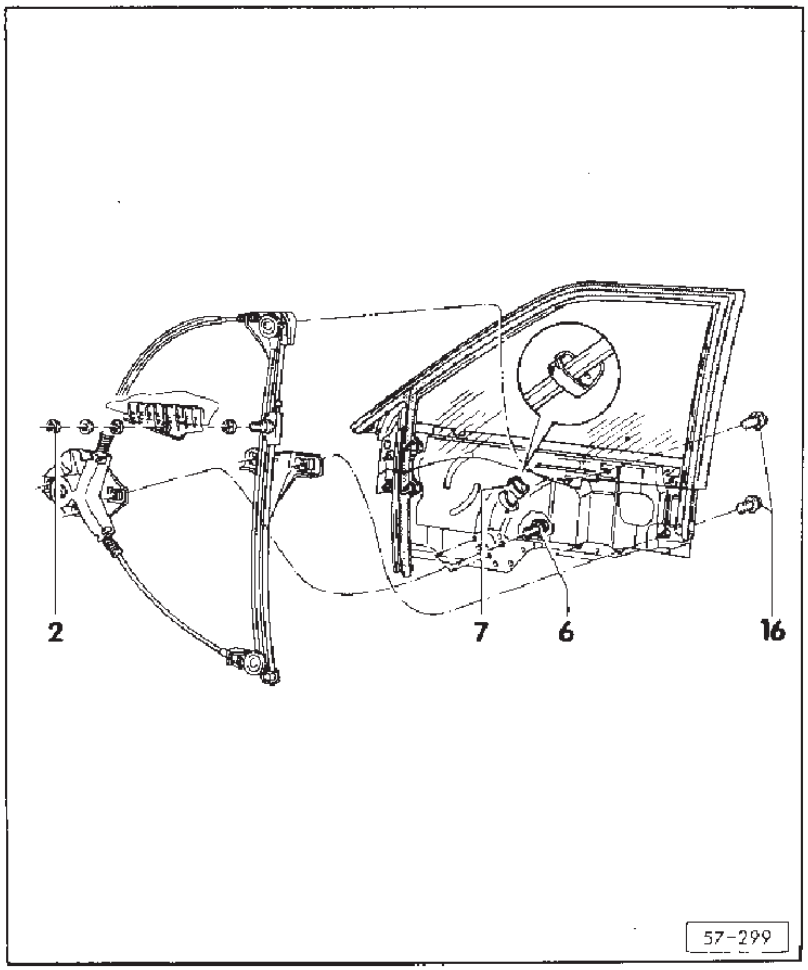
The stopper is for sealing and soundproofing and must be pushed back into the B-pillar window channel when the door window has been installed.



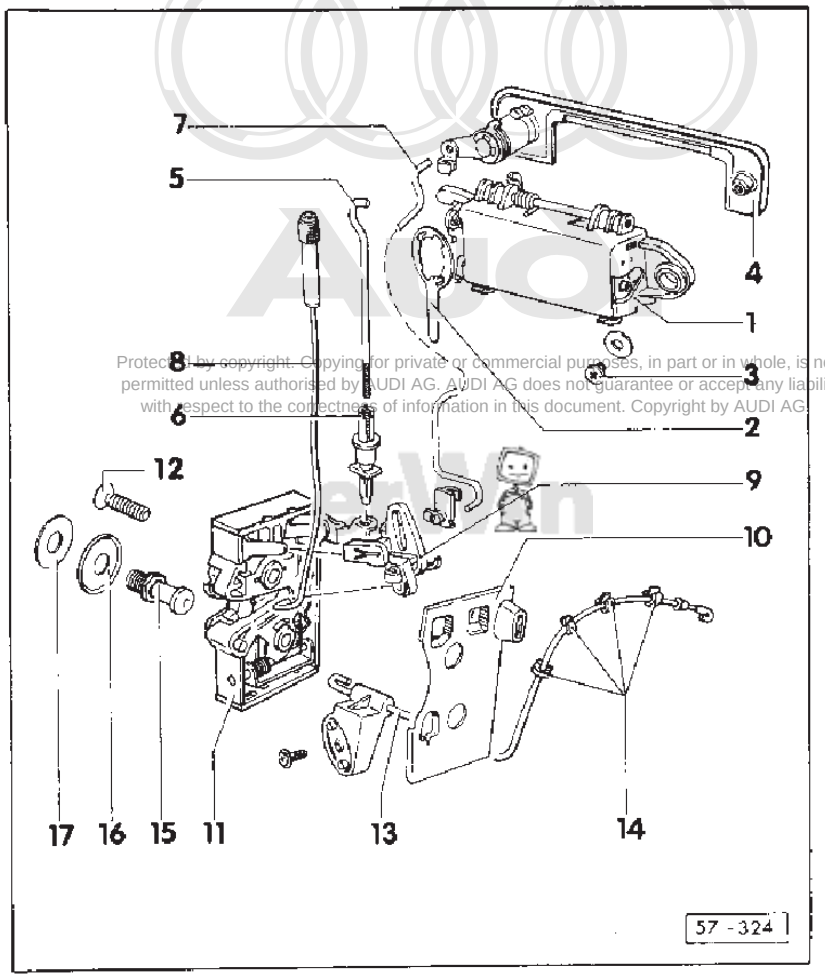
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Removing and installing window lifter

- Remove door subframe => Page 57-8.
- Pull off washer -2-, remove washer and damper.
- Detach door window from door lifter bolt.
- Bend clip -7- in direction of arrow and push Bowden cable out of clip.
- Unscrew hexagon screws -6- (hexagon nuts if electric window lifter).



– When installing, tighten hexagon screws (hexagon nuts if electric window lifter) to 10 Nm.
– Insert dampers.
– Check door window setting, adjust if necessary => Fig. 2, Page 57-8.



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Door lock with operating mechanism – exploded overview

– Remove front door trim => Page 70-1 and 70-11.

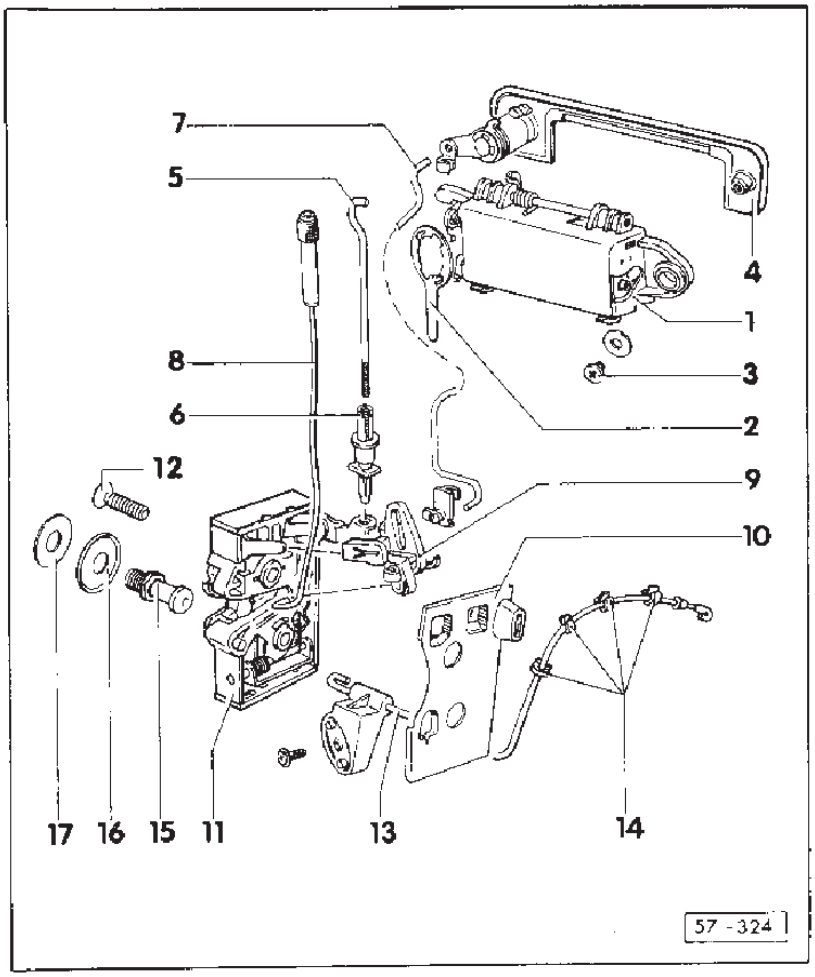
1 – Door handle
- ♦ Removing and installing => Page 57-17
- ♦ Adjusting door handle to door lock => Fig. 2

2 – Rotary clip

3 – Oval-head screw – 3 Nm

4 – Outer locking element
- ♦ Remove lock cylinder => Page 57-18

5 – Lock operating rod
- ♦ Installing => Fig. 2



6 – Operating clip
- ♦ Disengage lock operating rod by moving sleeve downwards

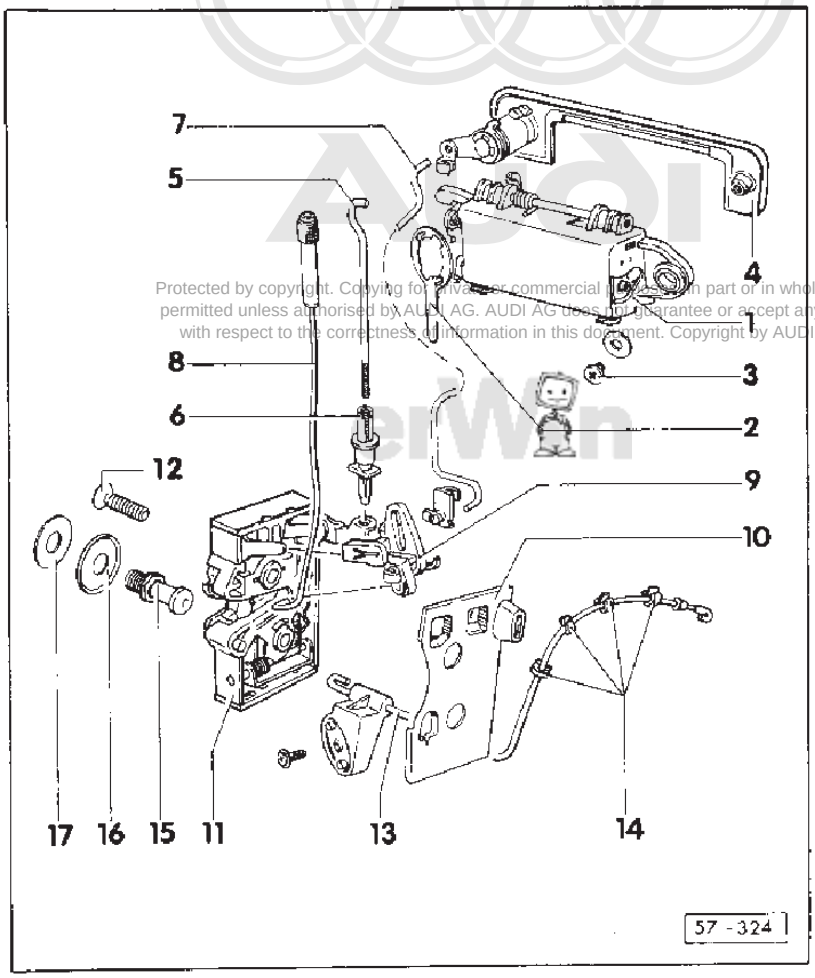
7 – Lock cylinder securing rod
- ♦ Removal: Swivel hinged bushes

8 – Securing rod
- ♦ Removal: Unclip from blanking plate

9 – Fastener
- ♦ Cannot be removed unless door lock removed

10 – Seal

11 – Door lock
- ♦ Removing => Fig. 1



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12 – Oval-head screw – 16 Nm

13 – Bowden cable for interior door control.
- ♦ Removing and installing => Fig. 3

14 – Clip
- ♦ Pay attention to direction in which Bowden cable is attached to clips

15 – Striker pin – 50 Nm
- ♦ Adjusting => Page 57-25

16 – Conical spring washer
- ♦ Pay attention to what is beneath washer – fit 2 conical spring washers if necessary.

17 – Plastic washer

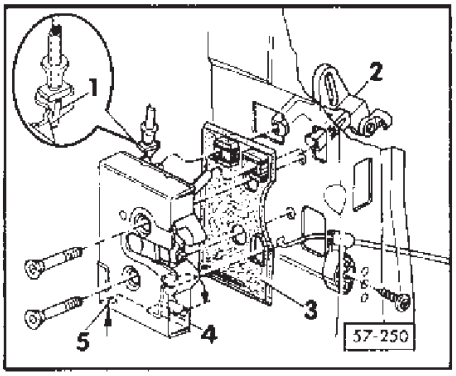


Fig.1 Removing and installing door lock

- Press spring on operating rod -1- and withdraw rod.
- Detach Bowden cable.
- Withdraw door lock from securing element -2-
- 3 - Seal
- Tighten screws to 16 Nm when refitting.
- To attach Bowden cable, swivel lever -4- in direction of arrow and arrest by pushing a screwdriver through the hole -5-.

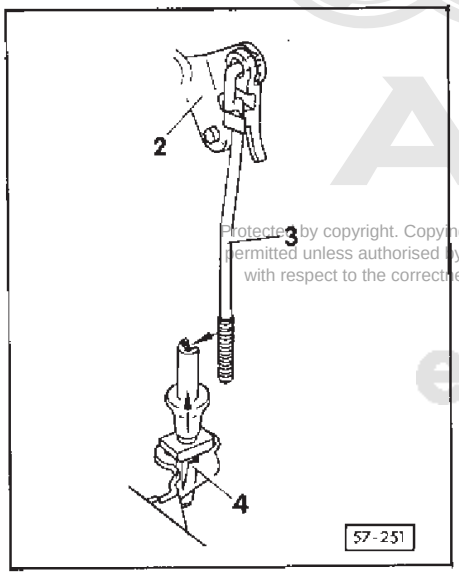


Fig.2 installing lock operating rod

- Attach hinged bush to release lever -2-.
- Engage operating rod in hinged bush -3-.
- Insert operating clip -4- into door lock release lever.
- Clip operating rod into operating clip leaving no play, without tensioning the door lock release lever.
  - Max. play 1 mm
- Push up sleeve on operating clip.

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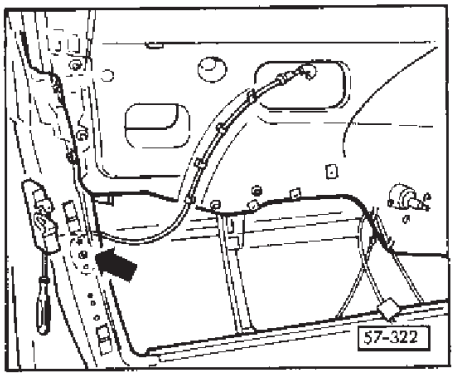
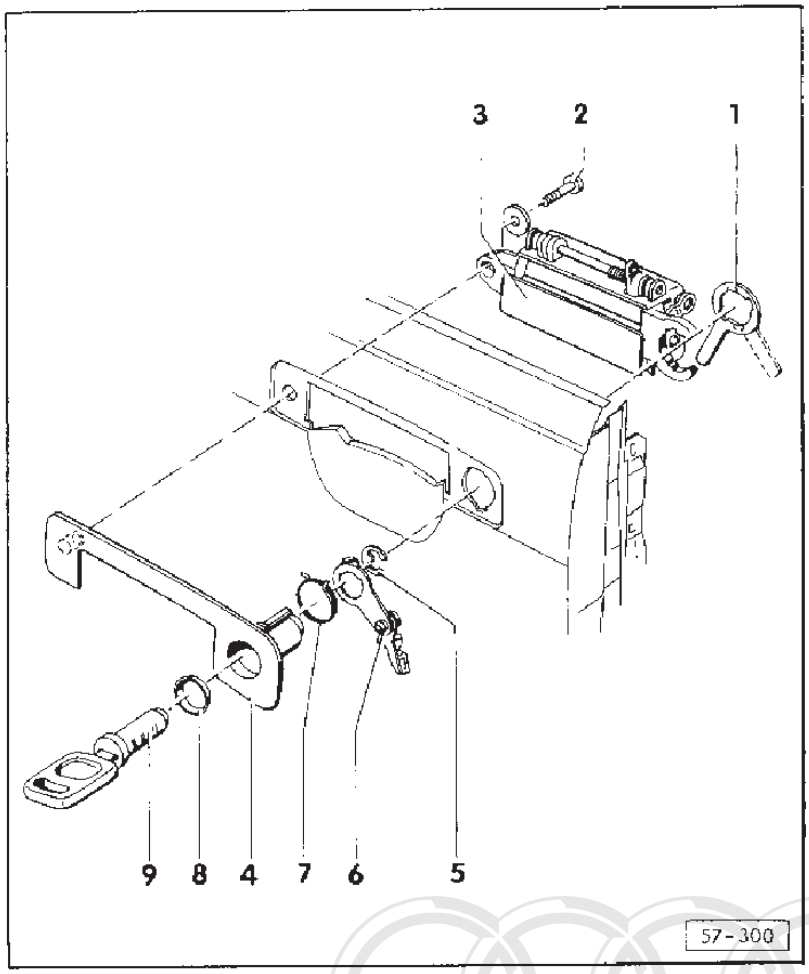


Fig.3 Removing and installing Bowden cable for inside door control

- Unclip Bowden cable.
- Pull Bowden cable core and arrest door lock using a screwdriver.
- Unscrew Bowden cable.
- When installing, pay attention to attachment direction of Bowden cable => Page 57-14.



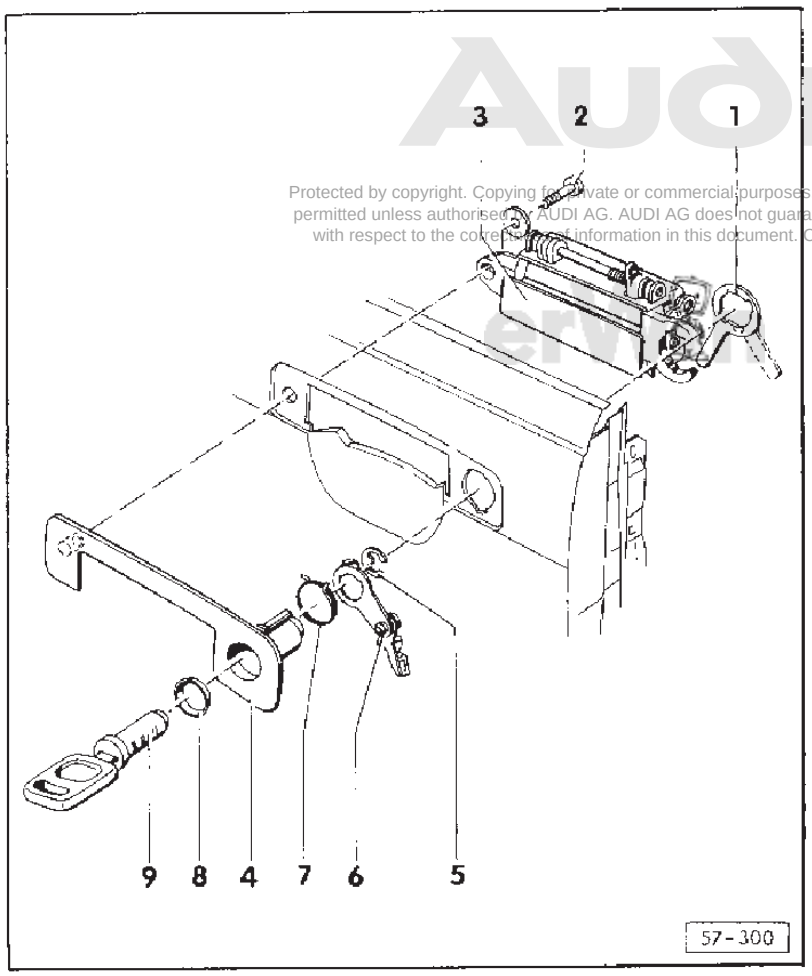
Front door handle – exploded view

– Remove front door trim => Page 70-1 and 70-11.
– Remove door subframe => Page 57-8.
– Detach operating rod from operating lever.

1 – Rotary clip
♦ Swivel 65o to release
♦ Installing => Fig. 1

2 – Oval-head screw – 3 Nm

3 – Door handle
♦ Adjusting door handle to door lock => Fig. 2, Page 57-16



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4 – Rotor ring

5 – Circlip

6 – Operating lever
♦ With hinged bush

7 – Spring
♦ Installation position => Fig. 2

8 – Sealing ring

9 – Lock cylinder
♦ Only remove with key inserted

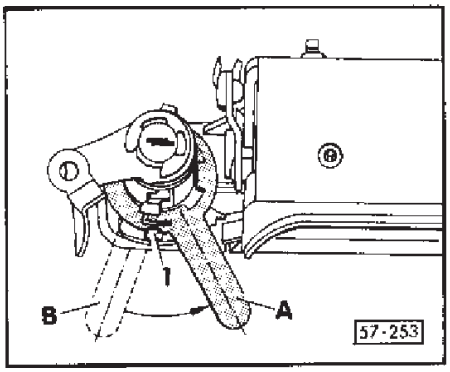


Fig.1 Installing twist clamp

– A - Twist clamp tightened

– B - Twist clamp released

Lug -1- of twist clamp must engage.

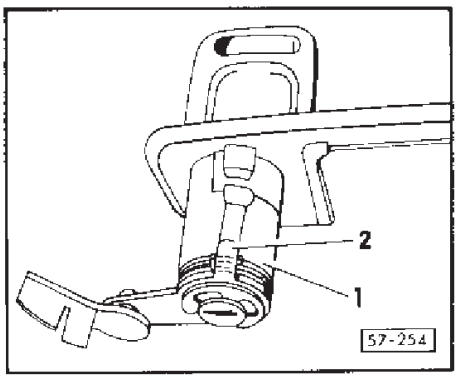
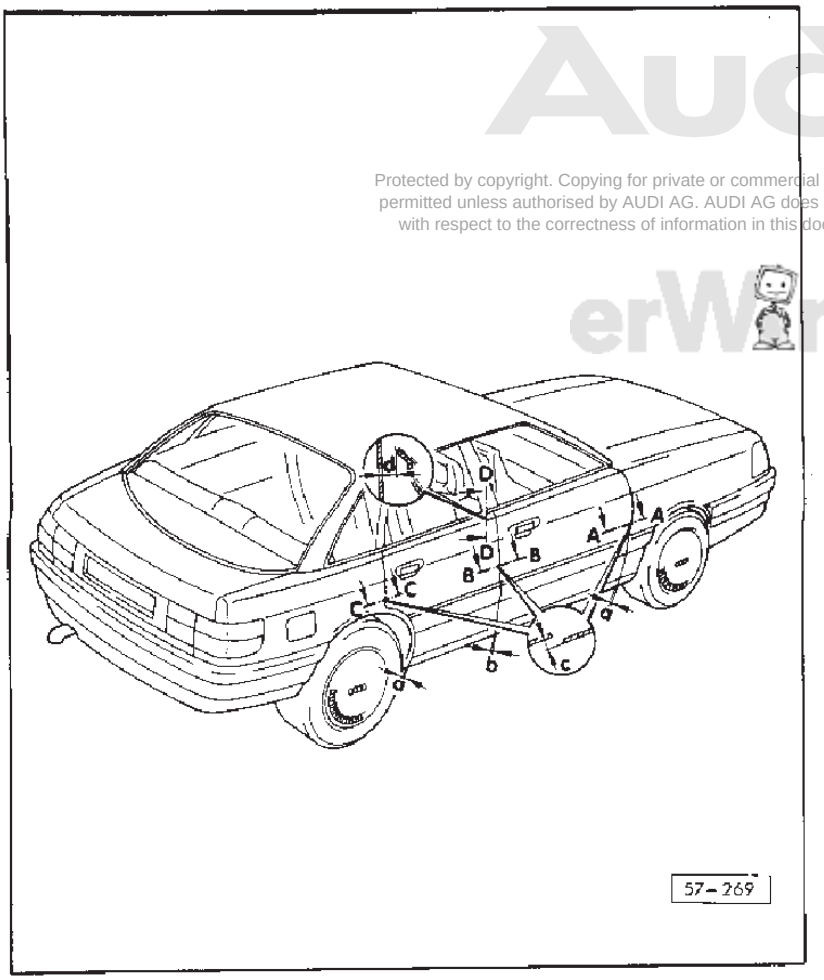


Fig.2 Coil spring fitting location

- Ends of spring -1- must be to the left and right (respectively) of the operating lever -2- when under tension.
- Operating lever and lock cylinder are constantly pushed into the centre position by the pre-loading.

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Adjusting door – adjustment sequence

I – Adjusting door shell – Overview

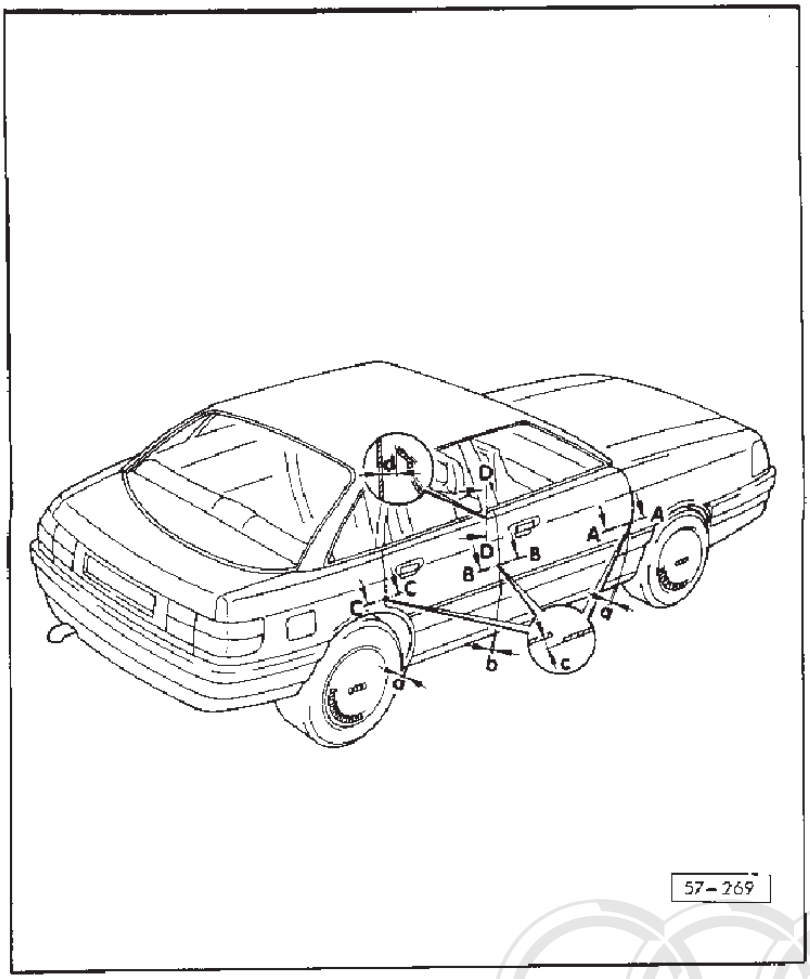
1. Gap dimensions

The gaps are adjusted by moving the doors and their hinges => Fig. 1 and Fig. 2

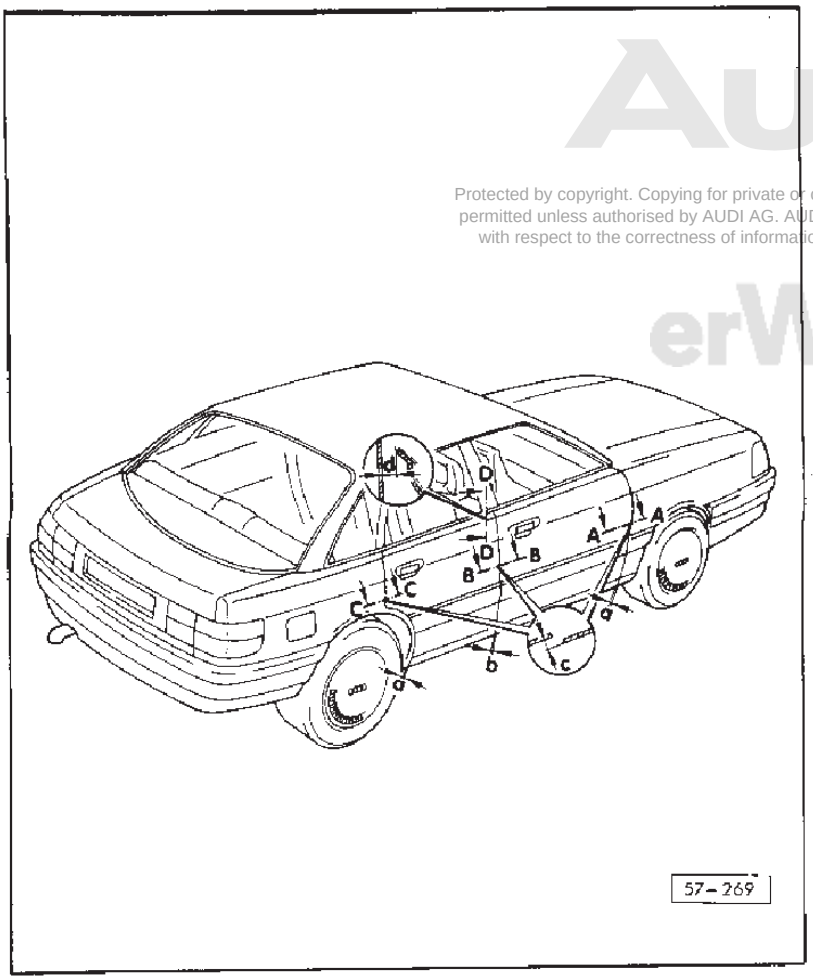
- Dimension a = 5 + 1 mm
- Dimension b = 5,5 + 1 mm

2. Adjusting to bodywork contour:

The adjustment is made to the hinges where they are attached to the A/B pillar (oversized holes in hinge) => Fig. 3.



3. Preventing wind noise
The adjustment at the front of the door is made to the slots in the hinges where they are attached to the door => Fig. 4 and at the rear of the door on the striker pin => Fig. 5.
Section A – A, B – B, C – C:
♦ Dimension c = 0.5 +0.5 mm
Section D – D:
♦ Dimension d = 14.5 mm



II – Adjusting door subframe – Overview

1. Height adjuster
The adjustment is made by moving the carrier in the door shell up or down => Fig. 6 and Fig. 7

2. Seal
The adjustment is made by swivelling the carrier towards the centre of the vehicle (top screw loosely tightened) => Fig. 6 and Fig. 7

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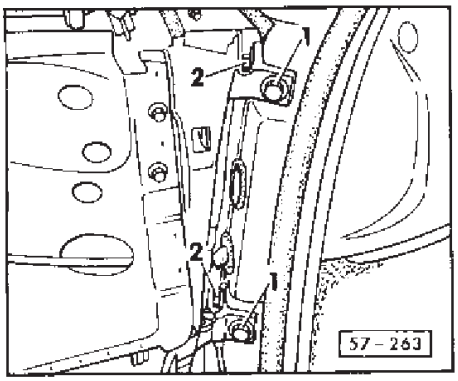


Fig.1 Gap adjustment

Prerequisite:

- Rear door correctly adjusted.

– Unscrew bolts -1-.

– Undo bolts -2-, close door and adjust gap (dimension -a-, Page 57-20) by moving the door.

– Open door, tighten bolts -2- to 30 Nm.

Note:

The Matra W -168 bent ring spanner for the diesel injection pump is a suitable tool for loosening and tightening the bolts.

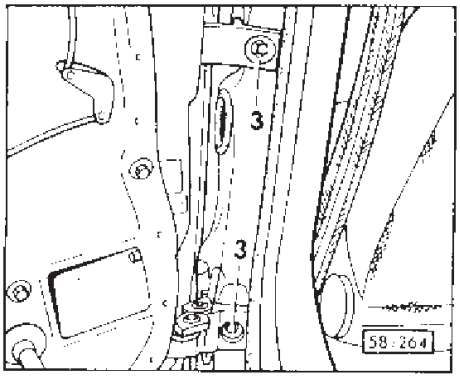


Fig.2 Gap adjustment

– Rotate threaded bush -3- appropriately.

– Screw in screws and tighten to 30 Nm.

– Check gaps.

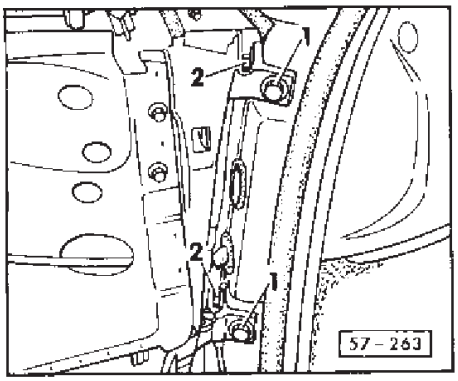


Fig.3 Adjustment to the body contour

– Undo screws -1- and -2-.

Note:

The Matra W -168 bent ring spanner for the diesel injection pump is a suitable tool for loosening and tightening the bolts.

– Move door and hinges.

– Tighten screws to 30 Nm.

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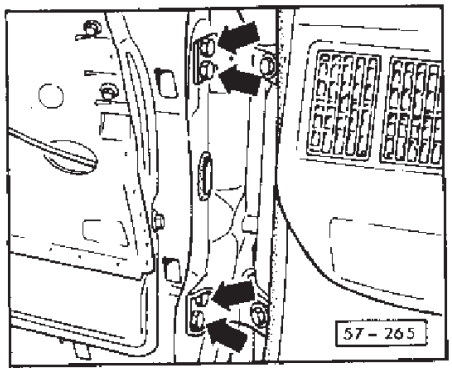


Fig.4 Adjustment to prevent wind noise in the front door area

– Undo bolts -arrows- and move door as required (slots in hinge).

– Tighten screws to 30 Nm.

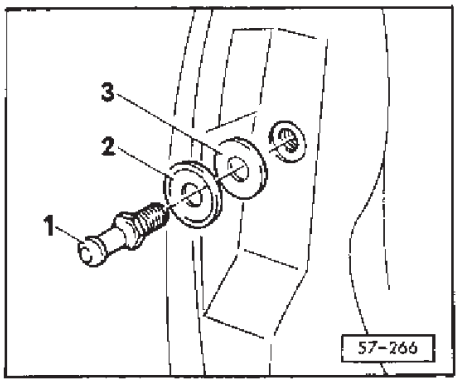


Fig.5 Adjustment to prevent wind noise in the rear door area

- 1 - Striker pin
- 2 - Conical spring washer
- 3 - Plastic washer
- Tighten striker pin to 50 Nm.

Note:

Use 2 conical spring washers if necessary.

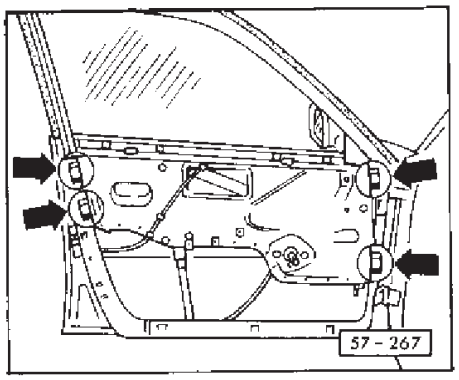


Fig.6 Adjusting door subframe

Prerequisite:

- Door window and door shell must be adjusted.

- Slacken bolts -arrows-.
- Close door.
- Tighten the top bolts and then the bottom bolts to 20 Nm from the inside while a second fitter pushes the door subframe against the roof and the pillar (the force used to push the carrier must overcome the counteracting force resulting from the rubber seal).

Note:

The door shell must not be pushed inwards in the process.

- Check dimensions => Fig. 7

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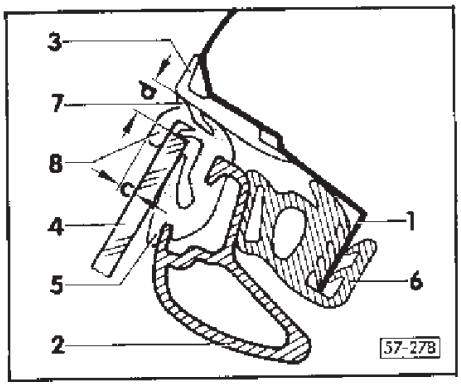


Fig.7 Checking door subframe dimensions (left side door section)

- ♦ The outer sealing lip -7- must be flush along the pillar and roof trim strip -3-.
- ♦ The outer sealing lip of the washer -8- must not protrude outwards over the roof trim strip.
- ♦ Dimension c = 3.5 +1 mm
- ♦ Dimension d = 8 ± 1 mm

– 1 - Sealing flange
– 2 - Door frame
– 4 - Door window
– 5 - Door window seal
– 6 - Inner door seal

Central locking system

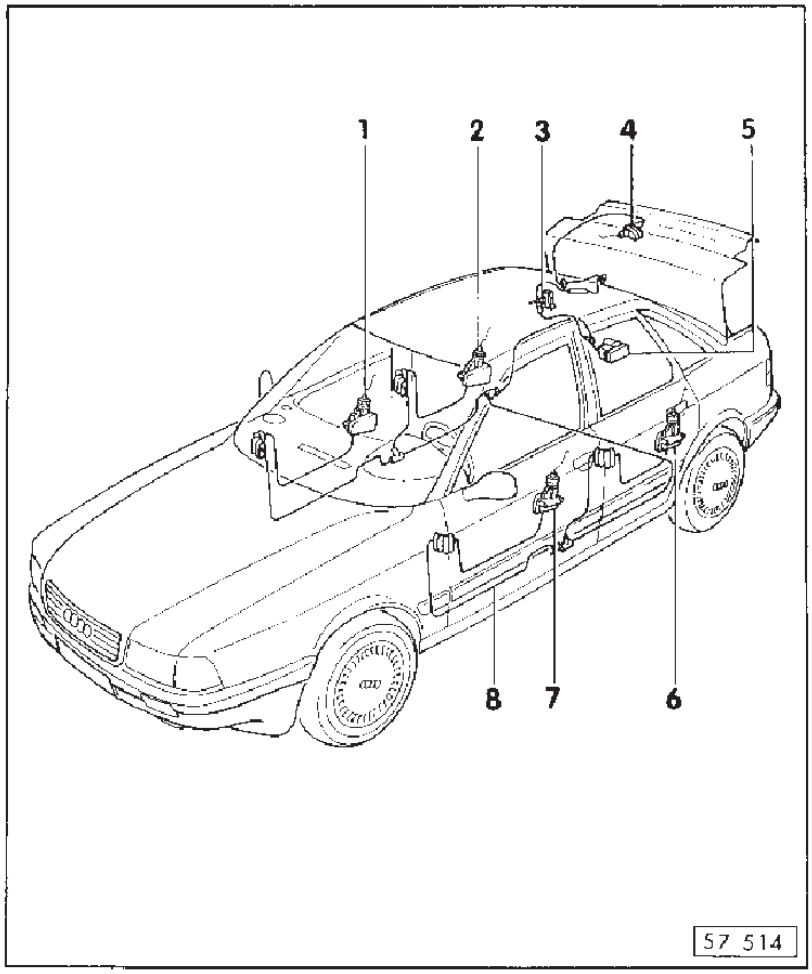
Note:

- ♦ If the vehicle has parked for a long period and the central locking pump is replaced, the central locking must be repeatedly actuated before the central locking system is fully operational.
- ♦ If the system is intact, all locks must lock within approx. 2 seconds. If the pump runs for more than 5 seconds, then there is a leak in the system. If the system is leaking, the pump must not run for more than 30 seconds before the control unit in the central locking system pump switches the pump off.
- ♦ All vacuum lines and connecting hoses must be fully pushed onto their connections. Coat connections with soap solution (for example) to assist fitting.
- ♦ Additional information

=> "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" binder

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Central locking, saloon ▸ 06.93 – exploded view

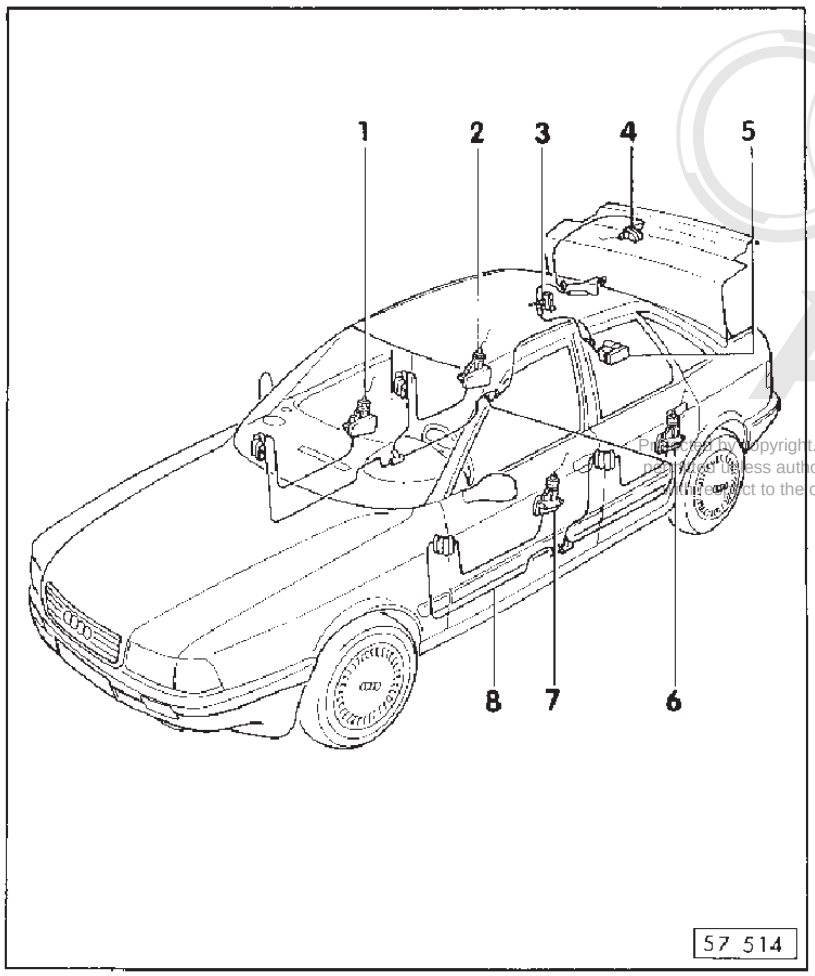


1 – Front right door actuator
♦ Removing and installing => Fig. 1

2 – Rear right door actuator
♦ Removing and installing => Fig. 2

3 – Actuator for fuel flap
♦ Removing and installing => Fig. 3

4 – Boot lid actuator
♦ Removing and installing => Fig. 4



5 – Central locking system pump
♦ Removing and installing => Fig. 5

6 – Rear left door actuator
♦ Removing and installing => Fig. 2

7 – Front left door actuator.
♦ Removing and installing => Fig. 1

8 – Pressure pipe

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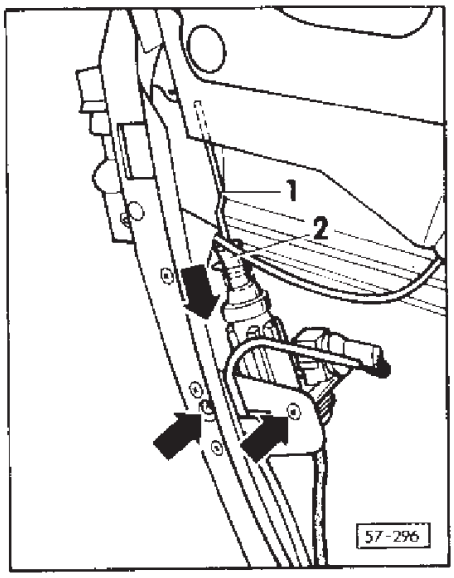


Fig.1 Removing and installing front door actuator

– Remove front door trim => Page 70-1.

Note:

To undo the locking ring -2- the operating rod -1- and the actuator must be in the uppermost position ("door open").

– Push locking ring downwards -top arrow-, holding the operating rod steady.

– Push operating rod out of actuator.

– Detach pressure line and undo attachment screws -bottom arrows-.

– Remove multiple connector by pushing in the wire clip.

Note:

To install the operating rod, the securing element and the actuator must be in the uppermost position ("Door open").

– Insert operating rod and push locking ring upwards. The operating rod must not be under tension whilst doing this.

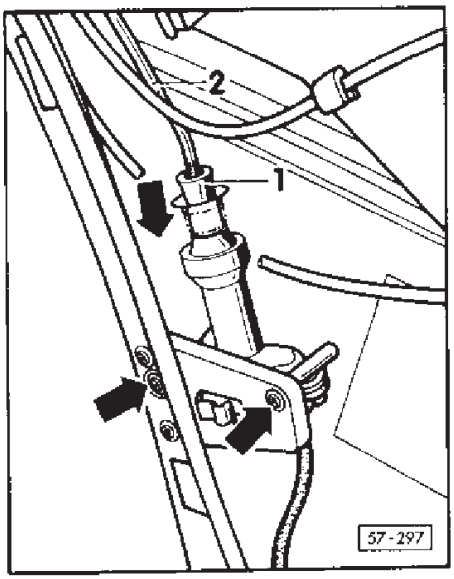


Fig.2 Removing and installing rear door actuator

– Removing rear door trim => Page 70-19.

Note:

To undo the locking ring the operating rod -2- and the actuator must be in the uppermost position ("door open").

– Push locking ring -1- downwards -top arrow-, holding the operating rod steady.

– Push operating rod out of actuator.

– Detach pressure line and undo attachment screws -bottom arrows-.

– Remove multiple connector by pushing in the wire clip.

Note:

To install the operating rod, the securing element and the actuator must be in the uppermost position ("Door open").

– Insert operating rod and push locking ring onwards. The operating rod must not be under tension whilst doing this.

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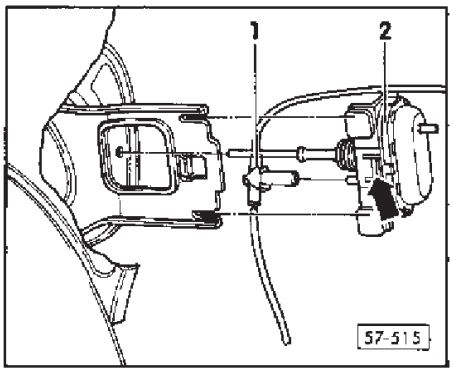


Fig.3 Removing and installing tank filler flap actuator

- Push boot trim to one side.
- Press retainer tab -arrow- and pull actuator -2- to remove from holder.
- Detach T-piece-1-.

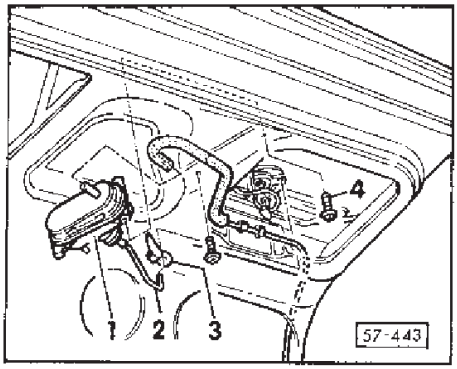


Fig.4 Removing and installing boot lid actuator

- Detach operating rod -2- from clip -3-.
- Unscrew cross-head screws -4- (2 Nm).
- Detach hose from actuator -1-.

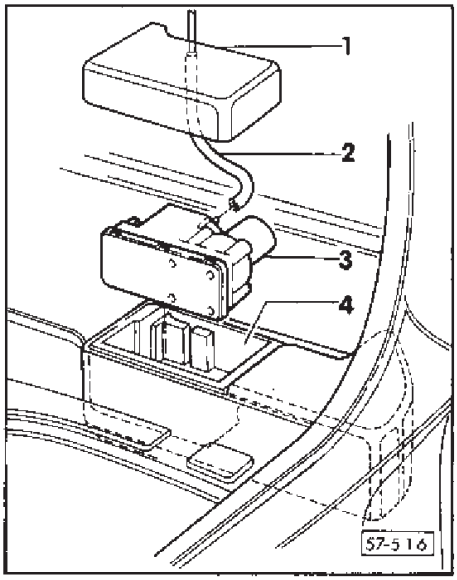
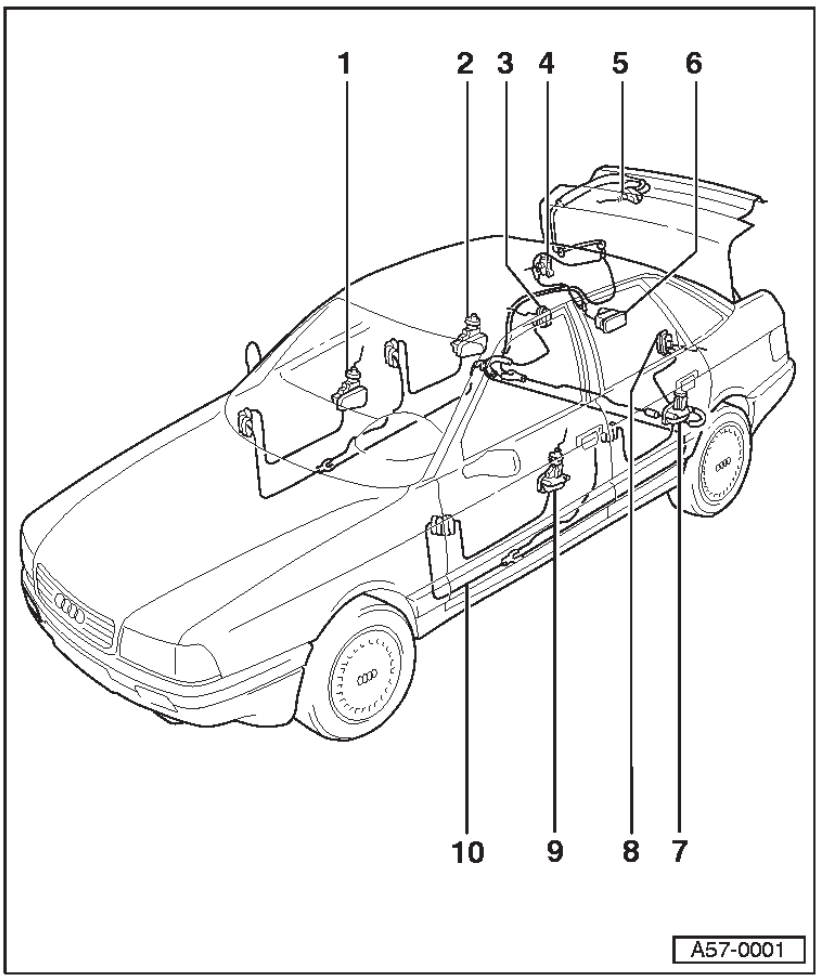


Fig.5 Removing and installing central locking pump

- Push boot trim to one side at rear right.
- Remove cover -1-.
- Take central locking pump -3- out of damper -4-.
- Detach pressure line -2-.
- Disconnect connectors.

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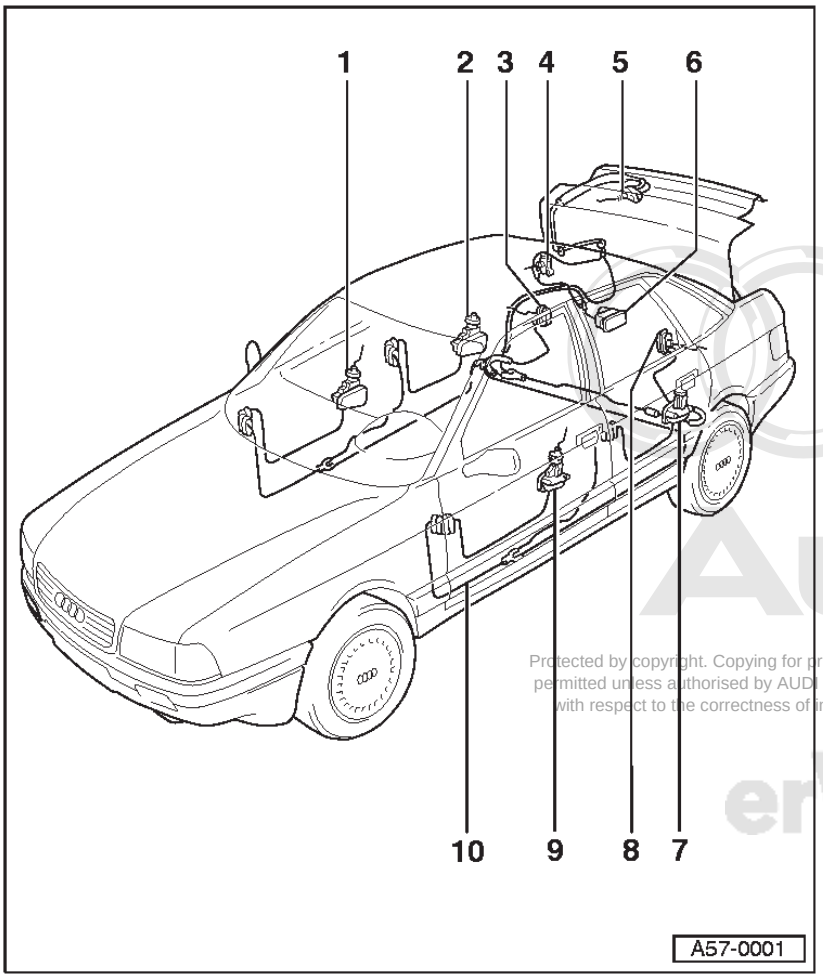
Central locking saloon 07.93
▸ – exploded view

1 – Front right door actuator
♦ Removing and installing => Page 57-31

2 – Rear right door actuator
♦ Removing and installing => Page 57-32

3 – Right backrest lock actuator
♦ Removing and installing => Page 57-38

4 – Actuator for fuel flap
♦ Removing and installing => Page 57-33



5 – Boot lid actuator
♦ Removing and installing => Fig. 1

6 – Central locking system pump
♦ Removing and installing => Fig. 2

7 – Rear left door actuator
♦ Removing and installing => Page 57-32

8 – Left backrest lock actuator
♦ Removing and installing => Page 57-38

9 – Front left door actuator.
♦ Removing and installing => Page 57-31

10 – Pressure pipe

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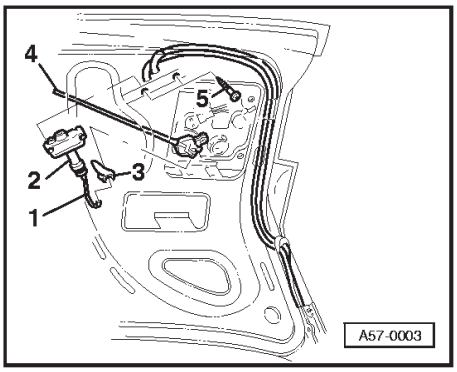


Fig.1 Removing and installing boot lid actuator

- Detach operating rod -1- from clip -3-.
- Unscrew cross-head screws -5- (2 Nm) and remove actuator -2- from boot lid.
- 4 - Operating rod for boot lock

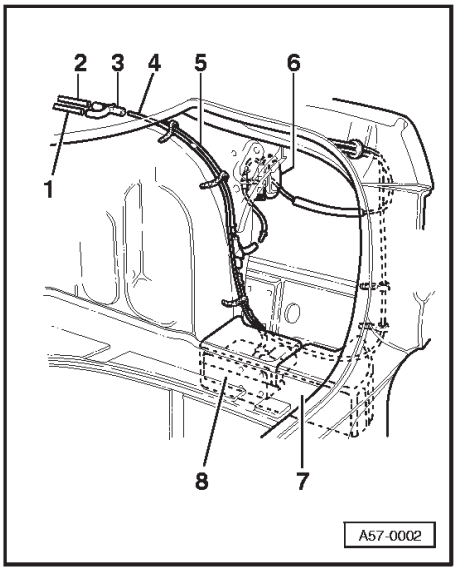
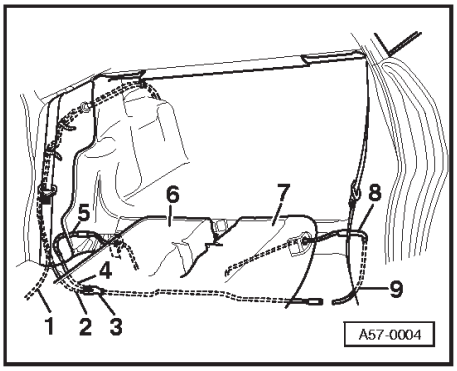


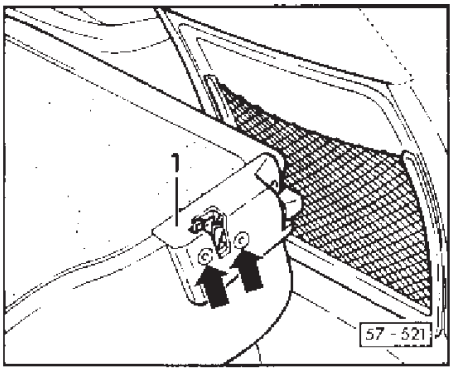
Fig.2 Removing and installing central locking pump

- Open cable tie in region of pump.
- Lift central locking pump -8- and cover -7- from vehicle.
- 1 - Pressure line to right backrest
- 2 - Pressure line to left backrest
- 3 - Adapter piece
- 4 - Pressure line to central locking system pump
- 5 - Pressure line to boot lid actuator
- 6 - Tank flap actuator

Removing and installing backrest lock actuators

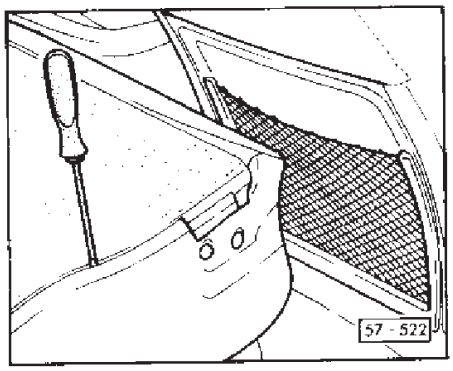


- Remove rear seat bench => Page 72-12.
- Right actuator: Pull pressure line -4- out of Y-piece -3-.
- Left actuator: Pull pressure line -9- out of connecting piece.
- Remove backrest -6- or -7- => Page 72-13.
- Pull relevant pressure line out of guide tubes -5- or. -8-.
- 1 - Pressure line to central locking system pump.
- 2 - Pressure line to boot lid actuator

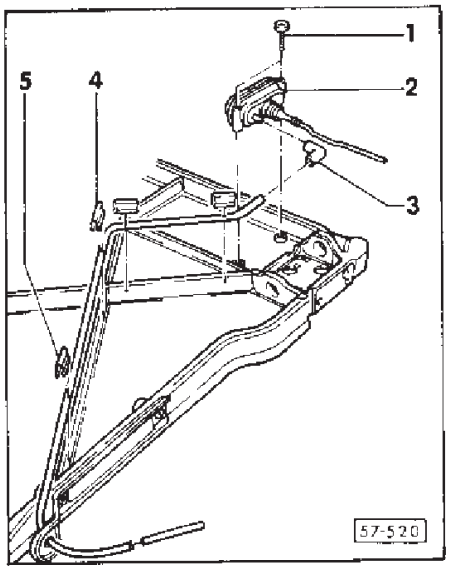


- Unscrew screws -arrows- (9 Nm).
- Remove cover -1- and backrest lock.

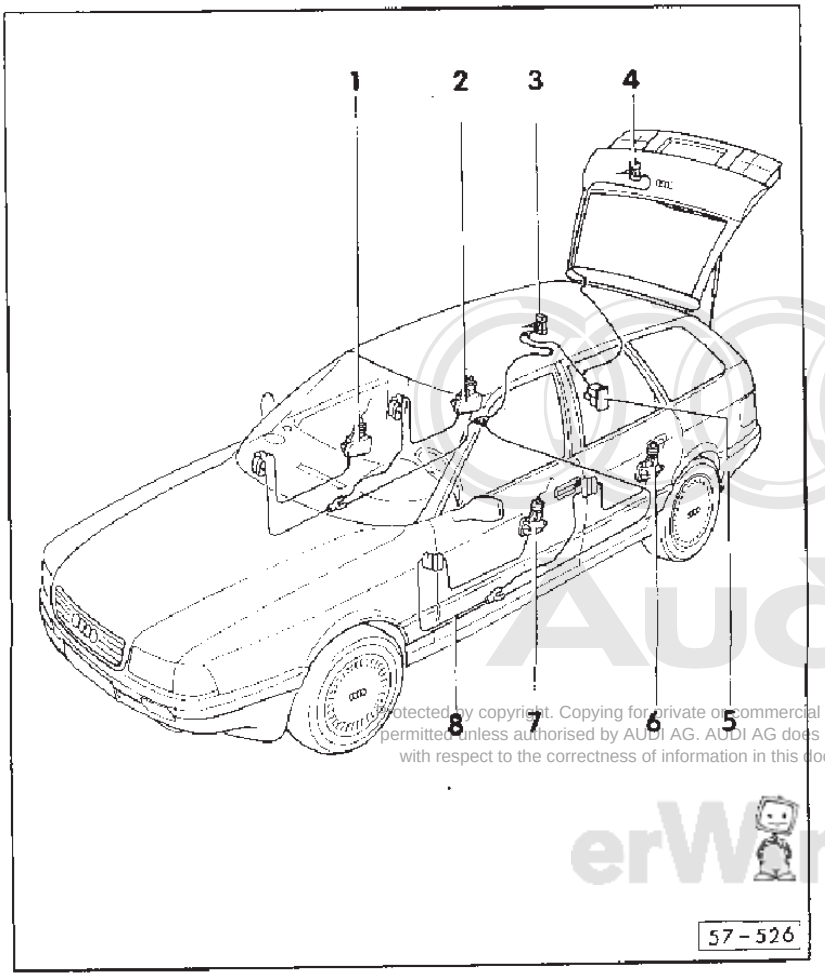
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– Prise out backrest cover in region of backrest lock and pull off towards the front.



– Undo screws -1- and remove actuator -2- from connecting piece -3-.
– To dismantle vacuum line, remove clips -4- and -5-.



Central lockingAvant – exploded view

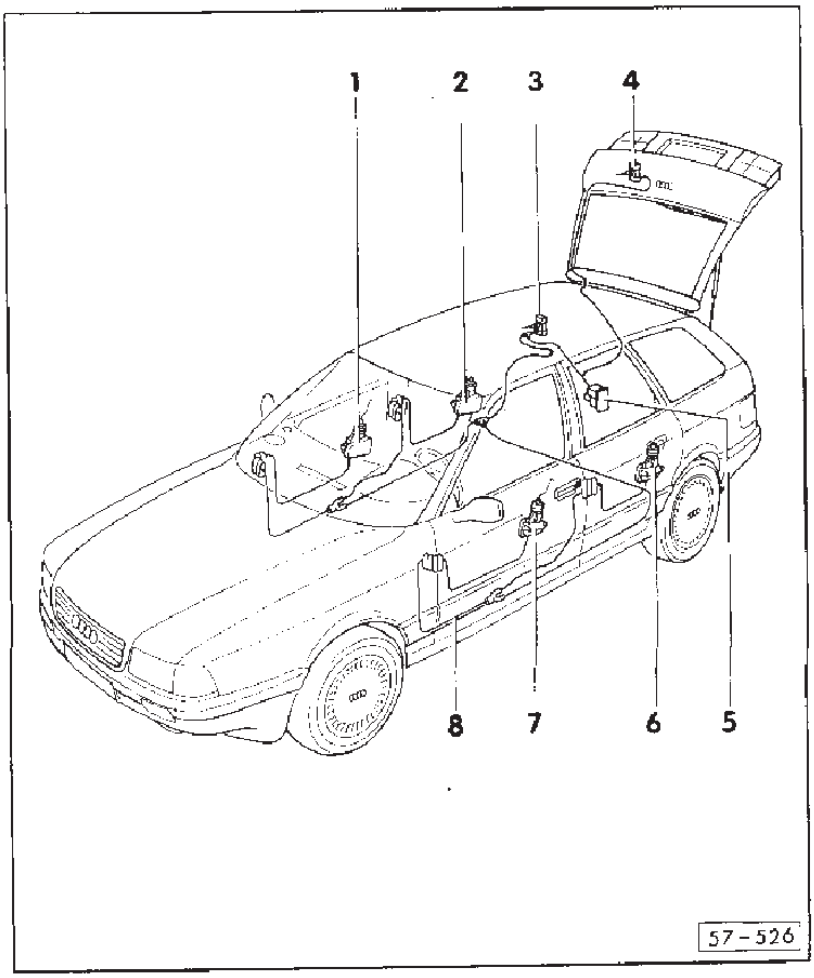
1 – Front right door actuator
♦ Removing and installing => Page 57-31

2 – Rear right door actuator
♦ Removing and installing => Page 57-32

3 – Actuator for fuel flap
♦ Removing and installing => Fig. 1

4 – Boot lid actuator
♦ Removing and installing => Fig. 2

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5 – Central locking system pump
♦ Removing and installing => Fig. 3

6 – Rear left door actuator
♦ Removing and installing => Page 57-32

7 – Front left door actuator
♦ Removing and installing => Page 57-31

8 – Pressure pipe

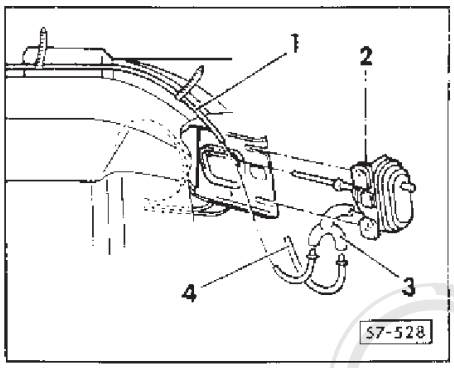


Fig.1 Removing and installing tank filler flap actuator
- Push boot trim to one side.
- Press retainer tab -arrow- and pull actuator -2- to remove from holder.
- Detach Y-piece -3-.
- 1 - Pressure line to doors
- 4 - Pressure line to central locking system pump.

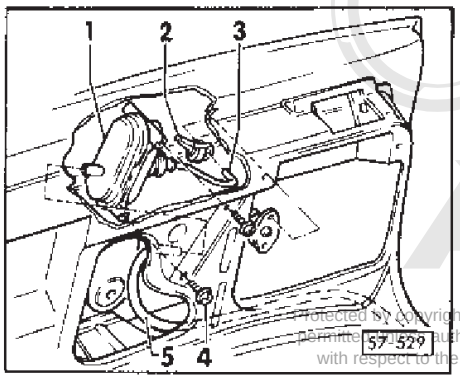


Fig.2 Removing and installing boot lid actuator
- Detach operating rod -3- from clip -2-.
- Unscrew cross-head screws -4- (2 Nm).
- Detach pressure line -5- from actuator -1-.

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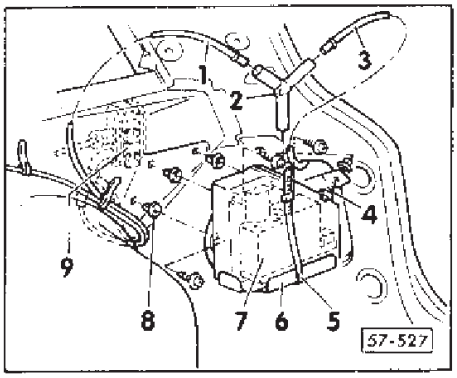


Fig.3 Removing and installing central locking pump

- Unclip boot trim at rear right at D-pillar and push to one side.
- Unfasten cable tie -5 -.
- Remove central locking pump cover -7-
- Detach Y-piece -2-.
- Disconnect connectors and withdraw central locking pump from bracket -6-.
- 1 - Pressure line to tank flap actuator
- 3 - Pressure line to tailgate actuator
- 4 - Combi screw
- 8 - Plastic clip
- 9 - Tank flap actuator

Synchronising key for infrared remote control

If a vehicle with infrared remote control cannot be locked, the reason may be:

- No locking operation performed for approx. 7 days.
- Battery in key is flat.
- No match between codes in key and control unit for infrared remote control in vehicle.

Note:

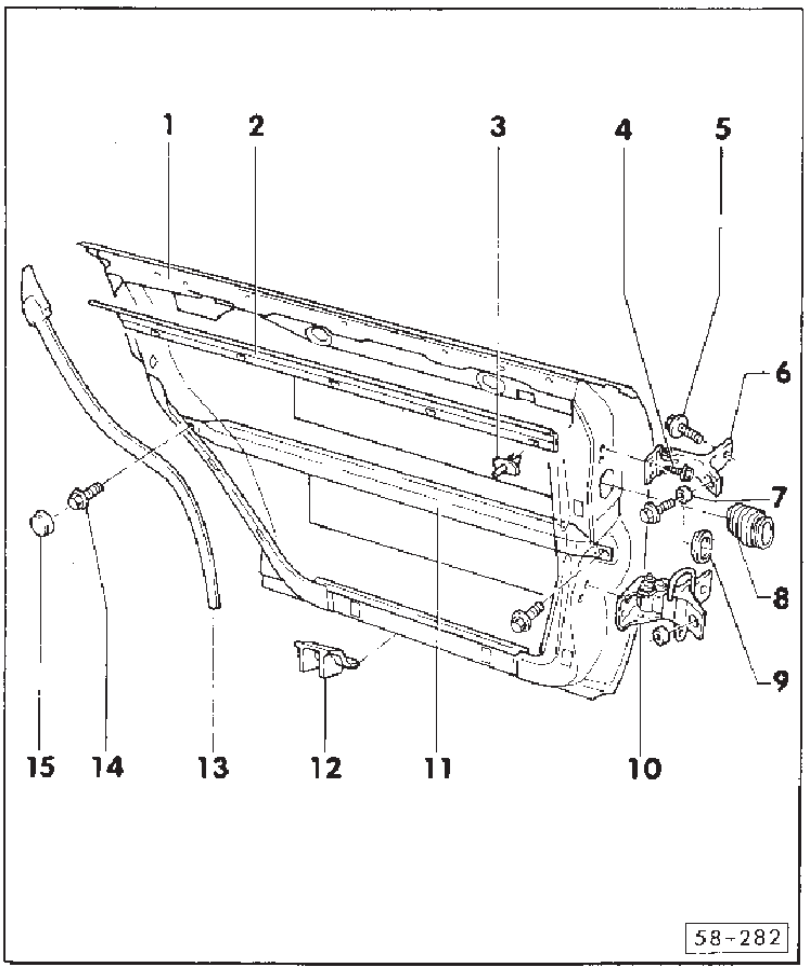
This fault can occur if the transmit button on the key is pressed frequently outside the range of the infrared remote control.

- To restore functioning:
  - Send infrared signal using key.
  - Unlock vehicle using key.

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Rear door

Door shell – exploded view



1 – Door shell
- ♦ Removing and installing => Fig. 1
- ♦ Adjusting => Page 58-19

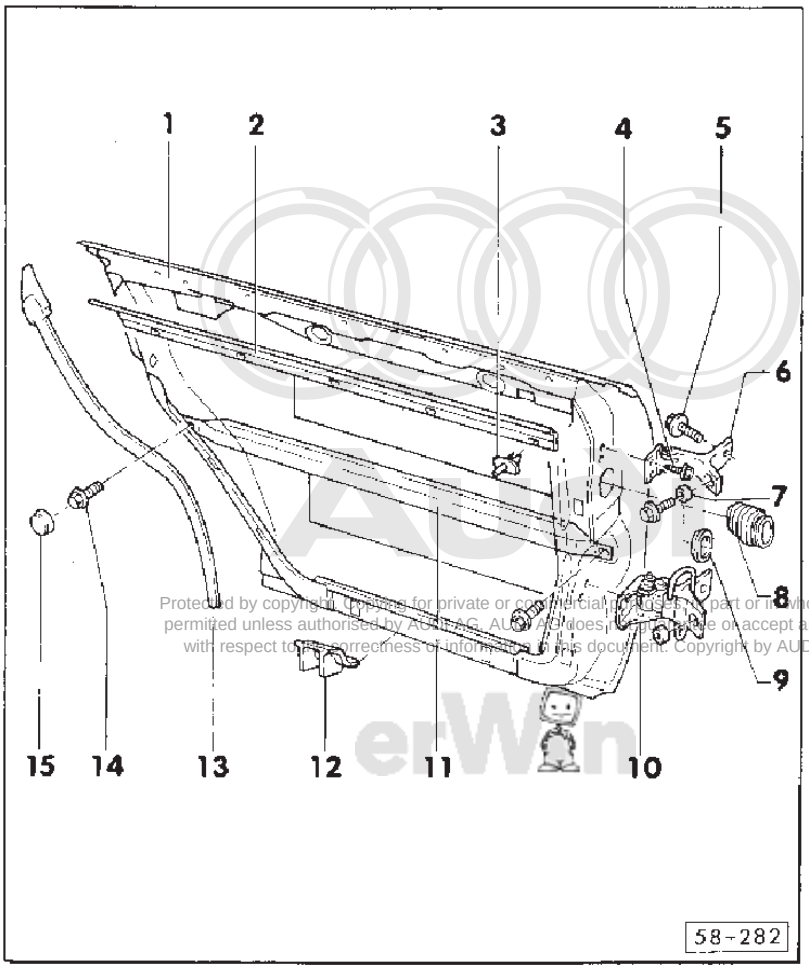
2 – Outer window slot seal
- ♦ Cannot be removed unless door subframe removed

3 – Expanding clip

4 – Hexagon bolt -30 Nm

5 – Hexagon bolt -30 Nm

6 – Upper door hinge



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7 – Threaded bushing

8 – Bellows

9 – Grommet

10 – Bottom door hinge with door arrester
- ♦ Grease new part; greasing points => Fig. 2

11 – Side impact bars

12 – Bottom outer door seal

13 – Rear outer door seal

14 – Hexagon bolt -8 Nm

15 – Trim cap

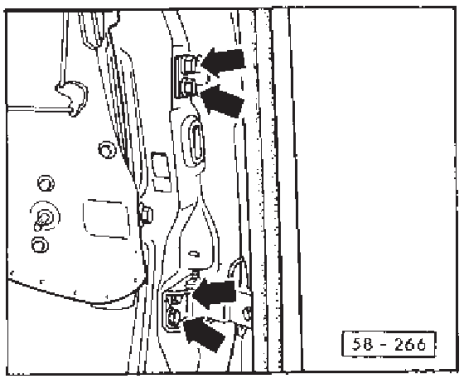


Fig.1 Removing and installing door shell

- Undo hexagon bolts -arrows-.
- After fitting, adjust door to prevent wind noise => Page 58-20.
- Check setting of door shell and door subframe, adjust if necessary => Page 58-19 and 58-21.

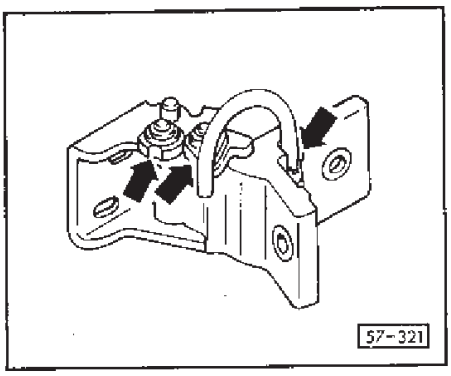
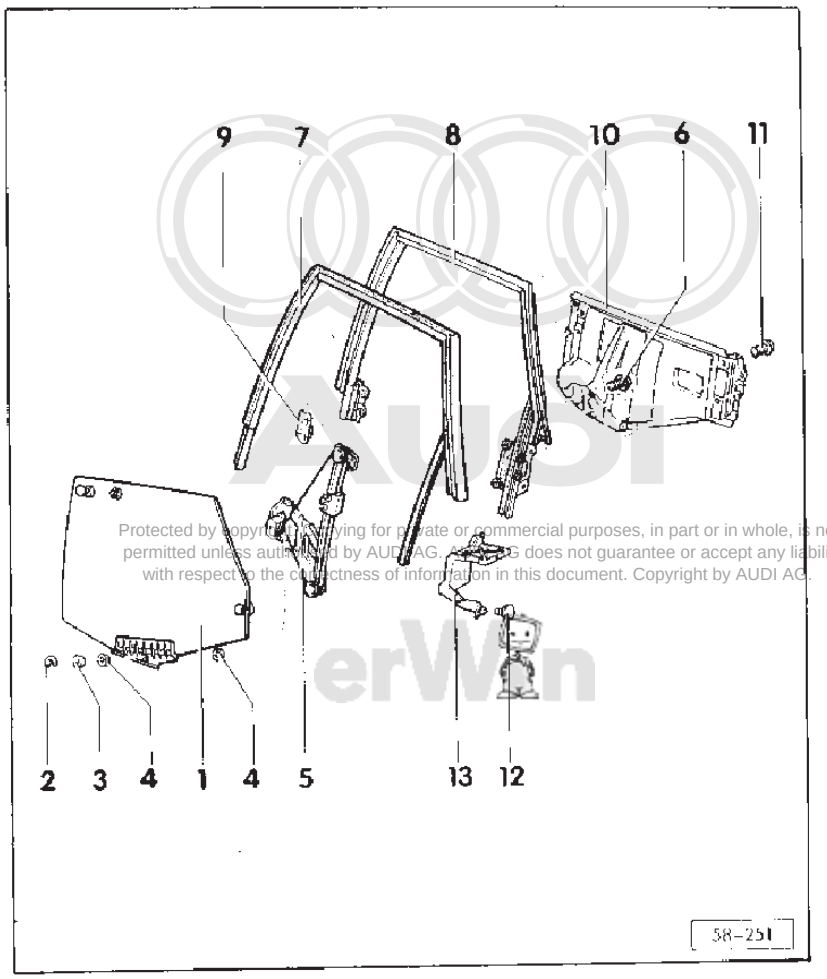


Fig.2 Bottom door hinge- greasing points

- Coat arrester -arrows- with grease G 000 400.



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Door subframe – exploded view

Note:

- Completely remove door subframe => Page 58-7
- Adjusting => Page 58-21

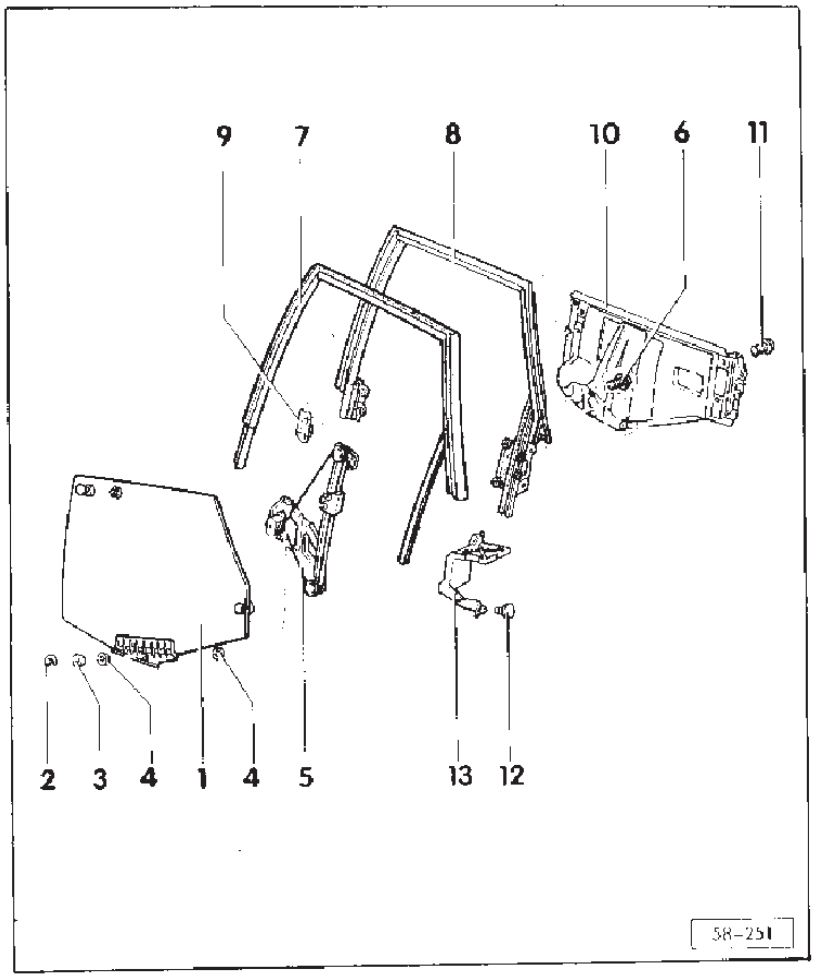
1 – Door window

- Cannot be removed unless door subframe removed
- Adjusting => Fig. 1 and Fig. 2

2 – Circlip

3 – Washer

4 – Damping washer



5 – Window lifter
- ♦ Cannot be removed unless door subframe removed =>Page 58-10

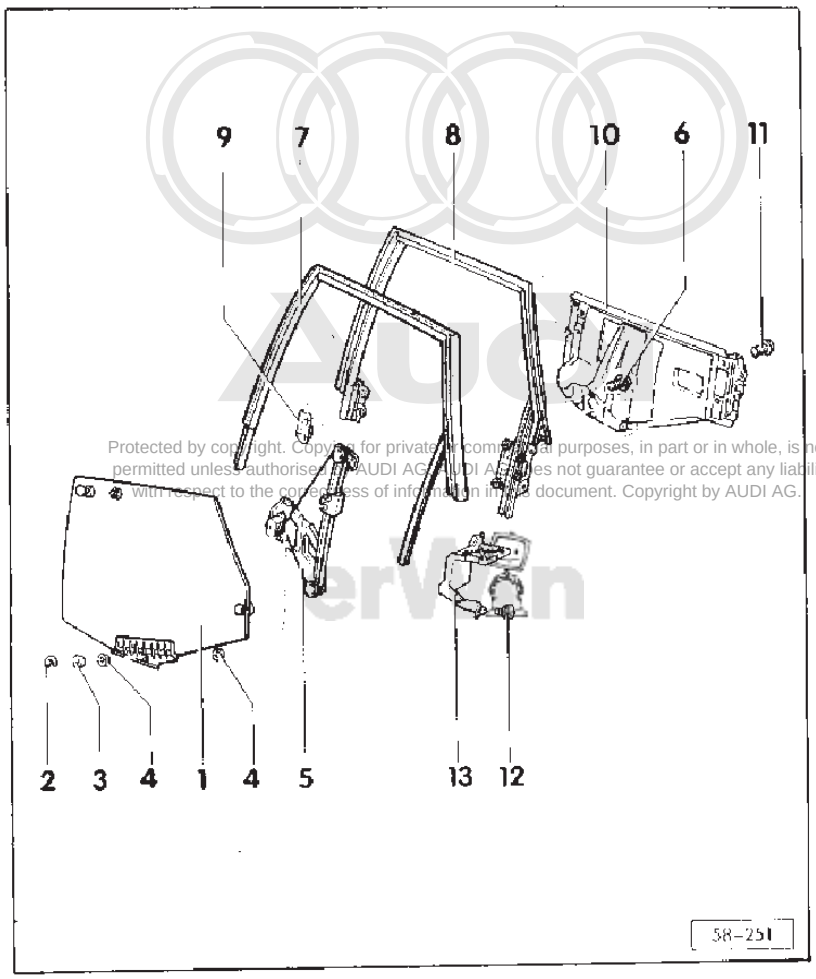
6 – Hexagon bolt -10 Nm
- ♦ With electric window lifter hexagon nut – 10 Nm

7 – Door window seal

8 – Door frame

9 – Plug
- ♦ Installing => Fig. 3

10 – Carrier plate

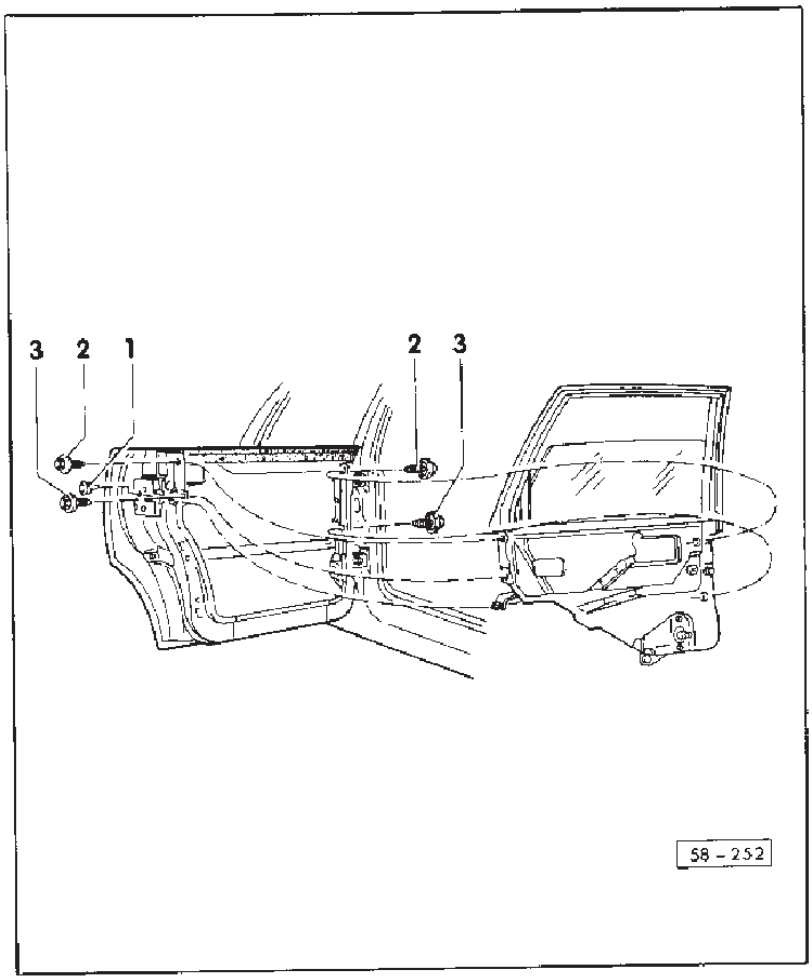


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11 – Hexagon bolt -10 Nm
- ♦ Qty. 8
- ♦ For door frame on carrier plate

12 – Fixing pin

13 – Door lock cover



Removing and installing door sub-frame

– Removing rear door trim => Page 70-19.
– Detach inside door control Bowden cable.
– Disengaging and unclipping Bowden cable for locking door => Page 58-17.
– Withdraw securing pin -1- and push door lock cover inwards.
– Unscrew hexagon screws -2- and -3- (20 Nm).

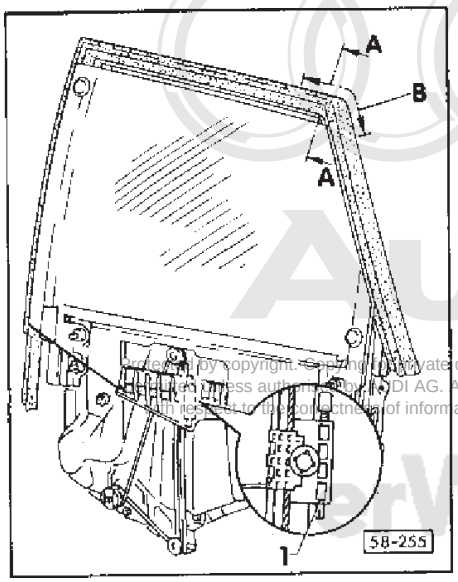


Fig.1 Adjusting door window

Section A – A => Fig. 2

– 1 - Adjustable window lifter window stop
– B - Contact area of door window on inner sealing lip.

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erWin

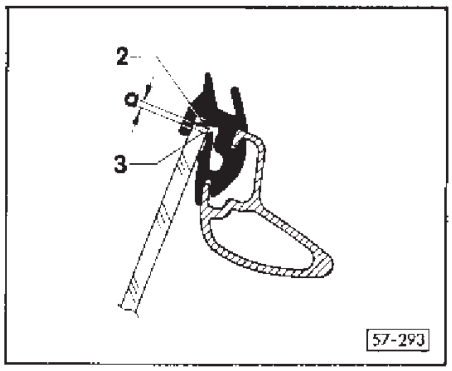


Fig.2 Adjusting door window

- Adjust door window -3- with door closed.
- Adjust upper stop limit of window lifter so that inner sealing lip of door window seal -2- contacts over the entire area -B- => Fig. 1 on the upper edge of the window under preload.
  - Dimension a = min. 0,5 mm
- Do not set window too high, as this would result in increased door closing forces.

Note:

It is only guaranteed to have no leaks if sealing lip makes contact 0.5 mm preload.

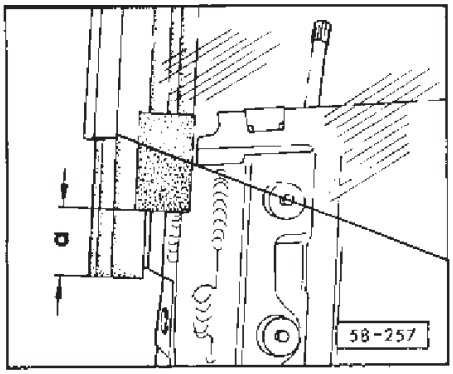


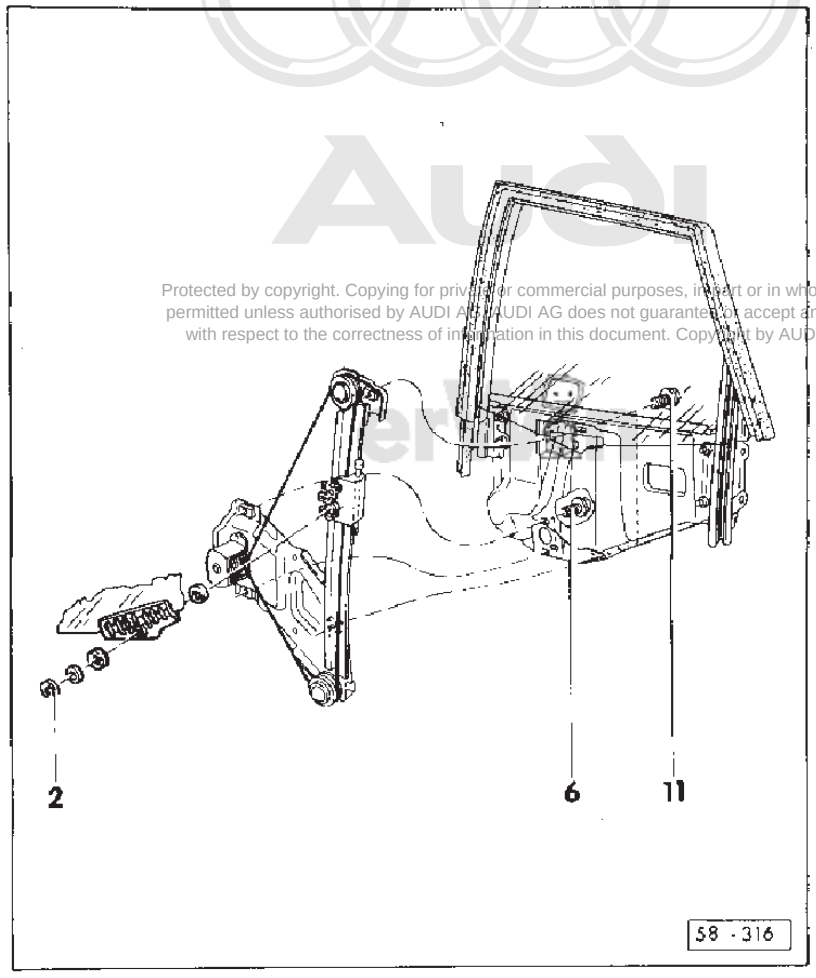
Fig.3 Installing plug

- Insert stopper into window channel from below.
  - Dimension a = 25 mm (measured from end of window channel)

Note:

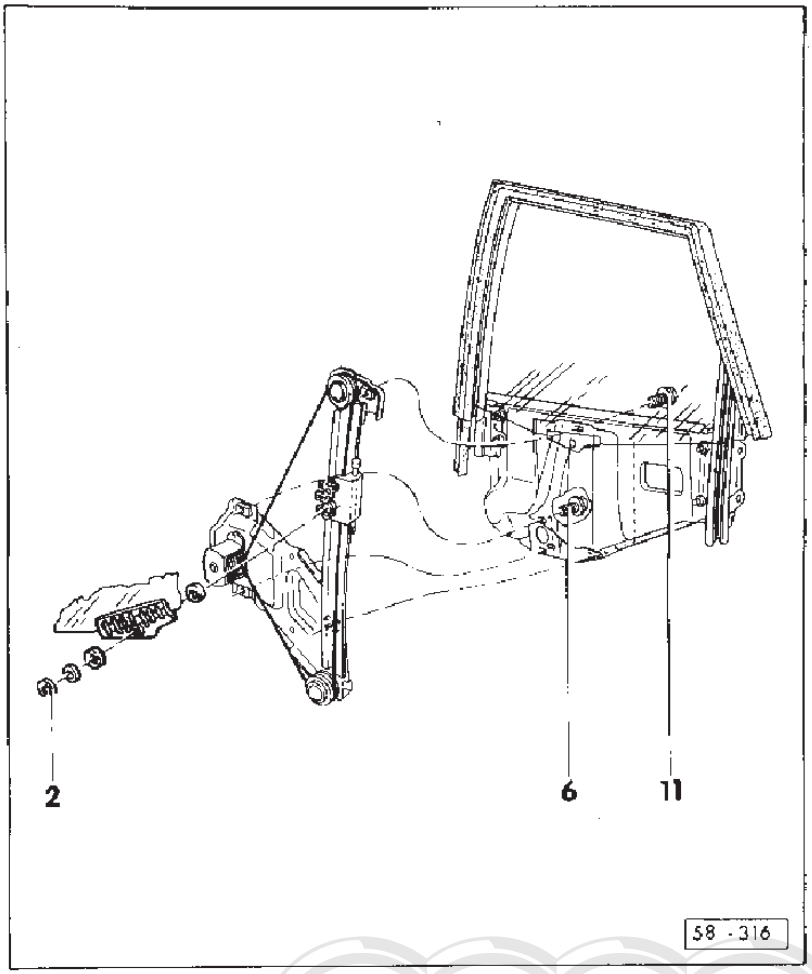
The stopper is for sealing and soundproofing and must be pushed back into the B-pillar window channel when the door window has been installed.

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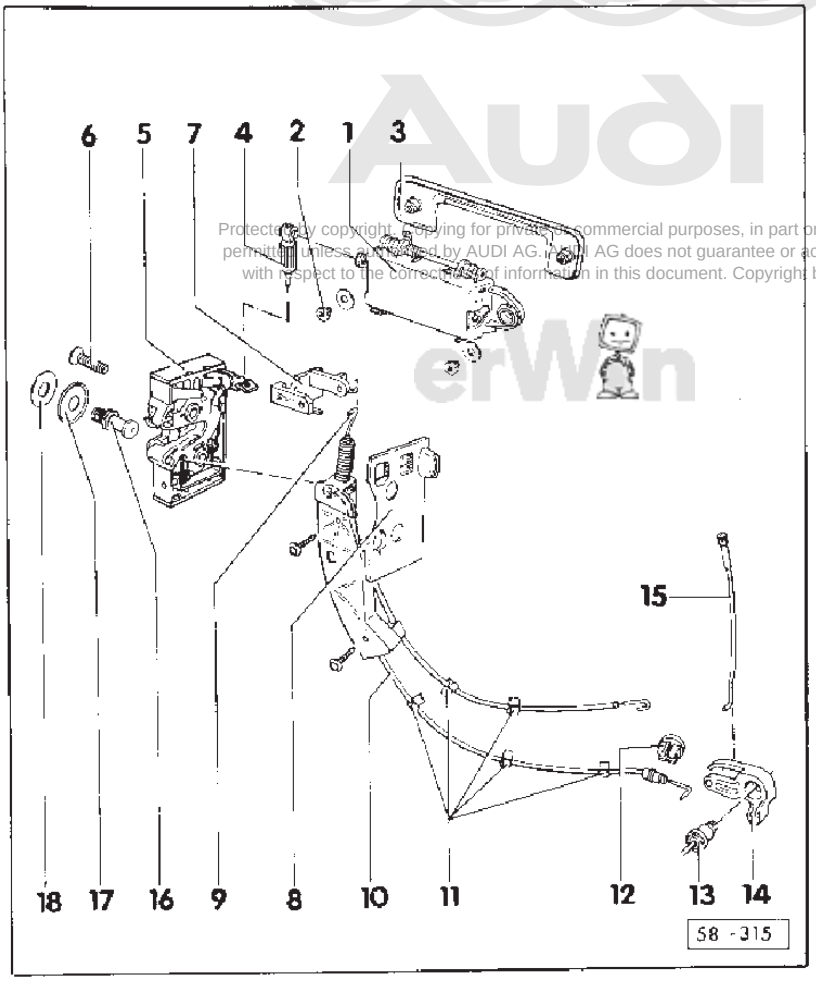


Removing and installing window lifter

- Remove door subframe => Page 58-4.
- Pull off washer -2-, remove washer and damper.
- Detach door window from door lifter bolt.
- Unscrew hexagon screws -6- (hexagon nuts if electric window lifter).
- Undo hexagon bolts -11-.



– When installing, tighten hexagon screws (hexagon nuts if electric window lifter) to 10 Nm.
– Insert dampers.
– Check door window setting, adjust if necessary => Page 58-8.



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Rear door lock with operating components – exploded view

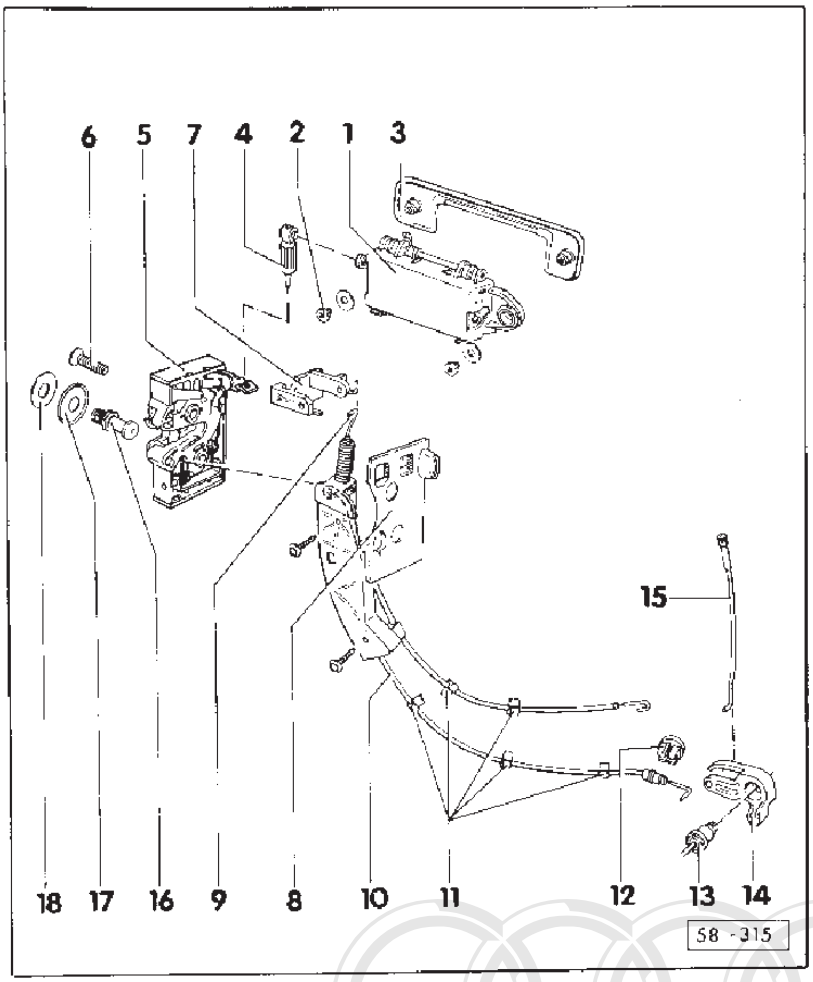
– Removing rear door trim => Page 70-19.

1 – Door handle
♦ Removing and installing => Fig. 6

2 – Oval-head screw – 3 Nm

3 – Outer locking element

4 – Operating element
♦ Threading into door lock release lever can be monitored through the mounting hole => Fig. 6



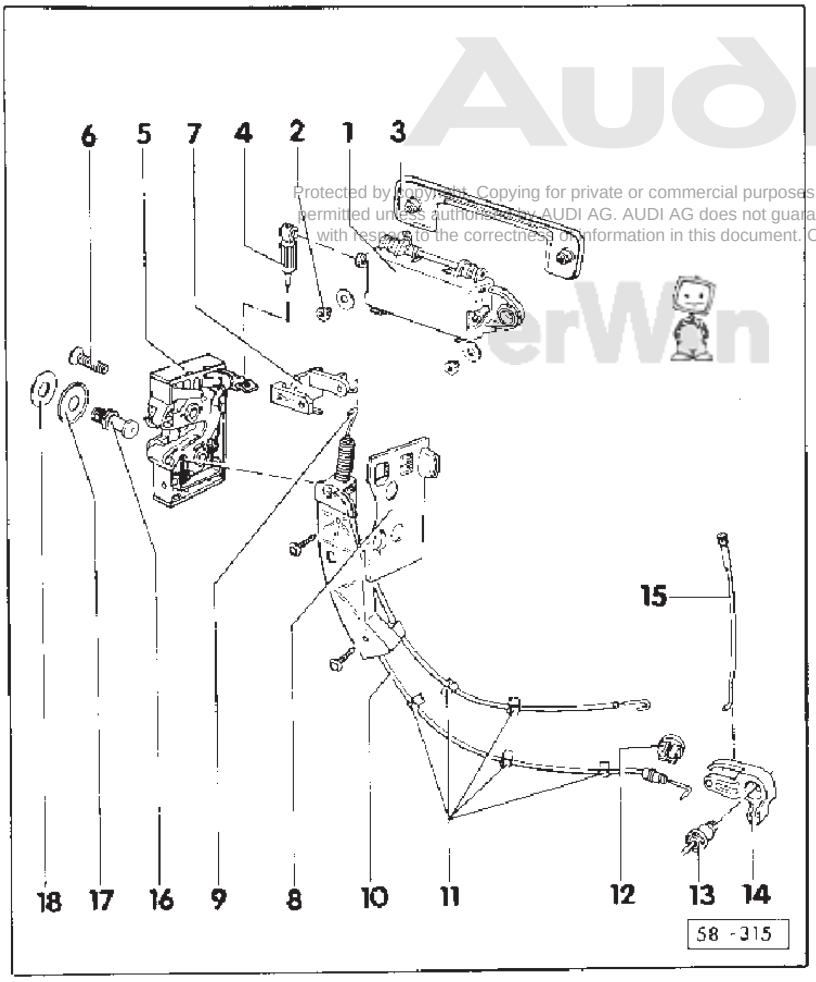
♦ Adjust play between door handle and door lock by rotating operating element.
♦ The release lever must not be tensioned during adjustment (play between release lever and operating element max. 0.5 ... 1 mm)

5 – Door lock
♦ Removing => Fig. 4
♦ Installing => Fig. 5

6 – Oval-head screw – 16 Nm

7 – Fastener
♦ Cannot be removed unless door lock removed

8 – Seal



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9 – Bowden cable for door locking
♦ Removing => Fig. 3

10 – Bowden cable for interior door control.
♦ Removing => Fig. 3

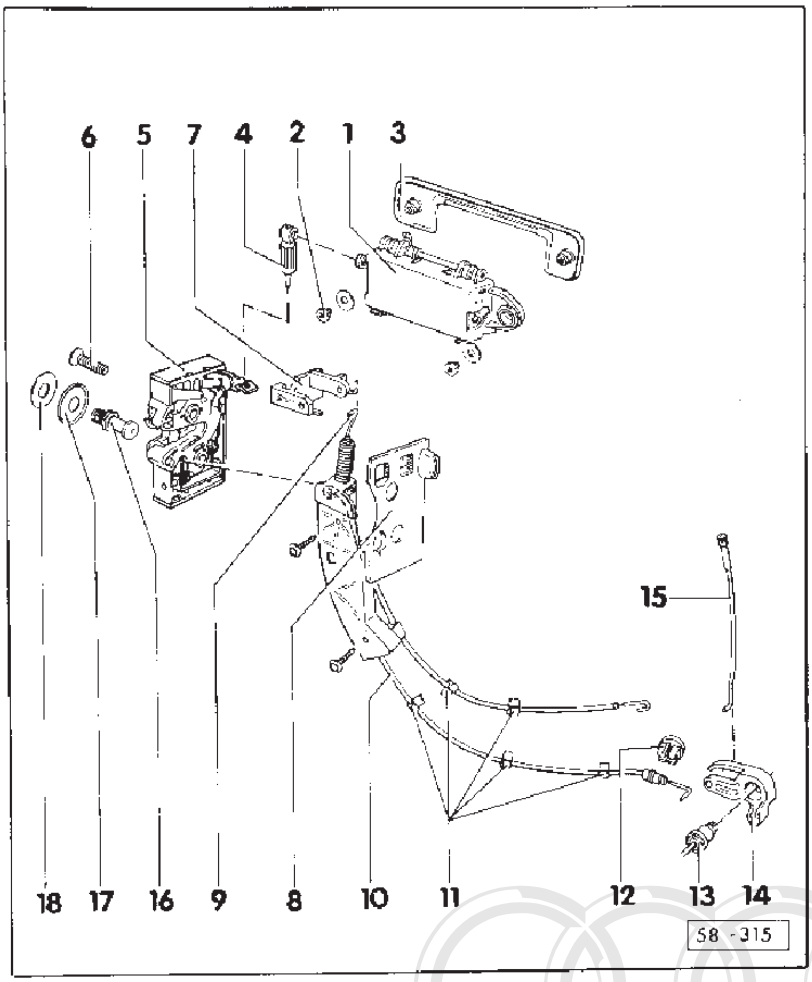
11 – Clip
♦ Pay attention to direction in which Bowden cable is attached to clips

12 – Clip

13 – Expanding clip

14 – Hinged lever
♦ Removing => Fig. 2

15 – Securing rod



16 – Striker pin – 50 Nm
♦ Adjusting => Page 58-24

17 – Conical spring washer
♦ Pay attention to what is beneath washer – fit 2 conical spring washers if necessary.

18 – Plastic washer

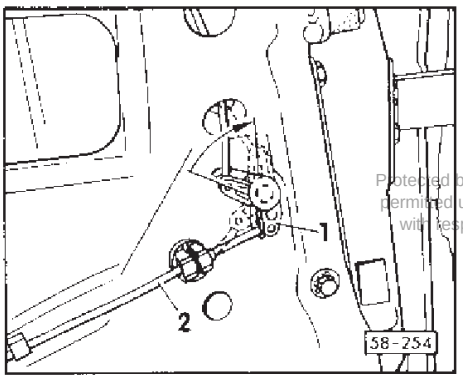


Fig.1 Detaching Bowden cable for door locking from hinged lever
– Unclip Bowden cable -2- from clip.
– Rotate hinged lever -1- approx. 45o in direction of arrow and detach Bowden cable.

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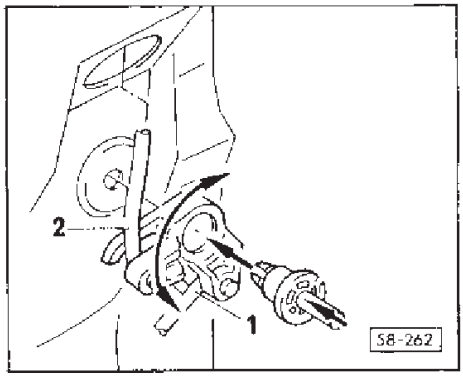


Fig.2 Removing hinged lever
– Swivel hinged lever in direction of arrow.
– Disengage Bowden cable -1- and locking rod -2- .
– Push pin out of spreader clip.
– Remove hinged lever.

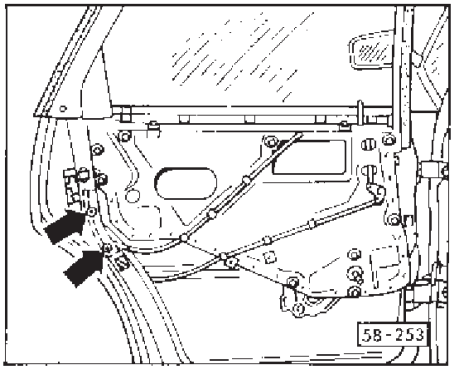


Fig.3 Removing and installing Bowden cable for inside door control and Bowden cable for door locking

Note:

The Bowden cables can only be removed together with the Bowden cable mounting (bracket).

- Unclip both Bowden cables.
- Remove door lock => Fig. 4
- Unscrew Bowden cable mounting -arrows-.
- Withdraw Bowden cables and securing element.

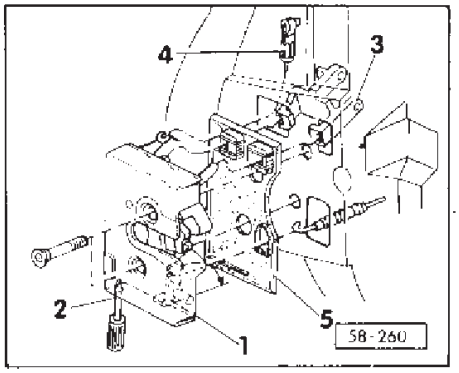


Fig.4 Removing door lock

- Pull Bowden cable to swivel lever -1- in direction of arrow and arrest by pushing a screwdriver through the hole -2-.
- Detach Bowden cable.
- Undo screws and withdraw door lock through securing element -3-.
- 4 - Operating element
- 5 - Seal

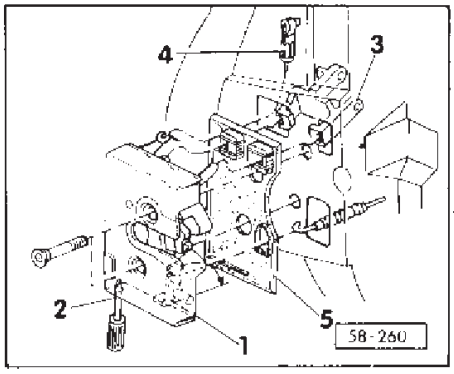


Fig.5 Installing door lock

- Attach Bowden cable.
- Push door lock onto securing element.
- Adjust door handle to door lock by rotating operating element (less play on door handle) => Page 58-12.
- Thread operating element -4- into door lock operating lever.
- Threading can be monitored through the mounting hole => Fig. 6

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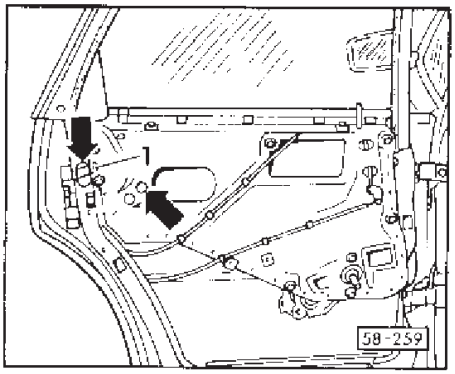
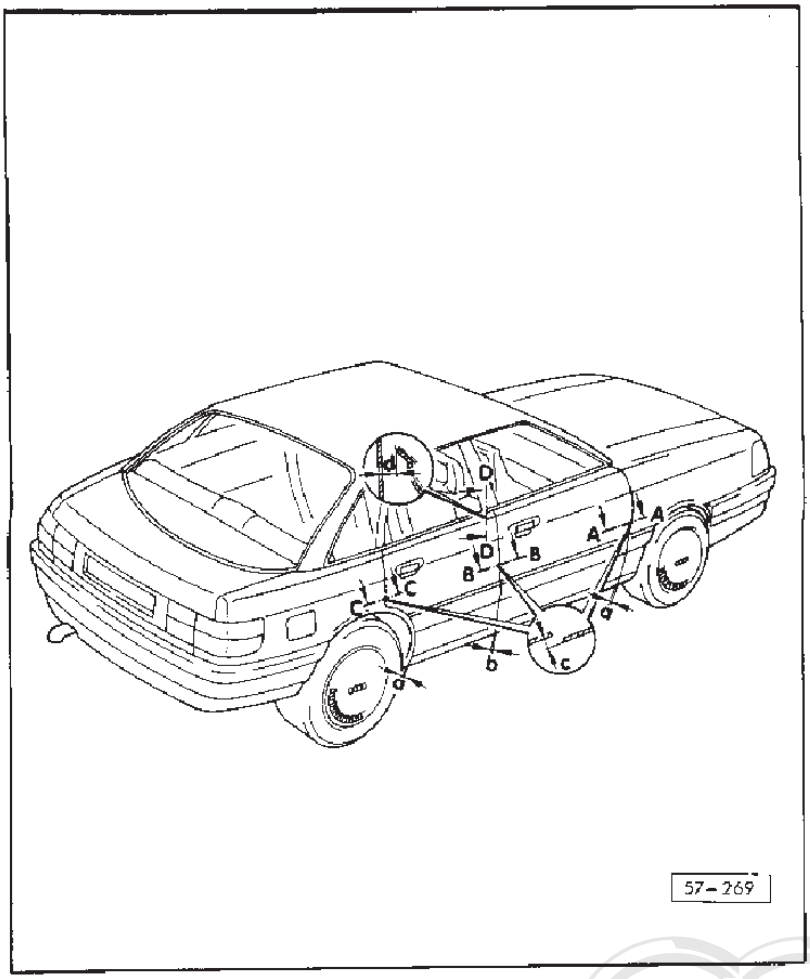


Fig.6 Removing and installing door handle

- Lock door by pushing securing element -1- downwards.
- Unscrew screws -arrows-through mounting holes.
- Remove door handle together with operating element towards interior part of door.
- When refitting, first thread operating element into door lock release lever.

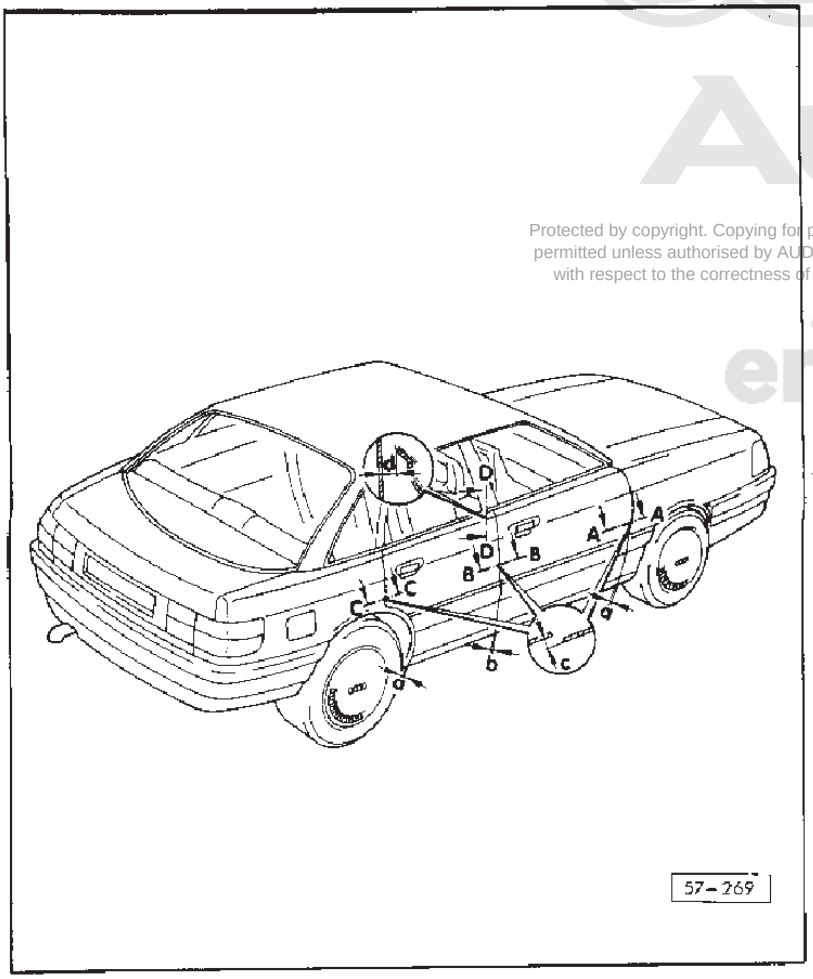


Adjusting door – adjustment sequence

I – Adjusting door shell – Overview

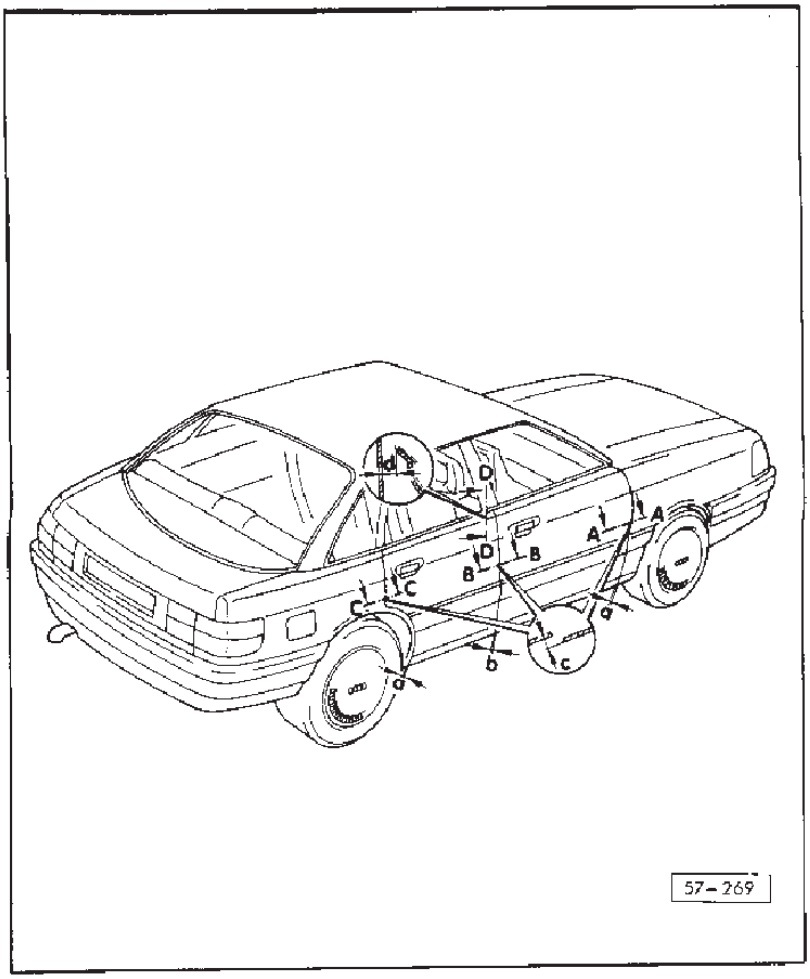
1. Gap dimensions
The gaps are adjusted by moving the doors and their hinges => Fig. 1 and Fig. 2
♦ Dimension a = 5 + 1 mm
♦ Dimension b = 5,5 + 1 mm

2. Adjusting to bodywork contour:
The adjustment is made to the hinges where they are attached to the A/B pillar (oversized holes in hinge) => Fig. 3.



3. Preventing wind noise
The adjustment at the front of the door is made to the slots in the hinges where they are attached to the door => Fig. 4 and at the rear of the door on the striker pin => Fig. 5.
Section A – A, B – B, C – C:
♦ Dimension c = 0,5 + 0,5 mm
Section D – D:
♦ Dimension d = 14.5 mm

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II – Adjusting door subframe – overview

1. Height adjuster
The adjustment is made by moving the carrier in the door shell up or down => Fig. 6 and Fig. 7

2. Seal
The adjustment is made by swivelling the carrier towards the centre of the vehicle (top screw loosely tightened) => Fig. 6 and 7.

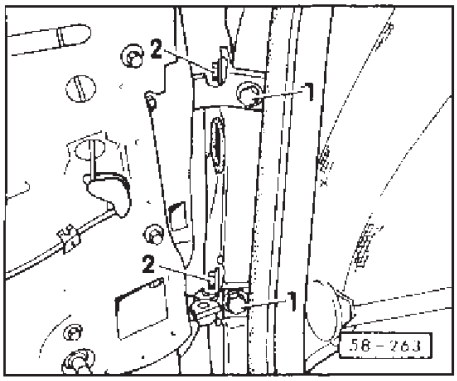


Fig.1 Gap adjustment
- Unscrew bolts -1-.
- Undo bolts -2-, close door and adjust gap (dimension -a-, Page 58-19) by moving the door.
- Open door, tighten bolts -2- to 30 Nm.

Note:

The Matra W-168 bent ring spanner for the diesel injection pump is a suitable tool for loosening and tightening the bolts.

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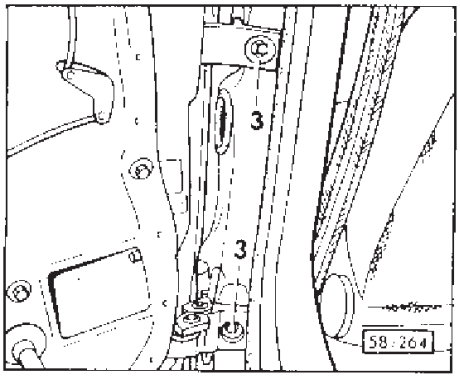


Fig.2 Gap adjustment
- Rotate threaded bush -3- appropriately.
- Screw in screws and tighten to 30 Nm.
- Check gaps.

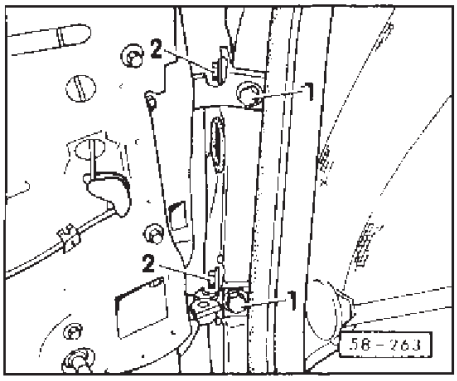


Fig.3 Adjusting to the body contour

– Undo screws -1- and -2-.

Note:

The Matra W -168 bent ring spanner for the diesel injection pump is a suitable tool for loosening and tightening the bolts.

– Move door and hinges.

– Tighten screws to 30 Nm.

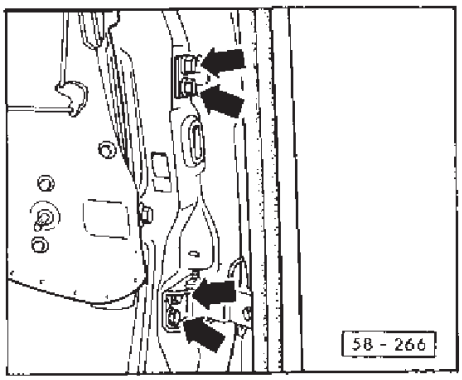


Fig.4 Adjustment to prevent wind noise in the front door area

– Undo bolts -arrows- and move door as required (slots in hinge, dimension -d-, Page 58-20).

– Tighten screws to 30 Nm.

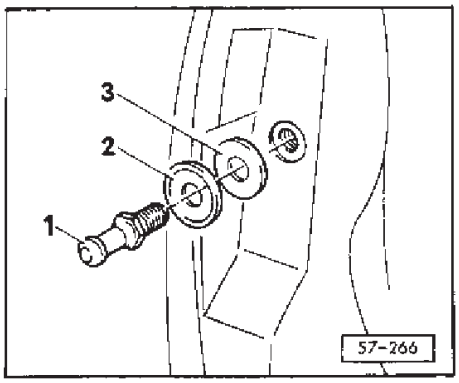


Fig.5 Adjustment to prevent wind noise in the rear door area

– 1 - Striker pin

– 2 - Conical spring washer

– 3 - Plastic washer

– Tighten striker pin to 50 Nm.

Note:

Use 2 conical spring washers if necessary.

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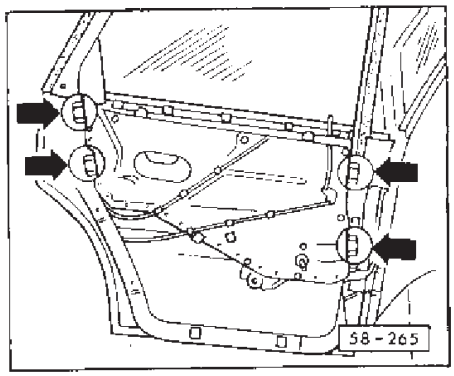


Fig.6 Adjusting door subframe

Prerequisite:

- Door window and door shell must be adjusted.

– Slacken bolts -arrows-.

– Close door.

– Tighten the top bolts and then the bottom bolts to 20 Nm from the inside while a second fitter pushes the door subframe against the roof and the pillar (the force used to push the carrier must overcome the counteracting force resulting from the rubber seal).

Note:

The door shell must not be pushed inwards in the process.

– Check dimensions => Fig. 7

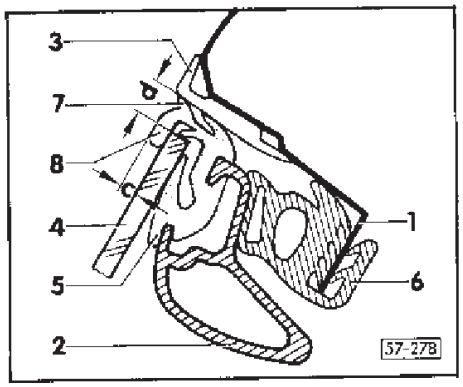


Fig.7 Check door subframe dimensions (left side door section)

- The outer sealing lip -7- must be flush along the pillar and roof trim strip -3-.
- The outer sealing lip of the washer -8- must not protrude outwards over the roof trim strip.
- Dimension c = 3.5 +1 mm
- Dimension d = 8 ± 1 mm

– 1 - Sealing flange

– 2 - Door frame

– 4 - Door window

– 5 - Door window seal

– 6 - Inner door seal

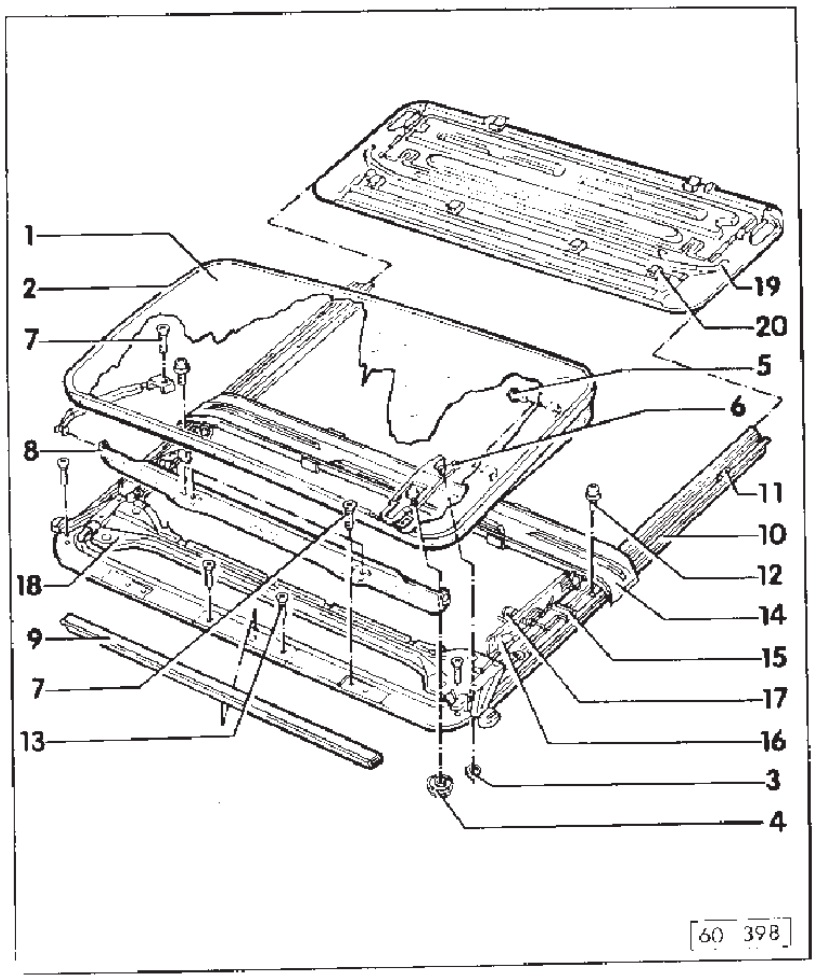
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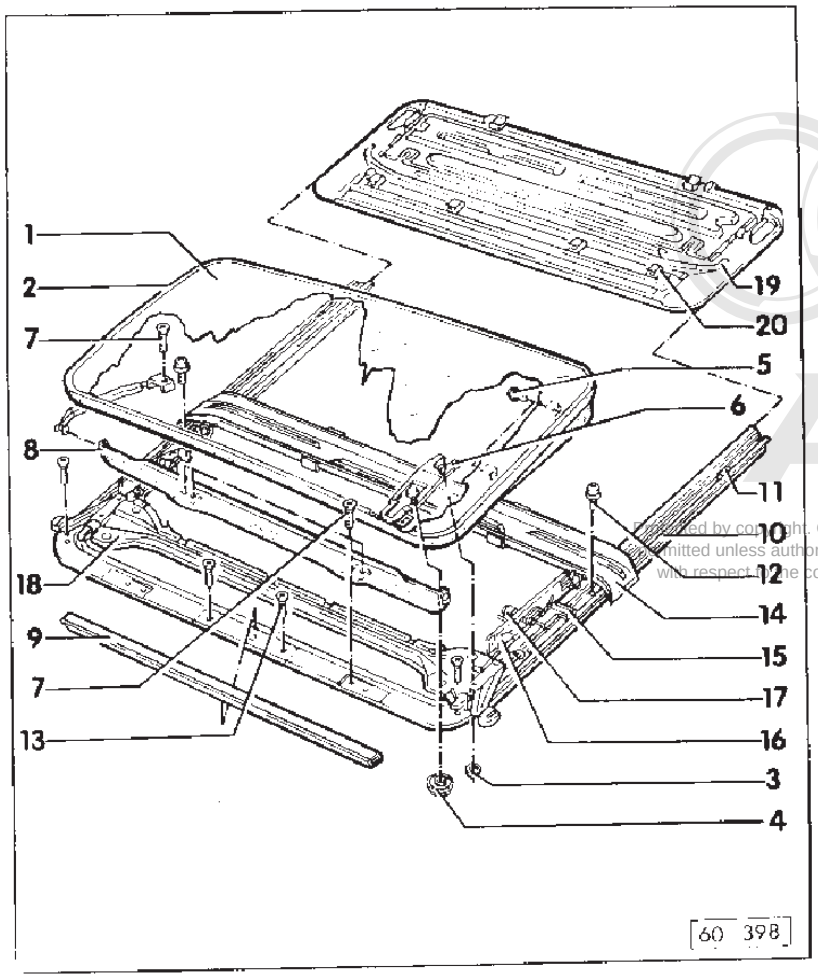
Sliding/tilting roof, Saloon

Sliding/tilting roof: Exploded view

Note:

- All screws in the assembly unit are fitted with a locking device (wedge stop).
- The front height adjuster nut must also be secured with D 000 600.
- The cable drive fixing screws are fitted with microencapsulation (locking device) in the thread.





1 – Sliding/tilting roof panel

- Exploded view => Page 60-12
- Removing and installing => Page 60-14
- Adjusting => Page 60-18

2 – Panel seal

- Renewing => Page 60-12

3 – Front panel fixture

- Self-locking – 6 Nm

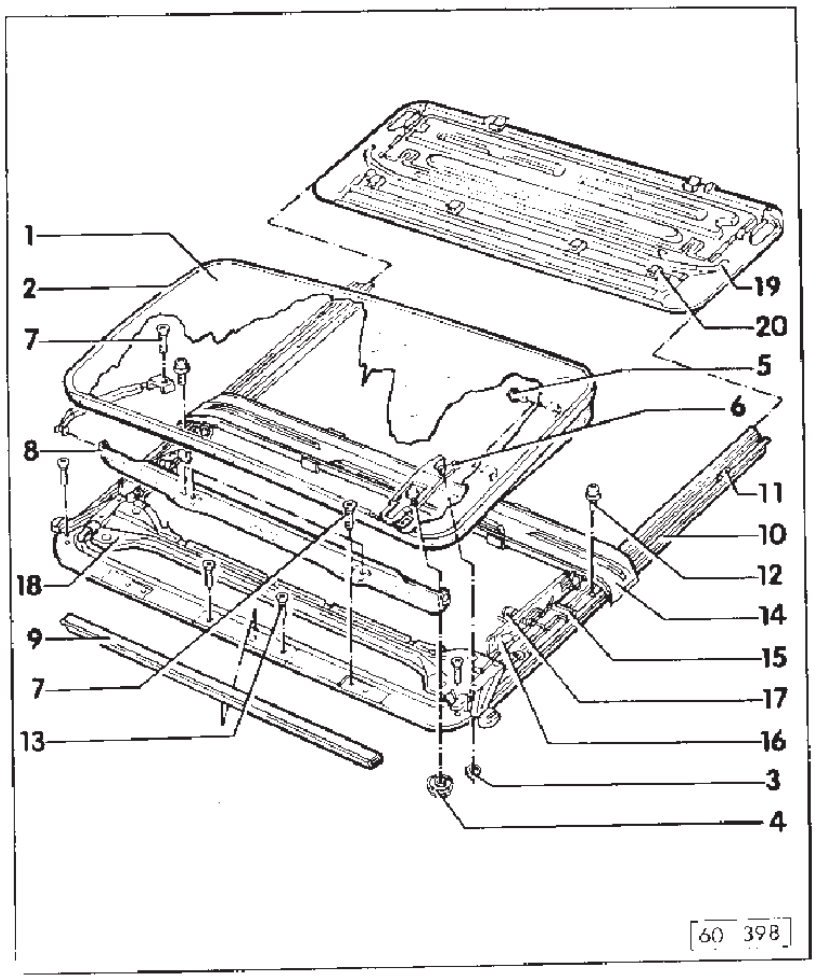
4 – Front height adjuster

- Adjusting => Page 60-19
- Secure nut with D 000 600

5 – Panel fixture, rear and height adjuster

- Adjusting => Page 60-19
- Oval-head screw and captive washer- 4.5 Nm

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6 – Panel hinge

♦ Replacing leaf spring and rubber spring => Page 60-12

7 – Countersunk bolt

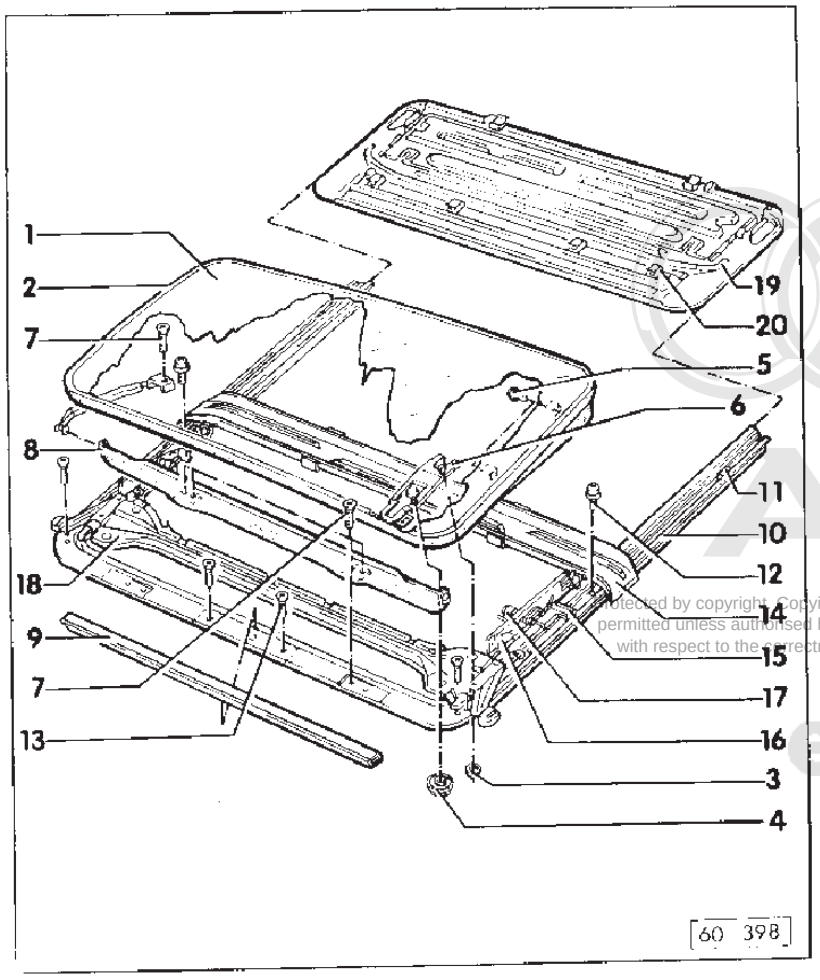
♦ Self-locking – 1 Nm

8 – Draught deflector

♦ Removal: Open panel towards the rear and unscrew draught deflector

9 – Acoustic seal

♦ Installation: Affix at front in centre between markings on masking strip



10 – Assembly unit

♦ Removing and installing => Page 60-26

– Consists of following components:

- Trim
- Guide rails
- Rear locators with cables
- Front locator
- Water deflector
- Guide plates
- Guide tubes for cables
- Tube carrier

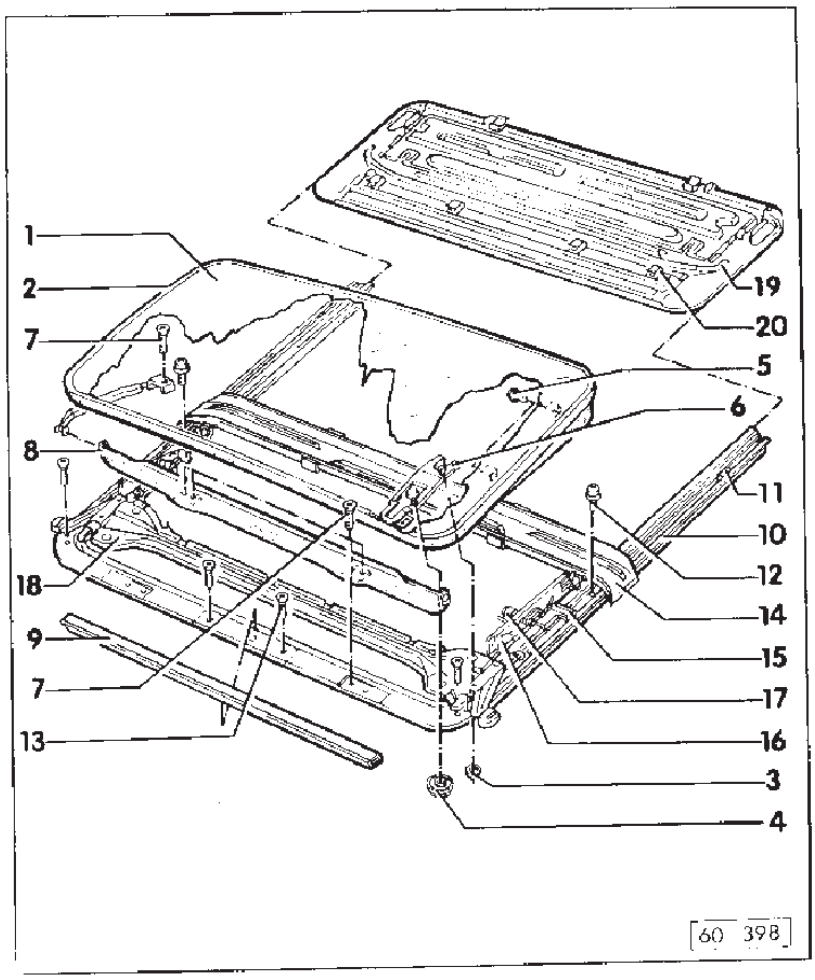
11 – Stop bracket

♦ Riveted

12 – Oval-head screw – 16 Nm

♦ Self-locking, with captive washer

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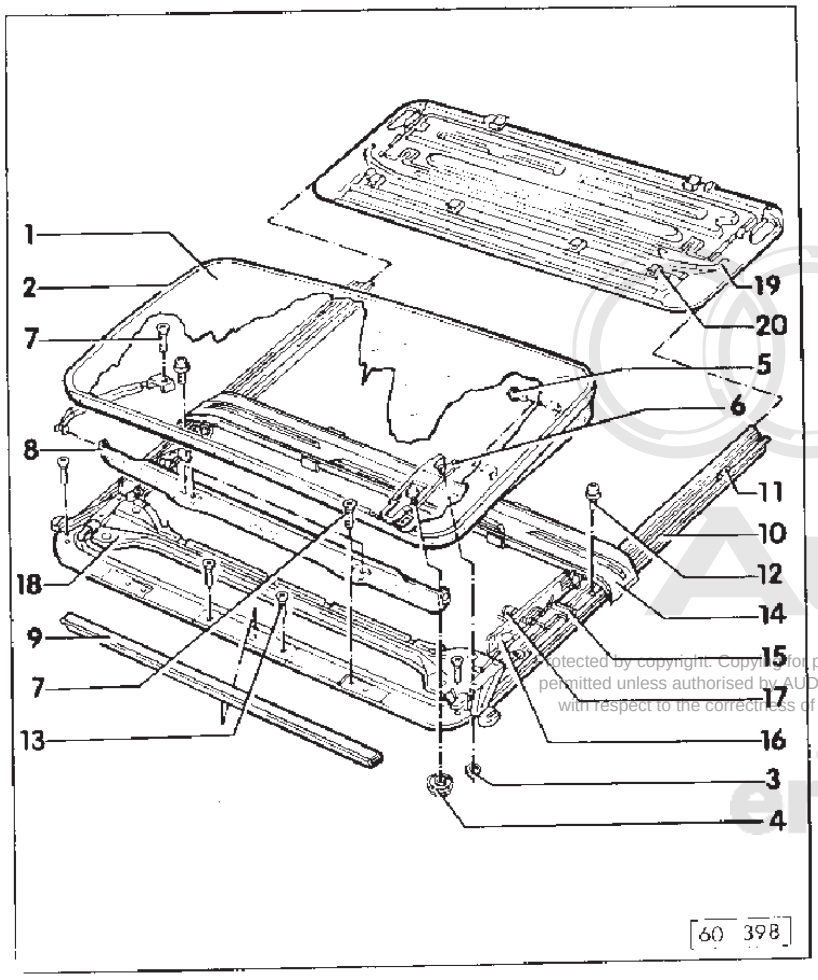


13 – Countersunk bolt – 1 Nm
- ♦ Self-locking

14 – Water deflector
- ♦ Remove only together with assembly unit
- ♦ Water deflector lip on rear flange

15 – Rear guide with cable
- ♦ Structural unit
- ♦ Only replace in pairs => Page 60-31
- ♦ Oil cables
- ♦ Clean guide rails
- ♦ Coat rear locators and guide rails with silicon spray after installing. To do this:

– Open roof panel towards the rear.

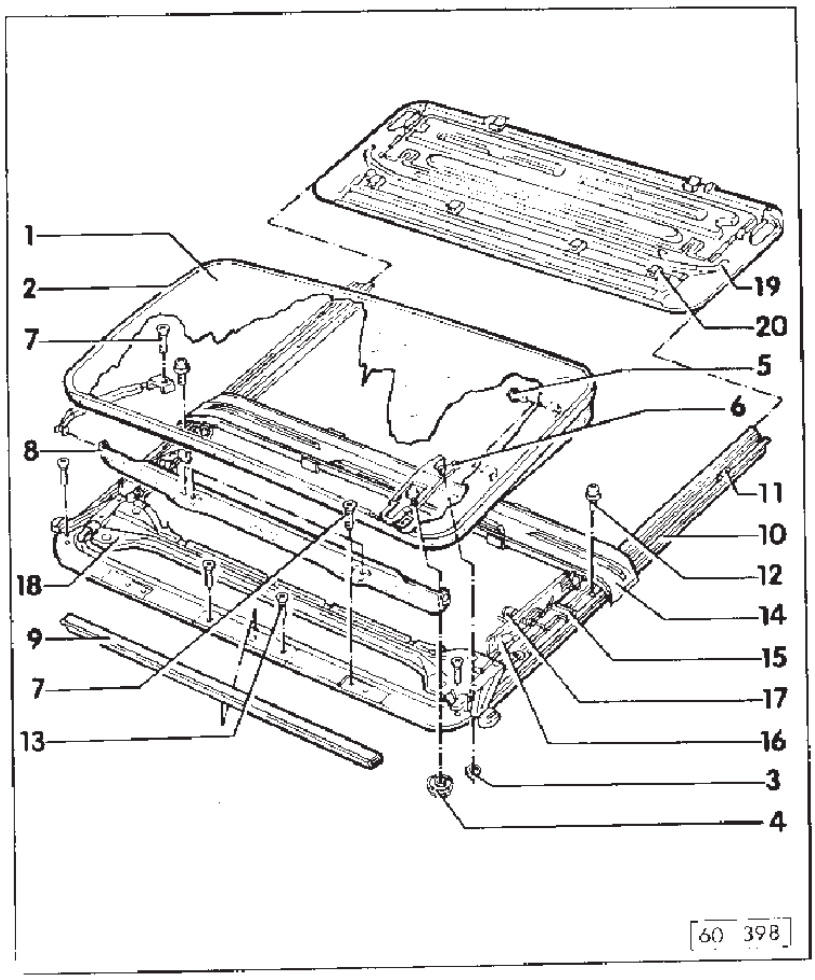


– Spray guide rails.
– Open and close roof panel a few times
– Lightly wipe off guide rails.

16 – Guide plate
- ♦ Remove only together with tilt mechanism
- ♦ Removing and installing => Page 60-34
- ♦ Grease guides if plate is difficult to move

17 – Tilt mechanism
- ♦ Remove only together with guide plate
- ♦ Removing and installing => Page 60-34

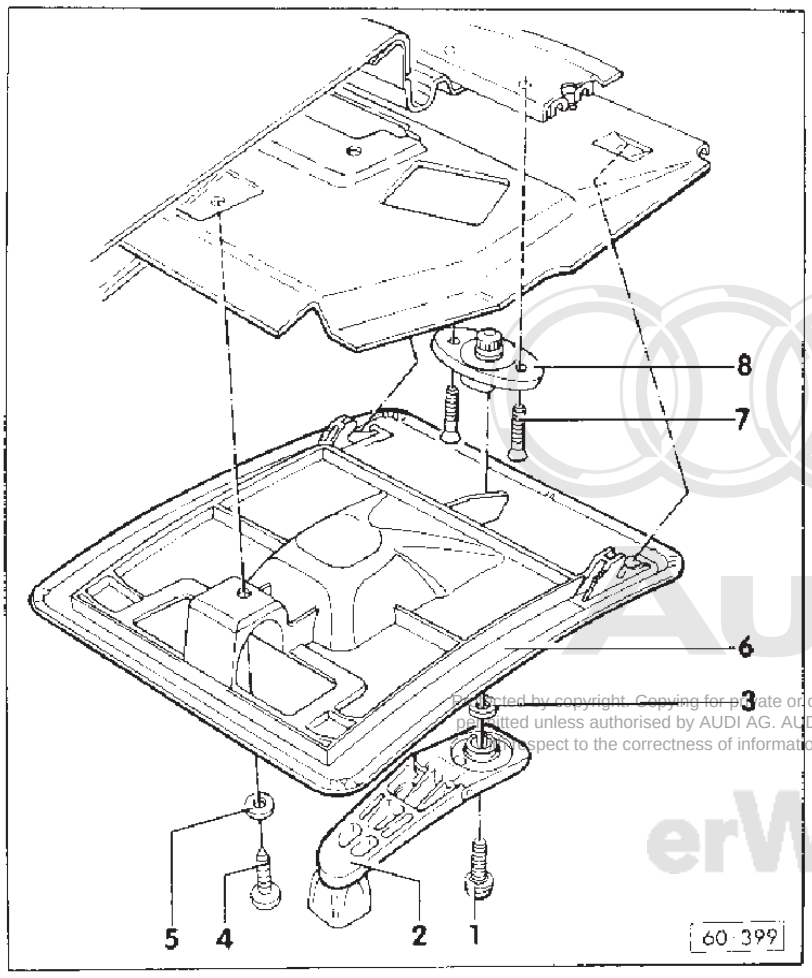
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18 – Front locator
- ♦ Remove only together with assembly unit
- ♦ When fitted, front locator is pre-tensioned by twisting in on itself to reduce noise.

19 – Sliding/tilting roof trim
- ♦ Remove only together with assembly unit

20 – Retaining clips
- ♦ Check and align as necessary before fitting trim



Manual cable drive – exploded view

1 – Oval-head screw – 3 Nm
- ♦ Self-locking

2 – Crank

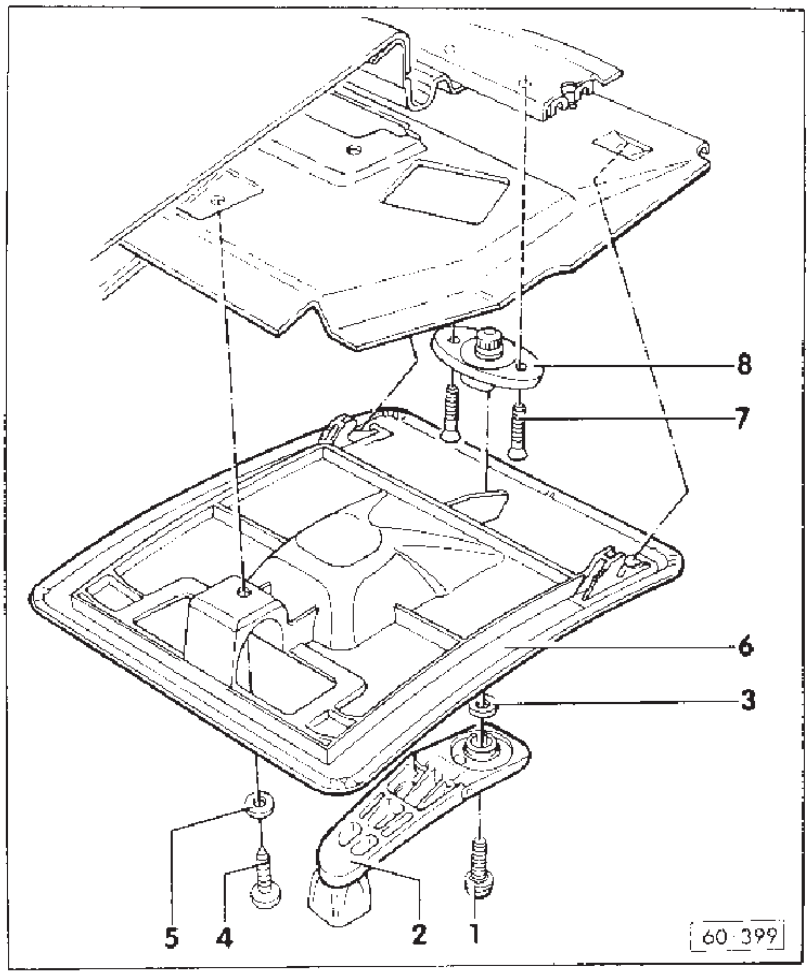
3 – Self-tapping screw – 1 Nm

4 – Spacer

5 – Washer

6 – Cover
- ♦ Removing => Page 60-27
- ♦ Electric wires must not be placed over bulb

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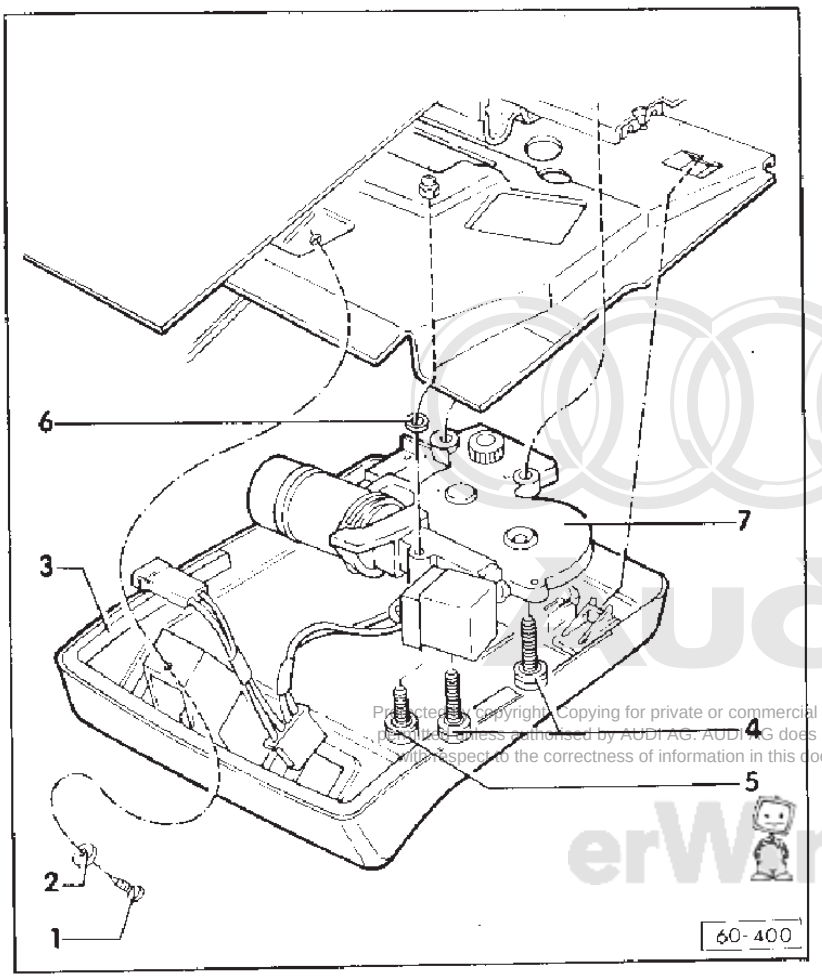


7 – Countersunk bolt – 3 Nm

- ♦ Micro-encapsulated
- ♦ When re-using bolt, clean thread with a wire brush and coat with sealing compound AMV 197 000 01.

8 – Cable drive

- ♦ Removing and installing => Page 60-27 and 60-28
- ♦ Adjust zero setting before fitting => Page 60-23
- ♦ Check drive pinion for damage



Electric cable drive – exploded view

1 – Self-tapping screw – 1 Nm

2 – Washer

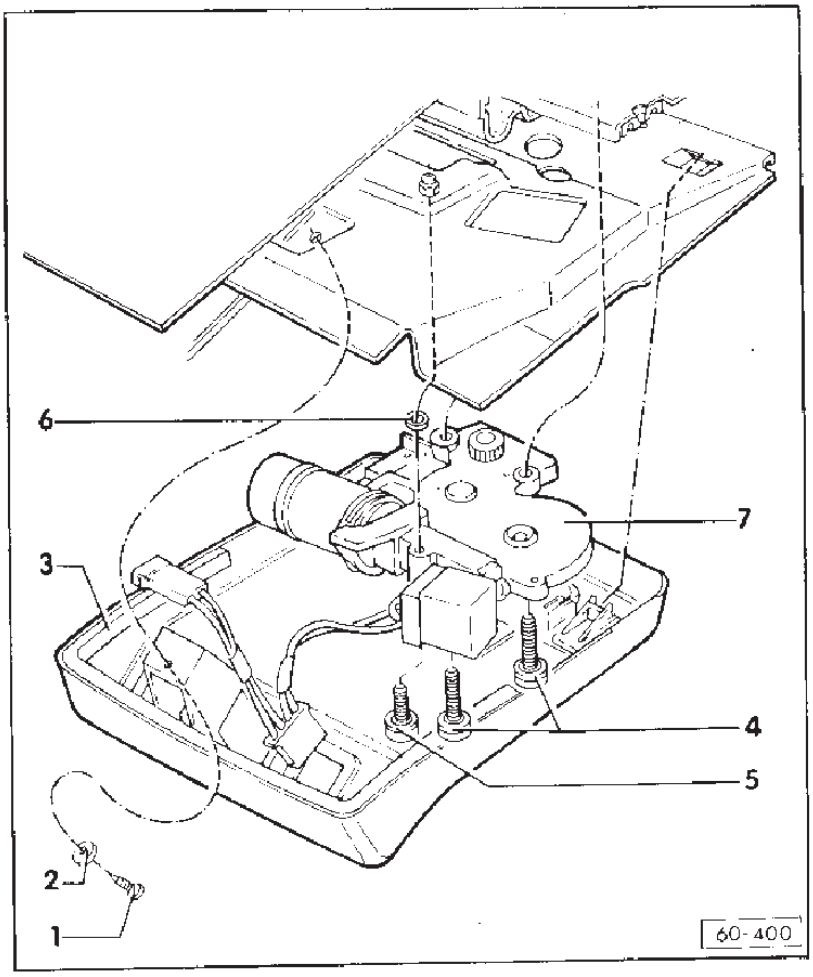
3 – Cover

- ♦ Removing => Page 60-28
- ♦ Electric wires must not be placed over bulb

4 – Oval-head screw M4 x 20 – 3 Nm

- ♦ Micro-encapsulated
- ♦ When re-using bolt, clean thread with a wire brush and coat with sealing compound AMV 197 000 01.

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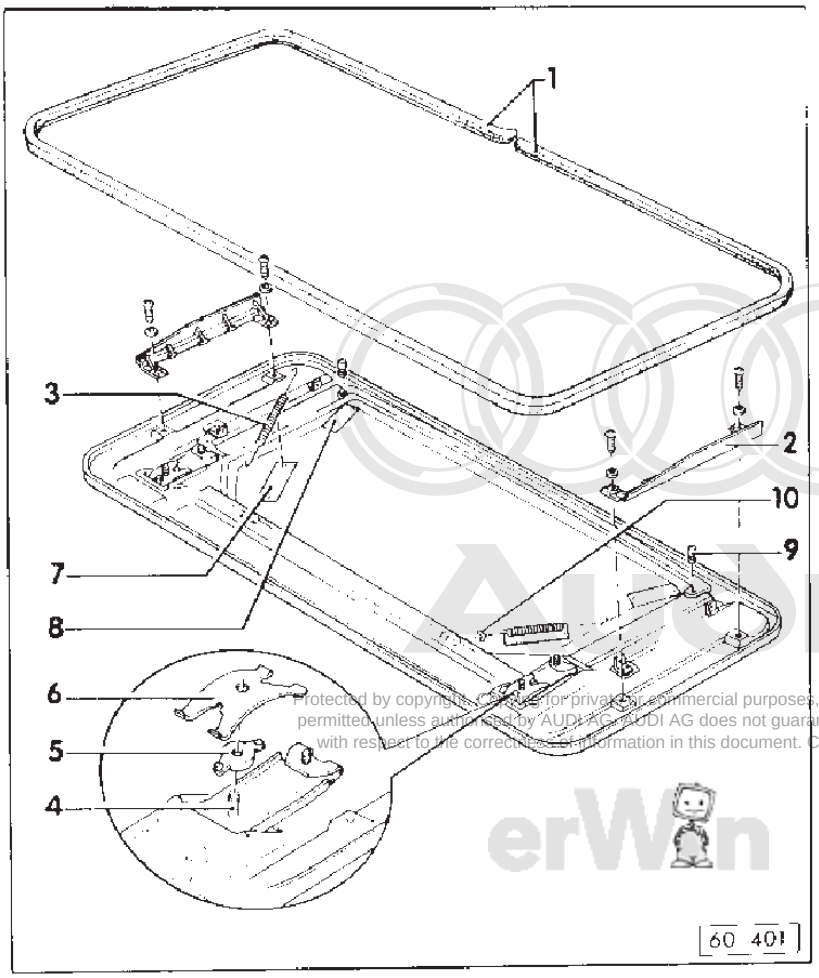
5 – Oval-head screw M4 x 15 – 3 Nm

- ♦ Micro-encapsulated
- ♦ When re-using bolt, clean thread with a wire brush and coat with sealing compound AMV 197 000 01.

6 – Spacer

7 – Cable drive

- ♦ Removing and installing => Page 60-28
- ♦ Check zero setting before fitting => Page 60-24
- ♦ Fixing screw tightening order: Screws -Pos. 4-first
- ♦ Check limit cut-out => Page 60-25
- ♦ Check drive pinion for damage



Sliding/tilting roof panel: Exploded view

1 – Seal

- ♦ Coat inside of metal flange -2- with adhesive D 002 100 (inside only). Cut both ends of seal to required length for fitting.

2 – Trim plate

3 – Tension spring

4 – Panel hinge

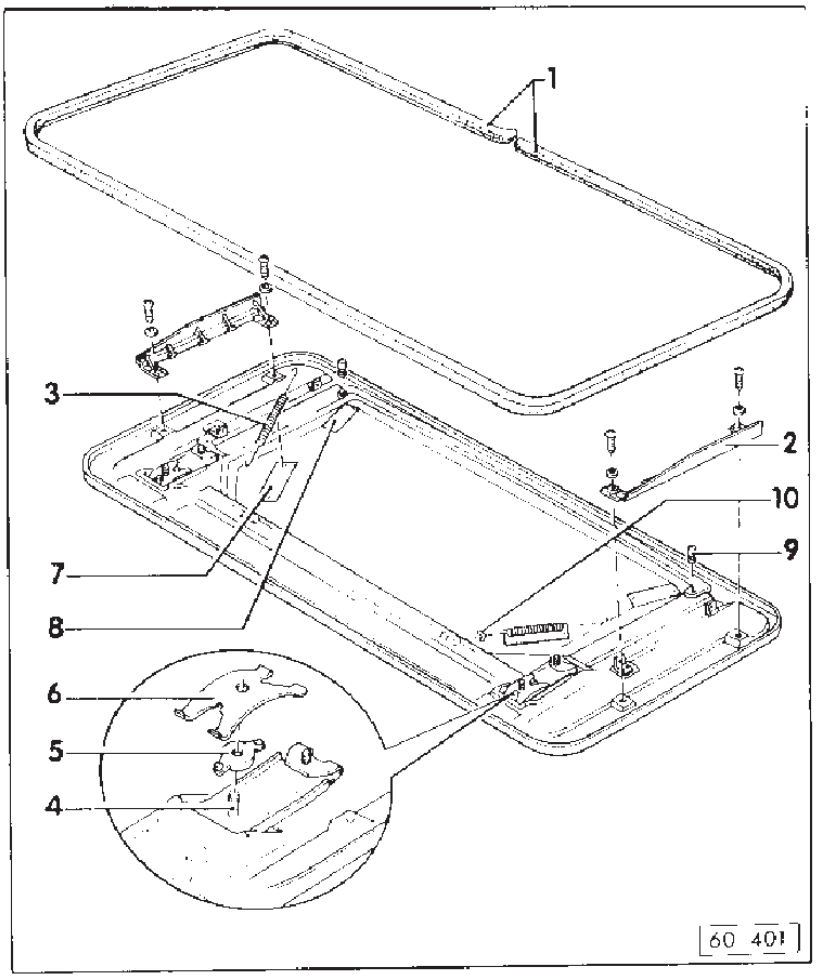
5 – Rubber spring

6 – Leaf spring

7 – Shim plate 30 x 100 mm

- ♦ For tension spring

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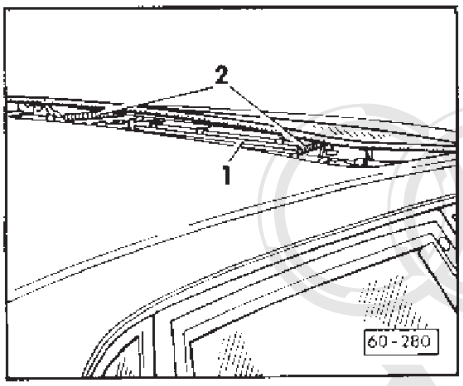


8 – Shim plate 30 x 100 mm
♦ For tension spring

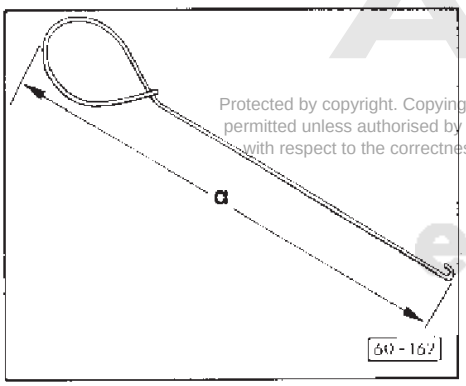
9 – Stop buffer

10 – Adhesive tape
♦ Holds spring in position

Removing and installing sliding/tilting roof panel
Removal:

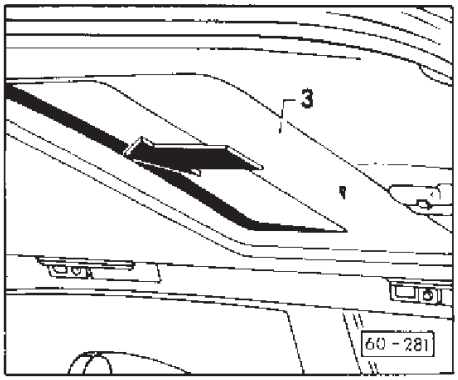


◂ – Tilt sliding/tilting roof panel.
– Push down hinged flap -1- and unhook both tension springs -2-.



◂ A self-constructed hook is suitable for unhooking the tension springs.
♦ Distance a = 300 mm

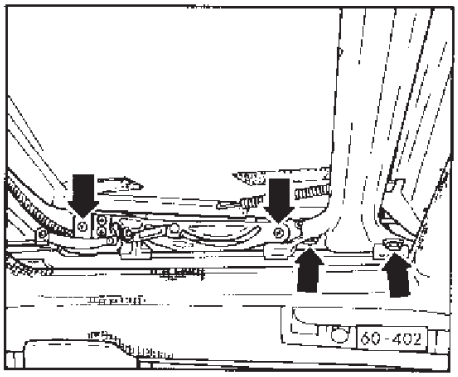
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– Reach into cut-out in hinged flap and unclip trim -3- by pushing it back from the front locator.

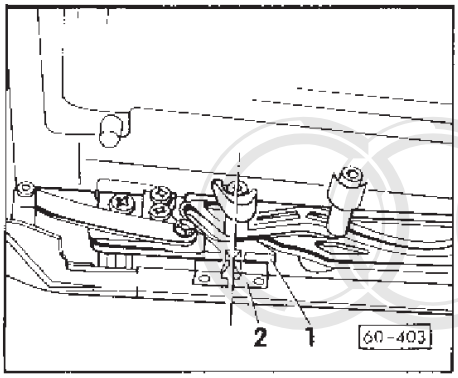
Note:

Do not raise the flap too much, otherwise it will bang against the water deflector.

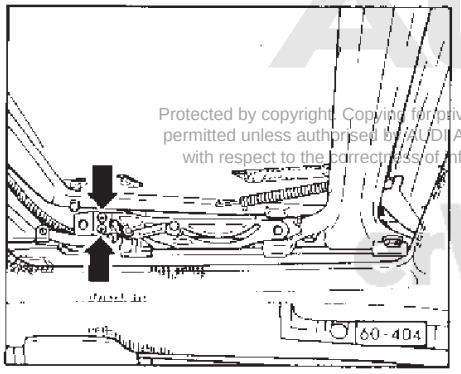


– Close sliding/tilting roof.
– Undo fixing screws and nuts -arrows-.

Installation:

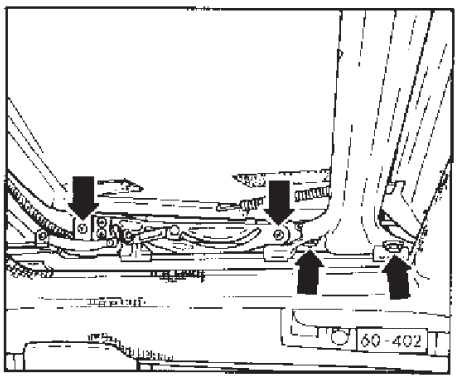


– Check that rear locator and guide plate are in zero position:
  – Arrow markings on guide plate -1- and rear locator -2- must be flush.
  – The locking levers of the water deflector must be engaged in the guide rails on both sides.



– If the hole pattern of the guide plate does not match that of the roof panel, loosen cross-head screws at left and right -arrows-.
– Shift guide plate as required.

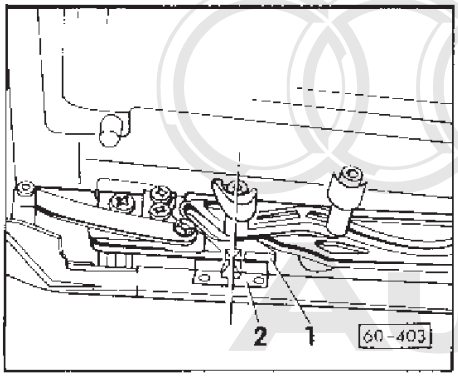
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– Screw in guide plate/roof panel fixing screws -arrows-.
– Lightly tighten cross-head screws.
– Adjust roof panel => Page 60-18 onwards.

Adjustment work – order

Checking and adjusting parallel running



Note:

The checking and adjustment can be carried out with the roof panel fitted and the trim pushed back.

Checking:

- Arrow markings on guide plate -1- and rear locator -2- must be flush.
- The locking levers of the water deflector must be engaged in the guide rails on both sides.

Adjusting:

Note:

- Adjustment is only possible with the cable drive released. The pinion must no longer be engaged in the cables.
- The locking levers of the water deflector must be engaged in the guide rails on both sides.

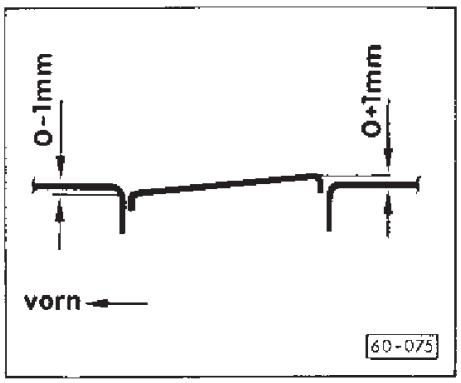
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– Push rear locators to arrow markings.
  – Arrow markings on rear locator and guide plate must be flush.

Note:

Only push rear locators from front to rear onto markings. Never push one locator from front to rear and the other from rear to front onto the markings.

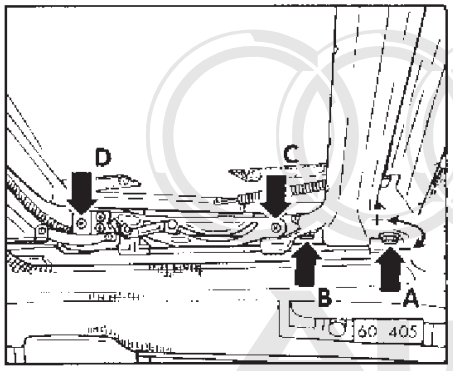
Adjusting roof panel



– Check parallel running of rear locators and adjust if necessary.
– To prevent wind noise, adjust height at front and rear as shown in illustration.
– Check height adjustment in each case at end of roof-opening radii towards centre of vehicle.

Note:

At no point should the sliding/tilting roof panel be higher than the roof at the front, or lower at the rear.



Front height adjuster

Note:

The panel height at the front is adjusted directly by rotating the adjuster nut -A-. This nut must never be tightened with a specific torque or "tight". Coat adjuster nut with D 000 600 before adjusting height.

- 1. Step

– Lightly screw adjuster nut -A- onto threaded bolt, do not tighten!

- 2. Step

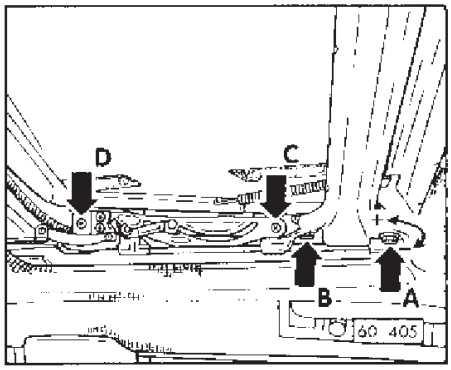
– Screw nut -B- onto threaded bolt and tighten to 6 Nm.

- 3. Step

– Continue turning adjuster nut -A- (front rim of roof panel moves downwards), until adjustment 0 ... -1 mm has been reached => Fig. 60-075, Page 60-19.

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Height adjustment at rear:



- 4. Step

– Loosen screws -C- and -D- and push panel to height of dimension 0 ... 1 mm => Fig. 60-075, Page 60-19.

- 5. Step

– First tighten screw -D-, then screw -C- to 4.5 Nm.

- 6. Step

– Open roof panel approx. 50 mm to the rear and close again.

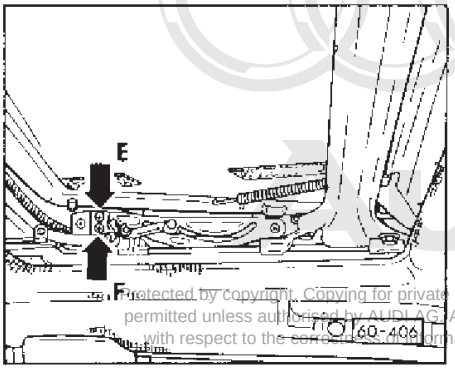
- 7. Step

– Check height adjustment => Fig. 60-075, Page 60-19. The sliding/tilting roof panel should not be higher than the roof at any point at the front or lower than the roof at any point at the rear.

  – If an adjustment is required at the rear, repeat procedure starting from step 4.

  – If an adjustment is required at the front, turn adjuster nut -A- to the left or right to lower or raise the roof panel.

Sealing gap fine adjustment:



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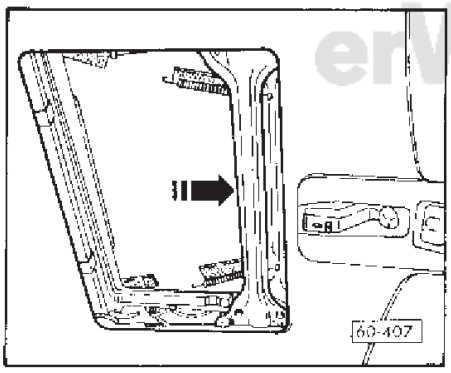
Note:

Check parallel running and height adjustment before performing sealing gap fine adjustment.

– Tilt panel up as far as it will go.

– Undo cross-head screws -E- and -F- on left and right.

– Close roof panel, open approx. 50 cm to the rear and close again.



– Push panel forward lightly by hand at front locator.

– Tighten cross-head screw -E- to 2 Nm.

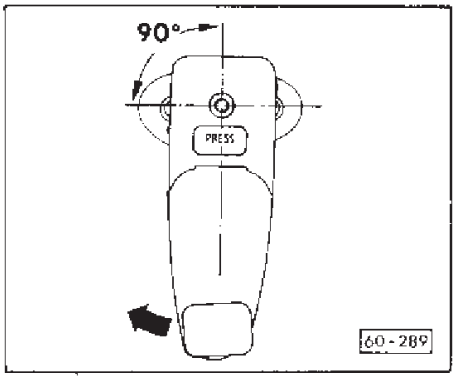
– Tilt panel up as far as it will go.

– Tighten cross-head screw -F- to 2 Nm.

Adjusting zero setting

Manual drive

Adjusting cable drive zero setting:



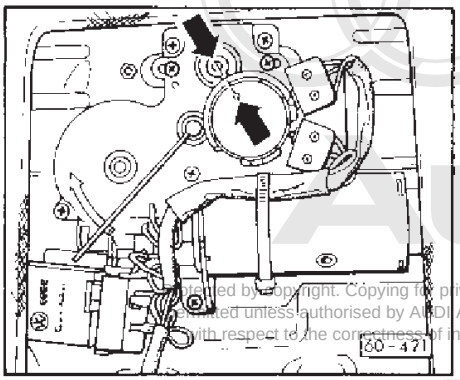
- Slot crank onto cable drive, press release knob and turn crank to the right as far as it will go.
- Adjust crank as necessary:
  - Crank must be at an angle of 90o to the cable drive.
  - The release knob must be positioned above the release pin.
- Turn crank back 2 turns until it is arrested. The zero setting has now been reached.

Note:

♦ Only use cable drive with crank mounted at zero setting.

♦ Installation => Page 60-30

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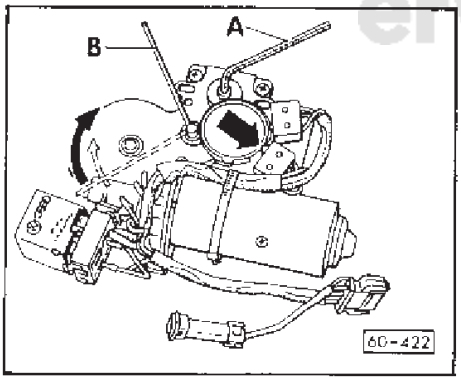


Electric drive

Checking cable drive zero setting:

The cable drive is in the zero setting if the hole and the lug are flush with each other -arrows-.

With drive installed:



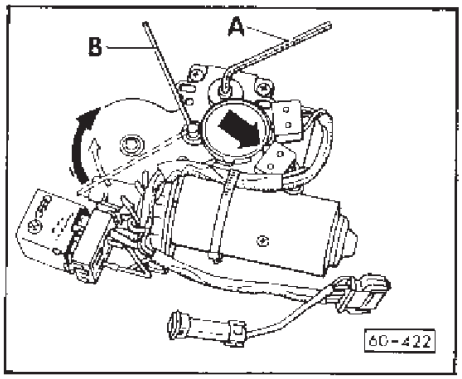
- Open roof panel 50 mm to the rear and close again. Never tilt up, since this will cause a false setting to be set.

Adjusting cable drive zero setting:

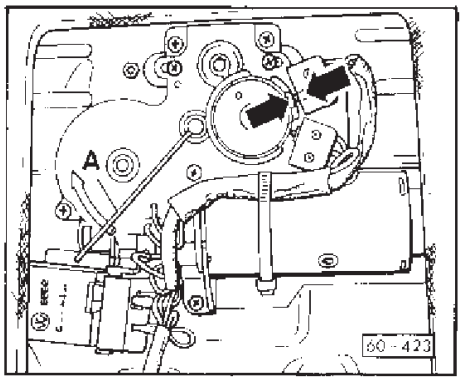
- Swivel release lever -B- in direction of arrow to detach cable drive from electric motor.
- Slot hand crank or 4 mm hexagon socket wrench -A- into drive pinion and keep turning to right until the pin in the cut-out mechanism engages in the recess in the cam -arrow-.
  - The hole and lug must be flush with each other => Fig. 60-421, top.

Note:

The zero setting of the cable drive can only be adjusted by turning the drive pinion to the right.



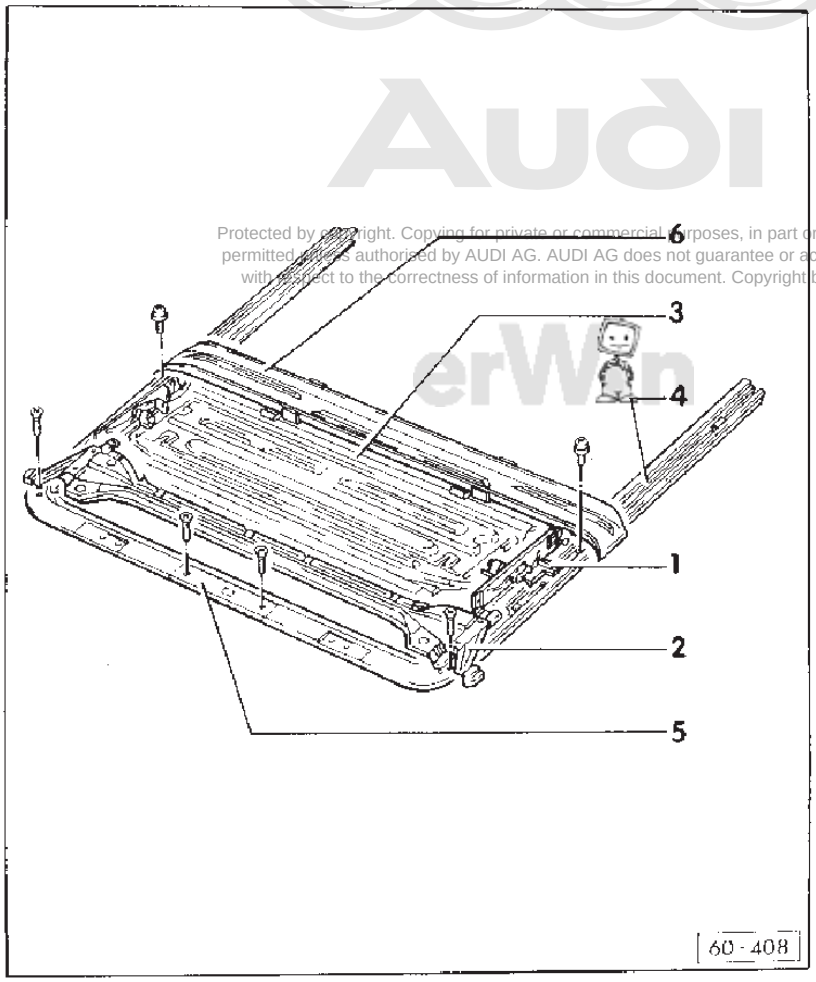
- Couple cable drive and electric motor by swivelling release lever -B- in the opposite direction to the arrow.
- Installation => Page 60-30



Checking "roof closed" limit cut-out.

- Open roof panel to the rear until the electric motor cuts out (10 ratchet wheel turns).
  - In this position the motor must be able to be decoupled from the mechanism using lever -A-.
- If the motor cannot be decoupled, check parallel running and adjust as necessary => Page 60-18.

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Removing and installing sliding/tilting roof (assembly unit)

Note:

The entire assembly unit must be taken out if the following components need to be removed:

1 – Rear locator with cables

2 – Front locator

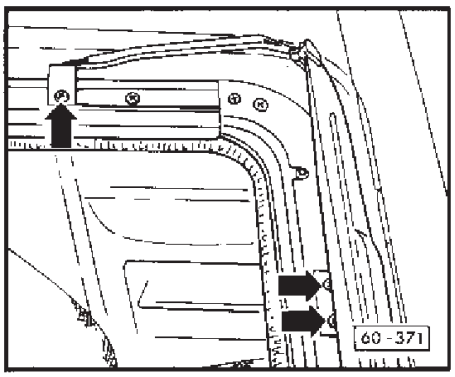
3 – Sliding/tilting roof trim

4 – Guide rails

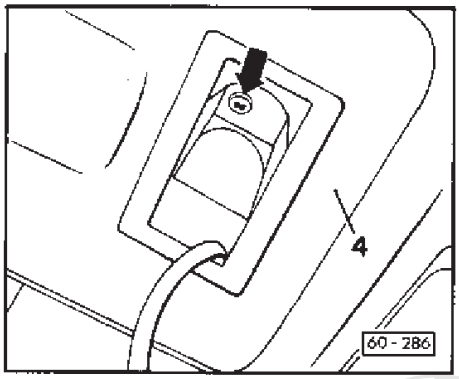
5 – Tube carrier

6 – Water deflector

Removal



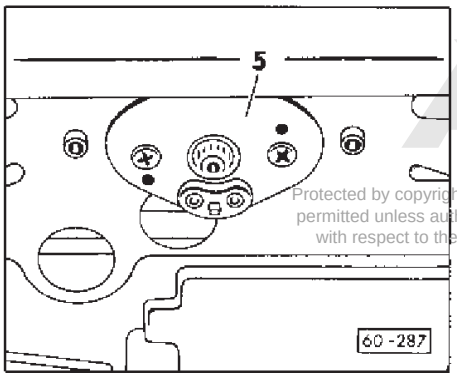
- Remove sliding/tilting roof => Page 60-14.
- Disconnect battery earthing strap.
- Unscrew draught deflector prop -top left arrow-, swivel approx. 1/4 of a turn (90o) towards the front and remove.
- Unscrew draught deflector -right arrows-.
- Detach sliding/tilting roof cut-out in front area.
- Unclip courtesy lamp and remove connector.



Manual drive:

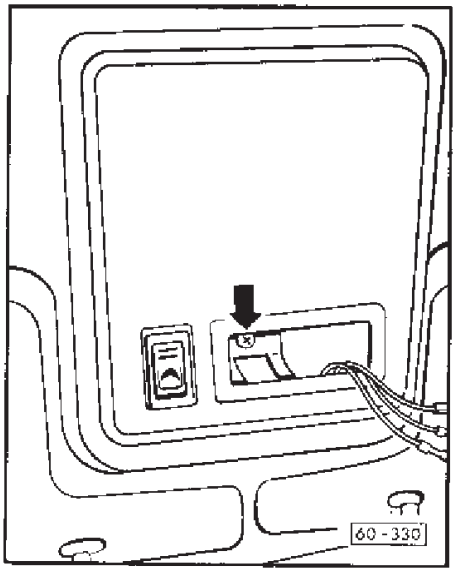
- Unscrew cover -4- -arrow- and pull out of retainers towards the front.

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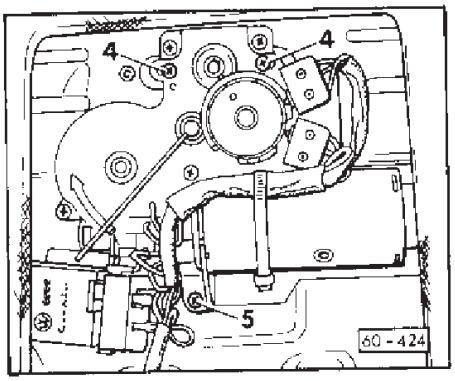


Electric drive:

- Unscrew cable drive -5- and pull out of cables.



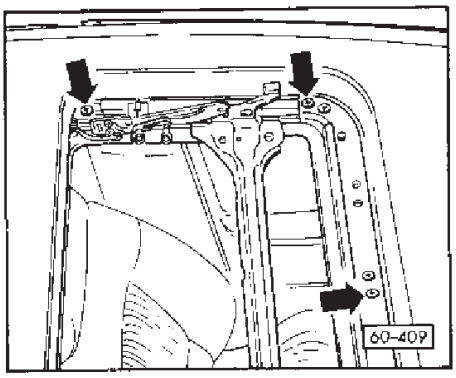
- Unscrew cover -arrow- and pull out of retainers towards the front.
- Disconnect motor connectors.



– Unscrew cable drive. Pay attention to washer on screw -5-: The washer is between the motor and the roof.

All vehicles:

– Release water deflector and push towards the rear.



– Unscrew screws -arrows-.

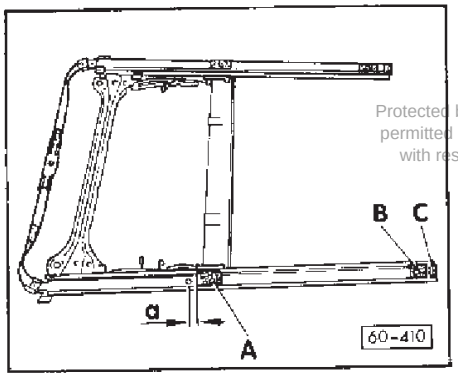
– Pull water deflector far enough forward so that it no longer knocks against the roof when the assembly unit is removed.

– Raise assembly unit at front and withdraw from sliding roof cut-out.

Note:

The front locator is twisted in on itself and is pretensioned on installation. As a result, one end of the guide rail is raised. Do not straighten under any circumstances!

Installing



– Check whether felt underlays have been fitted:

– A - 55 x 25 mm

– B - 50 x 35 mm

– C - 15 x 30 mm

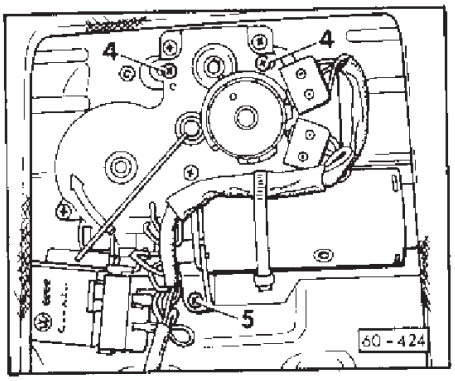
– Distance a = 20 mm

– Adjust parallel running of rear locators and roof panel => Page 60-18.

– Check cable drive zero setting, adjust if necessary => Page 60-23.

– Secure cable drive screws using screw sealing compound AMV 197 000 01.

Electric drive tightening order:



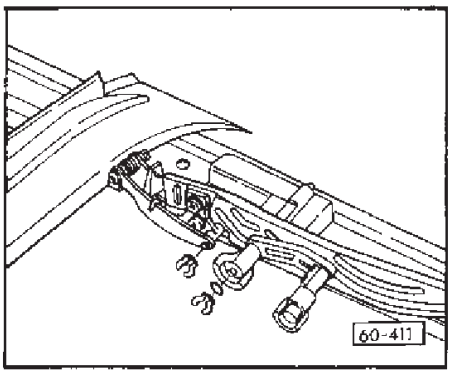
– First tighten screws -4-, then screw -5- to 3 Nm.

Note:

If the tightening order is not adhered to, loud running noise will occur.

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Removing and installing rear locators (and cables)



Removal

– Remove sliding/tilting roof => Page 60-14.

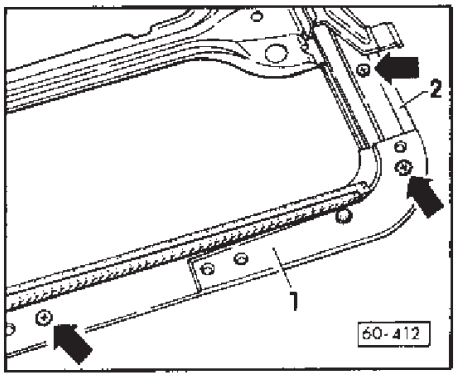
– Remove assembly unit => Page 60-27.

Removing water deflector:

– Remove lock washer and push off lever.

– Release water deflector by pushing down locking lever, and withdraw from guide rails.

– Remove guide plate. Note rubber ring behind lock washer.

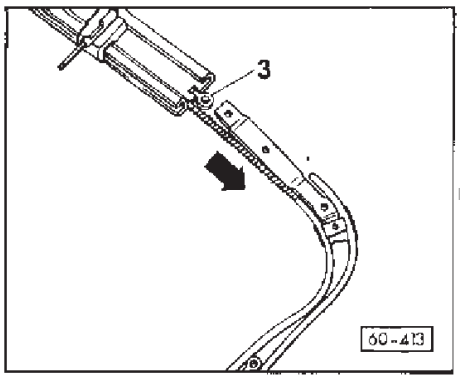


Removing front locator:

– Unscrew front cover -1- -bottom arrows-.

– Withdraw front locator out of the guide rails towards the front.

– Unscrew side cover -2- -top arrow- and withdraw cable guide tubes out of guide rails.



– Unclip spacer -3-.

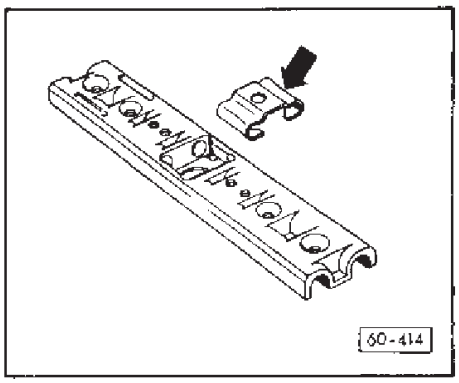
– Withdraw rear locators and cables out of guide tubes in direction of arrow.

Installing

– Clean guide rails and guide tubes.

– Lightly oil rear locator cables.

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– Check tube guide brackets -arrow- for damage.

Note:

The front locator is twisted in on itself and is pretensioned on installation. As a result, one end of the guide rail is raised. Do not straighten under any circumstances!

– Mount water deflector on guide plate. This is only possible if the water deflector is engaged in the guide rails at the left and right.

– Complete assembly unit by pushing sliding/tilting roof trim into locators.
– Install assembly unit.
– Adjust parallel running of rear locators and roof panel => Page 60-18.
– Check cable drive zero setting, adjust if necessary => Page 60-23.

Removing and installing tilt mechanism and guide plates

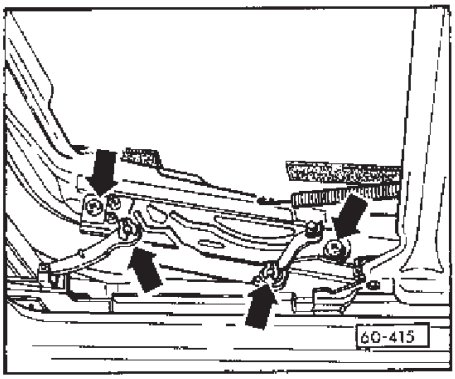
Removal

Note:

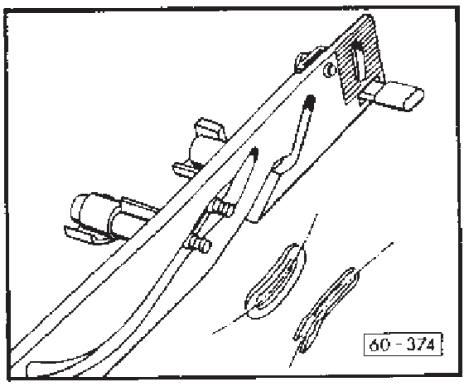
The tilt mechanism can only be removed together with the guide plate.

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– Tilt roof panel, unclip and fold back trim.



– Remove lock washers and detach connecting lever to water deflector -bottom arrow-.
– Unscrew guide plates from roof panel -top arrows-.
– Raise panel slightly at rear and remove guide plate and tilt mechanism.



Installing

- Mount shim and retaining clip in opposing directions (spring effect). Open side of retaining clip points forwards, as shown in illustration.
- Note rubber ring for rear locator pin.
- Tighten cross-head screws to 4.5 Nm.
- Check height adjustment at front and perform roof panel adjustment at rear => Page 60-19 onwards.

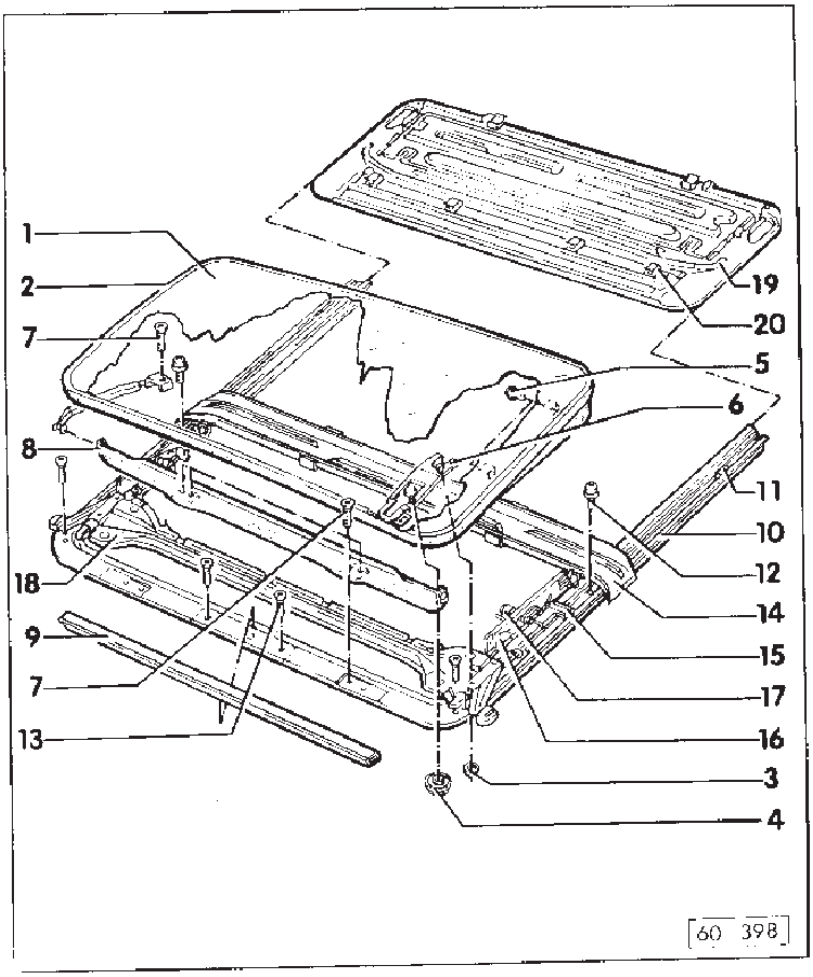
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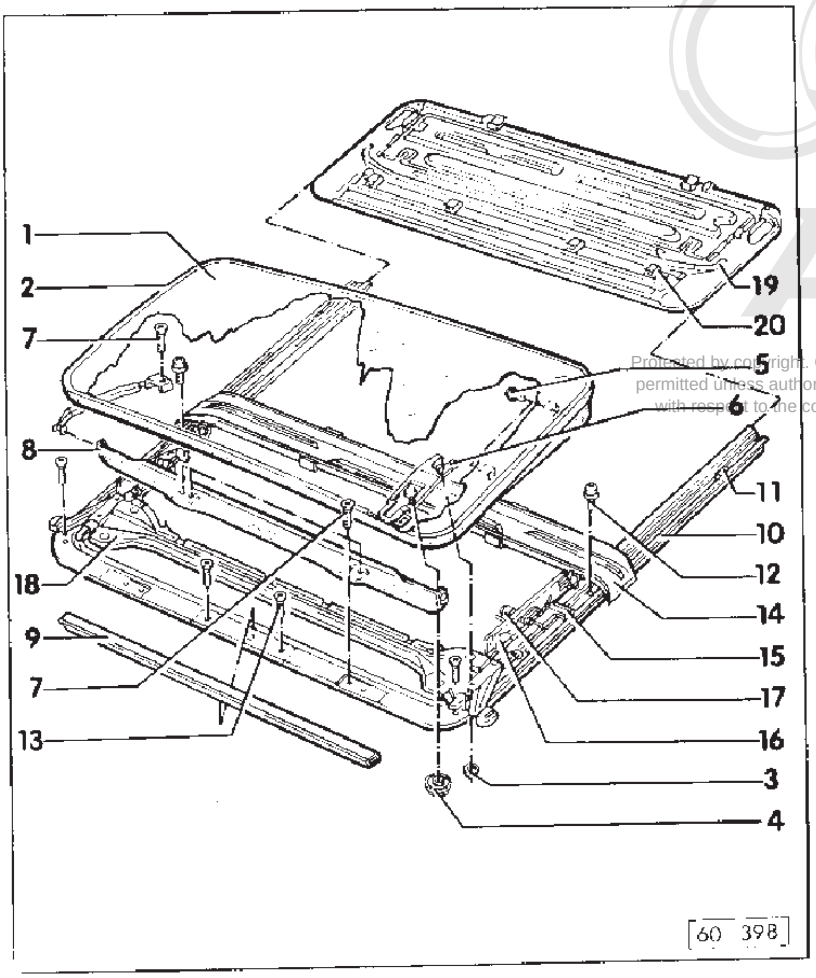
Schiebe-/Ausstelldach Limousine

Schiebe-/Ausstelldach – Montageübersicht

Hinweise:

- ♦ Sämtliche Schrauben an der Montageeinheit sind mit einer Schraubensicherung (Keilstop) versehen.
- ♦ Die Höheneinstellmutter vorn ist zusätzlich mit D 000 600 zu sichern.
- ♦ Die Befestigungsschrauben des Seilzugantriebs sind mit einer Mikroverkapselung (Sicherung) im Gewinde versehen.





1 – Schiebe-/Ausstelldachdeckel

- ♦ Montageübersicht => Seite 60-12
- ♦ Aus- und Einbau => Seite 60-14
- ♦ Einstellarbeiten => Seite 60-18

2 – Deckeldichtung

- ♦ ersetzen => Seite 60-12

3 – Deckelverschraubung vorn

- ♦ selbstsichernd – 6 Nm

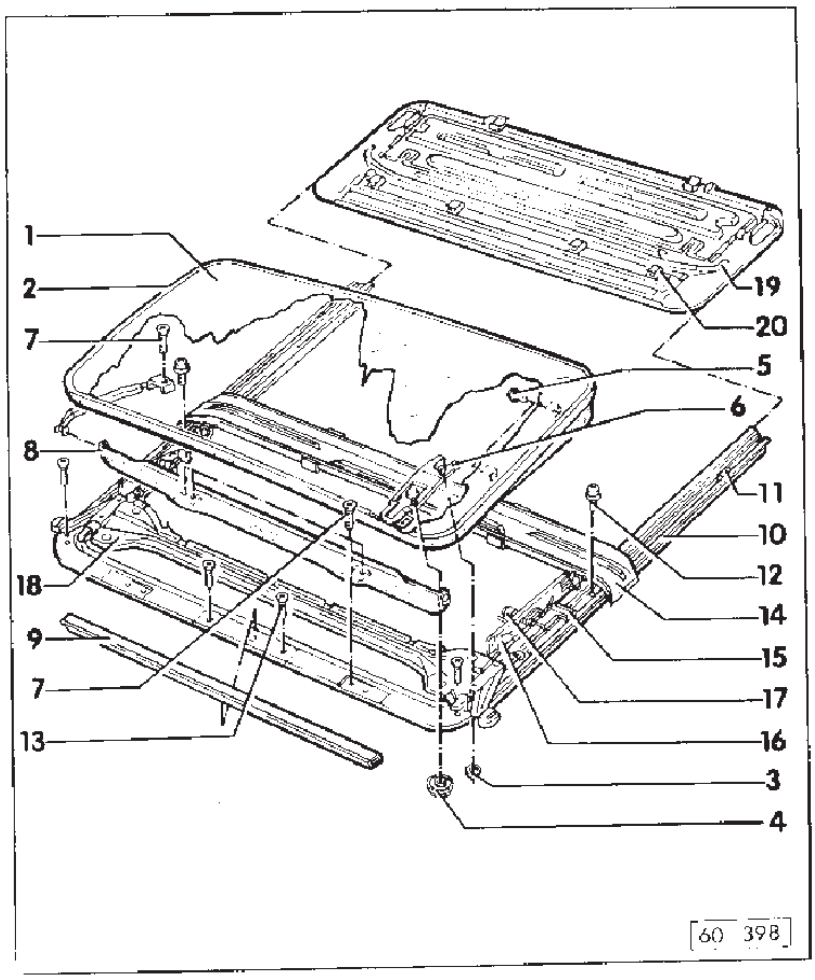
4 – Höheneinstellung vorn

- ♦ Einstellarbeiten => Seite 60-19
- ♦ Mutter mit D 000 600 sichern

5 – Deckelverschraubung hinten und Höheneinstellung

- ♦ Einstellarbeiten => Seite 60-19
- ♦ Linsenschraube mit unverlierbarer Scheibe – 4,5 Nm

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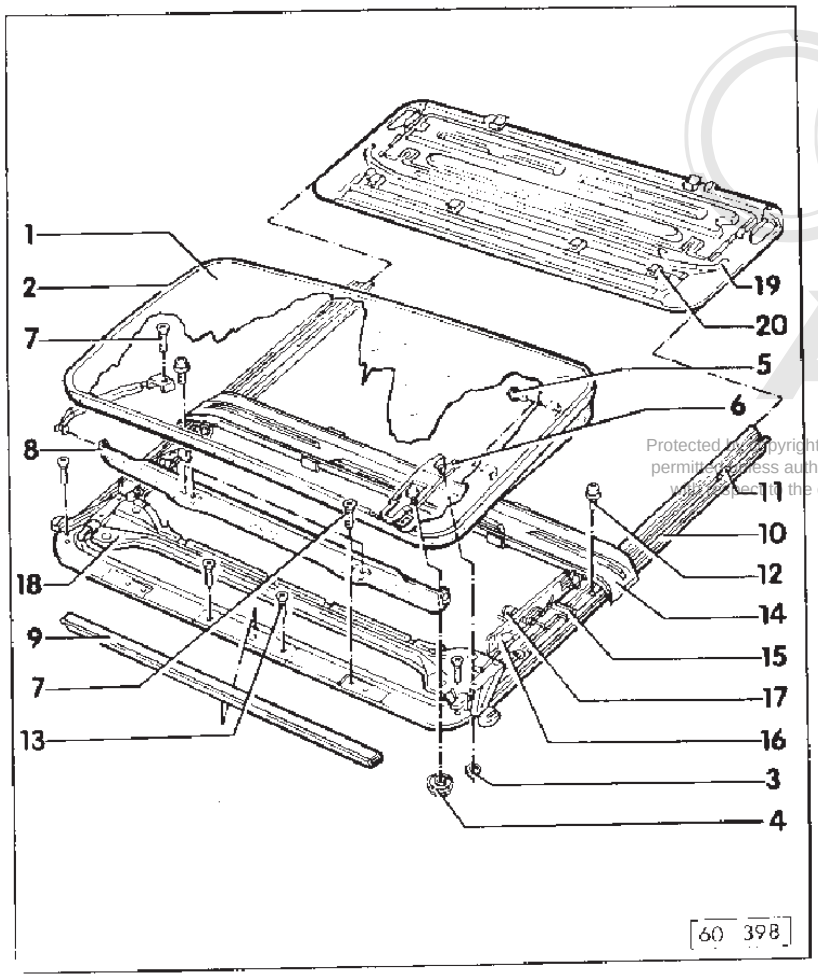


6 – Deckelscharnier
- ♦ Blattfeder und Gummifeder ersetzen => Seite 60-12

7 – Senkschraube
- ♦ selbstsichernd – 1 Nm

8 – Windabweiser
- ♦ Ausbau: Deckel nach hinten öffnen und Windabweiser abschrauben

9 – Akustikdichtung
- ♦ Einbau: Mittig zwischen die Markierungen auf der Deckschiene vorn kleben

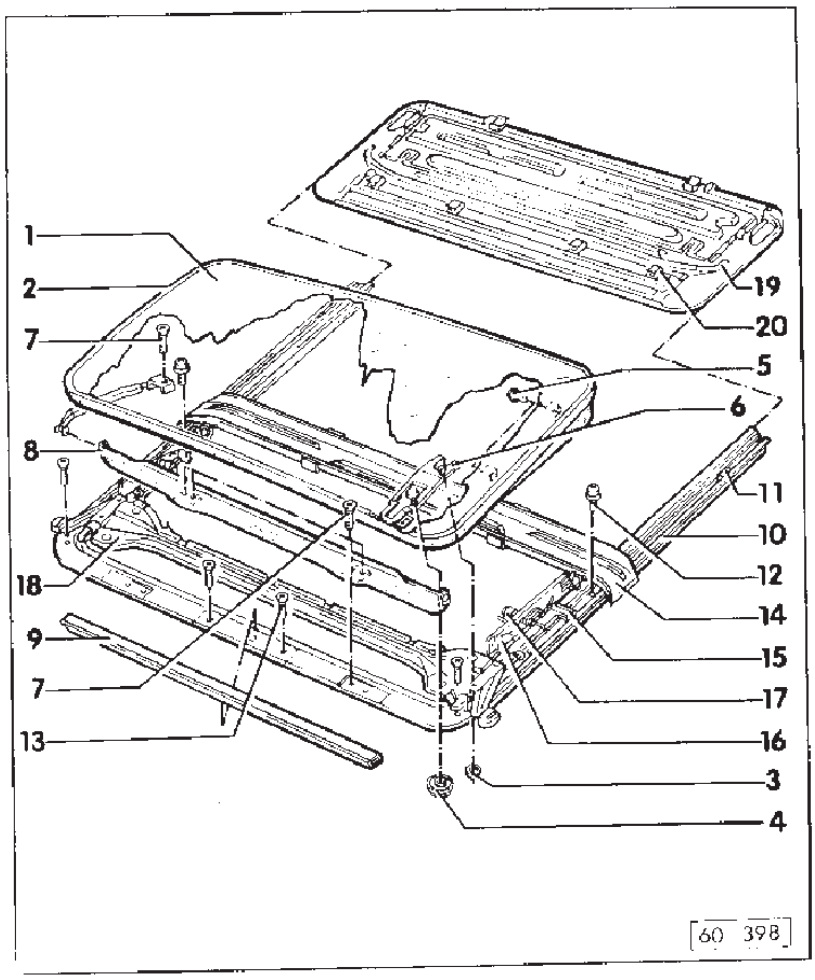


10 – Montageeinheit
- ♦ Aus- und Einbau => Seite 60-26
- – besteht aus folgenden Teilen
- ● Verkleidung
- ● Führungsschienen
- ● Führungen hinten mit Seilzügen
- ● Führung vorn
- ● Wasserleitblech
- ● Kulissenführungen
- ● Führungsrohre für Seilzüge
- ● Rohrträger

11 – Anschlagwinkel
- ♦ genietet

12 – Linsenschraube – 16 Nm
- ♦ selbstsichernd, mit unverlierbarer Scheibe

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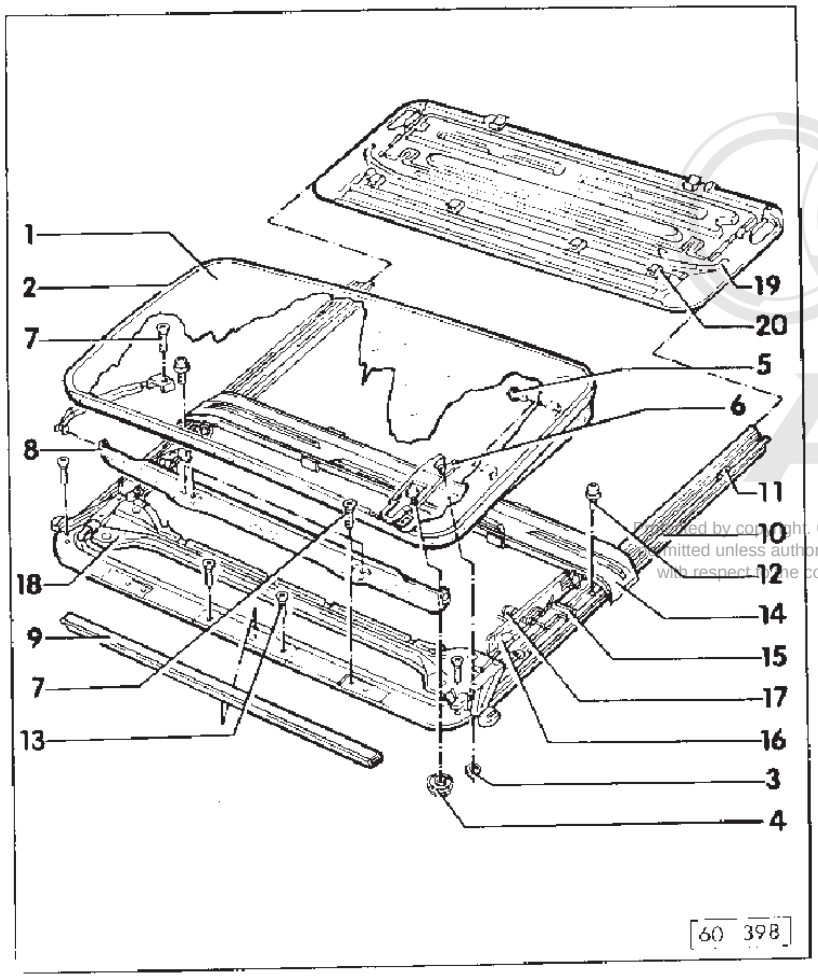


13 – Senkschraube – 1 Nm
- ♦ selbstsichernd

14 – Wasserleitblech
- ♦ Ausbau nur zusammen mit Montageeinheit
- ♦ Wasserabweislippe auf hinteren Flansch

15 – Führung hinten mit Seilzug
- ♦ Baueinheit
- ♦ nur paarweise ersetzen => Seite 60-31
- ♦ Seilzüge ölen
- ♦ Führungsschienen reinigen
- ♦ Führungen hinten und Führungsschienen nach Einbau mit Silikonspray einsprühen. Dazu:

– Deckel nach hinten öffnen.

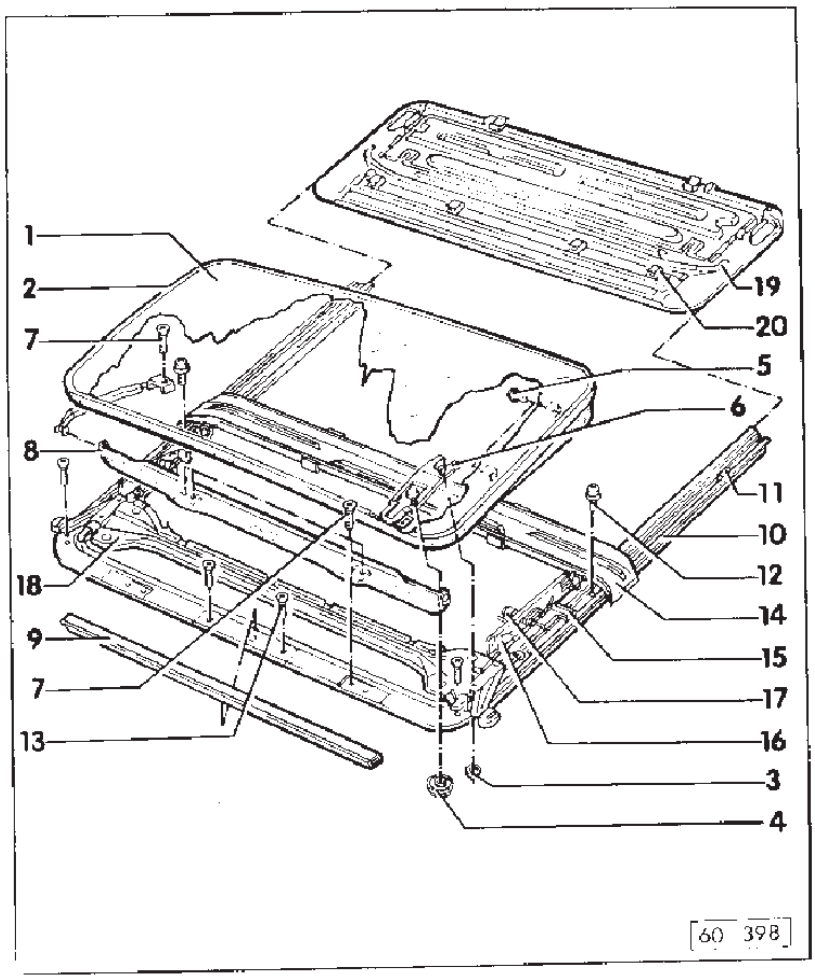


– Führungsschienen einsprühen.
– Deckel einige Male öffnen und schließen.
– Führungsschienen leicht abwischen.

16 – Kulissenführung
- ♦ Ausbau nur zusammen mit Aussteller
- ♦ Aus- und Einbau => Seite 60-34
- ♦ bei Schwergängigkeit Kulissen fetten

17 – Aussteller
- ♦ Ausbau nur zusammen mit Kulissenführung
- ♦ Aus- und Einbau => Seite 60-34

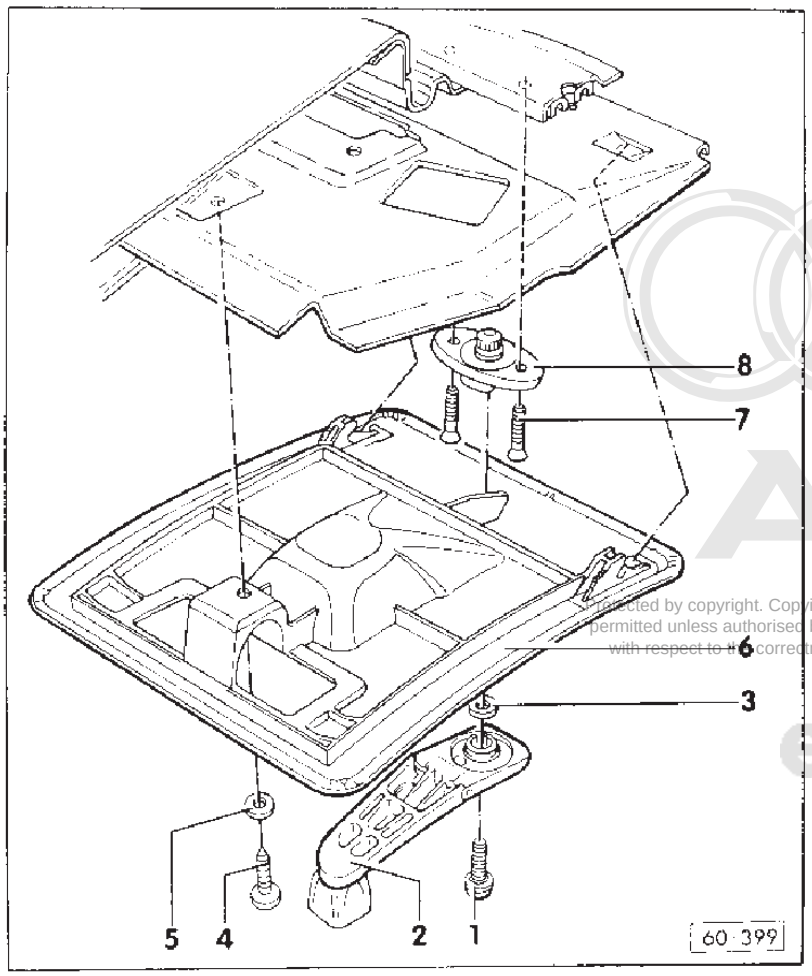
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18 – Führung vorn
- ♦ Ausbau nur zusammen mit Montageeinheit
- ♦ Führung vorn ist im eingebauten Zustand zur Geräuschminderung in sich verdreht vorgespannt

19 – Verkleidung für Schiebe-/Ausstelldach
- ♦ Ausbau nur zusammen mit Montageeinheit

20 – Halteklammern
- ♦ vor Einbau der Verkleidung prüfen, ggf. nachrichten



Manueller Seilzugantrieb – Montageübersicht

1 – Linsenschraube – 3 Nm
- ♦ selbstsichernd

2 – Kurbel

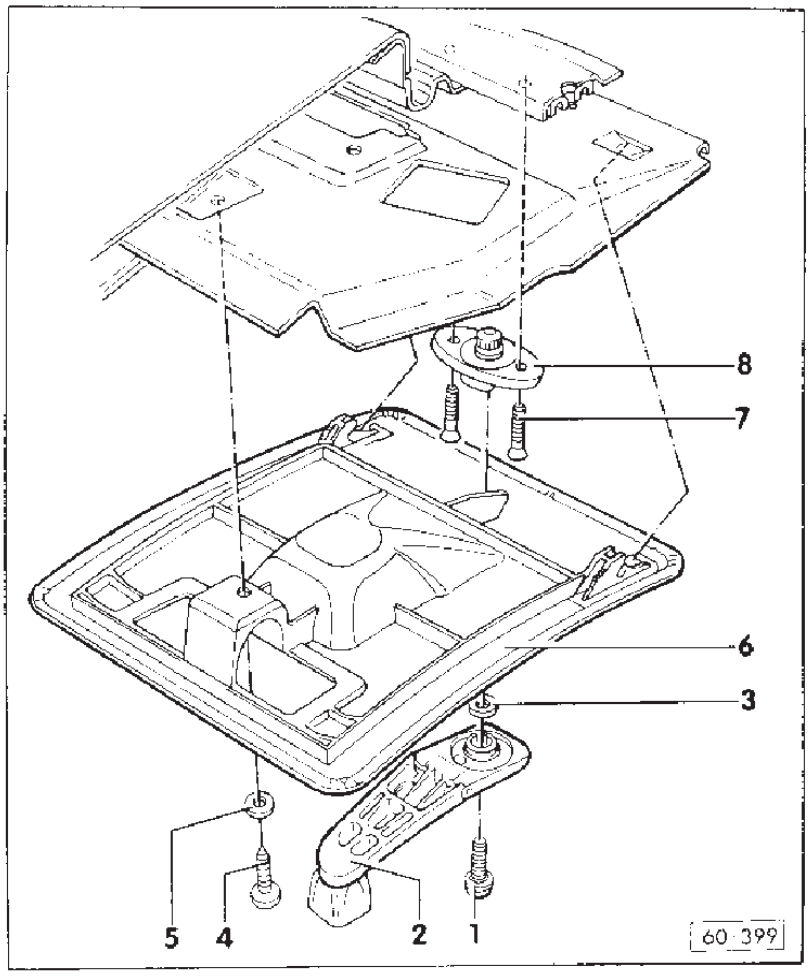
3 – Blechschraube – 1 Nm

4 – Distanzscheibe

5 – Scheibe

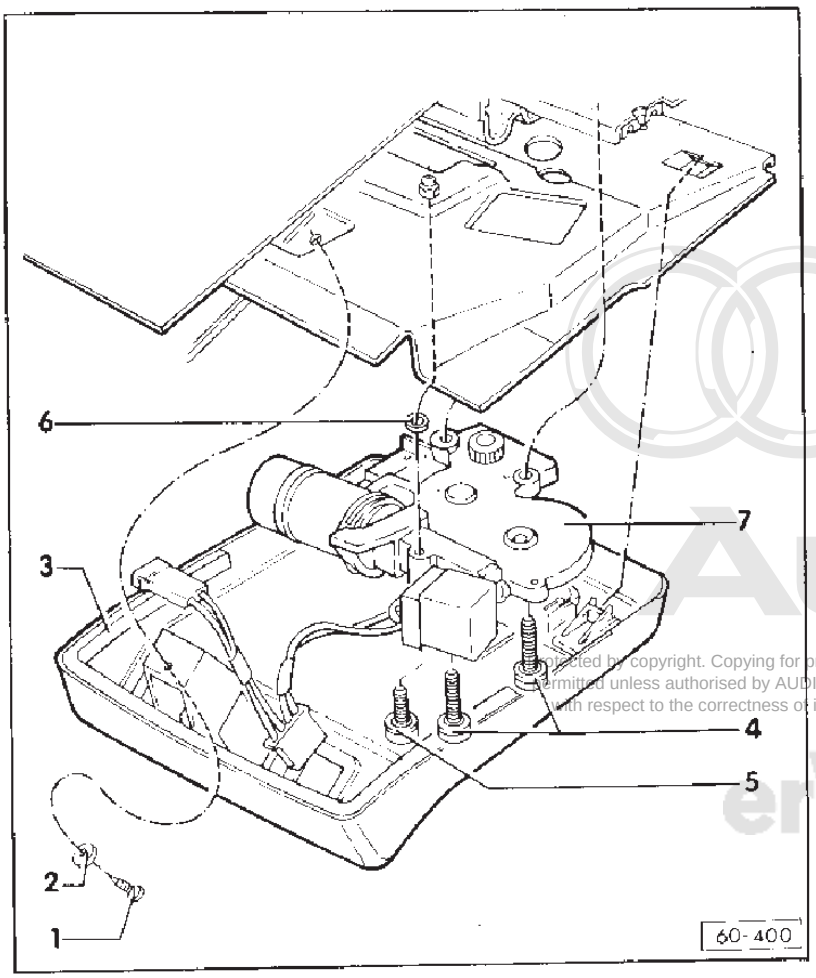
6 – Abdeckung
- ♦ Ausbau => Seite 60-27
- ♦ elektrische Leitungen dürfen nicht über Glühlampe liegen

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7 – Senkschraube – 3 Nm
- ♦ mikroverkapselt
- ♦ bei Wiederverwendung der Schraube Gewinde mit Drahtbürste reinigen und mit Sicherungsmittel AMV 197 000 01 bestreichen

8 – Seilzugantrieb
- ♦ Aus- und Einbau => Seite 60-27 bzw. 60-28
- ♦ vor dem Einbau Nullstellung einstellen => Seite 60-23
- ♦ Antriebsritzel auf Beschädigung prüfen



Elektrischer Seilzugantrieb – Montageübersicht

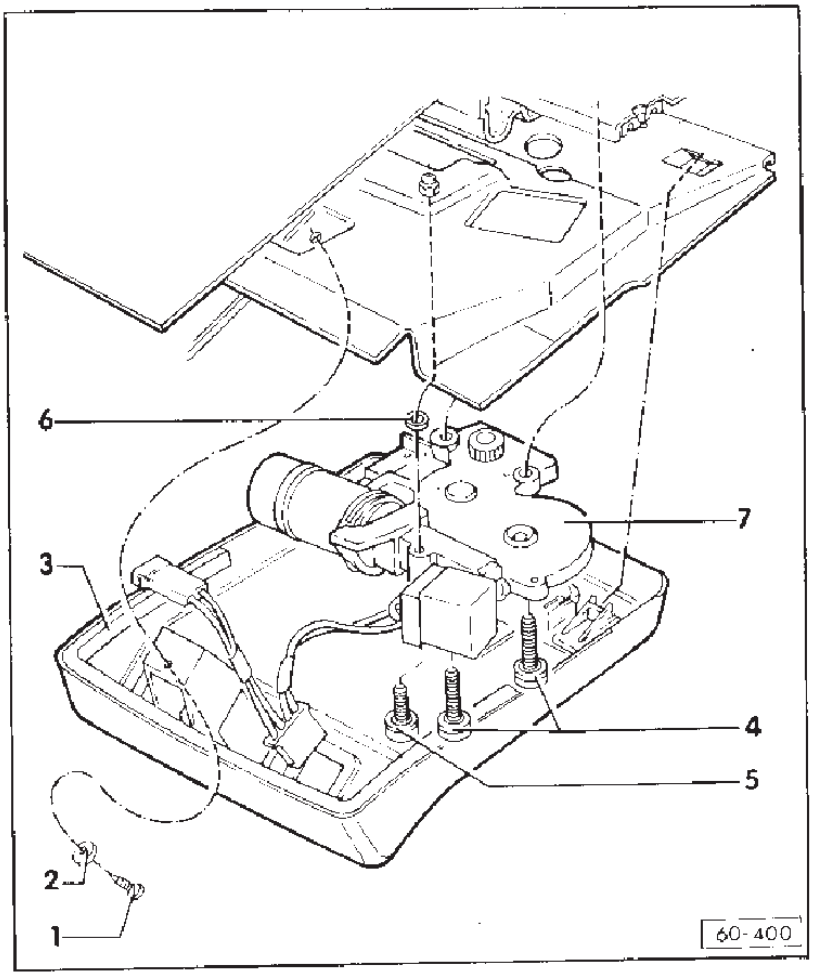
1 – Blechschraube – 1 Nm

2 – Scheibe

3 – Abdeckung
- ♦ Ausbau => Seite 60-28
- ♦ elektrische Leitungen dürfen nicht über Glühlampe liegen

4 – Linsenschraube M4 x 20 – 3 Nm
- ♦ mikroverkapselt
- ♦ bei Wiederverwendung der Schraube Gewinde mit Drahtbürste reinigen und mit Sicherungsmittel AMV 197 000 01 bestreichen

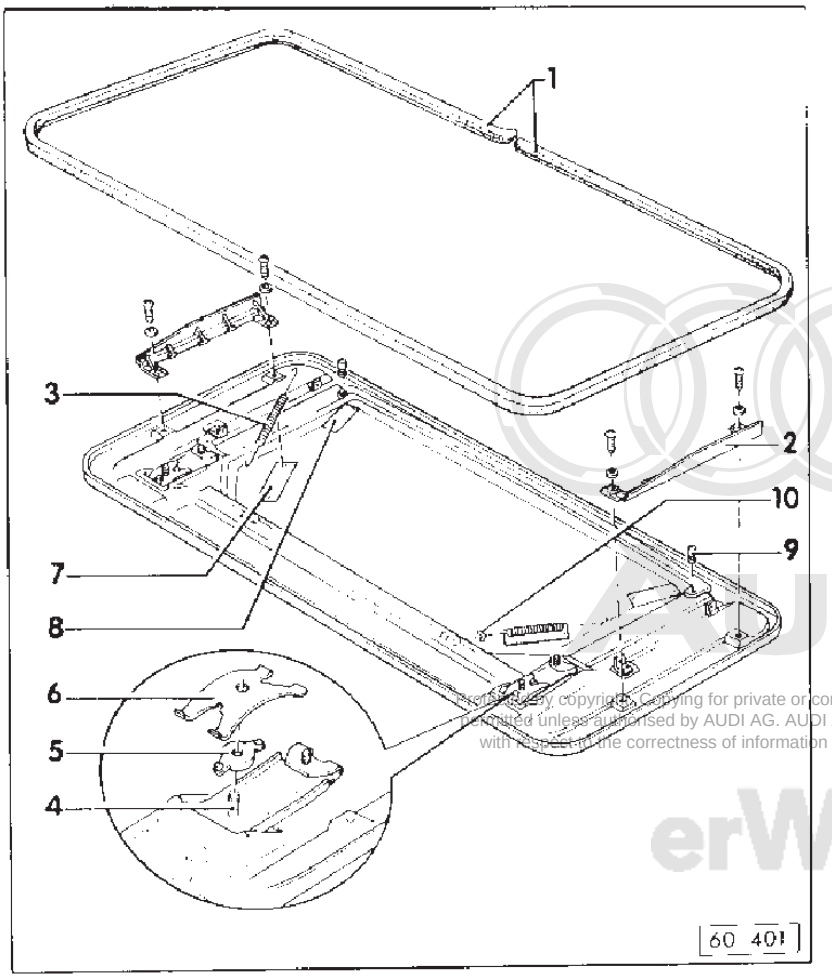
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5 – Linsenschraube M4 x 15 – 3 Nm
- ♦ mikroverkapselt
- ♦ bei Wiederverwendung der Schraube Gewinde mit Drahtbürste reinigen und mit Sicherungsmittel AMV 197 000 01 bestreichen

6 – Distanzscheibe

7 – Seilzugantrieb
- ♦ Aus- und Einbau => Seite 60-28
- ♦ vor dem Einbau Nullstellung prüfen, ggf. einstellen => Seite 60-24
- ♦ Anzugsreihenfolge der Befestigungsschrauben: Zuerst Schrauben -Pos. 4-
- ♦ Endabschaltung prüfen => Seite 60-25
- ♦ Antriebsritzel auf Beschädigung prüfen



Schiebe-/Ausstelldachdeckel – Montageübersicht

1 – Dichtung
- ♦ Blechflansch (nur innen) mit Kleber D 002 100 bestreichen. Beide Dichtungsenden bei Montage beschneiden

2 – Blende

3 – Zugfeder

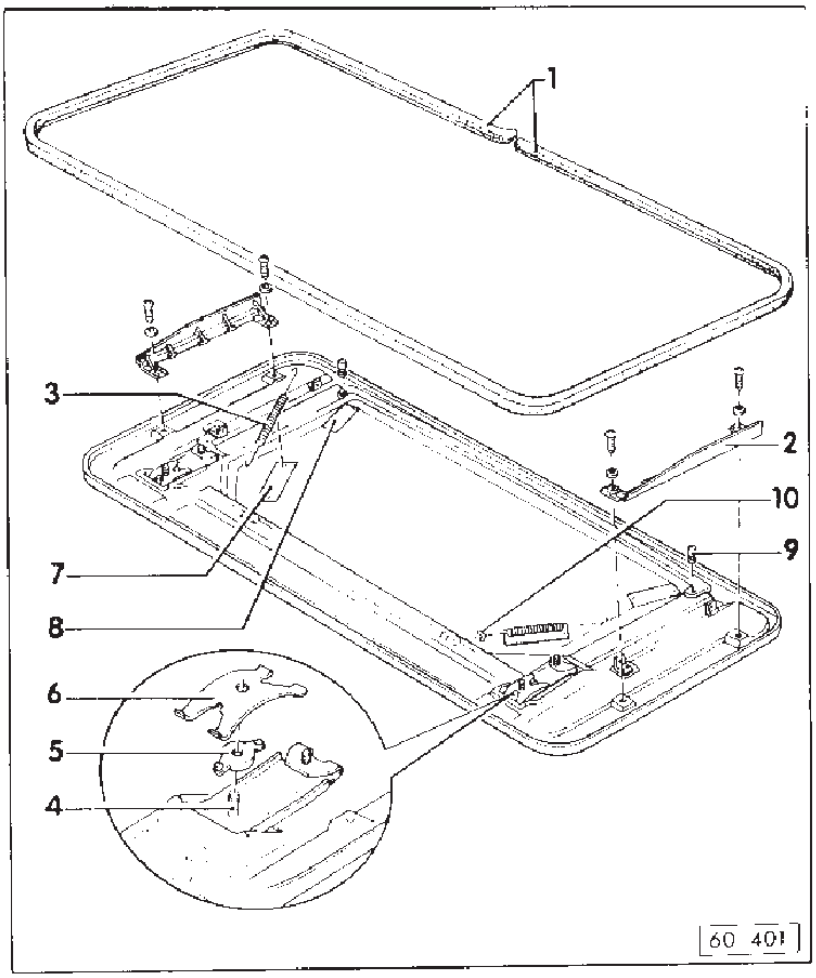
4 – Deckelscharnier

5 – Gummifeder

6 – Blattfeder

7 – Zwischenlage 30 x 100 mm
- ♦ für Zugfeder

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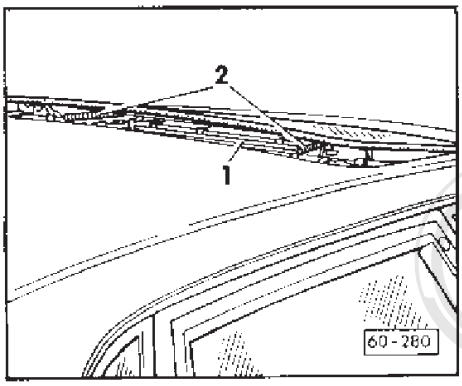
8 – Zwischenlage 30 x 100 mm
♦ für Zugfeder

9 – Anschlagpuffer

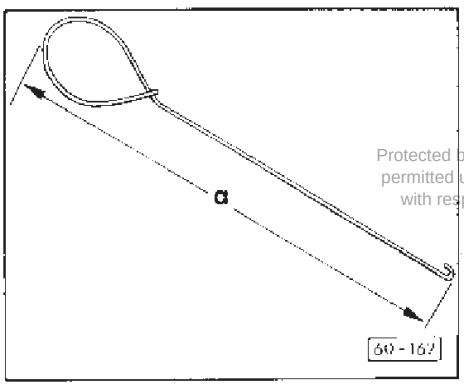
10 – Klebeband
♦ hält Feder in Position

Schiebe-/Ausstelldachdeckel aus- und einbauen

Ausbau:

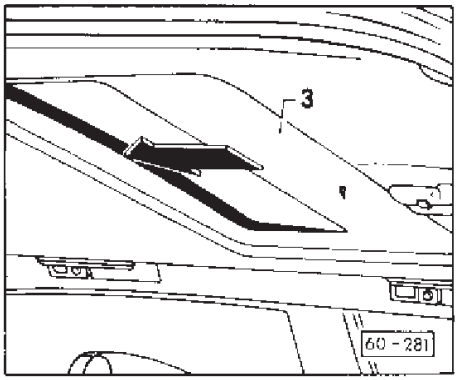


◀ – Schiebe-/Ausstelldachdeckel ausstellen.
– Ausstellklappe -1- nach unten drücken und beide Zugfedern -2- aus der Ausstellklappe aushaken.



◀ Zum Aushaken der Zugfedern eignet sich ein selbstgefertigter Haken.
♦ Maß a = 300 mm

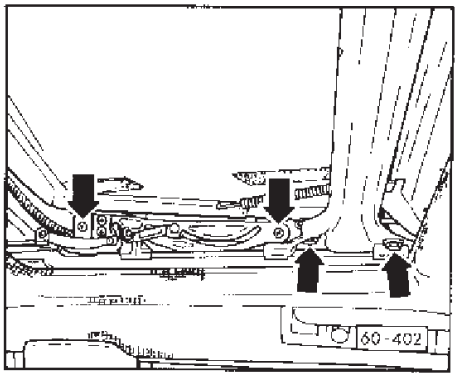
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– In den Ausschnitt der Ausstellklappe fassen und Verkleidung -3- durch Zurückschieben von der Führung vorn abclipsen.

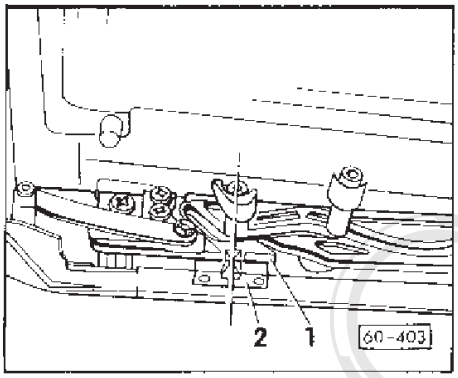
Hinweis:

Ausstellklappe nicht zu hoch heben, da sie sonst gegen das Wasserleitblech stößt.

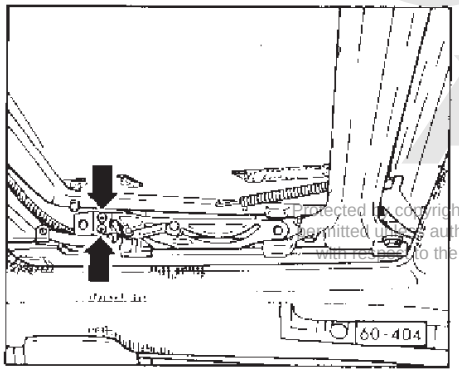


– Schiebe-/Ausstelldachdeckel schließen.
– Befestigungsschrauben und -muttern herausdrehen -Pfeile-.

Einbau:

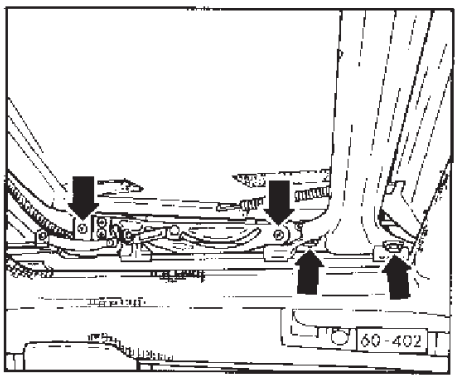


– Prüfen, ob Führung hinten und Kulissenführung in Nullstellung stehen:
  – Pfeilmarkierung auf Kulissenführung -1- und Führung hinten -2- müssen fluchten.
  – Dabei müssen die Rasthebel des Wasserleitbleches beidseitig in den Führungsschienen eingerastet sein.



– Sollte das Lochbild von Kulissenführung nicht mit dem Lochbild des Deckels übereinstimmen, Kreuzschlitzschrauben links und rechts lösen -Pfeile-.
– Kulissenführung entsprechend verschieben.

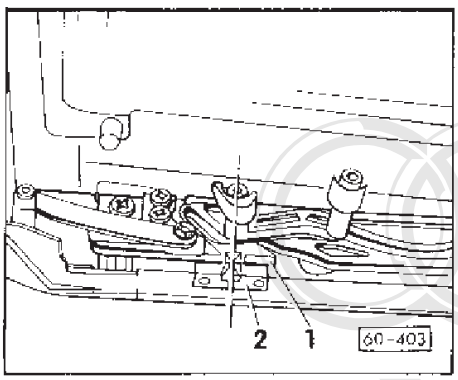
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– Befestigungsschrauben Kulisse/Deckel eindrehen -Pfeile-.
– Kreuzschlitzschrauben leicht anziehen.
– Deckeleinstellung durchführen => ab Seite 60-18.

Einstellarbeiten – Reihenfolge

Parallellauf prüfen und einstellen



Hinweis:

Das Prüfen und Einstellen kann bei eingebautem Deckel und zurückgeschobener Verkleidung durchgeführt werden.

Prüfen:

- Pfeilmarkierung auf Kulissenführung -1- und Führung hinten -2- müssen fluchten.
- Dabei müssen die Rasthebel des Wasserleitbleches beidseitig in den Führungsschienen eingerastet sein.

Einstellen:

Hinweise:

- Die Einstellung ist nur bei gelöstem Seilzugantrieb möglich, das Ritzel darf nicht mehr mit den Seilzügen im Eingriff stehen.
- Die Rasthebel des Wasserleitbleches müssen beidseitig in den Führungsschienen eingerastet sein.

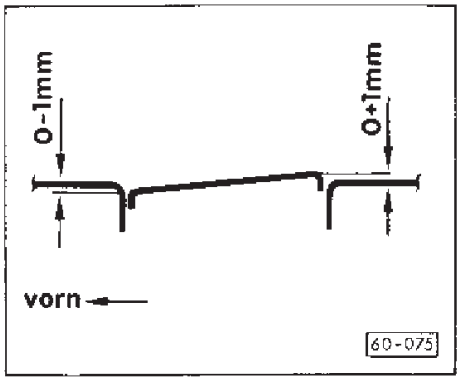
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– Führungen hinten auf Pfeilmarkierungen schieben.
  – Pfeilmarkierungen auf Führung hinten und Kulissenführung müssen fluchten.

Hinweis:

Führungen hinten nur von vorn nach hinten auf die Markierung schieben. Keinesfalls darf eine Führung von vorn nach hinten und die andere von hinten nach vorn auf die Markierungen geschoben werden.

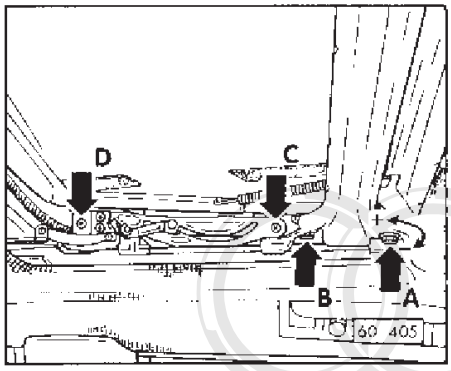
Deckel einstellen



– Parallellauf der Führungen hinten prüfen, ggf. einstellen.
– Zur Vermeidung von Windgeräuschen Höheneinstellung vorn und hinten durchführen, wie in der Abb. gezeigt.
– Höheneinstellung jeweils am Ende der Radien des Dachausschnittes zur Fahrzeugmitte hin prüfen.

Hinweis:

Der Schiebe-/Ausstelldachdeckel sollte an keiner Stelle vorn höher und hinten tiefer als das Dach stehen.



Höheneinstellung vorn:

Hinweis:

Durch Drehen der Stellmutter -A- wird unmittelbar die Deckelhöhe vorn verändert. Diese Mutter darf deshalb niemals mit einem bestimmten Drehmoment oder "fest" angezogen werden. Stellmutter vor Höheneinstellung mit D 000 600 bestreichen.

● 1. Arbeitsschritt

– Stellmutter -A- auf Gewindebolzen leicht aufdrehen, nicht festziehen!

● 2. Arbeitsschritt

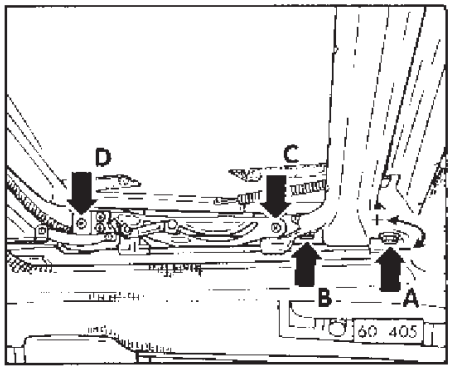
– Mutter -B- auf Gewindebolzen aufdrehen und mit 6 Nm festziehen.

● 3. Arbeitsschritt

– Stellmutter -A- weiterdrehen (Deckel-Vorderkante bewegt sich nach unten), bis das Einstellmaß 0 ... -1 mm erreicht ist => Abb. 60-075, Seite .

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Höheneinstellung hinten:



- 4. Arbeitsschritt

– Deckel bei gelösten Schrauben -C- und -D- in Höhe des Einstellmaßes 0 ... 1 mm drücken => Abb. 60-075, Seite .

- 5. Arbeitsschritt

– Zuerst Schraube -D-, dann Schraube -C- mit 4,5 Nm festziehen.

- 6. Arbeitsschritt

– Deckel ca. 50 mm nach hinten öffnen und wieder schließen.

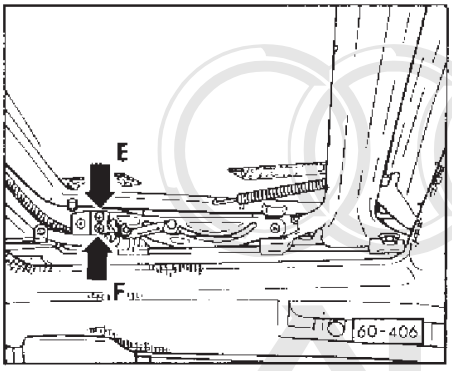
- 7. Arbeitsschritt

– Höheneinstellung prüfen => Abb. 60-075, Seite . Dabei sollte der Deckel an keiner Stelle vorn höher und hinten tiefer als das Dach stehen.

  – Wenn hinten eine Korrektur erforderlich ist, Vorgang ab Arbeitsschritt 4 wiederholen

  – Wenn vorn eine Korrektur erforderlich ist, durch Drehen der Stellmutter -A- nach links oder nach rechts den Deckel tiefer oder höher einstellen.

Feineinstellung des Dichtungsspalts:



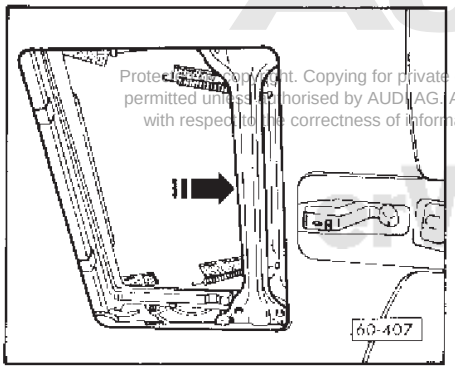
Hinweis:

Vor der Feineinstellung des Dichtungsspaltes ist die Parallellauf- und Höheneinstellung vorzunehmen.

– Deckel ganz nach oben ausstellen.

– Kreuzschlitzschraube -E- und -F- links und rechts lösen.

– Deckel schließen, ca. 50 mm nach hinten öffnen und wieder schließen.



– Deckel an der Führung vorn von Hand leicht nach vorn drücken.

– Kreuzschlitzschraube -E- mit 2 Nm festziehen.

– Deckel ganz nach oben ausstellen.

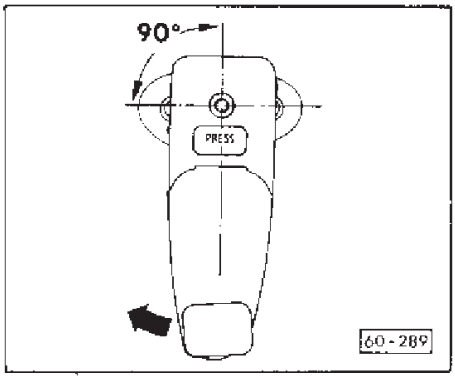
– Kreuzschlitzschraube -F- mit 2 Nm festziehen.

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Nullstellung einstellen

Manueller Antrieb

Nullstellung Seilzugantrieb einstellen:

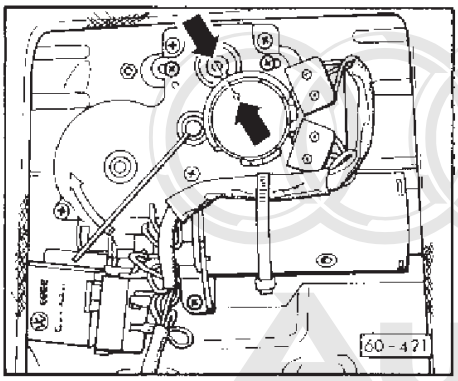


– Kurbel auf Seilzugantrieb stecken, Entriegelungsknopf drücken und Kurbel bis zum Anschlag nach rechts drehen.
– Kurbel ggf. korrigieren:
  – Die Kurbel muß 90° zum Seilzugantrieb stehen.
  – Der Entriegelungsknopf muß über dem Entriegelungsstift stehen.
– Kurbel 2 Umdrehungen zurückdrehen, bis sie arretiert ist. Damit ist die Nullstellung erreicht.

Hinweise:

♦ Seilzugantrieb nur mit in Nullstellung aufgesetzter Kurbel einsetzen.

♦ Einbau => Seite 60-30.

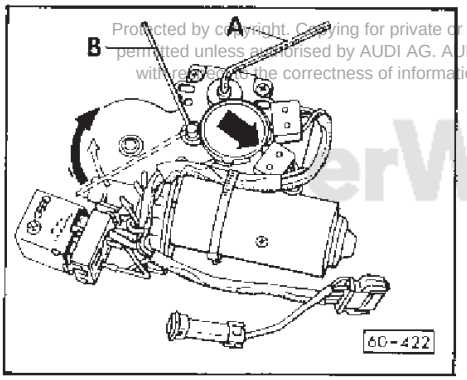


Elektrischer Antrieb

Nullstellung Seilzugantrieb prüfen:

Der Seilzugantrieb befindet sich in Nullstellung, wenn Bohrung und Nase fluchten -Pfeile-.

Bei eingebautem Antrieb:



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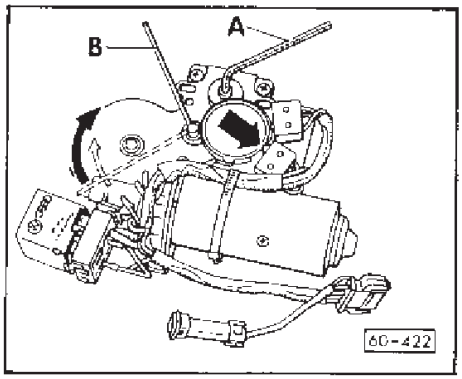
– Deckel 50 mm nach hinten öffnen und wieder schließen. Keinesfalls nach oben ausstellen, sonst erfolgt Fehleinstellung.

Nullstellung Seilzugantrieb einstellen:

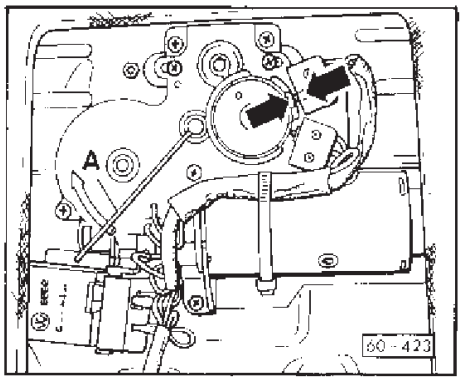
– Durch Schwenken des Ausrückhebels -B- in Pfeilrichtung Seilzugantrieb vom Elektromotor entkoppeln.
– Handkurbel oder Innensechskantschlüssel 4 mm -A- in Antriebsritzel stecken und so lange rechtsdrehen, bis der Stift des Ausschalters in die Aussparung der Kurvenscheibe -Pfeil- einrastet.
  – Bohrung und Nase müssen fluchten => Abb. 60-421, oben.

Hinweis:

Die Nullstellung des Seilzugantriebes kann nur durch Rechtsdrehen des Antriebsritzels eingestellt werden.

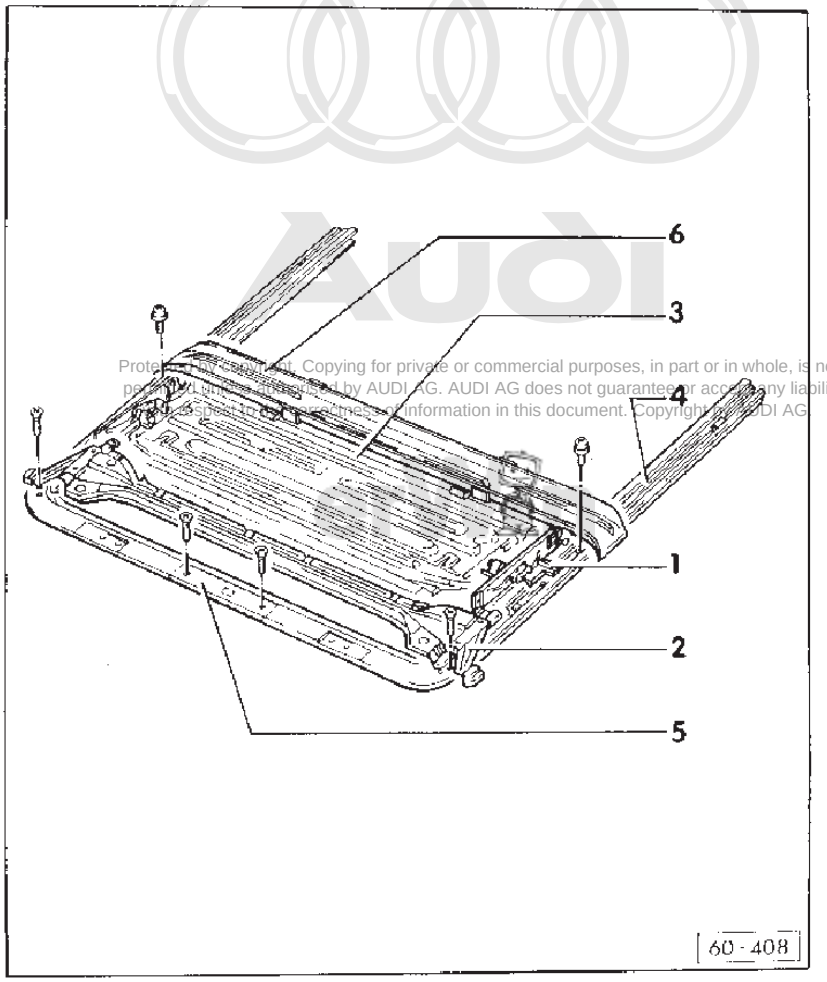


- Seilzugantrieb und Elektromotor durch Schwenken des Ausrückhebels -B- entgegen der Pfeilrichtung koppeln.
- Einbau => Seite 60-30.



Endabschaltung "Dach geschlossen" prüfen

- Deckel nach hinten öffnen, bis der Elektromotor abschaltet (10 Umdrehungen des Schaltrades).
  - Der Motor muß sich in dieser Stellung mit dem Hebel -A- vom Getriebe abkoppeln lassen.
- Läßt sich der Motor nicht abkoppeln, Parallellauf prüfen, ggf. einstellen => Seite 60-18.



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Schiebe-/Ausstelldach (Montageeinheit) aus- und einbauen

Hinweis:

Der komplette Ausbau der Montageeinheit ist erforderlich, wenn folgende Teile ausgebaut werden müssen:

1 – Führung hinten mit Seilzügen

2 – Führung vorn

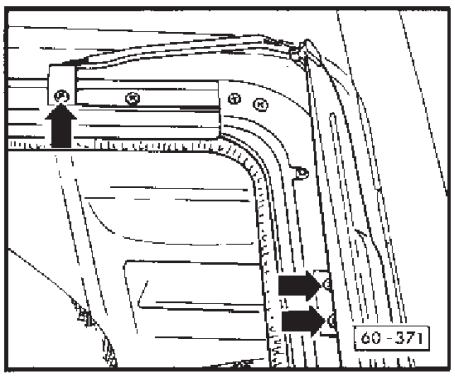
3 – Verkleidung für Schiebe-/Ausstelldach

4 – Führungsschienen

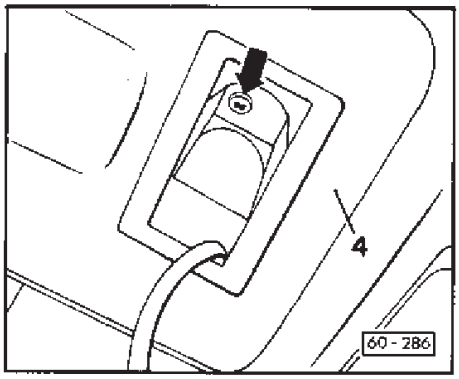
5 – Rohrträger

6 – Wasserleitblech

Ausbau

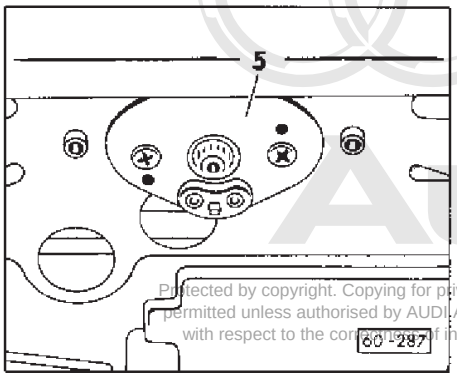


- Schiebe-/Ausstelldachdeckel ausbauen => Seite 60-14.
- Batterie-Masseband an der Batterie abklemmen.
- Aufsteller für Windabweiser abschrauben -Pfeil links oben-, ca. 1/4 Umdrehung (90°) nach vorn schwenken und abnehmen.
- Windabweiser abschrauben -Pfeile rechts-.
- Ausschnitt für Schiebe-/Ausstelldach im vorderen Bereich abkleben.
- Innenleuchte ausclipsen und Stecker abziehen.



Manueller Antrieb:

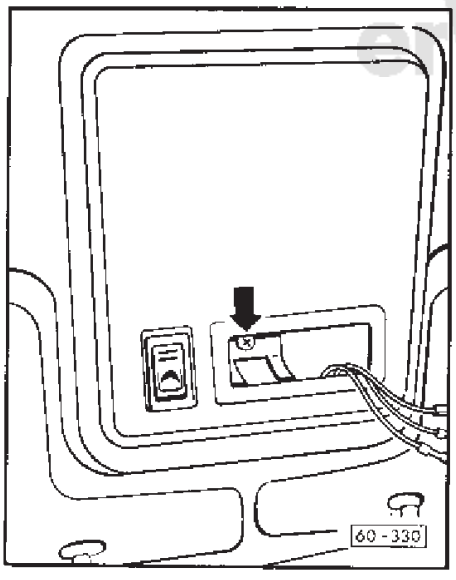
- Abdeckung -4- abschrauben -Pfeil- und nach vorn aus den Haltelaschen herausziehen.



Elektrischer Antrieb:

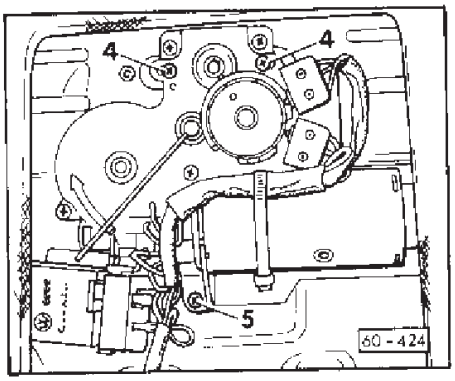
- Seilzugantrieb -5- abschrauben und aus den Seilzügen herausziehen.

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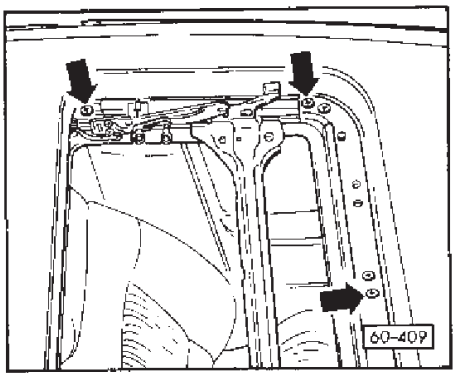
- Abdeckung abschrauben -Pfeil- und nach vorn aus den Haltelaschen herausziehen.
- Steckverbindungen für Motor trennen.



– Seilzugantrieb abschrauben. Scheibenbeilage bei Schraube -5- beachten: Die Scheibe liegt zwischen Motor und Dach.

Alle:

– Wasserleitblech entriegeln und nach hinten schieben.



– Schrauben -Pfeile- herausdrehen.

– Wasserleitblech so weit nach vorn ziehen, daß es beim Herausnehmen der Montageeinheit nicht mehr am Dach anstößt.

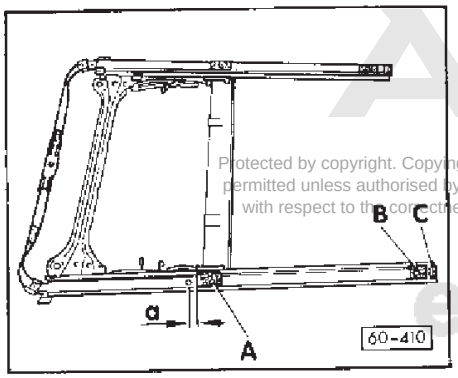
– Montageeinheit vorn anheben und aus dem Schiebedachausschnitt herausziehen.

Hinweis:

Die Führung vorn ist in sich verdreht und wird beim Einbau vorgespannt. Dadurch steht ein Ende der Führungsschiene hoch. Keinesfalls richten!

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Einbau



– Prüfen, ob Filzunterlagen vorhanden sind:

– A - 55 x 25 mm

– B - 50 x 35 mm

– C - 15 x 30 mm

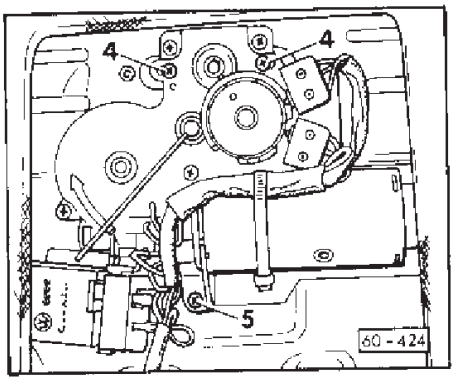
– Maß a = 20 mm

– Parallellauf der Führungen hinten und des Deckels einstellen => Seite 60-18.

– Nullstellung des Seilzugantriebs prüfen, ggf. einstellen => ab Seite 60-23.

– Schrauben für Seilzugantrieb mit Schraubensicherungsmittel AMV 197 000 01 sichern.

Anzugsreihenfolge Elektrischer Antrieb:

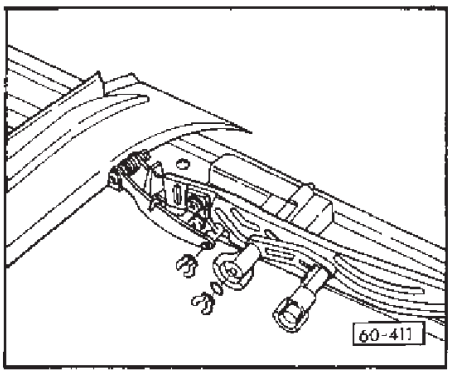


– Zuerst Schrauben -4-, dann Schraube -5- jeweils mit 3 Nm festziehen.

Hinweis:

Wird die Anzugsreihenfolge nicht eingehalten, entstehen stärkere Antriebsgeräusche.

Führungen hinten (mit Seilzügen) aus- und einbauen



Ausbau

– Schiebe-/Ausstelldachdeckel ausbauen => Seite 60-14.

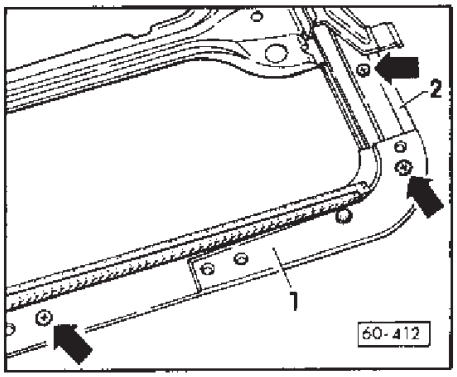
– Montageeinheit ausbauen => Seite 60-27.

Wasserleitblech ausbauen:

– Sicherungsscheibe abziehen und Hebel abdrücken.

– Wasserleitblech durch Herunterdrücken des Rasthebels entriegeln und aus den Führungsschienen herausziehen.

– Kulissenführung ausbauen, Gummiring hinter der Sicherungsscheibe beachten.

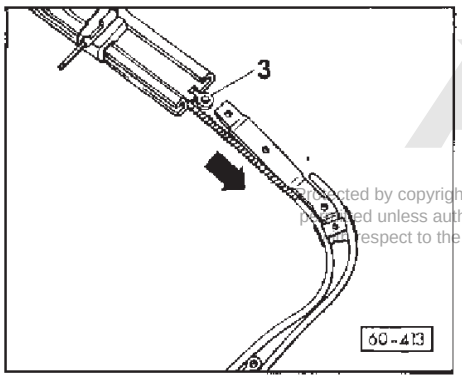


Führung vorn ausbauen:

– Abdeckung vorn -1- abschrauben -Pfeile unten-.

– Führung vorn nach vorn aus den Führungsschienen herausziehen.

– Abdeckung seitlich -2- abschrauben -Pfeil oben- und Führungsrohre für Seilzüge aus den Führungsschienen herausziehen.



– Distanzstück -3- ausclipsen.

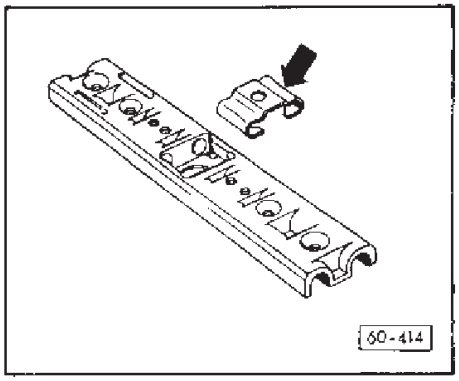
– Führungen hinten mit Seilzügen in Pfeilrichtung aus den Führungsrohren herausziehen.

Einbau

– Führungsschienen und Rohrführungen reinigen.

– Seilzüge der Führungen hinten leicht ölen.

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– Halter für Rohrführungen -Pfeil- auf Beschädigung prüfen.

Hinweis:

Die Führung vorn ist in sich verdreht und wird beim Einbau vorgespannt. Dadurch steht ein Ende der Führungsschiene hoch. Keinesfalls richten!

– Wasserleitblech an Kulissenführung montieren. Dies ist nur möglich, wenn das Wasserleitblech in die Führungsschienen links und rechts eingerastet ist.

– Montageeinheit komplettieren, Verkleidung für Schiebe-/Ausstelldach in Führungsschienen einschieben.

– Montageeinheit einbauen.

– Parallellauf der Führungen hinten und des Deckels einstellen => Seite 60-18.
– Nullstellung des Seilzugantriebs prüfen, ggf. einstellen => ab Seite 60-23.

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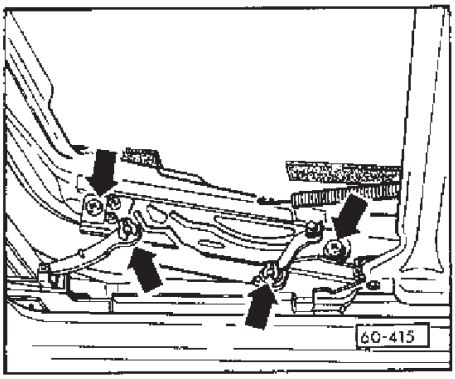
Aussteller und Kulissenführungen aus- und einbauen

Ausbau

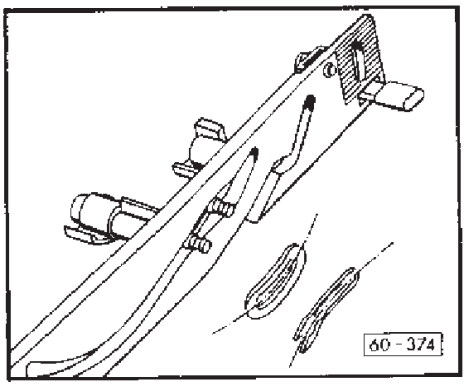
Hinweis:

Der Ausbau der Aussteller ist nur zusammen mit der Kulissenführung möglich.

– Deckel ausstellen, Verkleidung abclipsen und zurückschieben.



– Sicherungsscheiben abziehen und Verbindungshebel zum Wasserleitblech aushängen -Pfeile unten-.
– Kulissenführungen vom Deckel abschrauben -Pfeile oben-.
– Deckel hinten etwas hochdrücken und Kulissenführung mit Aussteller abziehen.



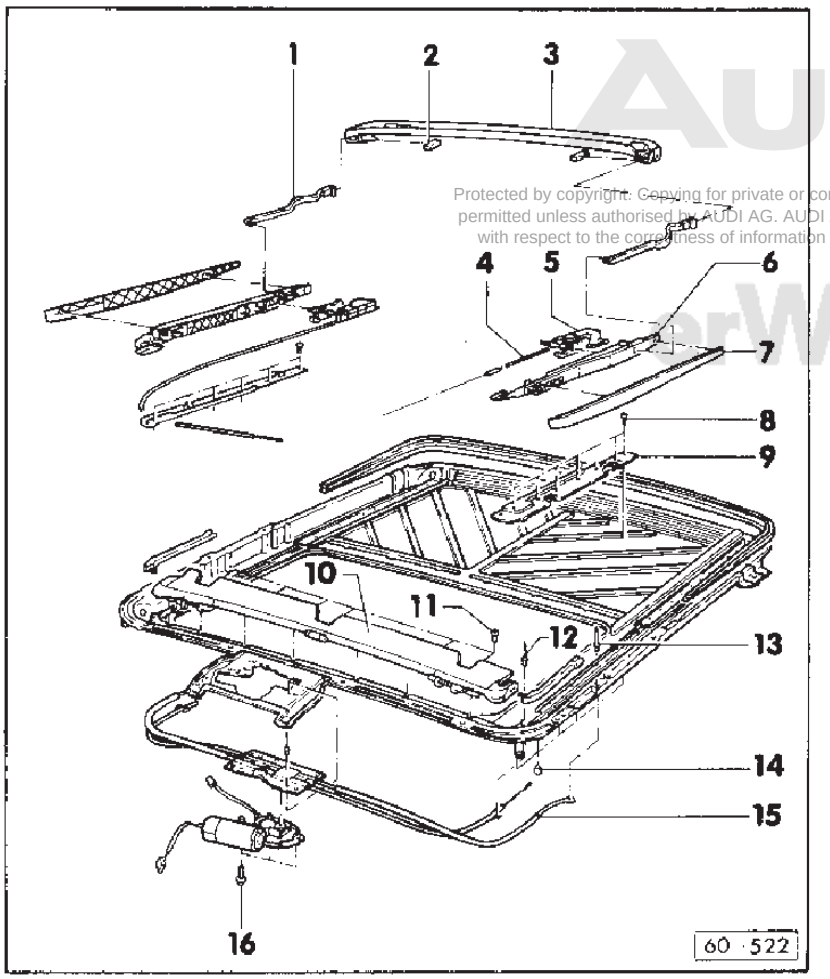
Einbau

– Unterlegscheibe und Sicherungsklammer gegenläufig montieren (Federwirkung). Offene Seite der Sicherungsklammer zeigt nach vorn, wie in der Abb. gezeigt.

– Gummiring für Bolzen der Führung hinten beachten.

– Kreuzschlitzschrauben mit 4,5 Nm festziehen.

– Höheneinstellung vorn prüfen und Deckeleinstellung hinten durchführen => ab Seite 60-19.



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Sliding/tilting roof, Avant

Sliding/tilting roof: Exploded view

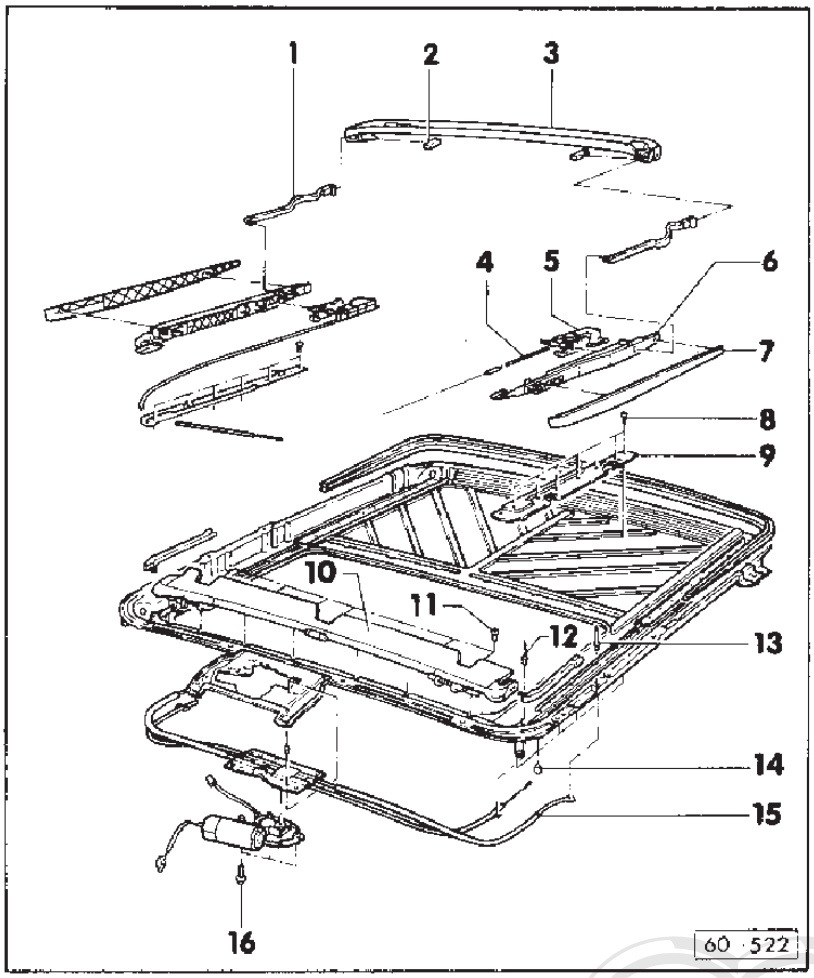
1 – Connecting rod

2 – Slider
♦ Qty. 2

3 – Rain channel
♦ Only remove after removing guide plate.

4 – Cable

5 – Rear guide with cable
♦ To remove, remove sliding/tilting roof panel and guide profile



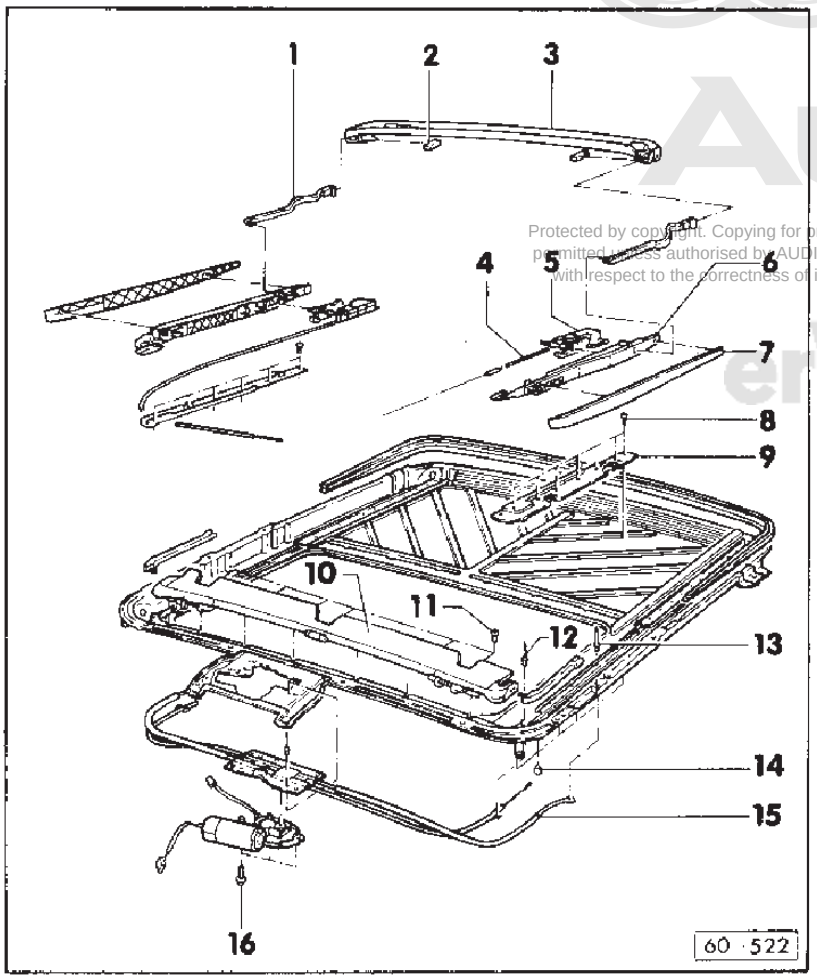
♦ Removing rear locator from guide plate => Page 60-47

6 – Guide plate
♦ Removing and installing => Page 60-47

7 – Trim plate
♦ To adjust, tilt sliding/tilting roof panel and push trim upwards until it makes contact with panel seal; tighten screws.

8 – Countersunk bolt
♦ Qty. 7

9 – Guide profile
♦ Remove to remove guide plate



10 – Draught deflector
♦ Unhook tilt mechanism before removing => Page 60-47

11 – Countersunk bolt

12 – Hollow rivet

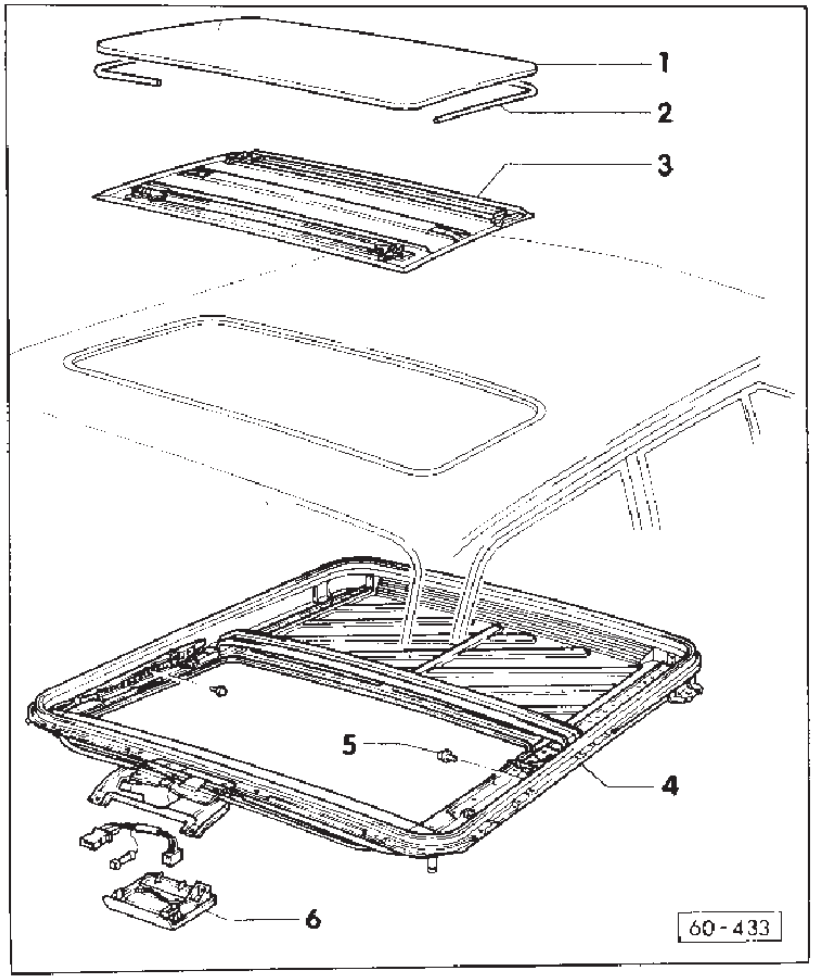
13 – Hollow rivet

14 – Prestole nut

15 – Guide tube
♦ To remove, drill off rivet heads.

16 – Combi screw – 3 Nm
♦ Qty. 3

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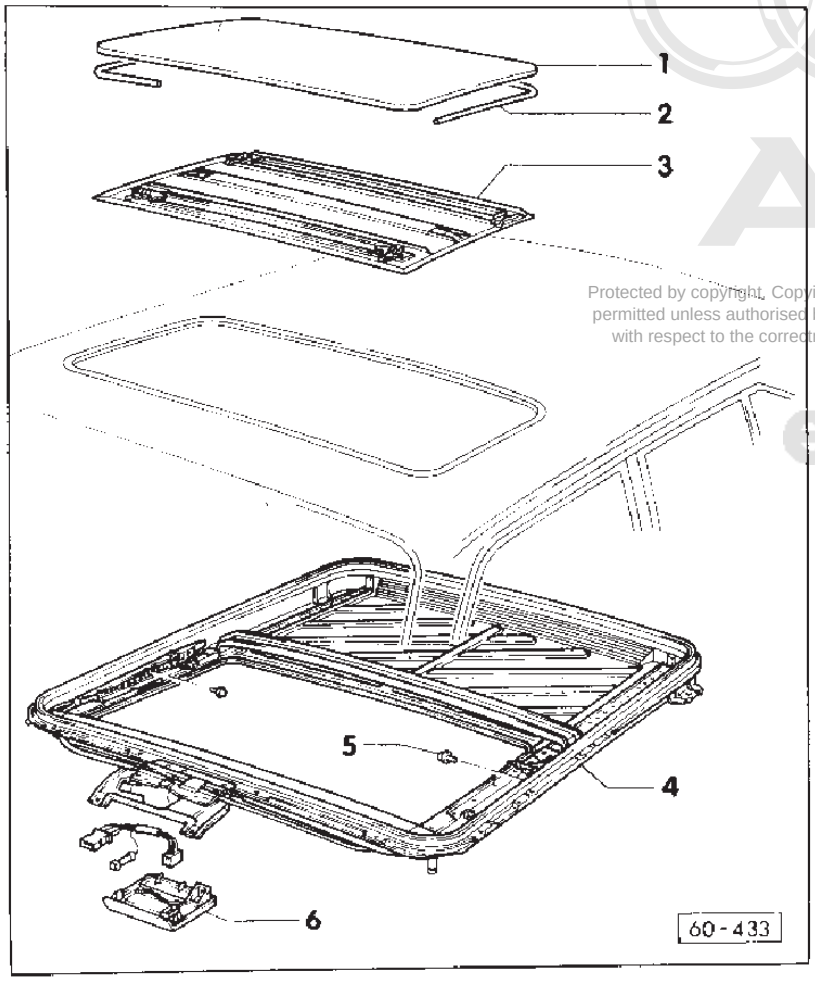
Sliding/tilting roof panel: Exploded view

1 – Sliding/tilting roof panel
- ♦ Removing and installing => Page 60-42

2 – Panel seal
- ♦ Replacing =>Fig. 1

3 – Headliner frame
- ♦ Removing and installing => Page 60-43

4 – Frame
- ♦ Removing and installing only possible with moulded headliner removed => Page 70-44



- ♦ Frame attachment nut tightening order: from front to rear, 8 Nm.

5 – Combi bolt
- ♦ Qty. 2

6 – Cover
- ♦ Removing => Page 60-45

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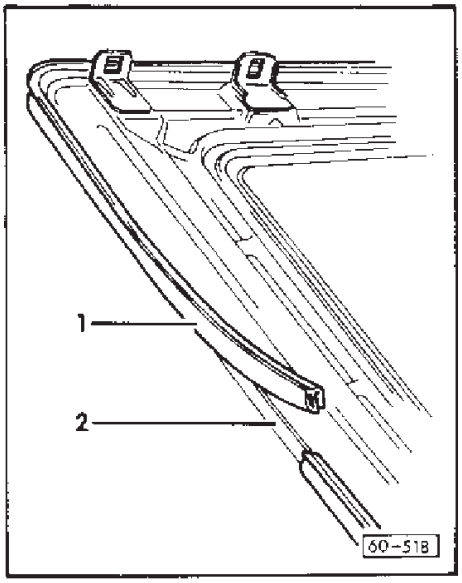
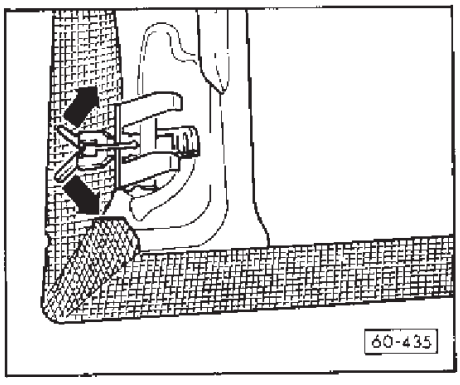


Fig.1 Replacing panel seal

- Detach seal -1- and remove residual adhesive.
- Cut ends of seal to required length for fitting.
- Coat inside of metal flange -2- only with adhesive D 002 100.

Removing and installing sliding/tilting roof panel



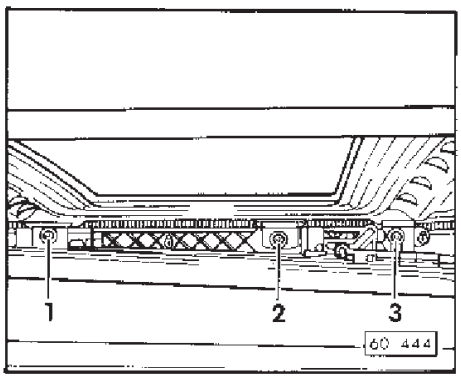
- Open sliding/tilting roof approx. 10 cm towards the rear.
- Open retaining clips at left and right -arrows- and push headliner frame towards the rear.

Note:

Illustration shows retaining clips from inside of headliner frame.

- Close sliding/tilting roof.

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- Fully unscrew screws -1-, -2- and -3- on both sides of tilt mechanism (4.5 Nm).
- Lift off sliding/tilting roof.
- Remove headliner frame.

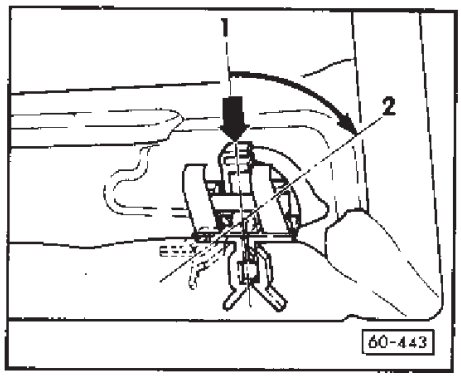
Removing and installing headliner frame

● Sliding/tilting roof panel installed.

Removal:

– Open sliding/tilting roof approx. 10 cm towards the rear.

– Open retaining clips and push headliner frame towards the rear.



– Release locking mechanism by pressing retaining lug -arrow- and turn clip to position -2-.

– Close sliding/tilting roof, tilt it and push headliner frame forwards as far as it will go.

  – Fasteners cannot now engage

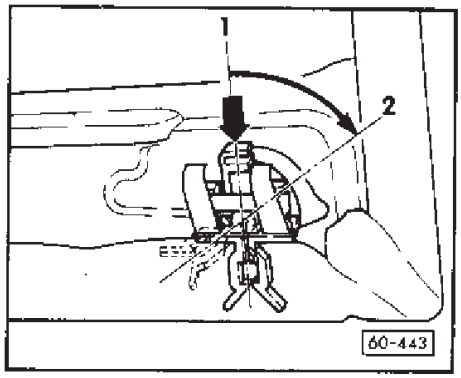
– Press headliner frame over rain channel and take out towards the rear to remove from sliding roof opening.

Installation:

Note:

Always install with retaining clips in position -2-, since otherwise the clips will engage in position -1- and prevent the roof from being closed.

– Tilt sliding/tilting roof.



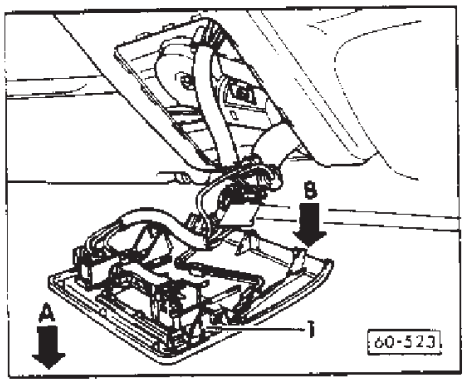
– Move retaining clips to position -2-.

– Insert headliner frame through sliding roof opening, push fully forwards into the guides and press over rain channel at rear.

– Push headliner frame towards rear in water chamber and turn retaining clips to position -1-.

– Close sliding/tilting roof and push headliner frame forwards until the retaining clips engage.

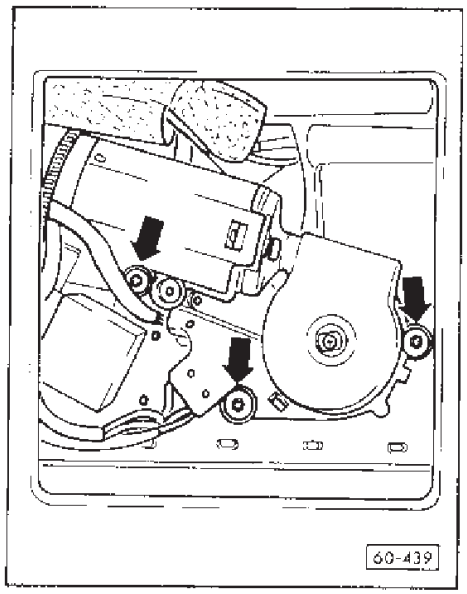
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Removing and installing sliding roof motor

Removal:

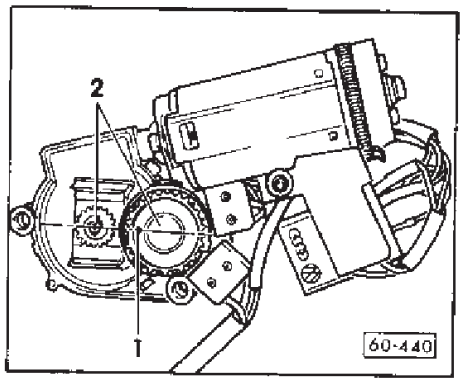
- Prise cover out of headliner at rear -arrow A- and pull cover retaining lug backwards out of the headliner cut-out.
- When refitting, first insert the three front retaining lugs -arrow B- into the cut-out.
- Then press cover with retaining clips -1- into the headliner cut-out.



- Unscrew screws -arrows- (3 Nm).
- Remove sliding roof motor.

Installation:

- Only install sliding roof motor with roof closed, i.e. only with sliding roof motor in zero setting => Page 60-46 and cable drive => Page 60-48.



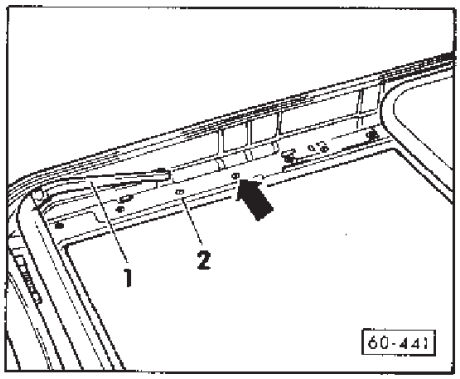
Testing and adjusting motor zero-setting

The motor is at zero when the drill hole on the drive cogwheel -1- is in line with the centre of the drive pinion -2- and the drive cogwheel. In this position the microswitch cuts out automatically.

- Adjust zero setting with A4 mm hexagon socket wrench if necessary.

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Removing and installing guide plate with cable



– Remove motor.

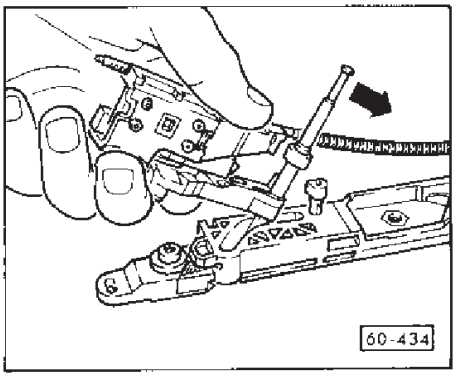
– Push the guide plate evenly on both sides towards the rear into the guide rail.

– Unhook tilt mechanism -1- from guide profile.

– Unscrew screws -arrow- from guide profile -2-.

– Remove guide profile.

– Push guide plate forwards out of guide rail and unclip connecting rod from rain channel.



– Lift out guide plate and pull out of guide tube with cable.

Removing and installing rear locator from/in guide plate

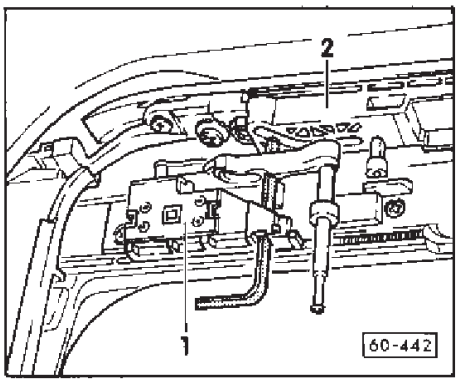
– Move rear locator to centre position and push off in direction of arrow.

– When installing, insert rear guide in centre position of guide plate, taking care to keep it straight, and knock in by tapping gently with hammer.

Testing and adjusting guide plate zero-setting

● Sliding/tilting roof motor removed.

– Push the guide plate from front towards rear on both sides.



– Use 4 mm Allen key to lock guide plate -2- and rear guide -1- with cable in zero setting.

Note:

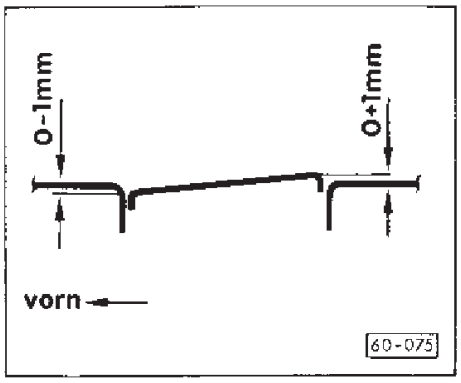
With Allen key inserted on left and right, push rear guide and guide plate backwards again as far as they will go to prevent play from developing.

– Install motor in zero setting.

– Clip connecting rods at left and right into rain channel.

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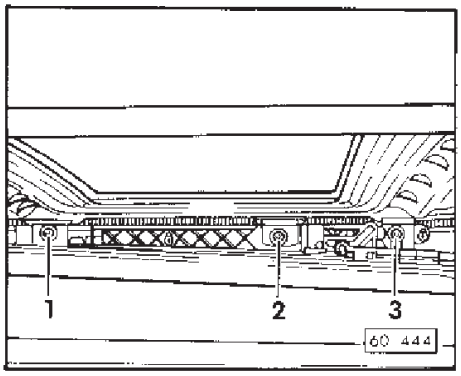
Adjusting height of sliding/tilting roof panel



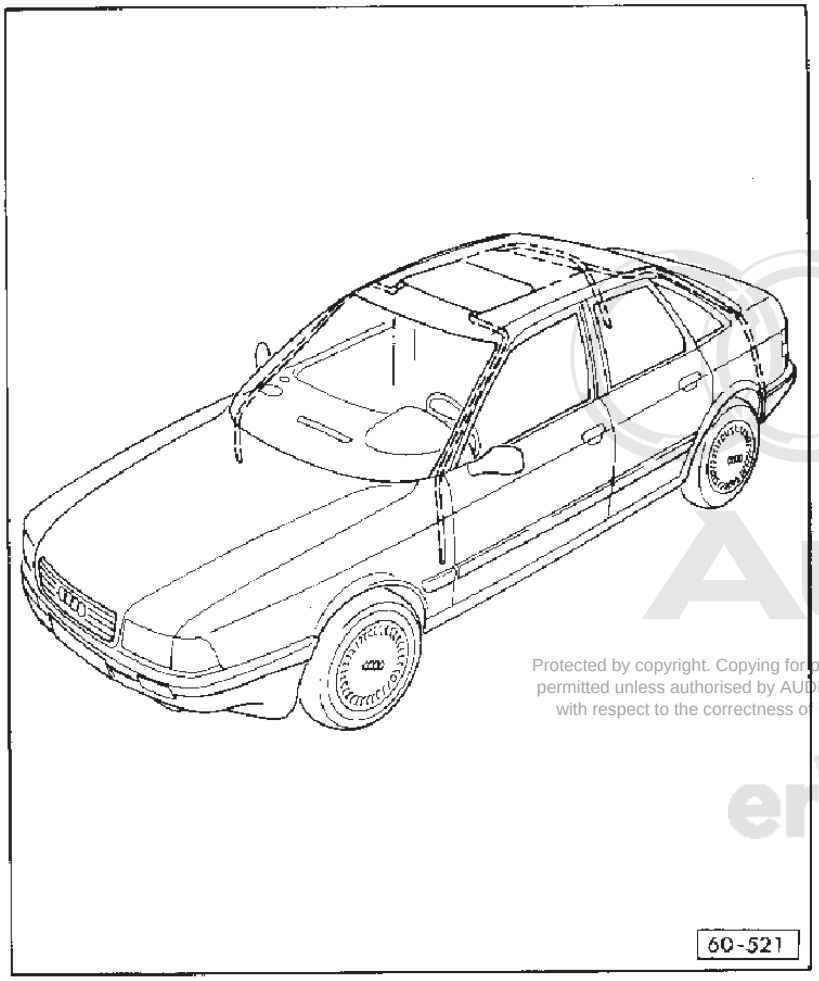
- To prevent wind noise, adjust height at front and rear as shown in illustration.
- Check height adjustment in each case at end of roof-opening radii towards centre of vehicle.

Note:

At no point should the sliding/tilting roof panel be higher than the roof at the front, or lower at the rear.



- To adjust height at front, loosen screws -1- and -2- (4.5 Nm).
- To adjust height at rear, loosen screws -2- and -3- (4.5 Nm).
- Adjust height as shown in fig. 60-075 above



Cleaning water drain hoses

Front water drainage tubes
The front water drainage tubes are routed through the A-pillars and terminate above the lower front door hinges. Cleaning is carried out from the sliding/tilting roof opening.

Water drain tubes at rear (Saloon)
The rear water drainage tubes are routed through the D-pillars and terminate behind the wheel housings. Cleaning is performed from the lower end of the tube.

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Note:

For cleaning, it is advisable to use an improvised tool approx. 2300 mm long made from speedometer drive shaft core. This should be fully rotated.

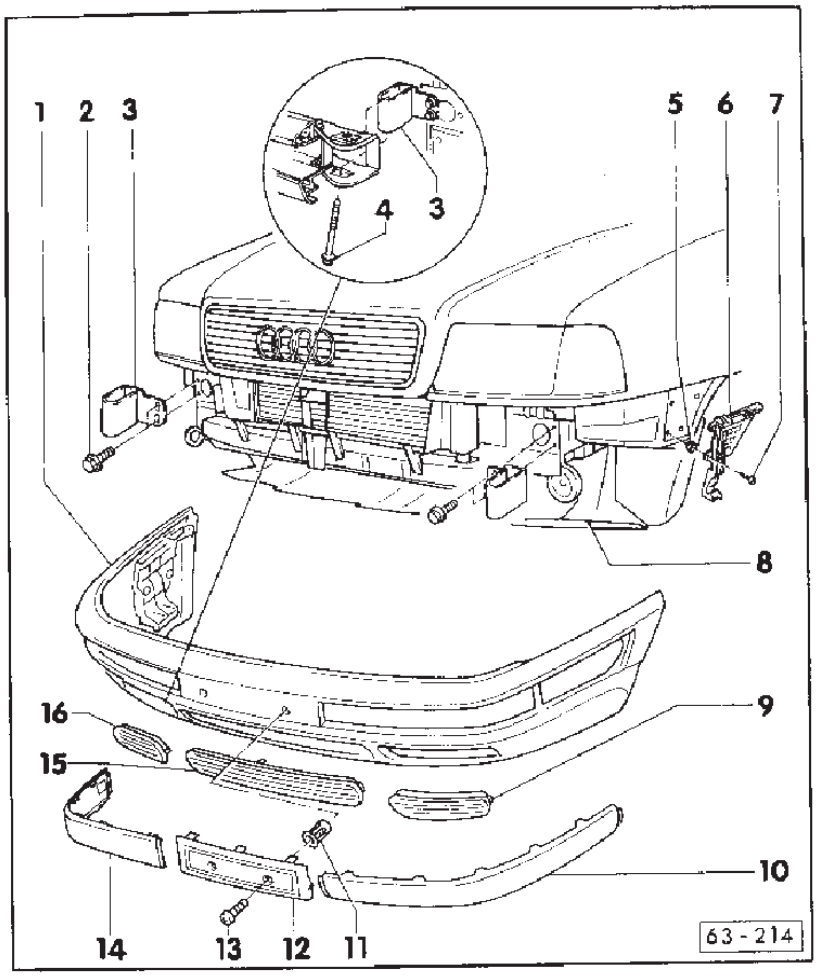
Water drain tubes at rear (Saloon)

The rear water drainage tubes are routed through the C-pillars and terminate on the side panel beneath the bumper They are cleaned from the bottom end of the tube, after first removing the bumper.

Note:

The water drain tubes at the rear can only be cleaned by carefully blowing through with compressed air. To do this, insert a tube of the appropriate size into the outlet and position the compressed air gun against the plastic tube.

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Front bumper

Front bumper- exploded view

1 – Front bumper

♦ Removal:

– Withdraw air guide grilles - items 9– and - 16-.

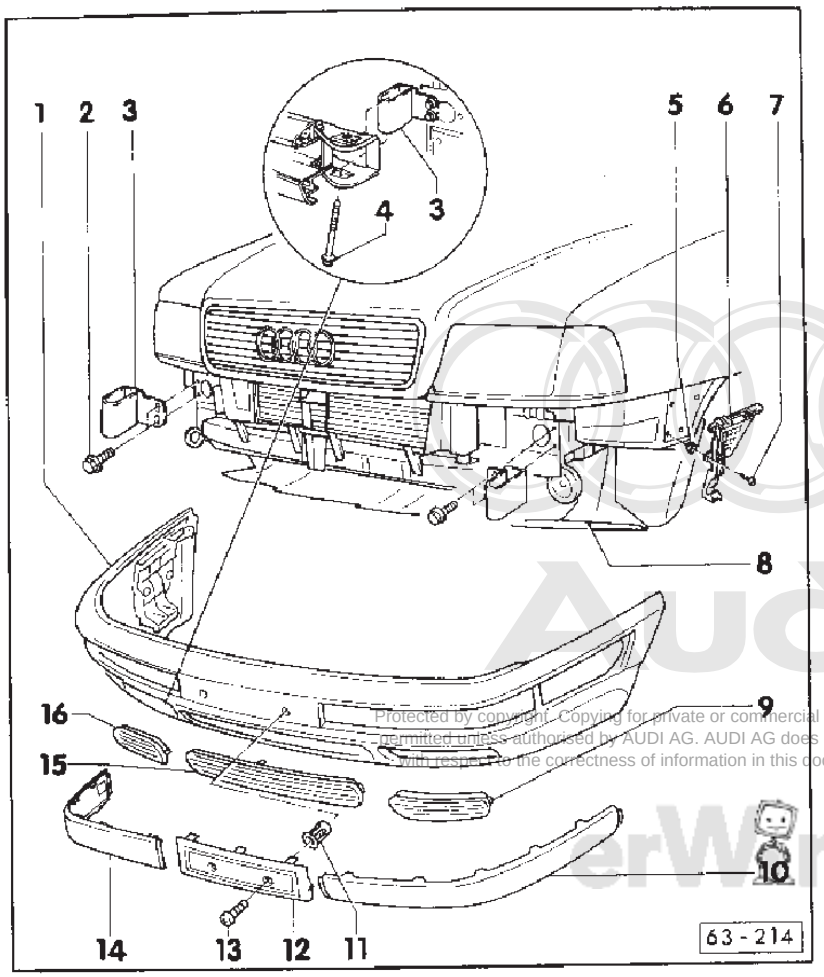
– Unscrew combi bolts -item 4– .

– Unclip bumper from locator at both ends -item 6-.

– Detach bumper from noise insulator -item 8-.

– Lever ends of bumper over wheel housing liners and remove towards front.

♦ Pay attention to noise insulation when refitting.



♦ Adjusting: Height is adjusted by moving the brackets -item 3– (slots in bracket). This distance between the bottom edge of the bonnet and the bumper must be 6 + 1 mm.

2 – Hexagon bolt – 23 Nm

3 – Bracket

4 – Combi screw – 23 Nm

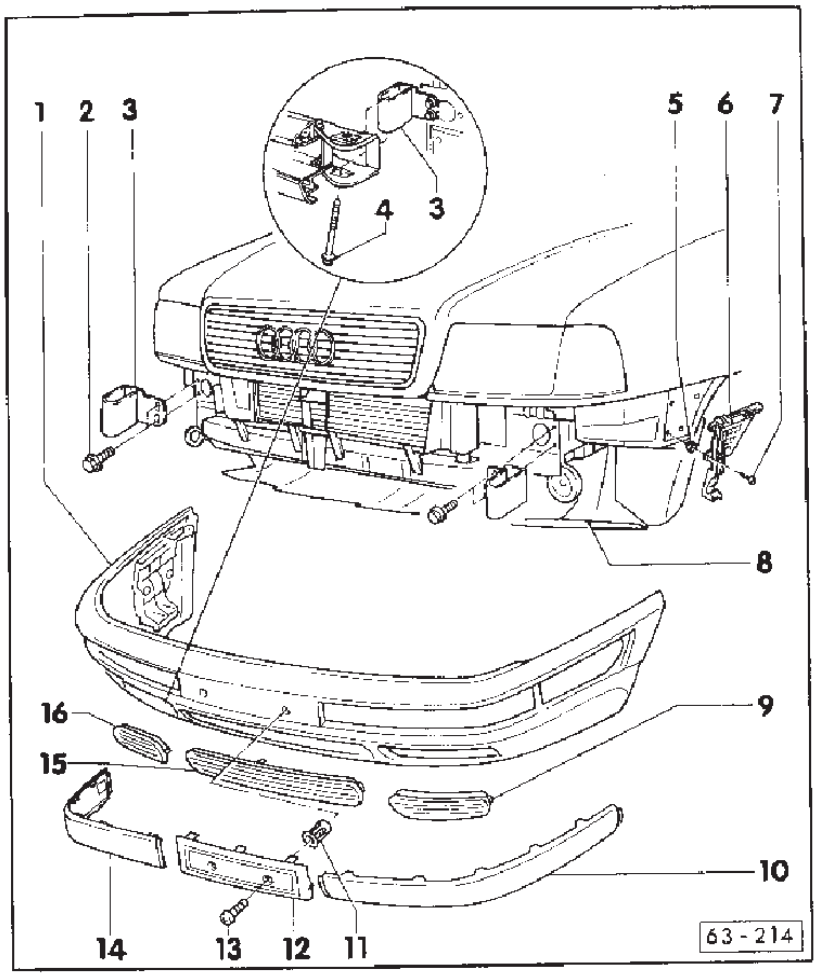
5 – Spreader nut

6 – Locator

♦ Unclipping bumper from locator:

– Push bumper down at the ends and withdraw from locator towards the outside.

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♦ Clipping into place:
– First insert bumper in locator at bottom, then at top.

7 – Combi self-tapping screw – 1 Nm

8 – Noise insulation

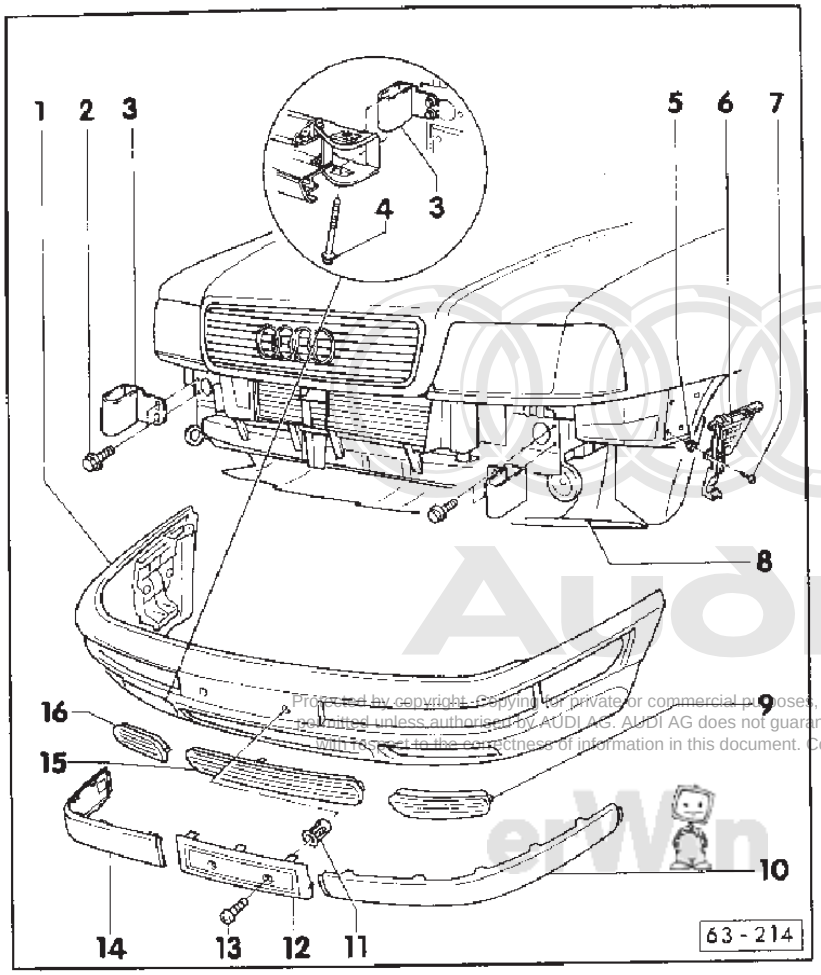
9 – Air duct grille

10 – Bumper cover front left
♦ Removing => Fig. 1

11 – Blind rivet nut

12 – Number plate holder

13 – Oval-head screw – 2 Nm



14 – Bumper cover front right
♦ Removing => Fig. 1

15 – Centre air duct grille

16 – Air duct grille

Audi
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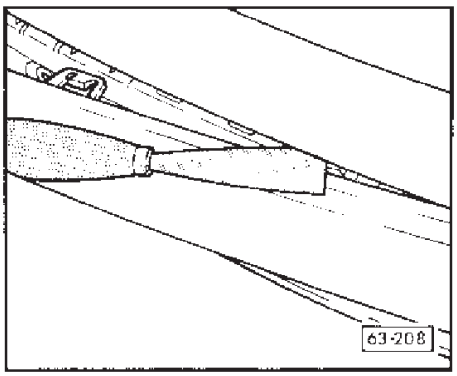
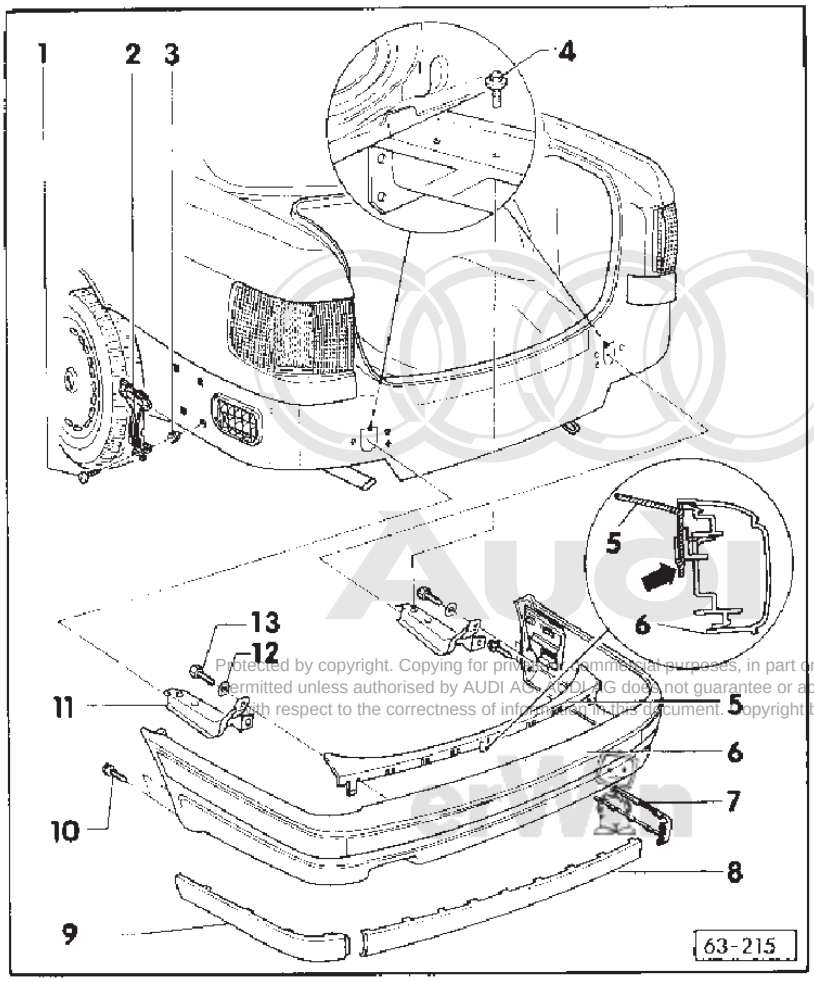


Fig.1 Removing bumper cover

– Detach bumper cover by releasing with a plastic stopping knife.



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Rear bumper

Rear bumper, Saloon- exploded view

1 – Combi self-tapping screw – 1 Nm

2 – Locator

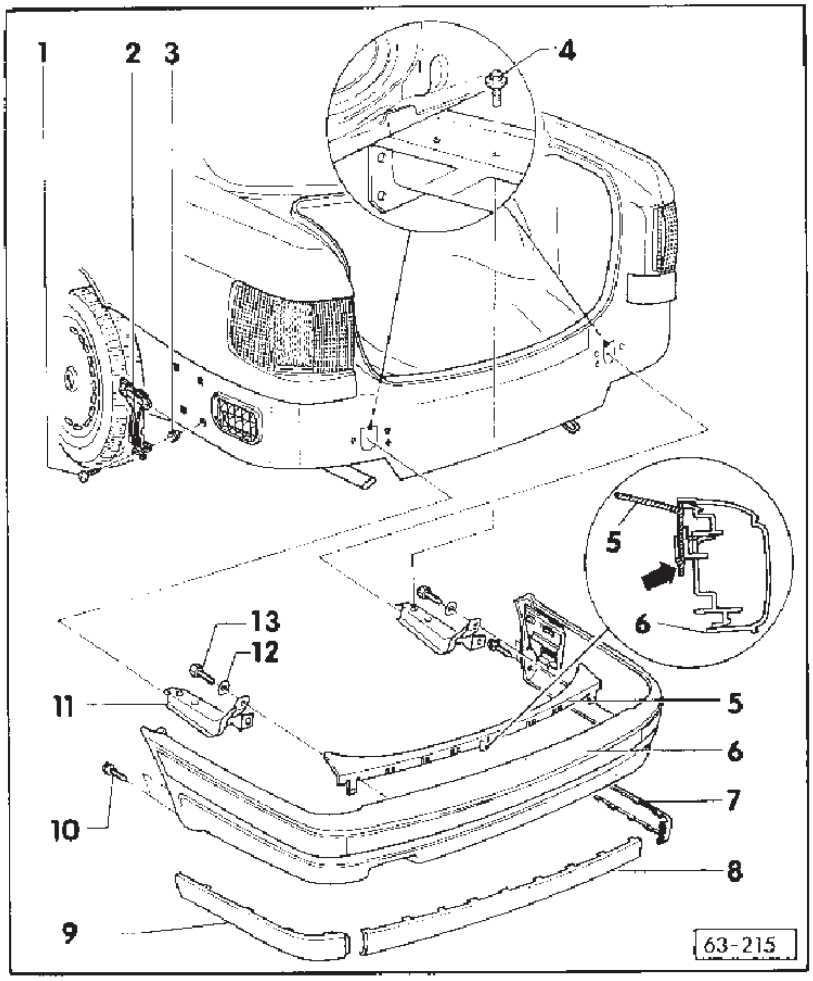
♦ Unclipping bumper from locator:

– Push bumper down at the ends and withdraw from locator towards the outside.

♦ Clipping into place:

– First insert bumper in locator at bottom, then at top.

3 – Spreader nut



4 – Hexagon bolt -23 Nm

5 – Cover

♦ Removal:

– Remove bumper:

– Press retaining lugs -Arrow in inset-.

– Withdraw cover upwards.

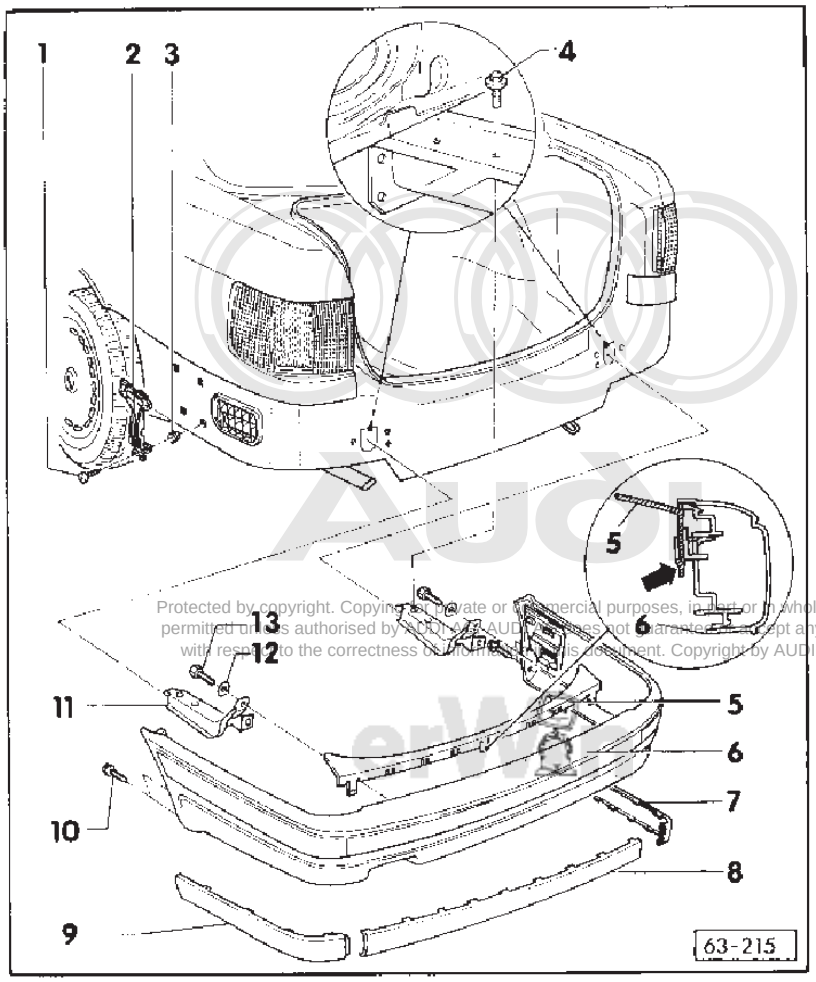
6 – Rear bumper

♦ Removal:

– Lift boot floor covering, unscrew hexagon screws -item 4-.

– Unscrew combi self-tapping screws -item 10– in wheel housing.

– Unclip bumper from locator at both ends -item 2-.



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– Lever ends of bumper over wheel housing liners and remove towards rear.

♦ Adjusting: Height is adjusted by moving the brackets-item 11– (slots in bracket). This distance between the bottom edge of the boot lid and the bumper must be 6.5 + 1 mm.

7 – Bumper cover rear right

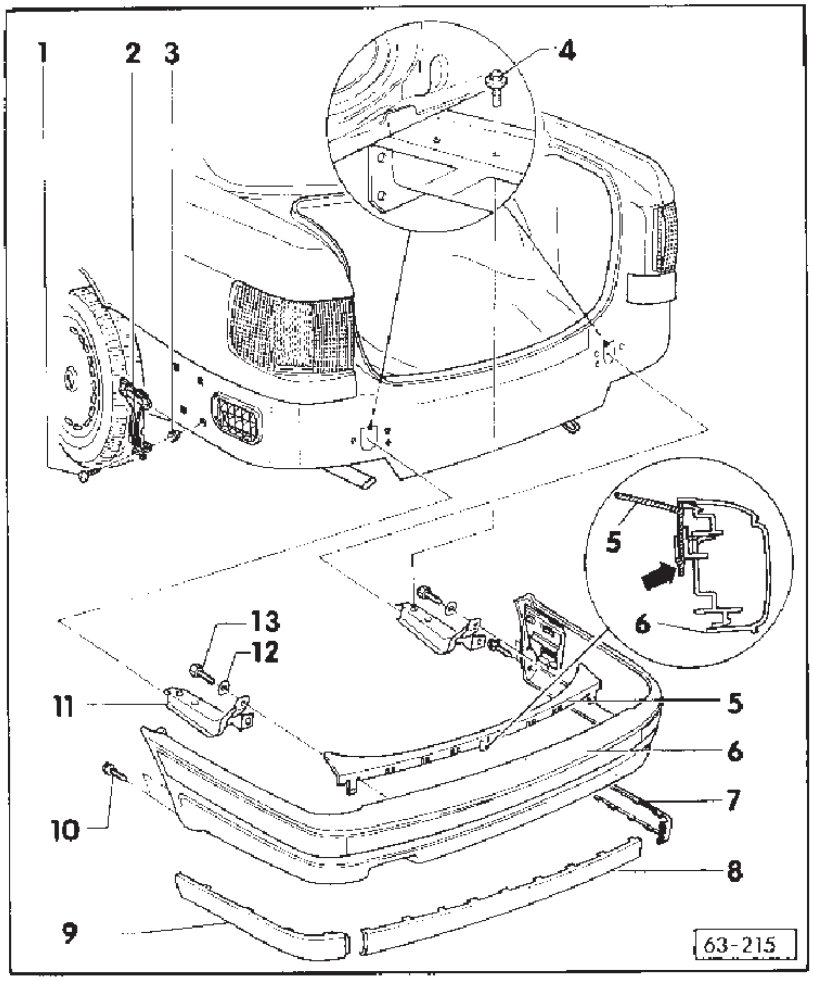
♦ Removing => Fig. 1, Page 63-5

8 – Bumper cover rear centre

♦ Removing => Fig. 1, Page 63-5

9 – Bumper cover rear left

♦ Removing => Fig. 1, Page 63-5

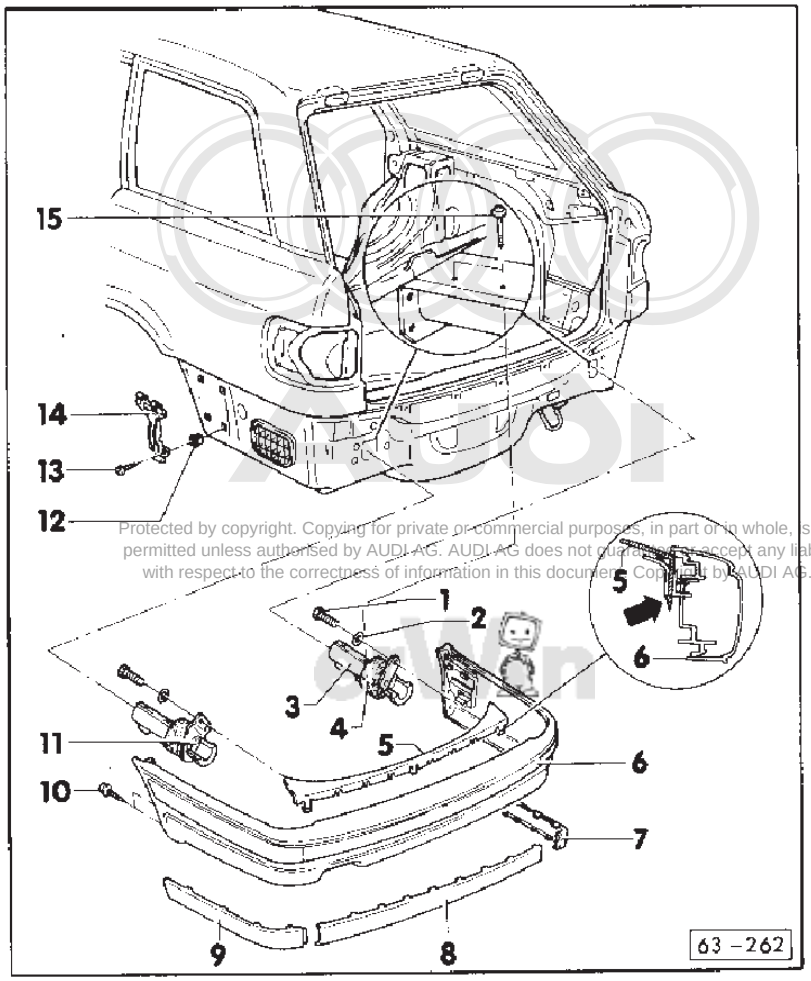


10 – Combi self-tapping screw – 2 Nm

11 – Bracket

12 – Washer

13 – Hexagon bolt -23 Nm



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Rear bumper, Avant – exploded view

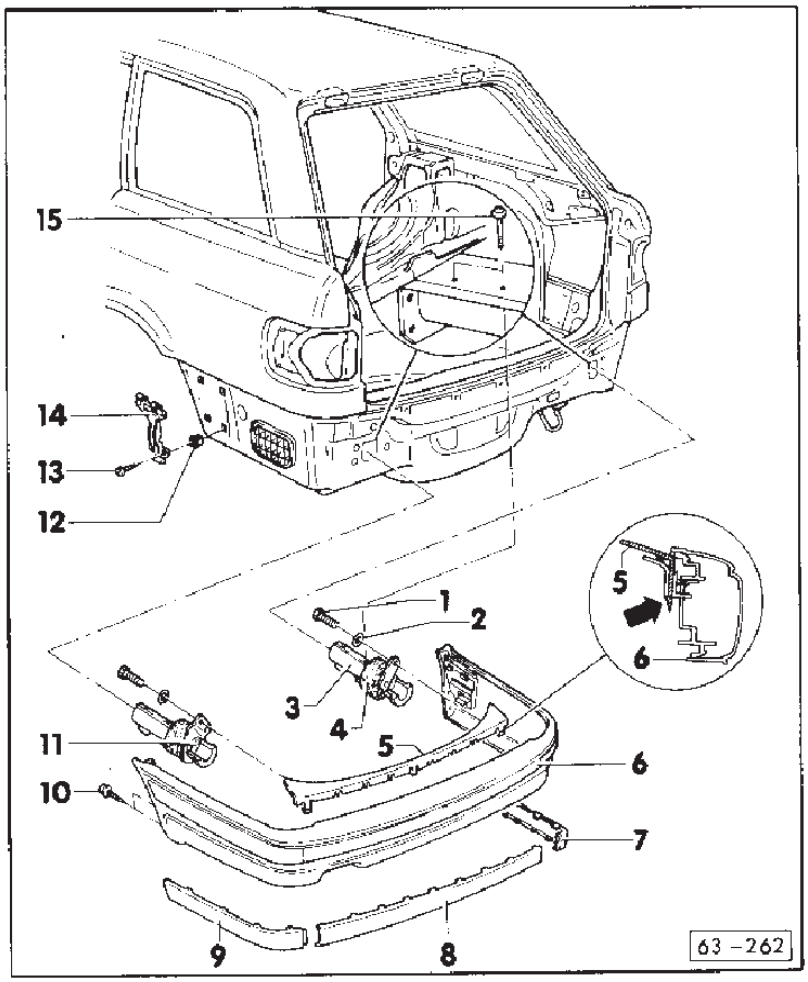
1 – Hexagon bolt -23 Nm

2 – Washer

3 – Bumper bar
♦ Removing => Fig. 1

4 – Seal

5 – Cover
♦ Removal:
– Remove bumper:
– Press retaining lugs -arrow in inset-.
– Withdraw cover upwards.



6 – Rear bumper

♦ Removal:

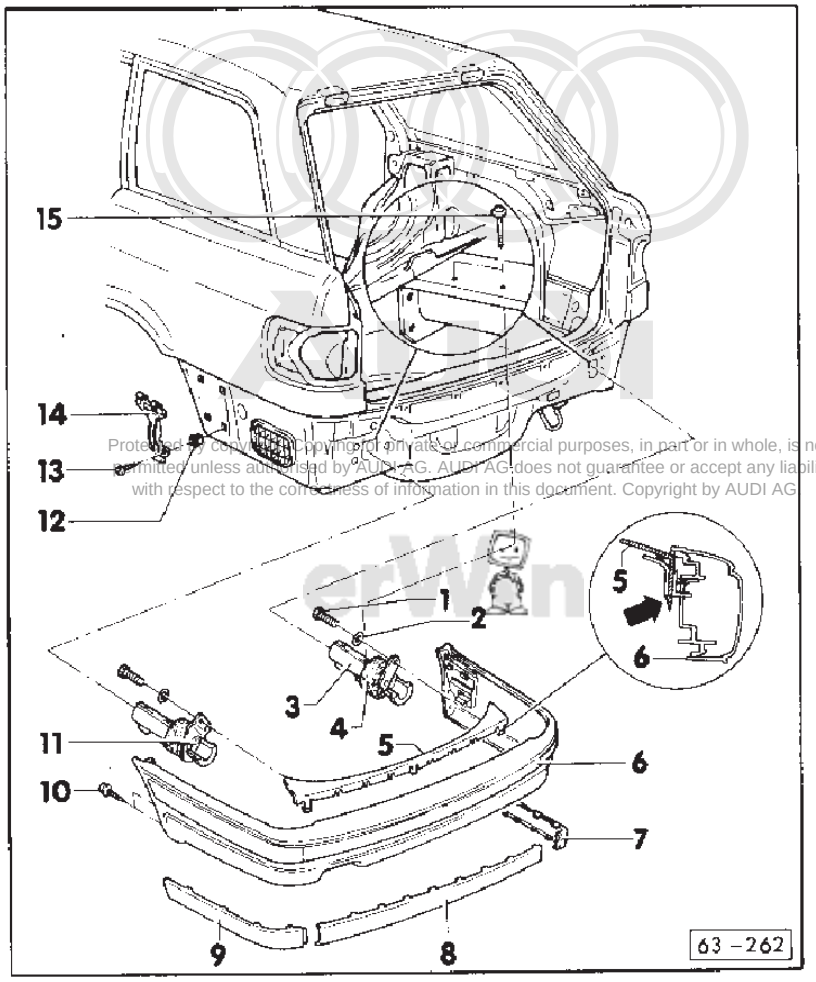
– Removing rear lock plate trim => Page 70-37.

– Lift boot floor covering.

– Unclip boot side trim, rear area only.

– Draw back side trim slightly. Do not pull too sharply on the side trim to avoid putting excessive strain on the other attachment points.

– Insert ratchet extension approx. 500 mm long with socket and hinge between trim and side panel from above and slot onto the screws -Item 15-.



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– Unscrew bolts -Item 15– .

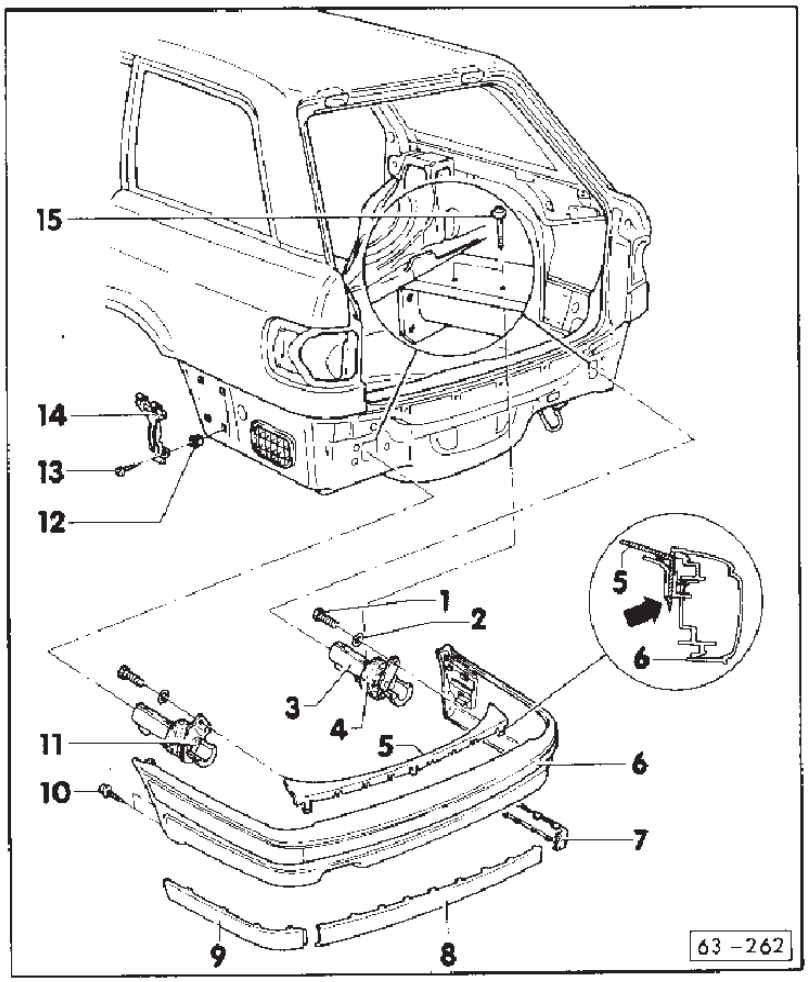
– Unscrew combi self-tapping screws -item 10– in wheel housing.

– Lever ends of bumper over wheel housing liners and remove towards rear.

♦ Adjusting:

– Height is adjusted by moving the bumper carrier -item 3– (oversize holes in bracket).

– This distance between the bottom edge of the boot lid and the bumper must be 6.5 + 1 mm.



7 – Bumper cover rear right
♦ Removing => Fig. 1, Page 63-5

8 – Bumper cover rear centre
♦ Removing => Fig. 1, Page 63-5

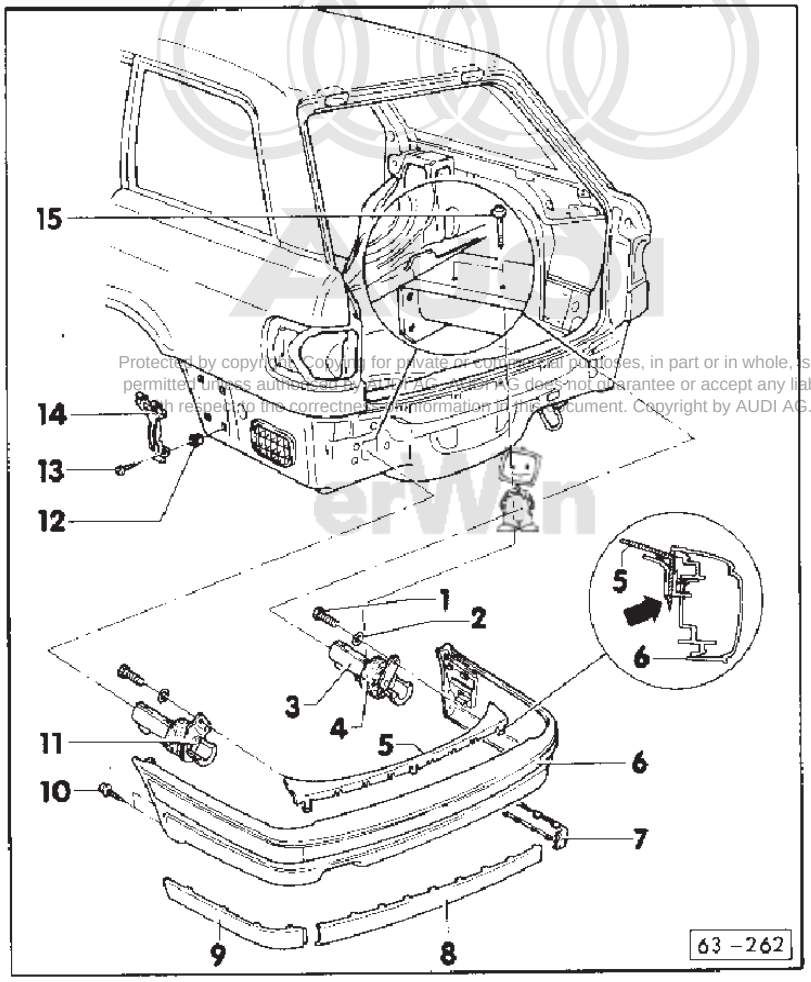
9 – Bumper cover rear left
♦ Removing => Fig. 1, Page 63-5

10 – Combi self-tapping screw – 2 Nm

11 – Plug

12 – Spreader nut

13 – Combi self-tapping screw – 1 Nm



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14 – Locator
♦ Unclipping bumper from locator:
– Push bumper down at the ends and withdraw from locator towards the outside.
♦ Clipping into place:
– First insert bumper in locator at bottom, then at top.

15 – Hexagon bolt -23 Nm
♦ Qty. 2

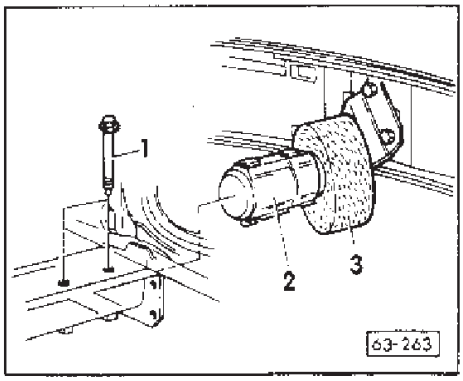


Fig.1 Removing and installing bumper carrier

Removal:

– Remove rear bumper:

– Unscrew screws -1- and remove bumper carrier -2-.

Installation:

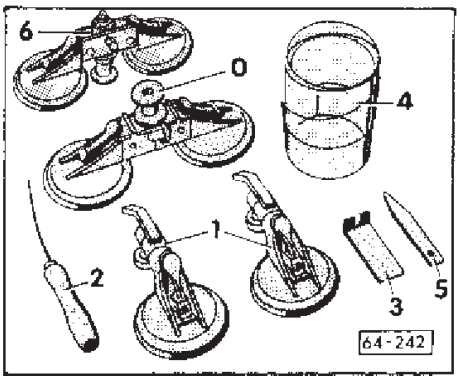
– Mount and affix seal -3-.

– Tighten screws to 23 Nm.

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Flush-bonded windows

Removing and installing flush-bonded windows – general



Tools

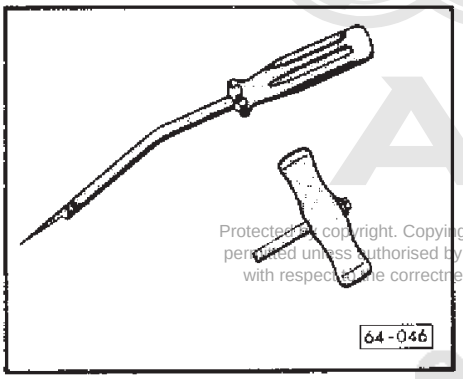
From the V.A.G 1747 Parting Tool set:

- 0 - Take-up reel (upper roller)
- 1 - Jockey pulleys
- 2 - Awl
- 3 - Locator for awl
- 4 - Protective foils for dash panel
- 5 - Wedge
- 6 - Take-up reel (lower roller)
  - – supplied separately – V.A.G 1654

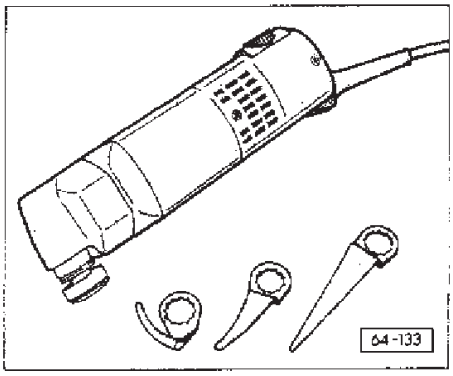
Note:

Use protective film V.A.G 1474/7 to protect the dash panel when removing the windscreen. The protective film in the parting tool set does not fit.

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Cutting tool V.A.G 1351

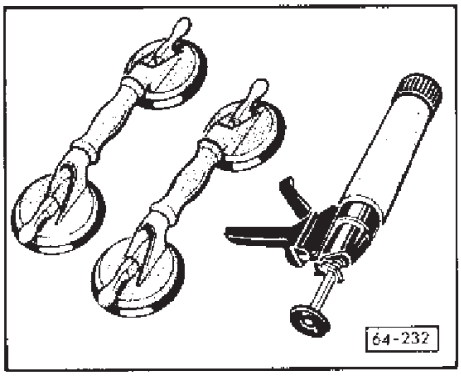


Electric cutter V.A.G 1561

- For broken windows, to detach glass residues and adhesive sealant from the window flange
- Cutter for side and rear windows: 1561/1

Warning

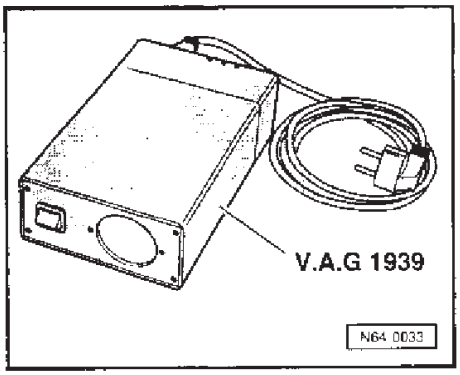
When using the electric cutter to remove window panes, mask window cut-out with fabric-reinforced adhesive tape.



- ♦ Cartridge gun V.A.G 1628
- ♦ Double suction cup unit V.A.G 1344

Standard commercially available tools:

- ♦ Carpet knife



- ♦ Cartridge heater V.A.G 1939

Warning

Follow the manufacturer's safety and usage instructions when handling materials.

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Materials

Designation	Part no.
Adjusting wedges for windscreen (x 2)	893 845 631
Adjusting wedges for rear window (x 2)	893.845.631 A
Cutting wire (50 m)	443 845 955
1K adhesive sealant	DH 009 100 1) 3)
1K adhesive sealant	DH 009 100 03 1) 3) 4)
2K adhesive sealant	D 004 300 05 1) 2)
Activator	AMV 181 800 02
Glass primer/paint primer	D 009 200 02
Cleaning solution	D 009 401 04
Primer applicator	D 009 500 25
Adhesive remover	D 002 000 10

1 Observe waiting time => Page 64-5.

[2]) Use only for windscreens and side windows

[3]) Heat according to manufacturer's instructions with cartridge heater V.A.G 1939

[4]) Miniature 110 ml cartridge for sealing and/or for when the 300 ml cartridge is insufficient

Waiting time

Waiting time: Between bonding in the window and using vehicle.

During waiting time, vehicle must be left standing on a flat surface at room temperature (> 15oC) .

Type of window	Vehicle	Adhesive sealant	Waiting time
Windowindow	without airbag	DH 009 100	4 hours
	with airbag	DH 009 100	16 hours
	without airbag	D 004 300 05	1 hour
	with airbag	D 004 300 05	4 hours
Side window		DH 009 100	4 hours
		D 004 300 05	1 hour
Rear windows		DH 009 100	4 hours

Warning

Vehicle is not safe to drive until waiting time has elapsed.

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Removing contamination caused by adhesive sealant

Adhesive remover D 002 000 10 is the recommended cleaning agent. Always follow the safety instructions.

Warning

When cleaning from inside the vehicle passenger compartment, the window just fitted must not be pressed outwards.

Paint areas:

– Clean painted surface with a dry cloth. Remove residual dirt with adhesive remover D 002 000 10 .

Plastic trims:

– Allow adhesive sealant to set (approx. 1 hour) and then pull off.

1-adhesive sealant leak test

Note:

The leak test fulfils two functions:

- Leakage check; re-seal if necessary => "Re-sealing windows".
- The moisture causes the 1-pack adhesive sealant to form a skin and set more quickly.

– Apply water to check for leaks.

– Carry out a visual inspection from inside the vehicle.

Touching up windows with sealant

– Allow leaking area to dry and then clean.

– Apply and spread adhesive sealant on leaky area on exterior between window pane and panel flange.

– Allow adhesive sealant to flash off.

Note:

The 100 ml miniature cartridge D 009 100 03- is recommended for touching up with sealant.

Removing and installing windscreen

Removal

Warning

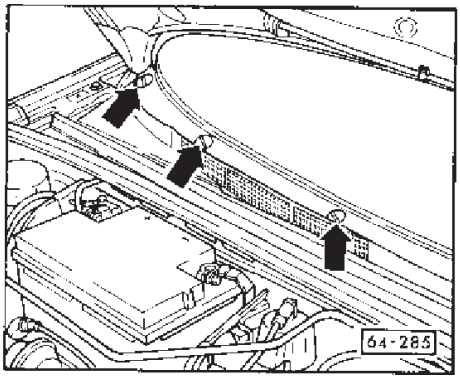
When removing a window, always wear protective goggles and leather gloves.

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– Remove trims at top of A-pillar => Page 70-26

– Unscrew left and right side sun visors => Page 70-44.

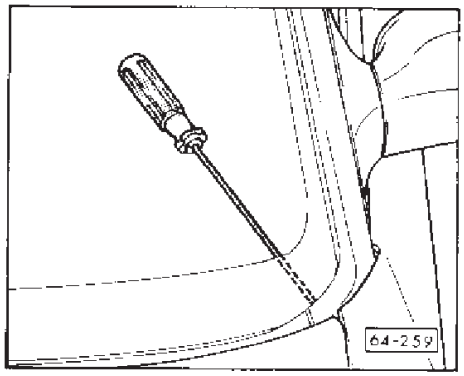
– Remove weatherstrip between moulded headliner and windscreen.



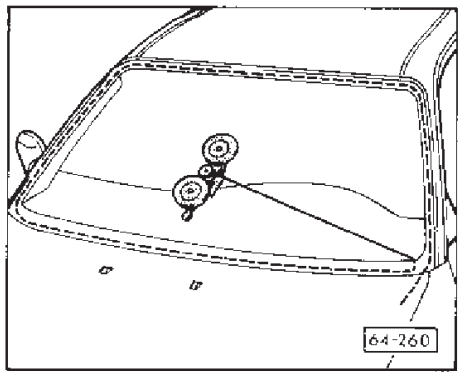
– Remove interior rear view mirror => Page 68-86.

– Remove wiper arms.

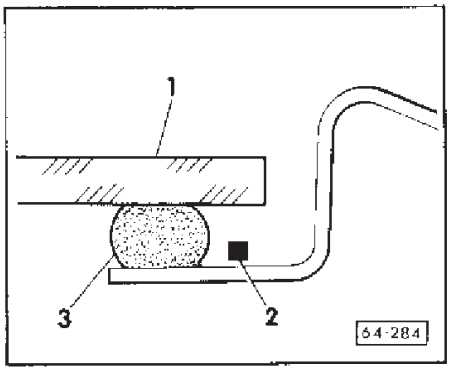
– Turn clips on water chamber cover -arrows- approx. 1/2 turn (180o) and remove cover.



– Pierce adhesive bead from inside at bottom left corner of windscreen using an awl.
– Thread cutting wire into awl and pull into the interior.

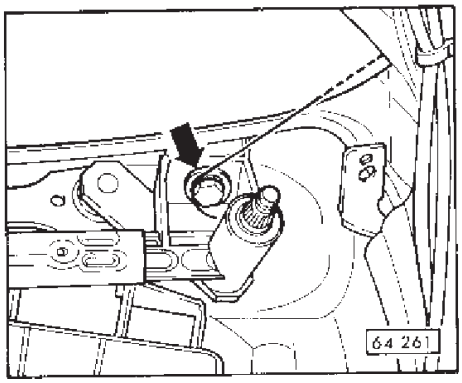


– Push cutting wire beneath windscreen/windscreen surround all the way round => Fig. 64-284, Page 64-10.

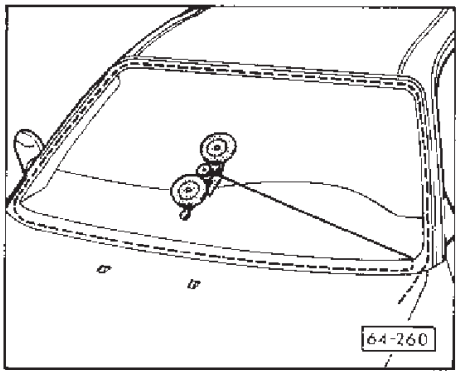


– Press cutting wire -3- under windscreen -2-.
– 3 - Adhesive bead

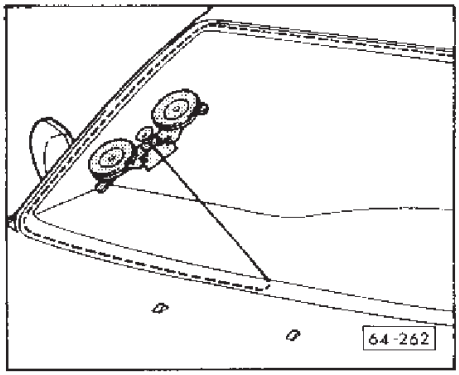
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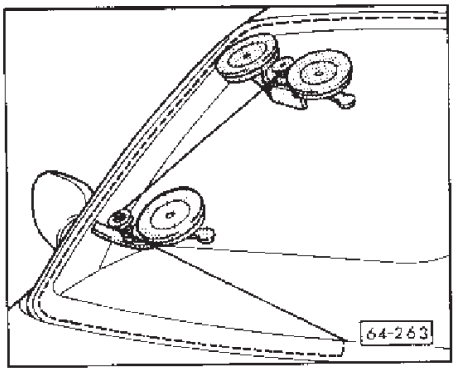
– Attach end of cutting wire to screw -arrow- for windscreen wiper frame attachment.



- Insert protective sheet V.A.G 1474/7 between windscreen and dash panel.
- Secure start of cutting wire in take-up reel and cut free first section up to around the centre of the window.

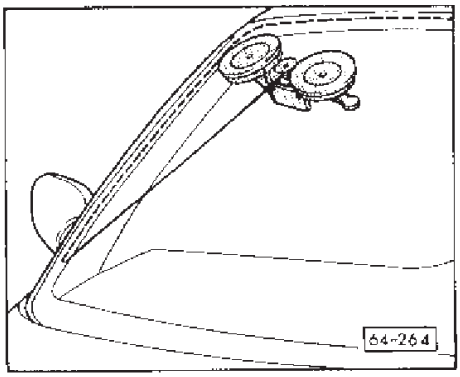


- Shift take-up reel as shown in illustration and continue cutting.

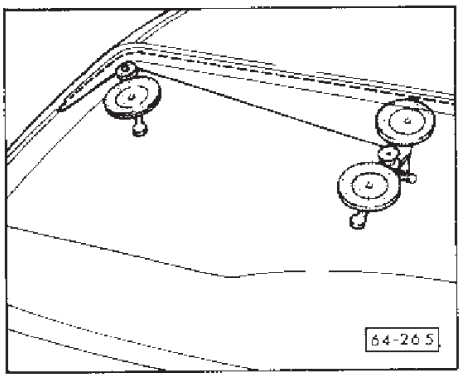


- Move reel to position shown and attach jockey pulley.
  - Wire course as shown in illustration
- Cut free window until cutting wire is no longer held in jockey pulley.

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- Remove jockey pulley and continue cutting out window.



– Move reel to position shown and attach jockey pulley in top corner of window.
  – Wire course as shown in illustration
– Cut free window until cutting wire is no longer held in jockey pulley.
– Remove jockey pulley and continue cutting out window.
– Repeat these work stages in the top and bottom left corners of the windscreen.
– Completely cut out the window.
– Use double suction holders to remove windscreen.

Installing

Preparation for windscreen installation

Note:

♦ If an intact windscreen is to be re-used, trim residual adhesive sealant on windscreen and flange with a carpet knife; adhesive sealant must never be removed completely.

♦ Remaining material serves as a bonding surface for the new adhesive sealant when it is applied.

♦ Keep bonding surfaces clean and free from grease.

♦ If the cutting procedure has damaged the windscreen flange, re-establish paint structure.

=> Vehicle paintwork

♦ Take anti-corrosion measures if necessary

=> "Surface treatment/chemical materials" binder

♦ If the window flange has been worked on or partially replaced, the affected areas must be re-cleaned after painting and primer applied where necessary.

♦ Do not treat areas having residual adhesive with cleaning solution and primer.

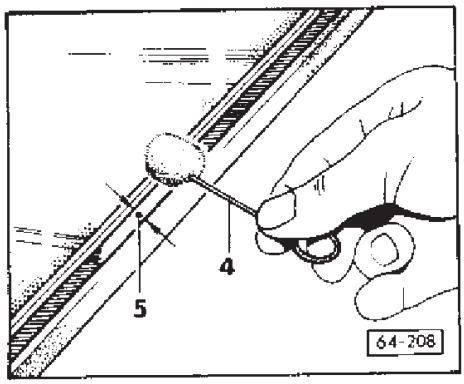
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– Clean bonding area all round new windscreen with cleaning fluid.

Applying primer

Note:

Ceramic coating on windows is not a primer. All new windscreens must be primed before applying adhesive sealant.

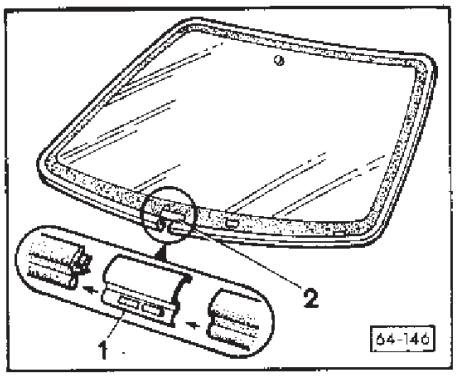


– Apply primer evenly in one pass all round window using applicator -4-.
– Start application with fully soaked felt. Drying time approx. 10 minutes.
  – Primer width -5- = 22 mm

Note:

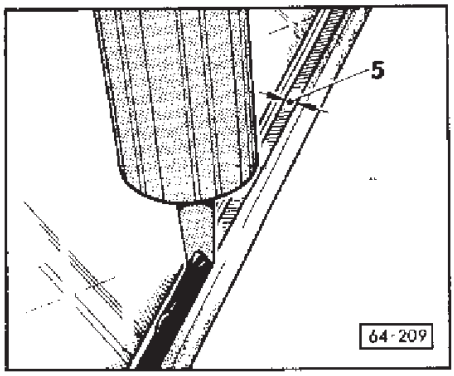
Do not touch up primer strip until primer has dried thoroughly.

Installing windscreen

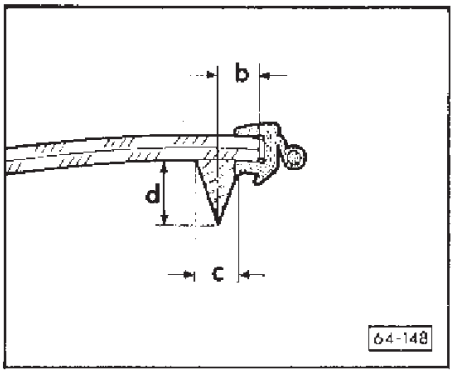


– Mount window surround. Push sleeve -1- onto window surround.
– The recess -2- in the ceramic surround serves as a mounting guide for the sleeve.

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– Apply the adhesive sealant centrally all round the primer -5- as shown in the illustration.
  – The adhesive sealant should touch the edge of the window surround.



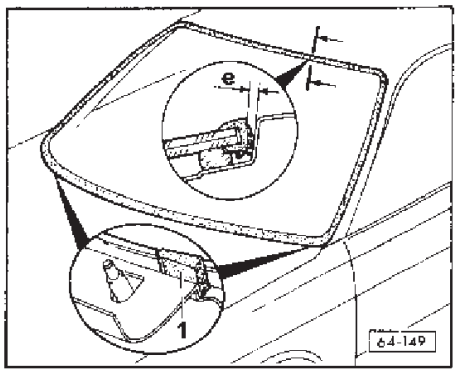
Adhesive bead cross-section in mm

- b = 8 mm
- c = 8 mm
- d = 12 mm

Note:

- The cross-section of the bead is determined by the opening in the tip of the nozzle and the rate of application.
- The height of the adhesive bead should be reduced by the height of the remaining residue on the window and the flange.

– Insert windscreen in opening using two double suction holders.

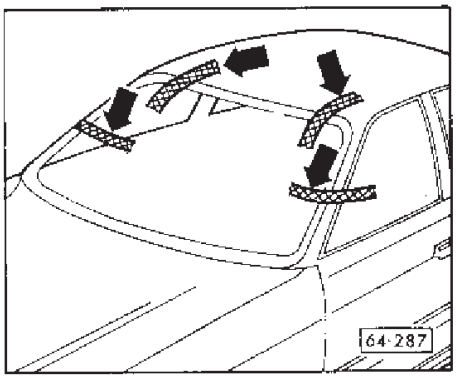


– Even up window at sides.

– Using the adjusting wedges -1-, align the window to create a gap e = 3 ... 4 mm between the window surround and the edge of the roof. The adjusting wedges do not need to be removed.

– Lightly press in the window.

– Push in window at top until window surround is flush with roof.



– Affix windscreen using adhesive strips -arrows- at top and bottom.

– On completion of waiting time => Page 64-5 , carry out a leak test => Page 64-7.

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Removing and installing rear window

Removal and installation (Saloon)

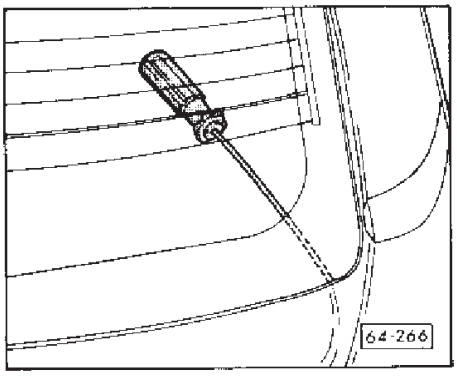
Tools and materials required => Page 64-1.

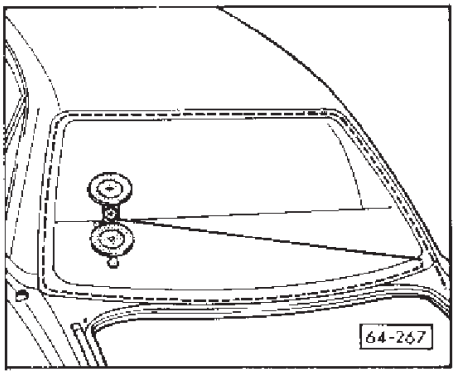
Removal

Warning

When removing a window, always wear protective goggles and leather gloves.

- Fold down or remove rear backrest => Page 72-16.
- Remove parcel shelf => Page 70-34.
- Remove D-pillar trims => Page 70-33
- Detach/unscrew connections for heated rear window and window-mounted aerial.
- Press connections onto window pane directed towards centre of vehicle.
- Removing boot lid => Page 55-8

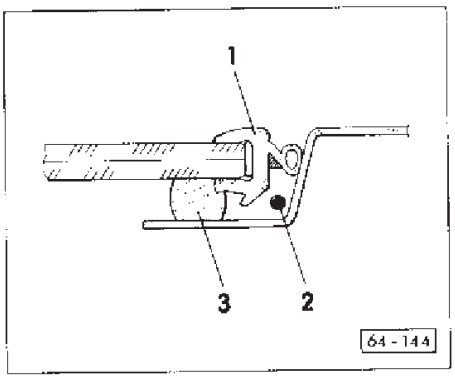




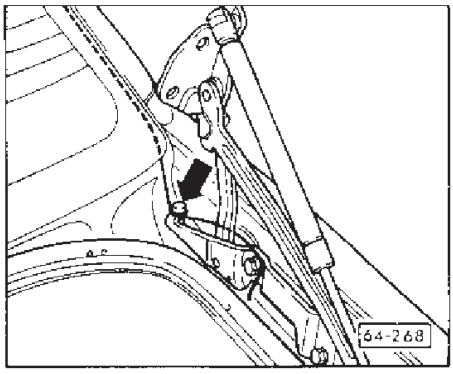
Removal of unbroken window:

- Using an awl, pierce adhesive sealant from inside in bottom corner of window until eye of awl is visible from outside.
- Thread in start of wire and pull into interior of vehicle.
- Thread cutting wire into take-up reel and secure.
- Lay cutting wire around rear window, as shown in the illustration.

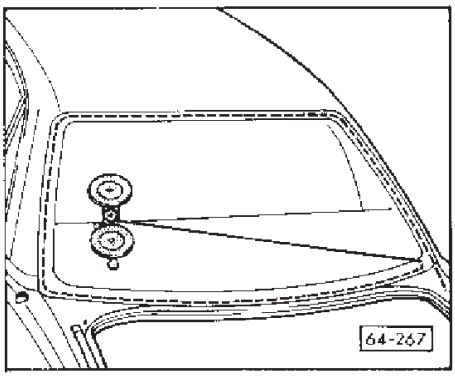
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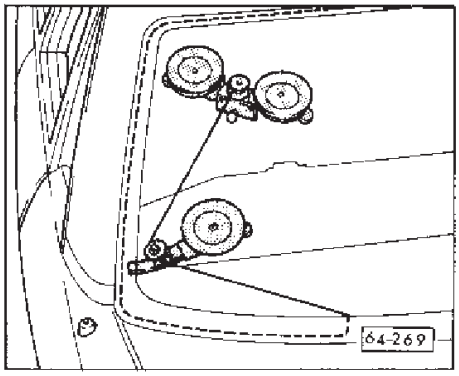
- Push cutting wire -2- under masking strip -1- all the way round.
- 3 - Adhesive sealant



- Lay end of cutting wire around stop buffer -arrow- and secure with fixing screw of tailgate hinge.
- Insert protective foil V.A.G 1474/10 between moulded headliner and rear window.

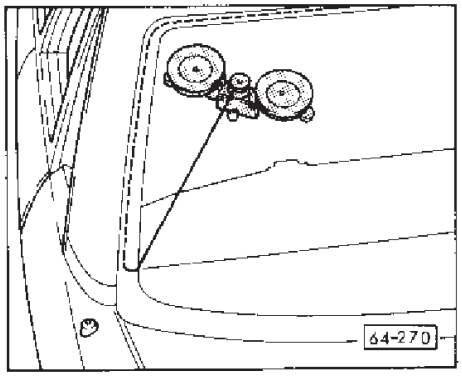


- Cut free first section.

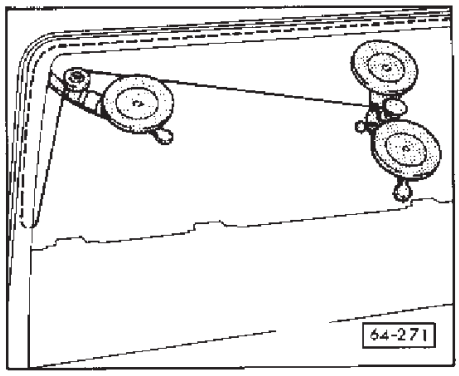


- Move reel to position shown and attach jockey pulley in bottom corner of window.
  - Wire course as shown in illustration
- Cut free window until cutting wire is no longer held in jockey pulley.

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– Remove jockey pulley and continue cutting out window.



– Move reel to position shown and attach jockey pulley in top corner of window.
  – Wire course as shown in illustration
– Cut free window until cutting wire is no longer held in jockey pulley.
– Insert protective sheet between moulded headliner and rear window.

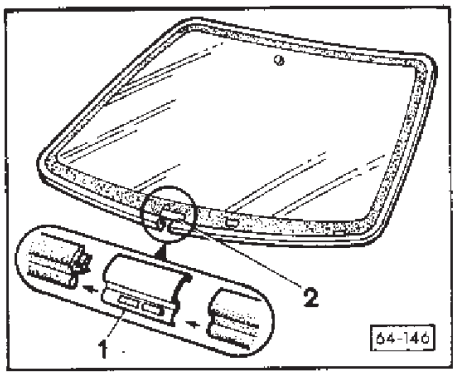
– Remove jockey pulley and continue cutting out window.
– Repeat these work stages for the top and bottom right corners of the window.
– Completely cut out the window.
– Use double suction holders to remove windscreen.

Removal of broken window:

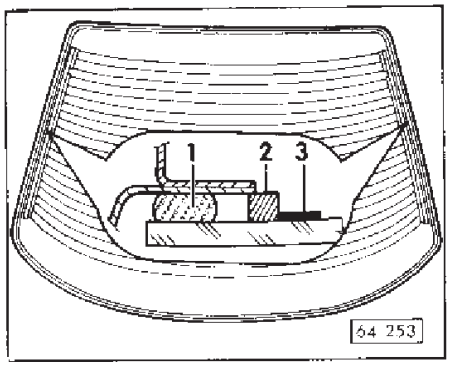
– Remove glass fragments down to adhesive sealant.
– Separate glass residues and adhesive sealant with carpet knife or electric cutter.

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Installing



- Preparations for installing the window => Page 64-14.
- Mount window surround. Push sleeve -1- onto window surround.
- The recess -2- in the ceramic surround serves as a mounting guide for the sleeve.



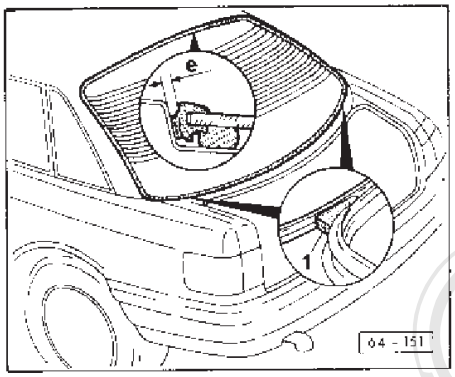
- Affix foam wedges -2- along outside edge of bus bar -3- for rear window heater and serial. Remove protective strip before fitting

Note:

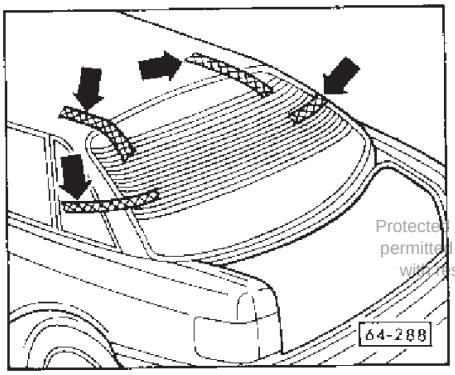
The adhesive sealant -1- must not touch the rear window heater or aerial when they are fitted.

- Apply adhesive sealant => Page 64-16 onwards.

- Insert windscreen in opening using two double suction holders.



- Even up window at sides.
- Using the adjusting wedges -1-, align the window to create a gap e = 3 ... 4 mm between the window surround and the edge of the roof. The adjusting wedges do not need to be removed.
- Lightly press in the window.
- Push in window at top until window surround is flush with roof.



- Affix windscreen using adhesive strips -arrows-.
- On completion of waiting time => Page 64-5 , carry out a leak test => Page 64-7.

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Removal and installation (Avant)

Tools and materials required => Page 64-1.

Remove trim cover => Page 64-35.

Removal

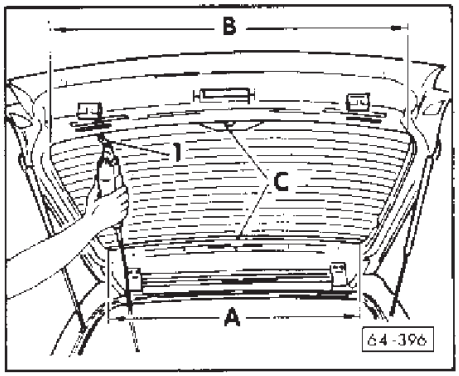
Warning

When removing a window, always wear protective goggles and leather gloves.

– Remove tailgate trims => Page 70-42.

– Remove rear window wiper

=> Electrical system; Repair group 92; repairing rear window wiper system; removing and installing rear window wiper arm =>

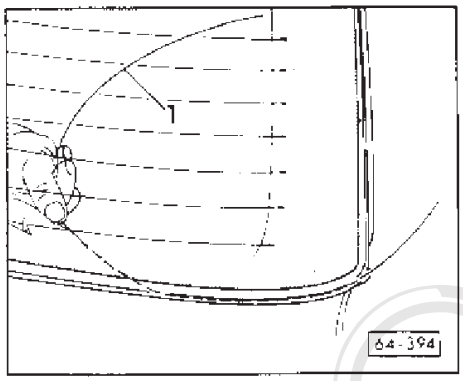


– Detach connector for heated rear window and press onto window pane directed towards centre of vehicle.

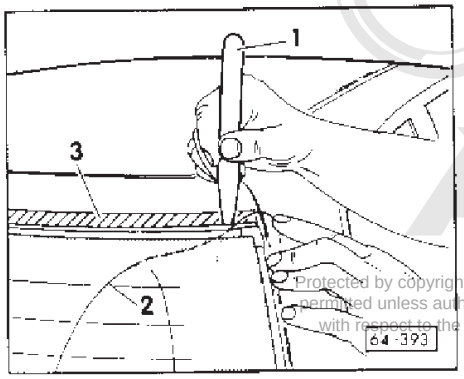
Removal of unbroken window:

– Cut out rear window in areas -A- and -B- using electric cutter -1-.

– Insert a plastic wedge under positions -C- to create a small gap between the window and the window flange.



– Thread cutting wire -1- through gap between window and flange at bottom of window from the inside and push through as shown in the illustration.

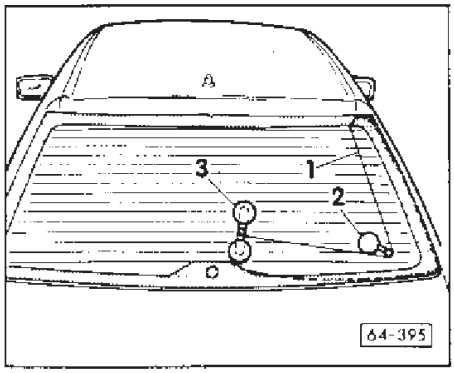


– Grip end of wire, pull upwards, push through gap between window and flange and lay as shown in the illustration.

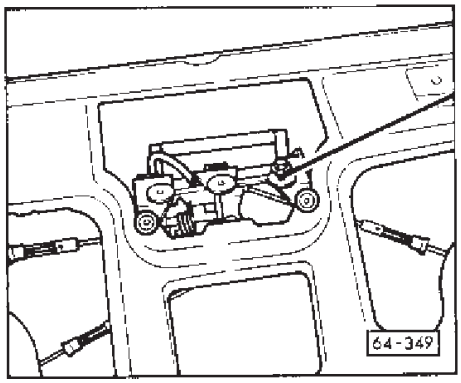
Note:

Affix fabric adhesive tape -3- to prevent cutting wire from damaging paintwork as shown in the illustration. The fabric adhesive tape must be affixed a little way under the lip of the window frame.

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– Secure cutting wire -1- in take-up reel -3-.
– Secure take-up reel and jockey pulley -2- and lay cutting wire as shown in the illustration.



– Secure cutting wire to grip strip screw.
– Cut out the window.
– Repeat procedure on other side.
– Use double suction holders to remove windscreen.

Removal of broken window:

– Remove glass fragments down to adhesive sealant.
– Separate glass residues and adhesive sealant with carpet knife or electric cutter.

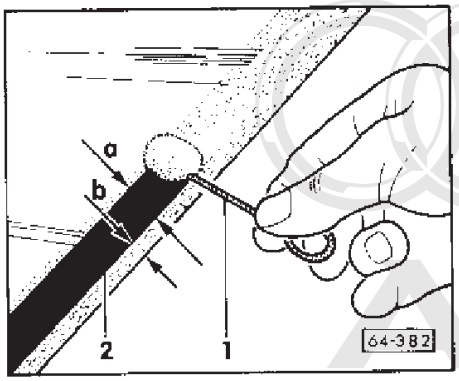
Installing

– Preparations for installing the window => Page 64-14.

Applying primer

Note:

Ceramic coating on windows is not a primer. All new windscreens must be primed before applying adhesive sealant.

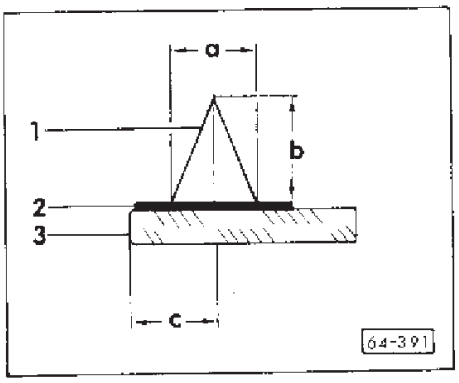


– Apply primer -2- evenly all round in one operation, using applicator -1- .
– Start application with fully soaked felt. Drying time approx. 10 minutes.
  – Primer width -a- = 20 mm
  – Primer must be centrally aligned to adhesive bead => Fig. 64-391, Page 64-31.

Note:

Do not touch up primer strip until primer has dried thoroughly.

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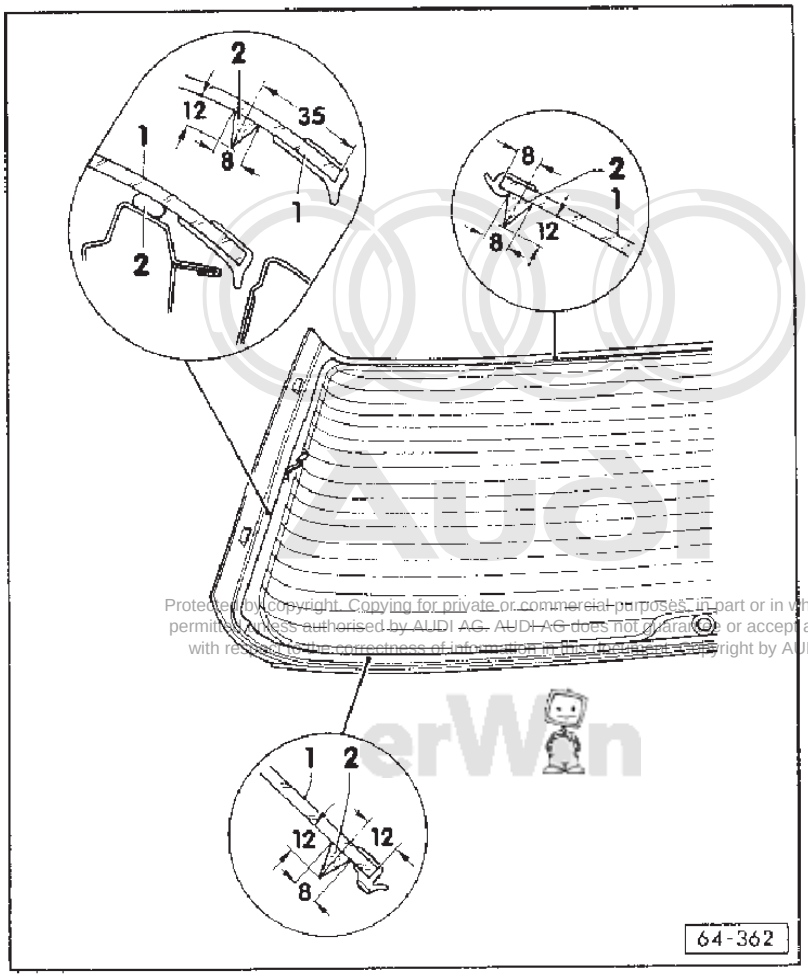
Primer- and adhesive bead application

- 1 - Adhesive bead
- 2 - Primer
- 3 - Washer

♦ Distance a = 8 mm

♦ Distance b = 12 mm

♦ Dimension c to the edge of the window varies => Page 64-32.



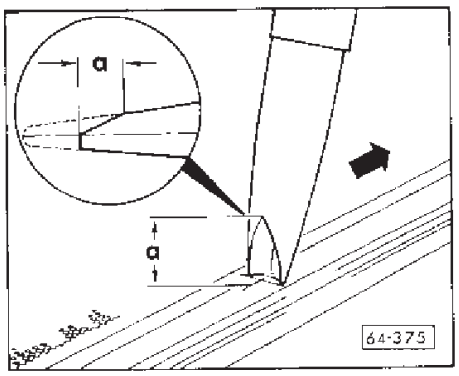
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Dimensions for application of adhesive bead

1 – Rear window

2 – Adhesive bead

♦ All dimensions in mm.

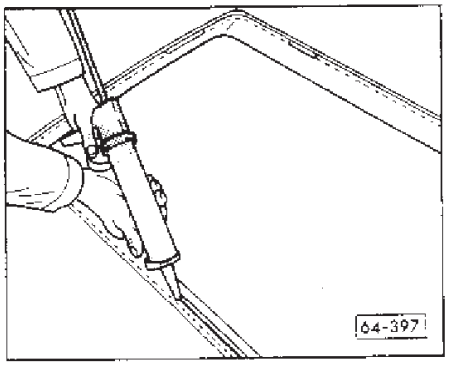


Opening for nozzle tip

– Cut nozzle tip to shape as shown in the illustration.
  – Distance a = 12 mm
  – Adhesive bead width = 8 mm
  – Arrow = direction of application

Note:

The cross-section of the bead is determined by the opening in the tip of the nozzle and the rate of application.



– Apply adhesive sealant all round as shown.

– Insert window pane into window cut-out using 2 double suction cup units.

– Even up window at sides.

Note:

Window must touch window flange with bottom sealing lip.

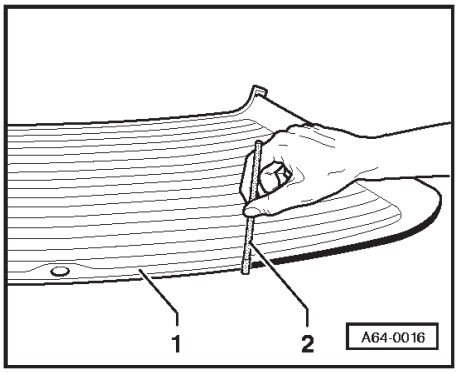
– Secure window glass in position in window opening with fabric reinforced adhesive tape.

Note:

Window pane must not be pressed outwards when fitting rear window wiper and tailgate trim.

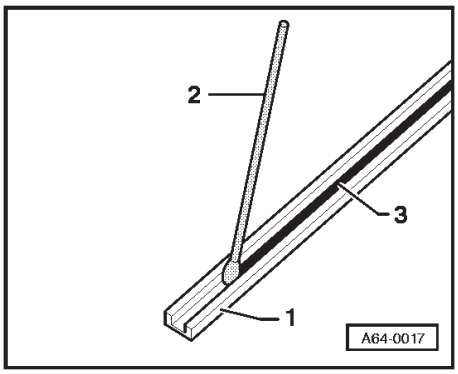
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Removing and installing trim cover

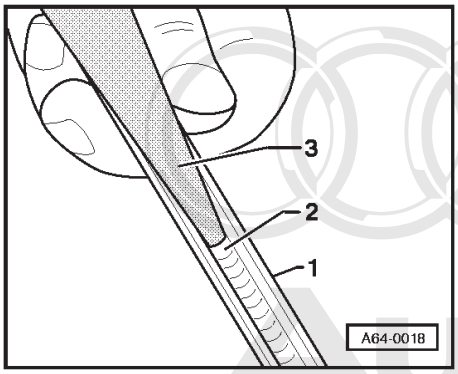


– Remove rear window => Page 64-27.
– Release trim cover from window pane using a metal stopping knife and remove.
– Clean bonding surface on window pane -1- using cleaning solution.
– Apply primer using a cotton wool bud -2-.
– To facilitate fitting the trim cover, mark the centre of the window using a pencil.

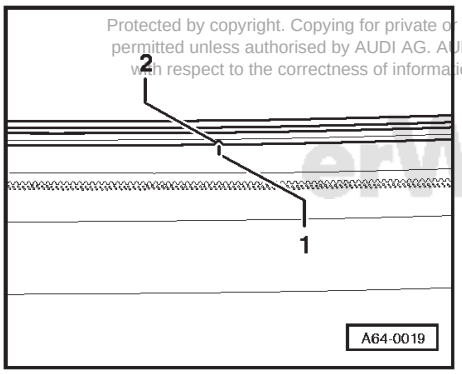
Preparing new trim cover



– Clean fixing channel -3- of trim cover -1- with cotton wool bud -2-.
– Apply plastic primer D 009 600 to fixing channel using a cotton wool bud.
  – Drying time 10 minutes.

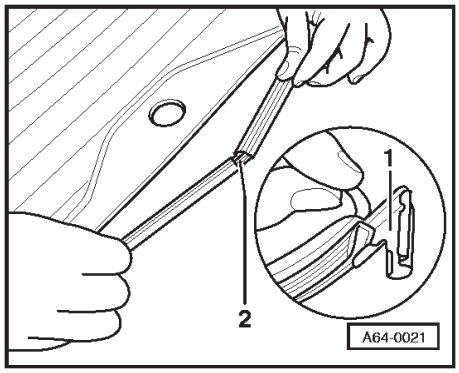


– Insert adhesive sealant -2- (3 mm thick) into fixing channel -1- using thin adhesive nozzle -2-.

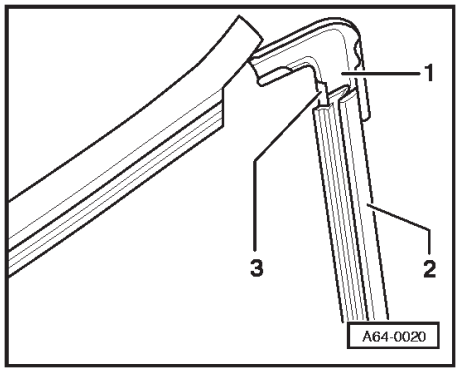


– Put on trim cover with marking -2- at pencil mark -1- and tap on with a rubber mallet from the centre to the outside.

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– Before complete fitting, insert corner pieces -1- and connecting sleeve -2-.



– When fitting the corner pieces -1- ensure that the trim cover -2- is engaged in the locating lug -3-.

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Removing and installing side window

Removal and installation (Saloon)

Tools and materials required => Page 64-1.

Removal

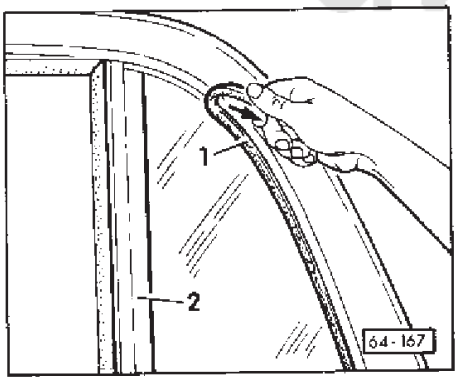
Warning

When removing a window, always wear protective goggles and leather gloves.

Removal of unbroken window:

Note:

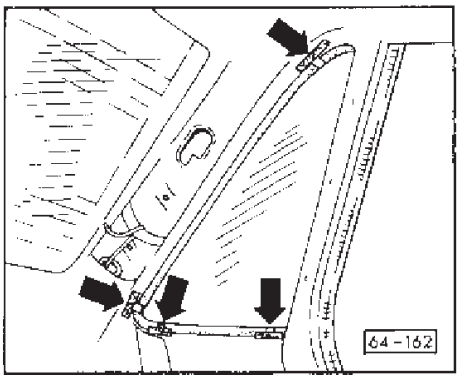
The trims only need to be removed if the gap between the window pane and the window flange is so small that the trims might be damaged when the window is being removed.



– Remove C-pillar trims => Page 70-33.

– Pull out trim cover -1-.

– Detach trim -2- from window pane using carpet knife.



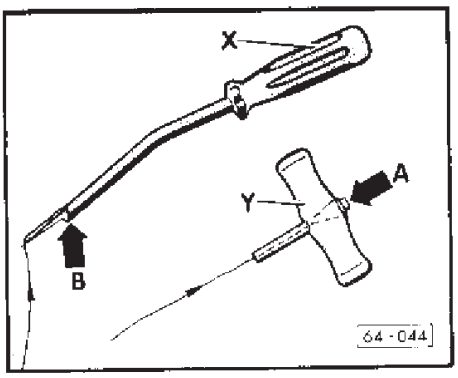
– Open retaining clips -arrows-.

Note:

The retaining clips are only fitted on replacement windows.

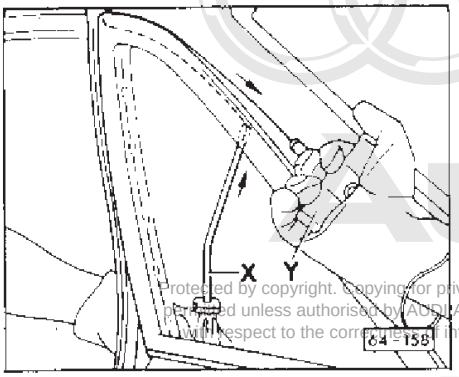
– Mask side panel at bottom of window cut-out and D-pillar with fabric-reinforced adhesive tape.

– Push 350-400 mm long cutting wire through the adhesive sealant between the window pane and the window flange from the interior using a pair of pliers.



◀ – Thread cutting wire in gripper -Y- outside vehicle and clamp in place -arrow A-.

– Secure cutting wire to cutting tool -X- in vehicle interior -arrow B-.



◀ – Push cutting tool -X- into adhesive sealant and hold firm.

– Pull cutting wire smoothly in direction of arrow as far as stopping point using gripper -Y-.

– Pull wire with cutting tool back inward.

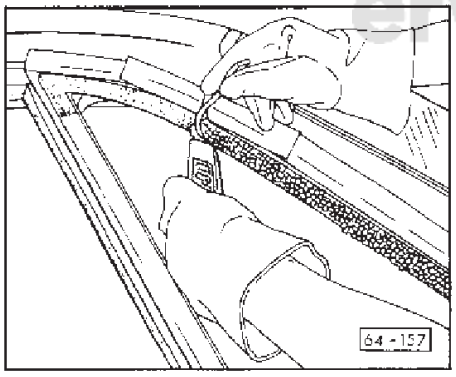
– Push cutting tool into adhesive sealant approx. 150 mm away and hold firmly.

– Pull further until next stopping point.

– Repeat steps until window is completely cut out.

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Removal of broken window:



◀ – Remove glass fragments down to adhesive sealant.

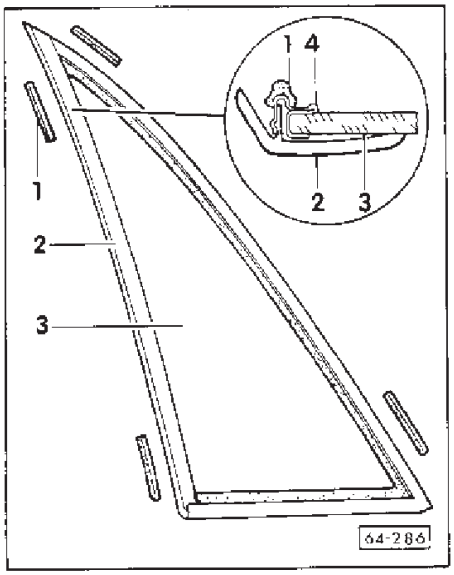
– Separate glass residues and adhesive sealant with carpet knife or electric cutter.

Note:

If the gap between the window pane and the window flange is less that 5 mm, only a carpet knife can be used to separate the glass residue.

Installing

– Preparations for installing the window => Page 64-14.



Note:

- ♦ The window pane with clamping strips -4-, trim cover and C-pillar trim cover is supplied as a replacement part.
- ♦ The spacers -1- must be ordered separately.

– Push spacers onto clamping strips -4-.

– Clean rim of window with clamping strips to min. 30 mm width with cleaning solution and rub dry with lint-free cloth.

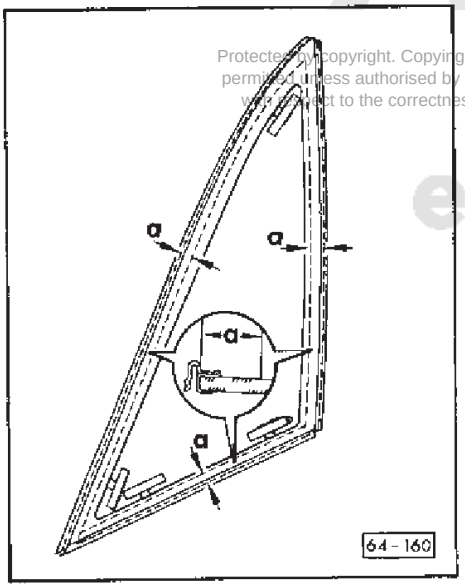
– Only fit cover -2- after fitting side window.

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Applying primer

Note:

Ceramic coating on windows is not a primer. All new windscreens must be primed before applying adhesive sealant.



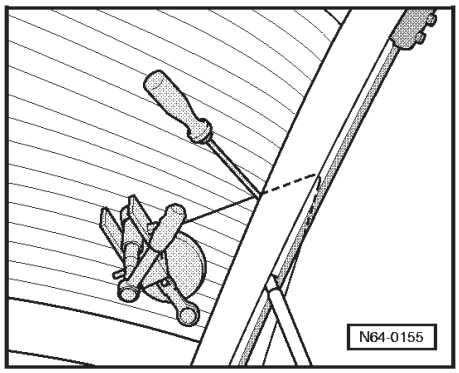
– Apply primer evenly all round window in one pass.

– Start application with fully soaked felt. Drying time approx. 10 minutes.

– Primer width -a- = 20 mm

Note:

Do not touch up primer strip until primer has dried thoroughly.



– Apply adhesive sealant all round as shown.
  – The adhesive sealant should touch the edge of the window surround.
  – Distance b = 8 mm
  – Dimension c = 8 mm
  – Distance a = 12 mm

Note:

The height of the adhesive bead should be reduced by the height of the remaining residue on the window and the flange.

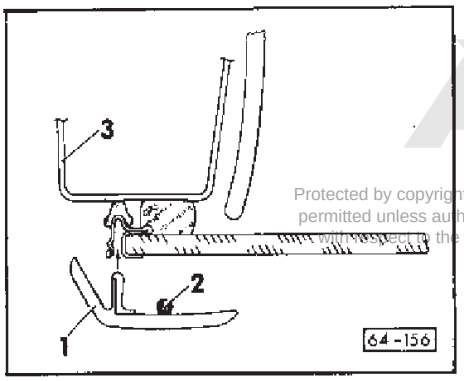
– Remove protective film from adhesive strips on retaining clips.

Note:

The retaining clips are only fitted on replacement windows.

– Insert window pane into window cut-out.

– Align window.
  – The trim cover must lie flush against the side panel bottom, the D-pillar and the roof.



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– Clean outside of window pane around cover -1- in bonding area using cleaning solution.

– Apply plastic primer D 009 600 to cover.

– Apply adhesive sealant to cover.

– 2 - Adhesive bead
  – ø of adhesive bead = 4 mm

– Push cover into clamping strip.

– Affix window pane and cover with fabric-reinforced adhesive tape.

– 3 - C-pillar

Note:

The rear door (contact area between door seal and newly bonded window) must be closed during drying.

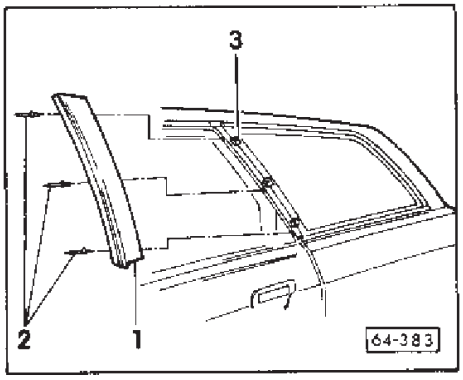
– On completion of waiting time => Page 64-5 , carry out a leak test => Page 64-7.

Removal and installation (Avant)

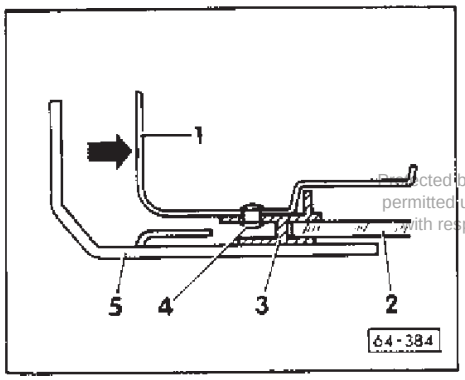
Tools and materials required => Page 64-1.

Removal

– Remove boot side trims => Page 70-37.
– Remove C-pillar trim => Page 70-35.
– Remove D-pillar trim => Page 70-35.
– Removing masking strip => Page 70-36.



– Drill off rivet heads of C-pillar outer trim cover -1- from rivets -2- and tap rivet shafts through into the interior.
– Detach trim cover from brackets -3-.

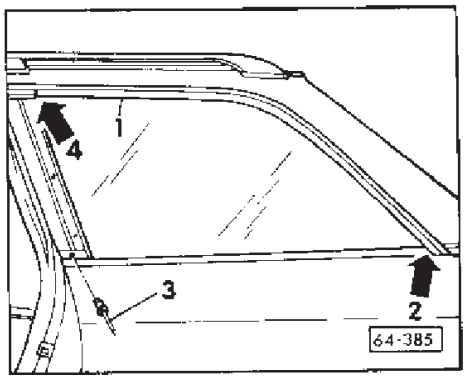


– Drill off rivets heads -4- from brackets -3- for side window -2- and tap rivet shafts through into the interior.
– 1 - Window flange
– 5 - C-pillar trim cover

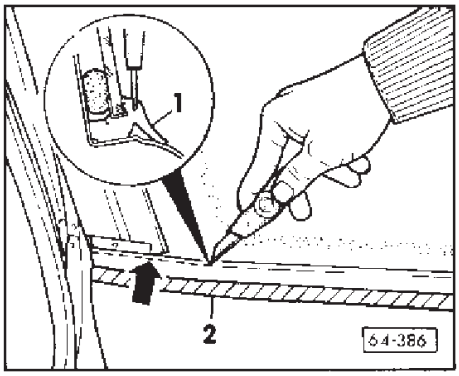
Note:

The brackets are broken when the window pane is cut out.

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– Grip side window seal with pliers in area -arrow 4- and pull out as far as -arrow 2-.
– Separate seal from bottom section in area -arrow 2- using a cutter.
– Drill off rivet head -3- and tap rivet shaft through into the interior.

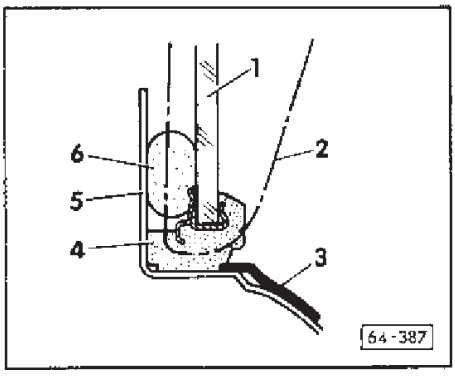


– Cut into seal along entire length in area -arrow-, as shown in the illustration.
  – Cutting depth 2 ... 4 mm
– Grip rim of lip -1- with pliers and detach over the entire length.

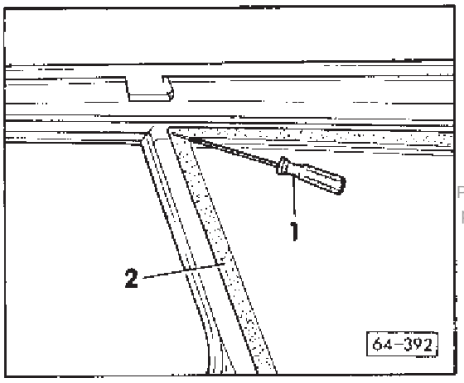
Note:

Cutting off the lip allows better control of the cutting wire when it is introduced.

– Affix fabric adhesive tape -2- to prevent the cutting wire from damaging the paintwork.



– Affix the adhesive tape-3- to the vehicle body -5- as close as possible to the cut-off side window seal -4-.
– 1 - Side window
– 2 - Course of cutting wire
– 6 - Adhesive bead

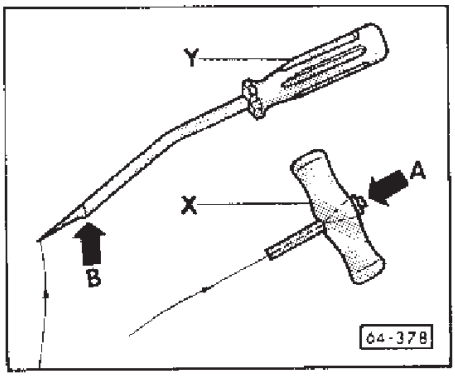


Warning

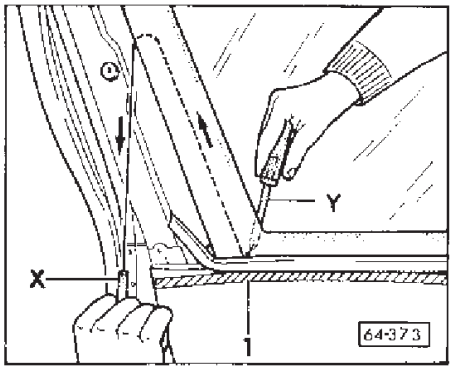
When removing a window, always wear protective goggles and leather gloves.

– Push awl -1- through bead of adhesive sealant from inside to out.
– Attach cutting wire to awl and pull through towards the inside.
– 2 - Side window

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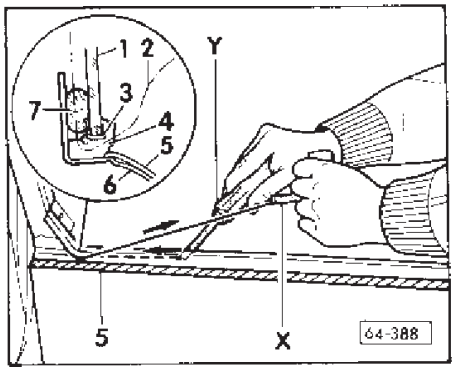
– Thread cutting wire in gripper -X- outside vehicle and clamp in place -arrow A-.
– Secure cutting wire to cutting tool -Y- in vehicle interior -arrow B-.



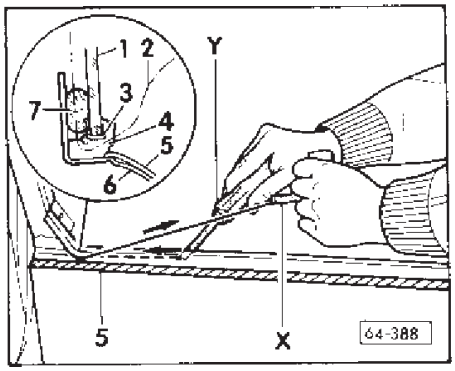
- Push cutting tool -Y- from vehicle interior in area of C-pillar at bottom into adhesive sealant and hold firmly (2nd person required).
- Pull cutting wire smoothly with gripper -X- in direction of arrow as far as stopping point at bottom corner.
- Pull wire with cutting tool back inward.
- Push cutting tool into adhesive sealant approx. 150 mm away and hold firmly.
- 1 - Fabric adhesive tape

Note:

Ensure acute cutting angle of cutting wire to adhesive bead.



- Place or draw cutting wire -2- under metal core of side window seal -3-.
- 1 - Side window
- 4 - Side window seal (cut)
- 5 - Fabric adhesive tape
- 6 - Side panel
- 7 - Adhesive bead



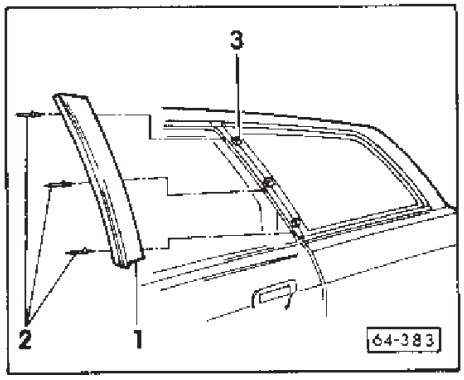
- Pull cutting wire smoothly with gripper -X- in direction of arrow as far as stopping point at bottom corner.
- Repeat steps until window is completely cut out.
- Remove window with double suction cup unit.

Removal of broken window:

- Remove glass fragments down to adhesive sealant.
- Separate glass residues and adhesive sealant with carpet knife or electric cutter.

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Installing

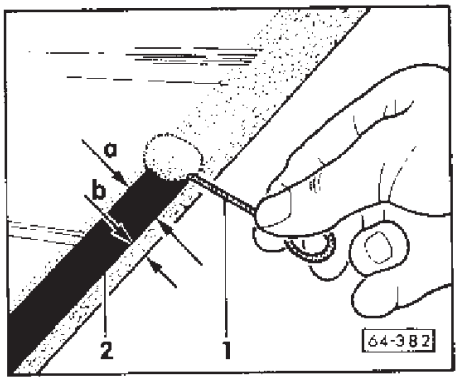


- Preparations for installing the window => Page 64-14.
- Mount bracket -3- for C-pillar trim cover -1- in previous position on rim of window pane.
- Fit side window seal to bottom rim of window.

Applying primer

Note:

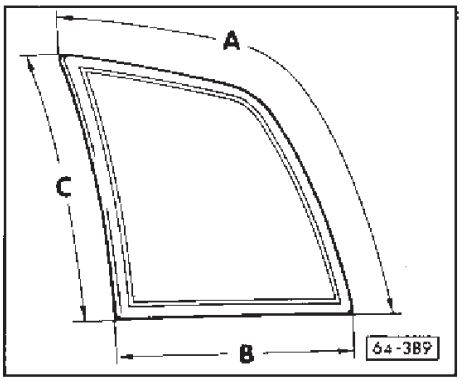
Ceramic coating on windows is not a primer. All new windscreens must be primed before applying adhesive sealant.



- Apply primer -2- evenly all round in one operation, using applicator -1-.
- Start application with fully soaked felt. Drying time approx. 10 minutes.
  - Primer width -a- = 20 mm
  - Primer must be centrally aligned to adhesive bead => Fig. 64-391, Page 64-52.

Note:

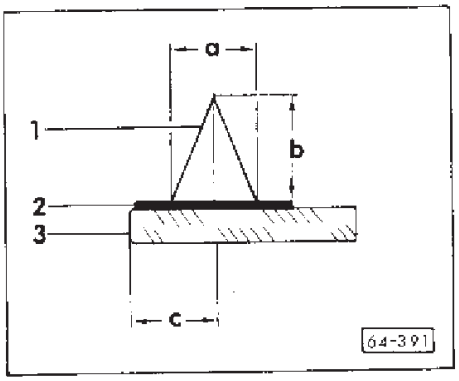
Do not touch up primer strip until primer has dried thoroughly.



Distance between primer and window rim

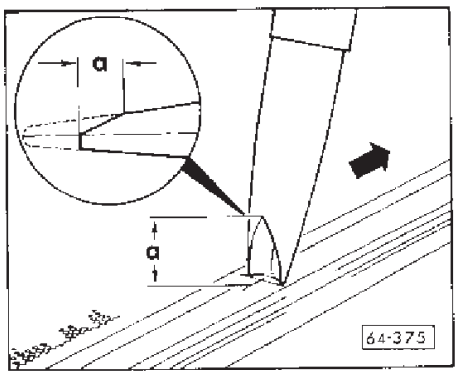
- ♦ Distance from window rim to centre of primer/adhesive bead = dimension c => Fig. 64-391, bottom.
- ♦ Area A: Dimension c = 9 mm
- ♦ Area B: Dimension c = 8 mm
- ♦ Area C: Dimension c = 11 mm

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Primer- and adhesive bead application

- 1 - Adhesive bead
- 2 - Primer
- 3 - Side window
- ♦ Distance a = 8 mm
- ♦ Distance b = 12 mm
- ♦ Dimension c = distance between window rim and centre of primer or adhesive bead for areas A, B and C => Fig. 64-389, top.



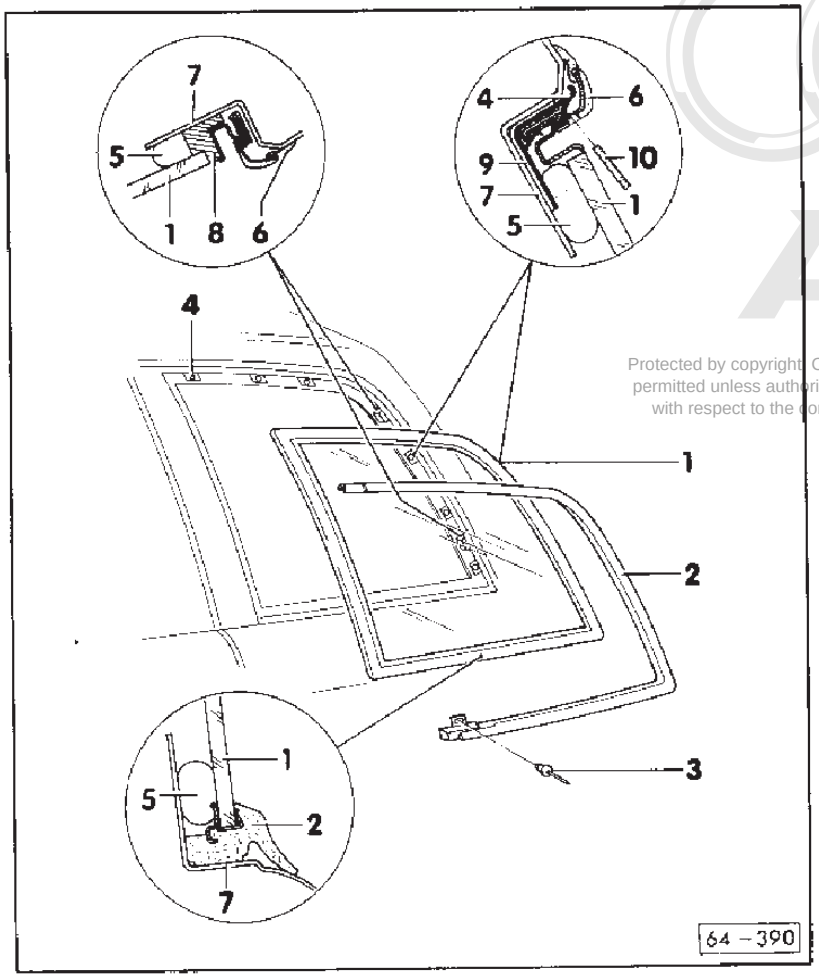
Opening for nozzle tip

– If no moulded tip is available, cut nozzle tip to shape as shown in the illustration.

– Distance a = 12 mm

Note:

The cross-section of the bead is determined by the opening in the tip of the nozzle and the rate of application.



Installing side window

1 – Side window

– Before applying adhesive bead to side window, fit seal -item. 2– to bottom rim of window, bringing strip flush with rear corner of window pane.

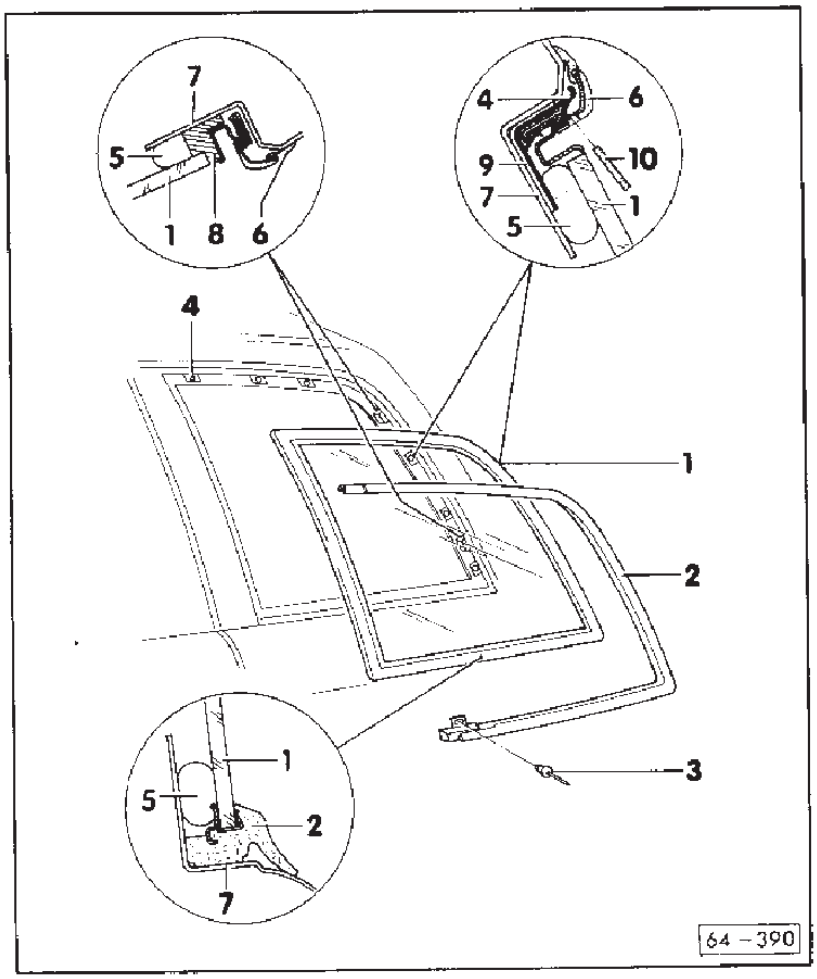
– Fit seal -item 2– onto bottom rim of window.

– Affix spacer -item 8-.

– Apply adhesive bead => Page 64-52.

– Insert side window in cut-out using double suction cup unit, ensuring window contacts spacer -item. 8-.

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2 – Side window seal

♦ Press top section of side window seal into roof trim -item 6-.

3 – Rivet

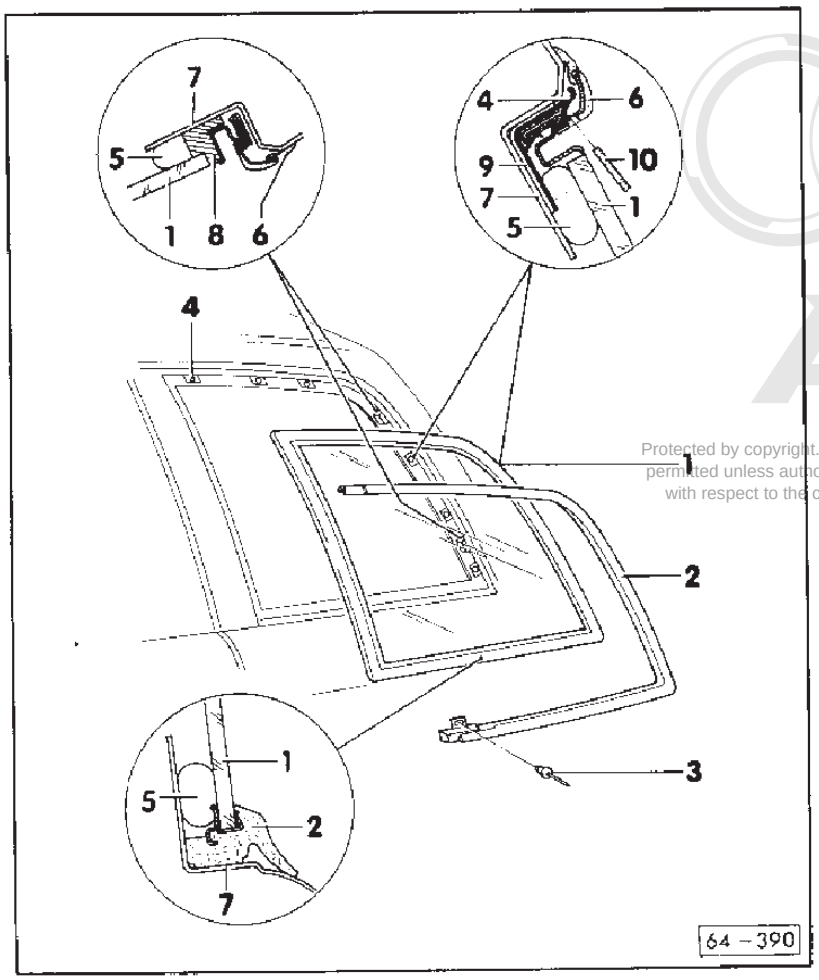
4 – Roof trim strip retaining clip

– Insert one pin, ø approx. 1.5 mm -item 10– through the hole and push clip off towards the rear.
– Detach roof strip towards the front.

5 – Adhesive bead

6 – Roof strip

7 – Window flange



8 – Spacer

♦ Qty. 2

9 – Rest

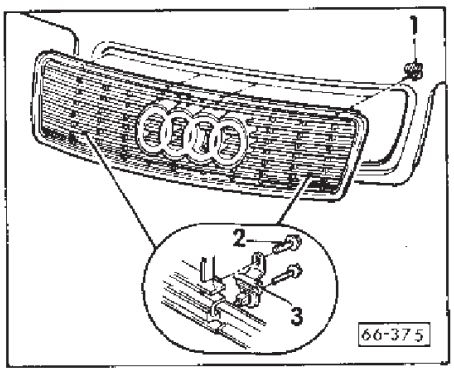
10 – Pin

♦ Only required for removing roof trim strip => Page 66-22

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Radiator grille

Removing and installing radiator grille



Removal:

– Undo 3 combi screws M5 x 8 -item 2-.

– Remove radiator grille towards the front.

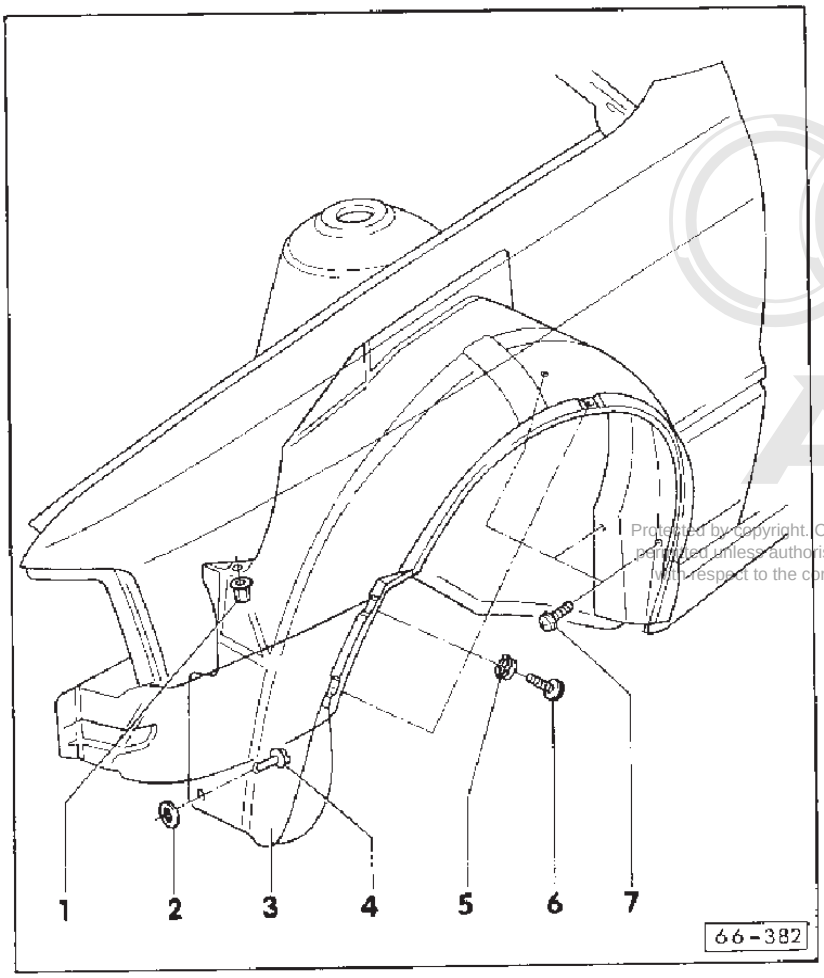
Installation:

– Attach radiator grille to mounting clip -1-.

– Tighten combi screws to 6 Nm.

Note:

The bracket -3- does not need to be removed to dismount the radiator grille.



Wheel housing liners

Removing and installing front wheel housing liner

1 – Clip nut

2 – Circlip

3 – Front wheel housing liner

♦ Removal:

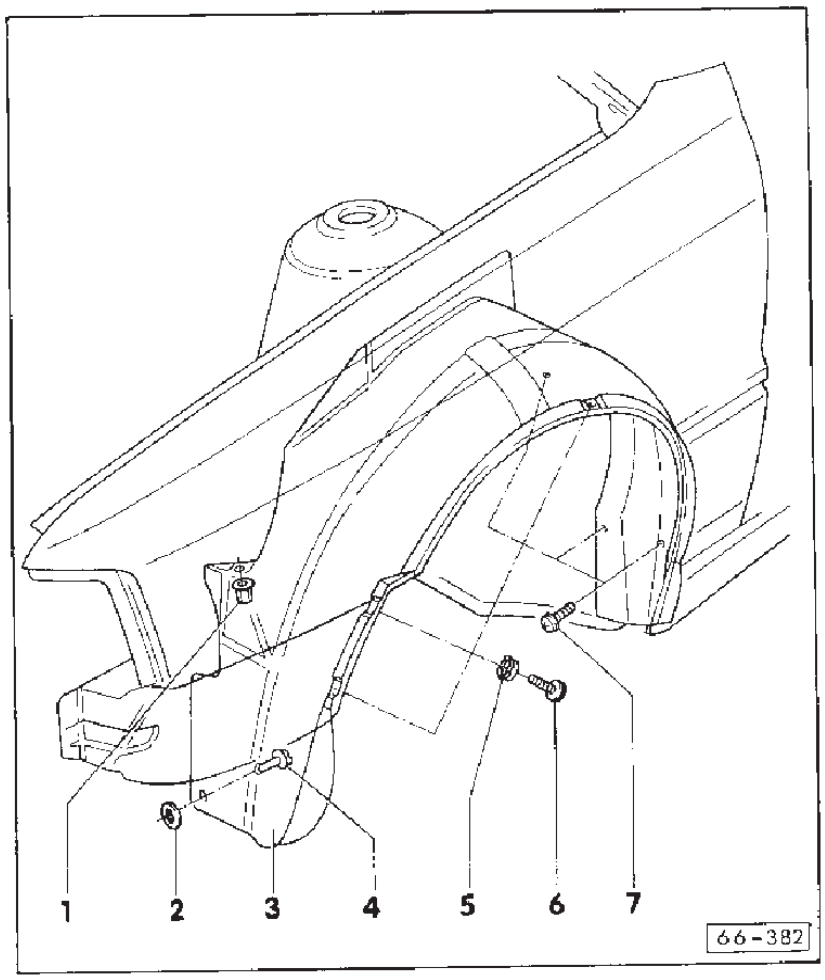
– Release retaining pins -item 4- .

– Unclip end of bumper from side locator => Page 63-1.

– Unscrew oval-headed self-tapping screws -item 6– and -item 7-.

– Unscrew clip nut -item 1– .

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– Disengage wheel housing liner over stud bolts and detach from wing flange by pushing inwards.

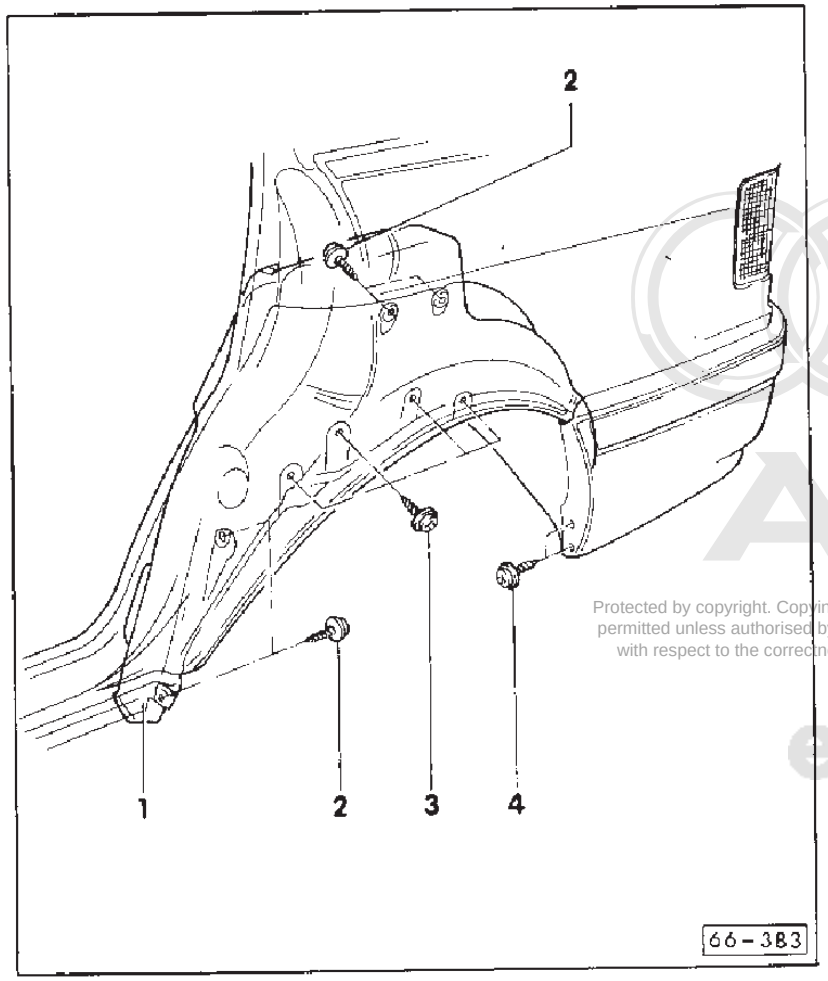
♦ Installation: First insert wheel housing liner facing A-pillar, then push over wing flange.

4 – Clamping pin

5 – Protective clip

6 – Self-tapping oval head screw

7 – Self-tapping oval head screw



Removing and installing rear wheel housing liner

1 – Rear wheel housing liner

♦ Removal:

– Remove wheel.

– Unscrew bolts -item 2-, -item 3– and -item 4-.

– Remove wheel housing liner.

2 – Combi self-tapping screw – 2.5 Nm

♦ Qty. 4

3 – Combi screw – 2 Nm

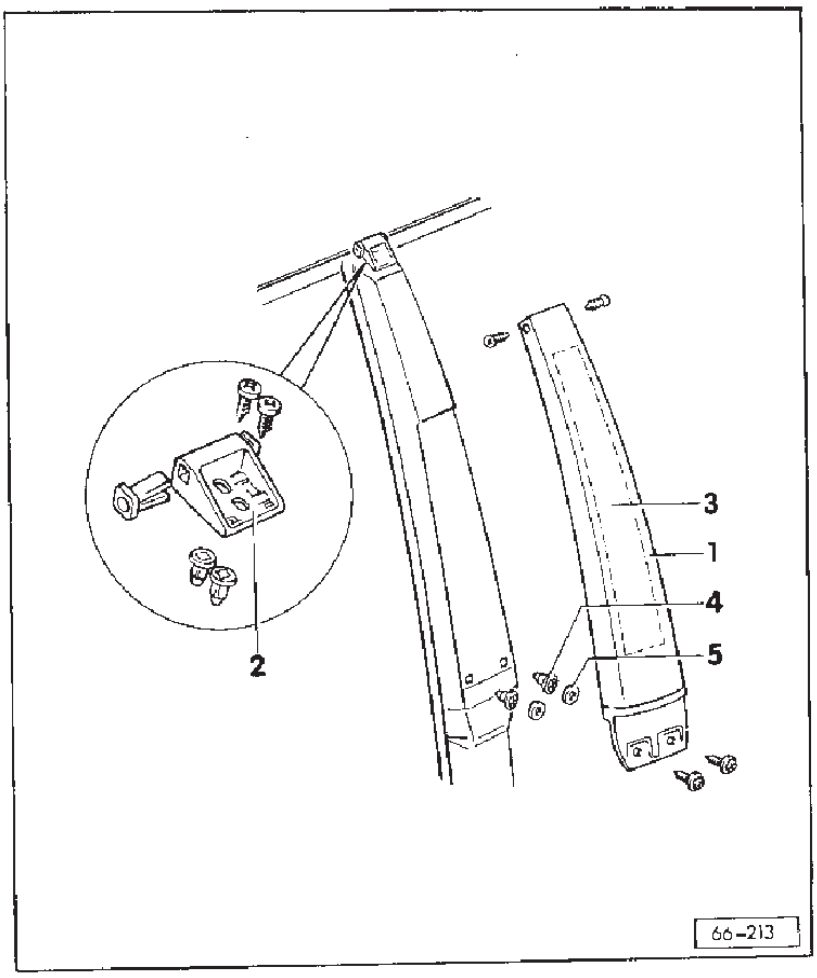
4 – Self-tapping screw – 2.5 Nm

♦ Qty. 2

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B-pillar and C-pillar trims

Removing and installing B-pillar trim (Saloon)



1 – B pillar trim
- ♦ Removal:
- – Unscrew attachment screws (1 Nm).
- – Remove trim.

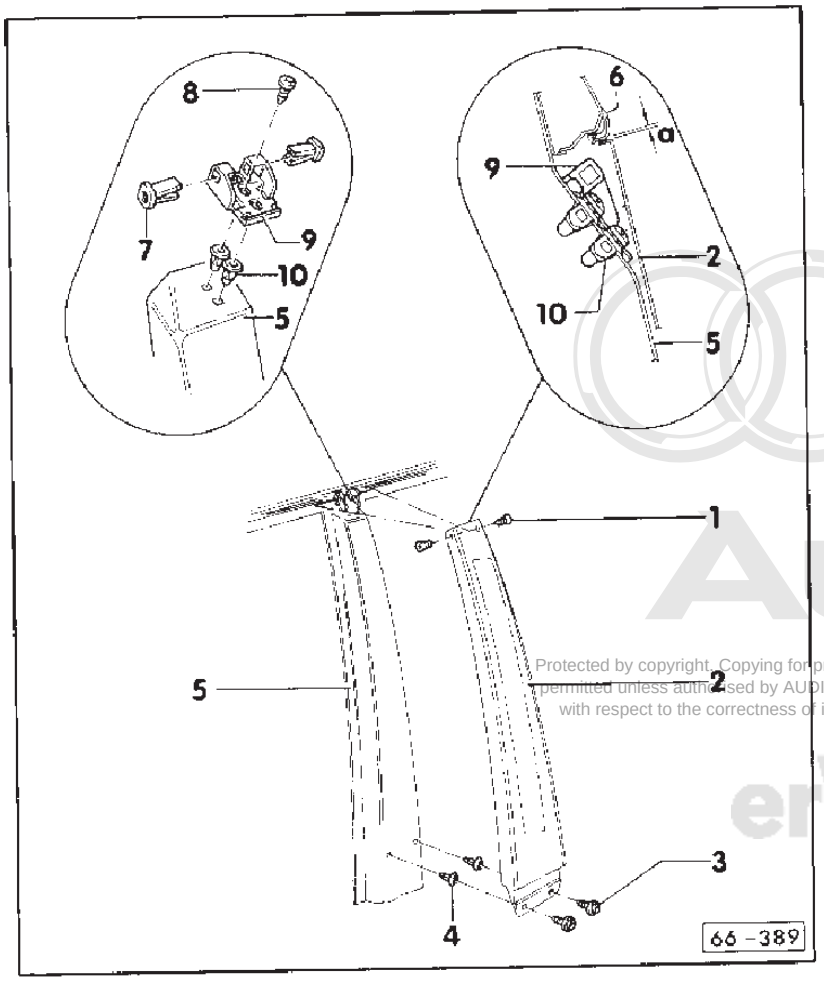
2 – Bracket with spreader nuts
- ♦ Adjust gap by shifting bracket

3 – Insulating strip

4 – Spreader nut

5 – Spacer

Removing and installing B-pillar trim (Avant)



1 – Cross-head bolt – 1 Nm

2 – B pillar trim
- ♦ Unscrew screws -item 1– and -item 3– and remove trim.
- ♦ Keep to dimension a = 0.5 mm when refitting

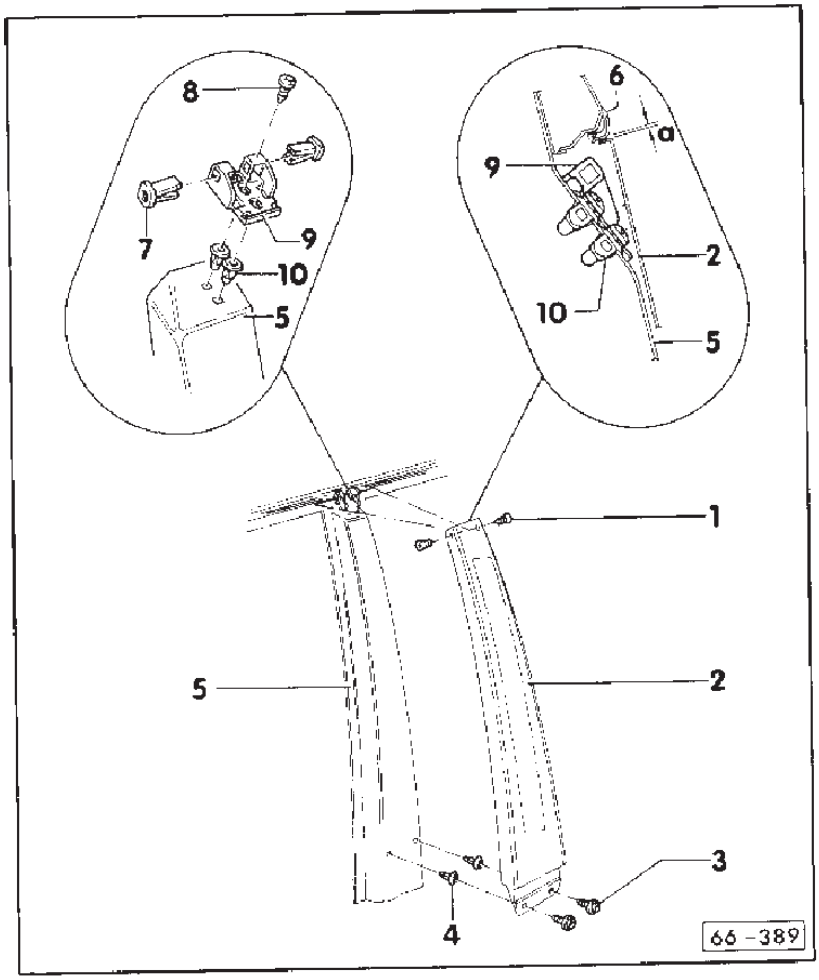
3 – Combi screw – 1 Nm

4 – Spreader nut

5 – B-pillar

6 – Roof trim strip

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7 – Spreader nut

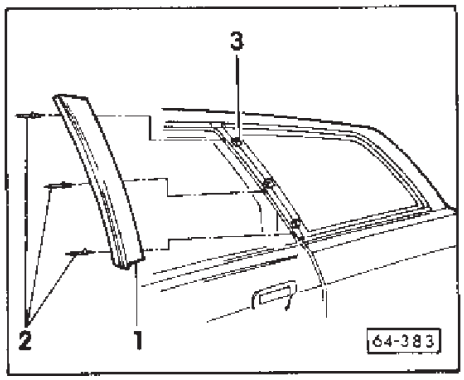
♦ Position of trim cover can be moved by adjusting the front or rear spreader nut.

8 – Oval-headed self-tapping screw – 1 Nm

9 – Bracket for B-pillar trim

10 – Spreader rivet

Removing and installing C-pillar trim (Avant)



◀ – Drill off rivet heads of C-pillar outer trim cover -1- from rivets -2- and tap rivet shafts through into the interior.

– Detach trim cover from brackets -3-.

Note:

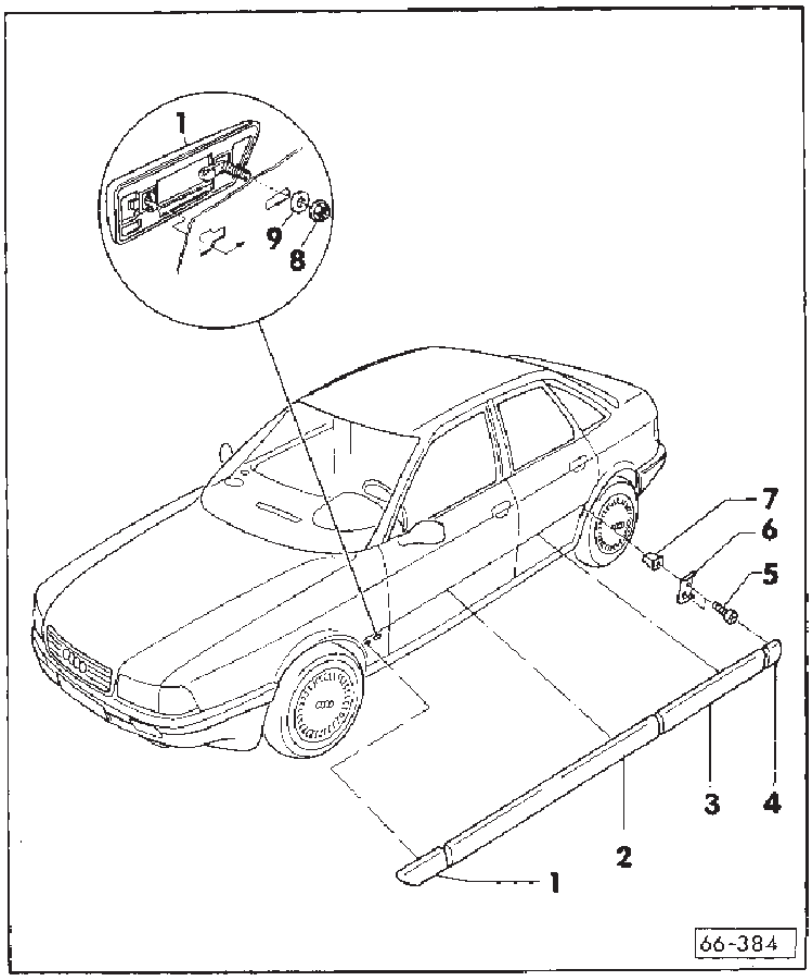
♦ If drilling off the rivets has damaged the paintwork, re-establish paint structure.

=> Vehicle paintwork

♦ Take anti-corrosion measures if necessary

=> "Surface treatment/chemical materials" binder

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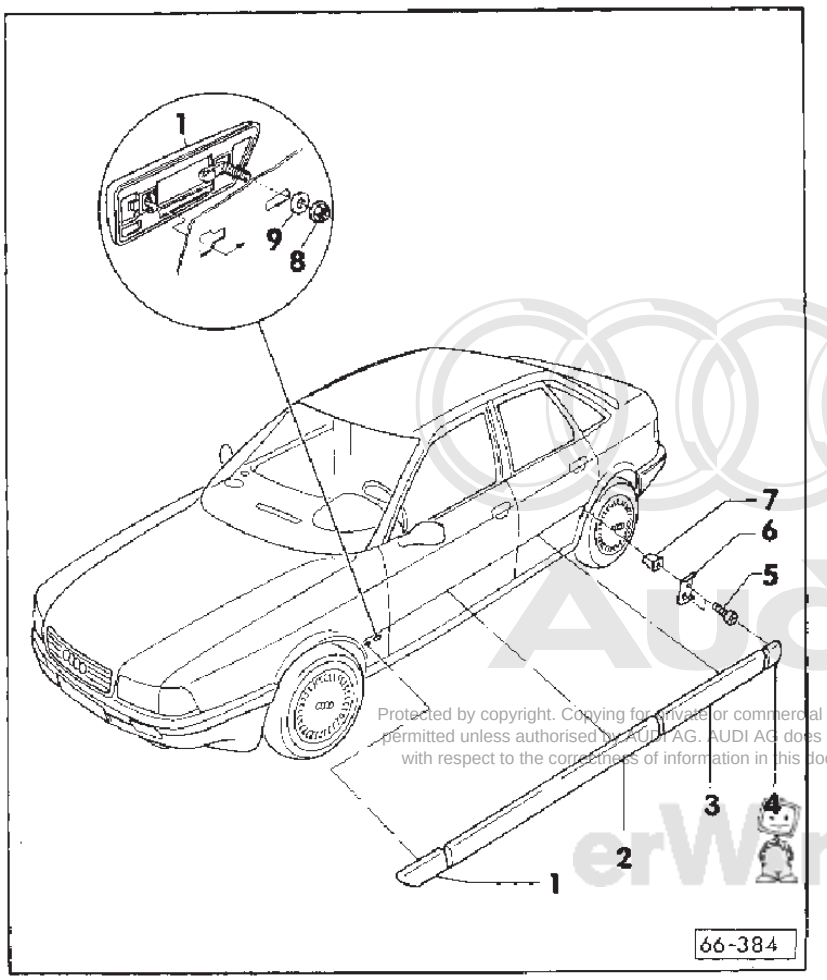


Protective trim strips

Removing and installing protective trim strips

1 – Wing protective trim strip
- ♦ Removal:
- – Removing front wheel housing liner => Page 66-2.
- – Unscrew hexagon nut -item 8– .
- – Push protective strip back and remove from wing.

2 – Front door protective trim strip
- ♦ Binding surfaces must be free of dust and grease
- ♦ Heat door panel and strip to approx. 40 oC.



3 – Rear door protective trim strip
- ♦ Binding surfaces must be free of dust and grease
- ♦ Heat door panel and strip to approx. 40 oC.

4 – Side panel protective trim strip
- ♦ is held in clip -item 6– and also held in place by adhesive

5 – Oval-head screw

6 – Clamp

7 – Spreader nut

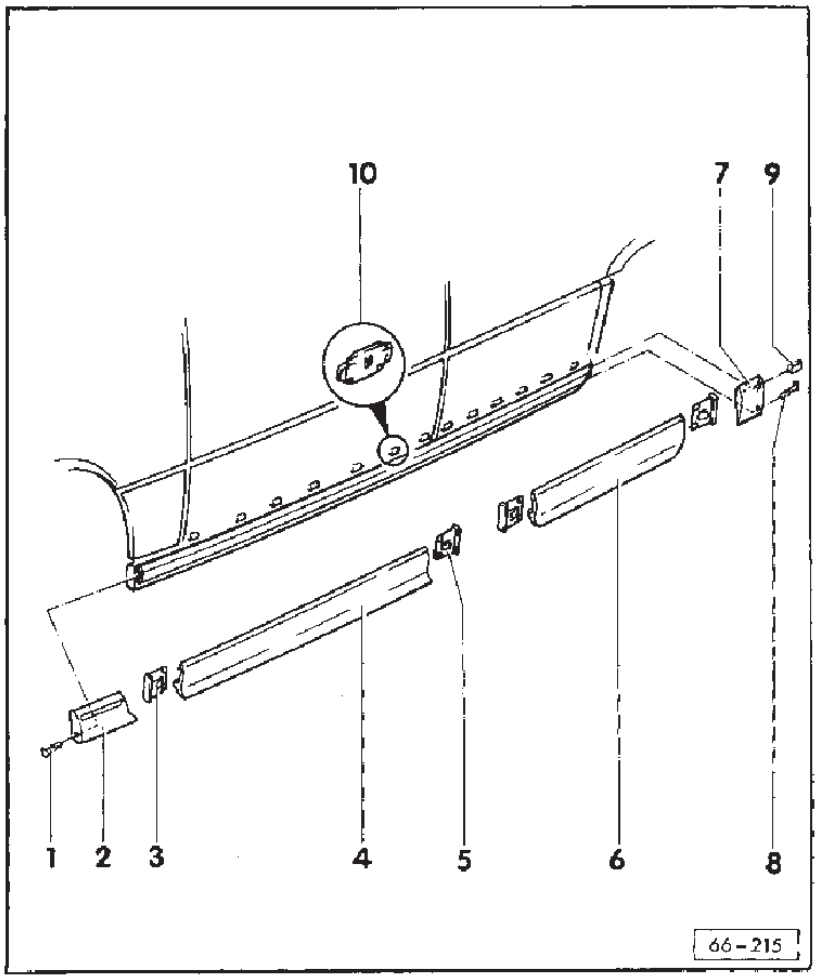
8 – Hexagon nut- 1 Nm

9 – Washer

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Trim cover for side member

Removing and installing trim cover for side member

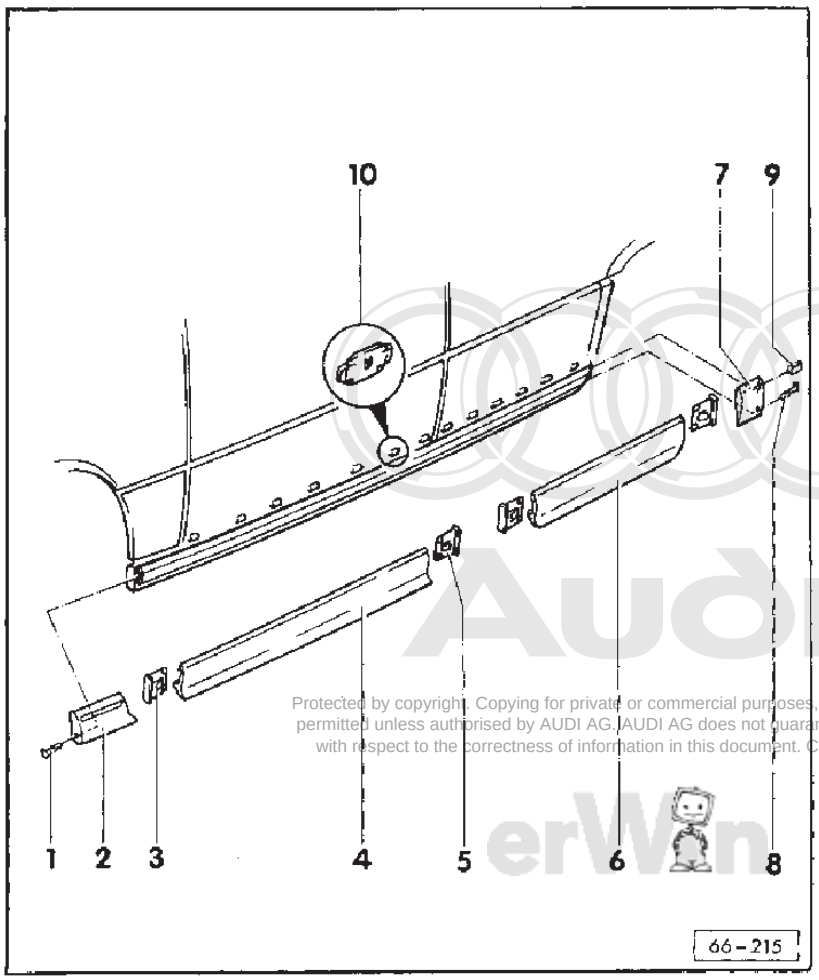


1 – Clamping spring

2 – Wing cover
- ♦ Bonded using PUR => Page 66-13
- ♦ Adhesive bead ø 8 mm applied in L-shape

3 – Front cap
- ♦ Grip is facing cover
- ♦ Wide end facing downwards

4 – Front door cover
- ♦ To remove, pull out cap and withdraw cover backwards out of clips.



5 – Rear cap
- ♦ Grip is facing cover
- ♦ Wide end facing downwards

6 – Rear door cover
- ♦ To remove, pull out cap and withdraw cover backwards out of clips.

7 – Side panel cover
- ♦ Bonded using PUR => Page 66-13
- ♦ Adhesive bead ø 10 mm applied in L-shape

8 – Clamping spring

9 – U-clamp

10 – Clip

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PUR-bonding

Materials

Designation	Part no.
PUR-adhesive sealant 1)2)	AKD 476 KD5 05
Cleaning solution	D 009 401 04
Glass primer/paint primer	D 009 200 02
Plastic primer	D 009 600

[1]) Processing temperature at least 20 oC, heat components if necessary

[2]) Hardening time 4 hours at 20 oC

Warning

Follow the manufacturer's safety and usage instructions when handling materials.

Preparations

- PUR-adhesive sealant still present on panel

– Cut adhesive sealant back to 1 mm using carpet knife. Take care not to damage primer and paint surface.

Note:

♦ Remaining material serves as a bonding surface for the new adhesive sealant when it is applied.

♦ Keep bonding surfaces clean and free from grease.

- Newly-painted panels

– Clean bonding areas with cleaning solution.

– Apply paint primer and leave to dry for 10 minutes.

- Plastic components

– Clean bonding areas with cleaning solution and rub dry with lint-free cloth.

– Apply plastic primer and leave to dry for 10 minutes.

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Installation

– Apply PUR adhesive sealant.

– Mount covering, ensuring even contact.

– Press firmly, particularly at the ends.

– Also stretch covering using fabric-reinforced adhesive tape to increase the pressure.

Removing contamination caused by adhesive sealant

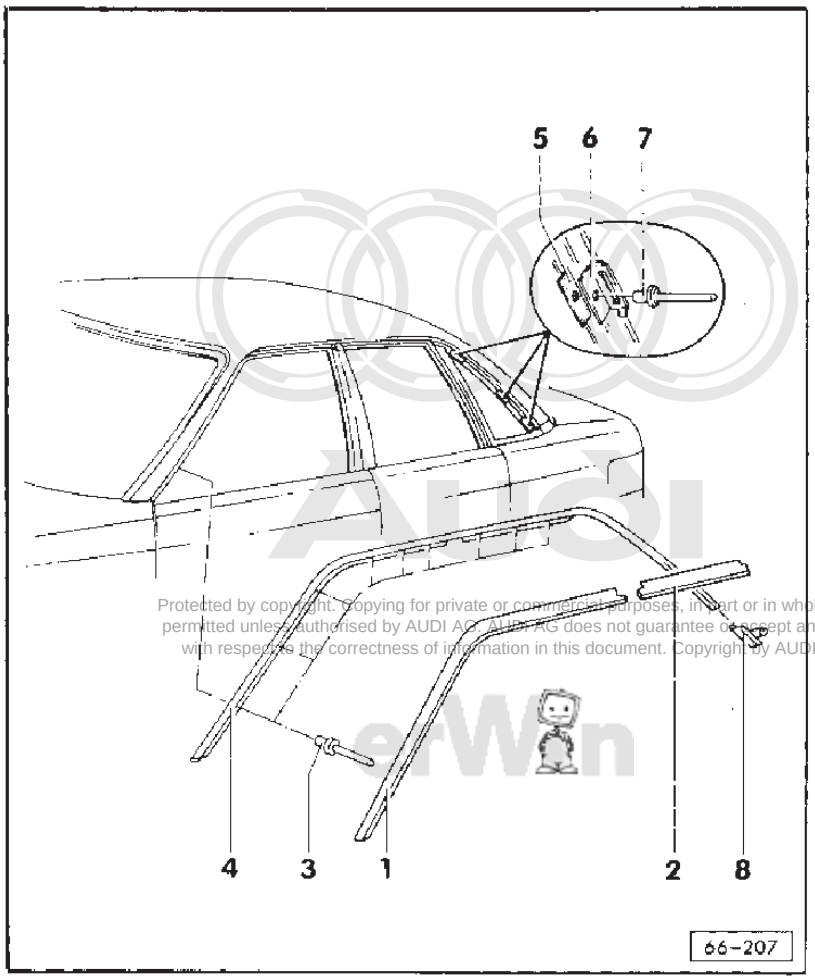
Adhesive remover D 002 000 10 is the recommended cleaning agent. Always follow the safety instructions.

Paint areas:

– Clean painted surface with a dry cloth. Remove residual dirt with adhesive remover D 002 000 10.

Plastic components

– Allow adhesive sealant to set (2-3 hours) and then pull off.



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Roof trim strip

Removing and installing roof trim strip (Saloon)

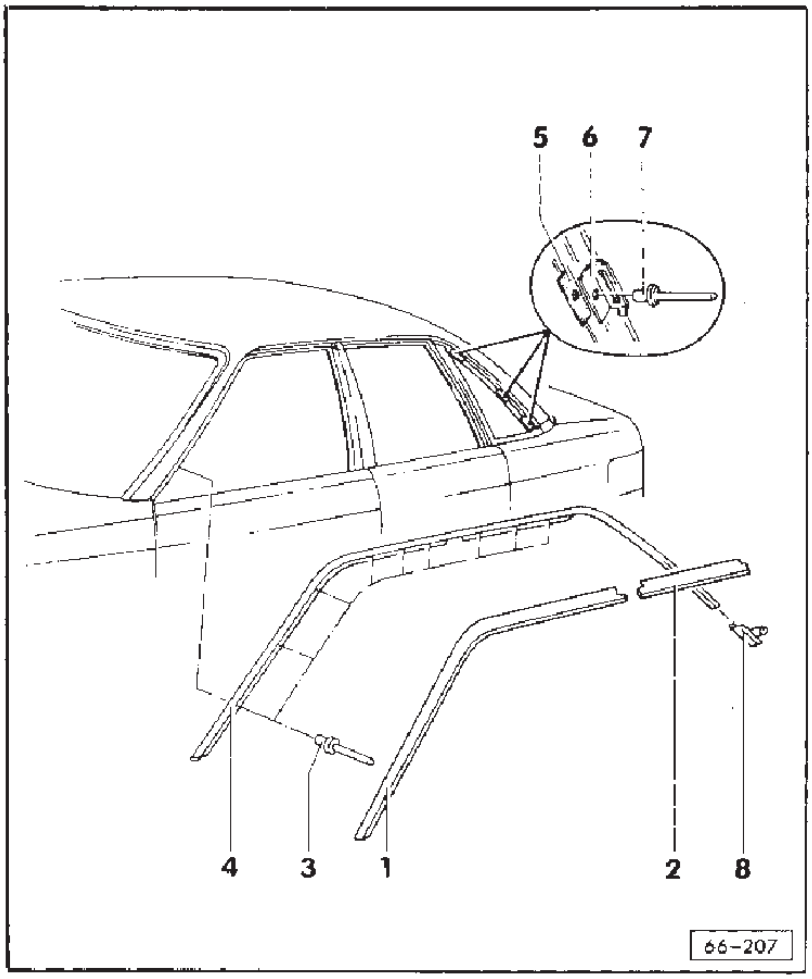
1 – Front masking strip
♦ Clipped into roof trim strip

2 – Rear masking strip
♦ Clipped into roof trim strip
♦ Removing and installing => Page 66-18

3 – Hollow rivet

4 – Roof trim strip
♦ Removing and installing => Page 66-18

5 – Shim plate



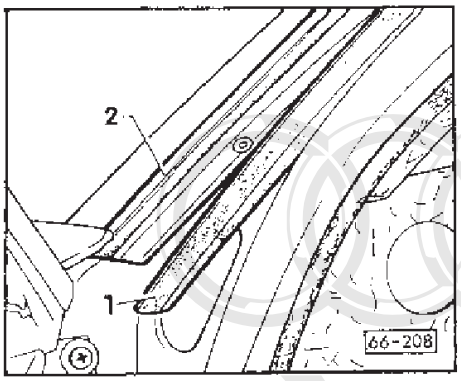
6 – Clamp

♦ Roof trim strip held by clips in D-pillar area

7 – Hollow rivet

8 – End cap

♦ The end cap does not need to be removed when removing/replacing the roof trim strip



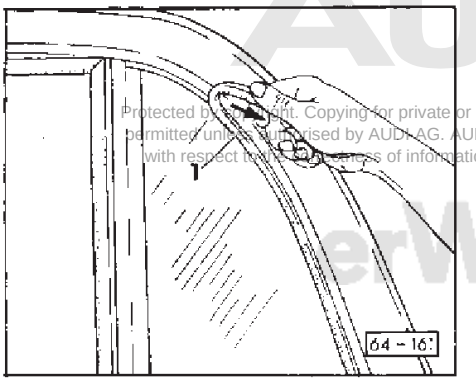
Removal

– Remove B-pillar trim => Page 66-5.

– Prise masking strip -1- out of roof trim strip -2- at front and rear and remove.

Note:

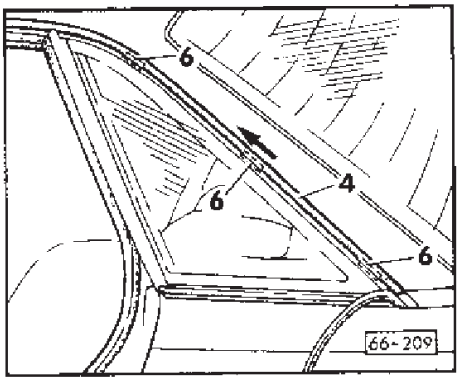
The end cap does not need to be removed when removing/replacing the roof trim strip



– Pull out trim cover -1- starting at C-pillar.

– Drill off rivet heads using 8 mm drill and tap rivet shafts through into the interior.

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– Pull roof trim strip -4- upwards along approx. 30 mm along D-pillar until roof trim strip lugs are disengaged from clips-6-.

Note:

♦ If drilling off the rivets has damaged the paintwork, re-establish paint structure.

=> Vehicle paintwork

♦ Take anti-corrosion measures if necessary

=> "Surface treatment/chemical materials" binder

Installing

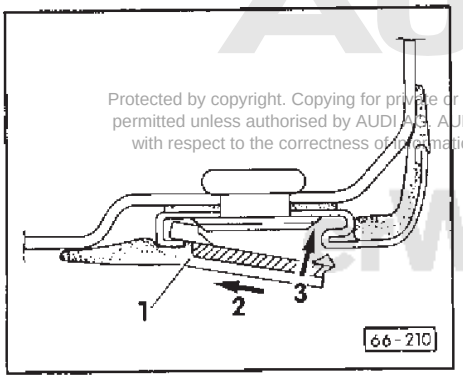
Note:

To prevent damage to the paintwork, the roof trim strip should be guided along the D-pillar by a second fitter during installation.

– First thread roof trim strip into end cap.

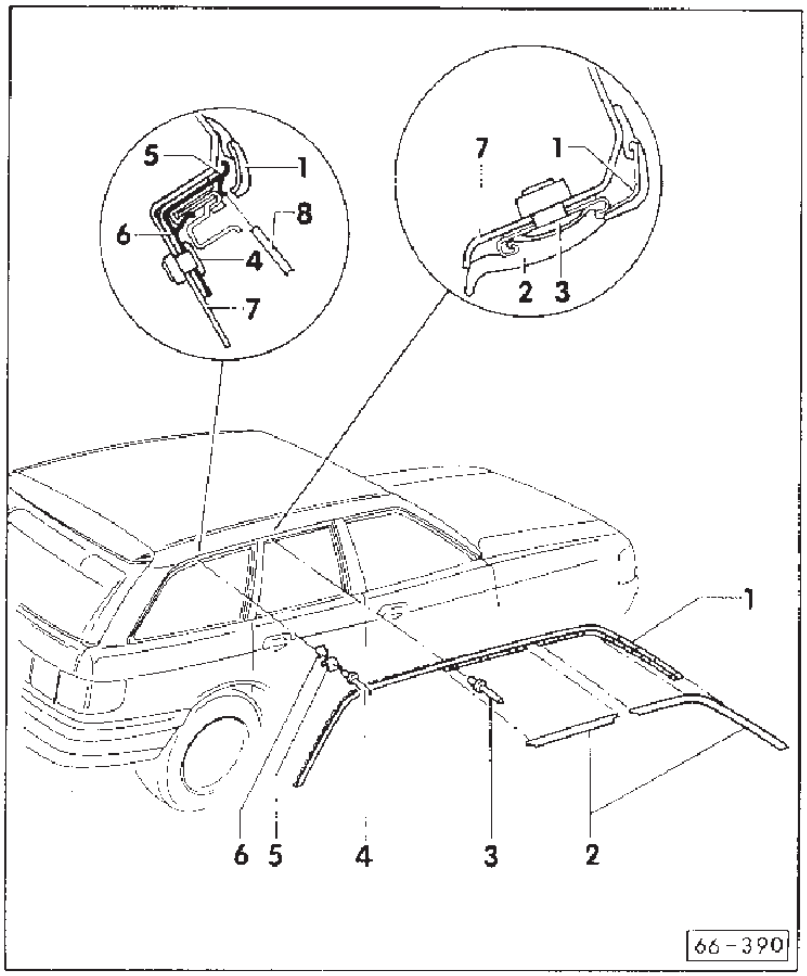
– Push roof trim strip along D-pillar underneath clips until hole pattern on roof frame overlaps the hole pattern on the roof trim strip.

– Fit hollow rivet.



– First insert masking strip -1- in direction of arrow -2- and then push in roof trim strip in direction of arrow -3-.

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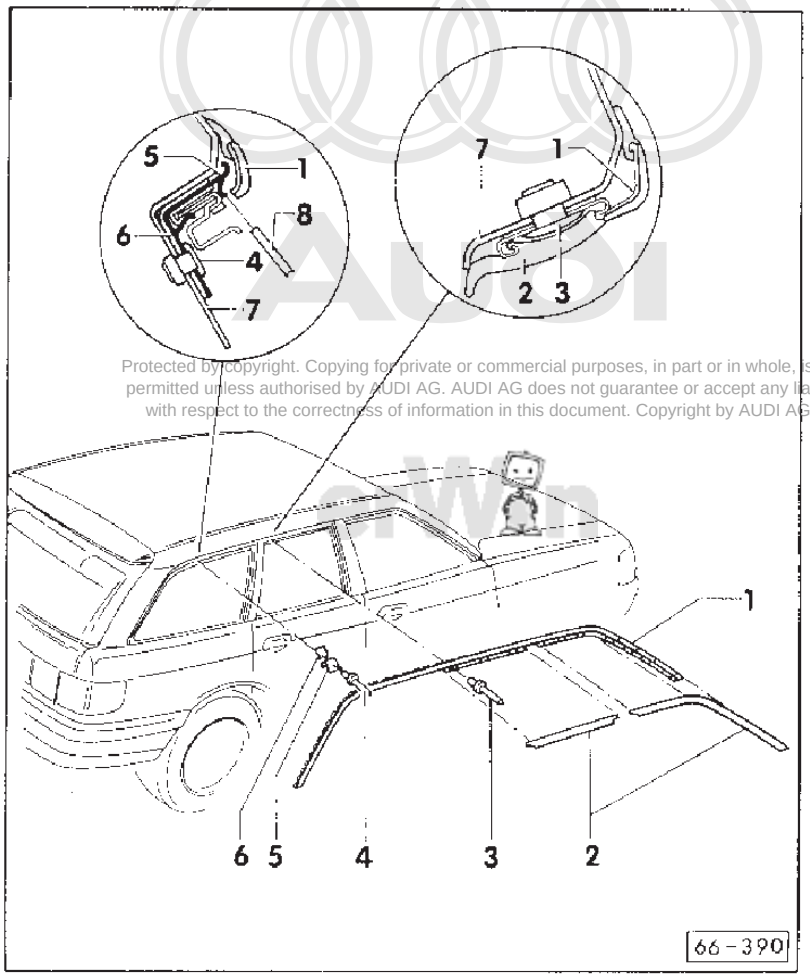
Removing and installing roof trim strip (Avant)

Note:
The B-pillar and C-pillar trim must be removed before removing the roof trim strip => Pages 66-6 and 66-8.

1 – Roof trim strip

2 – Masking strips
- ♦ Removal: Prise out at one end and remove completely

3 – Hollow rivet
- ♦ For attaching roof trim strip
- ♦ Qty. 10
- ♦ Removal: Drill off rivet head and tap rivet shaft through into the interior.



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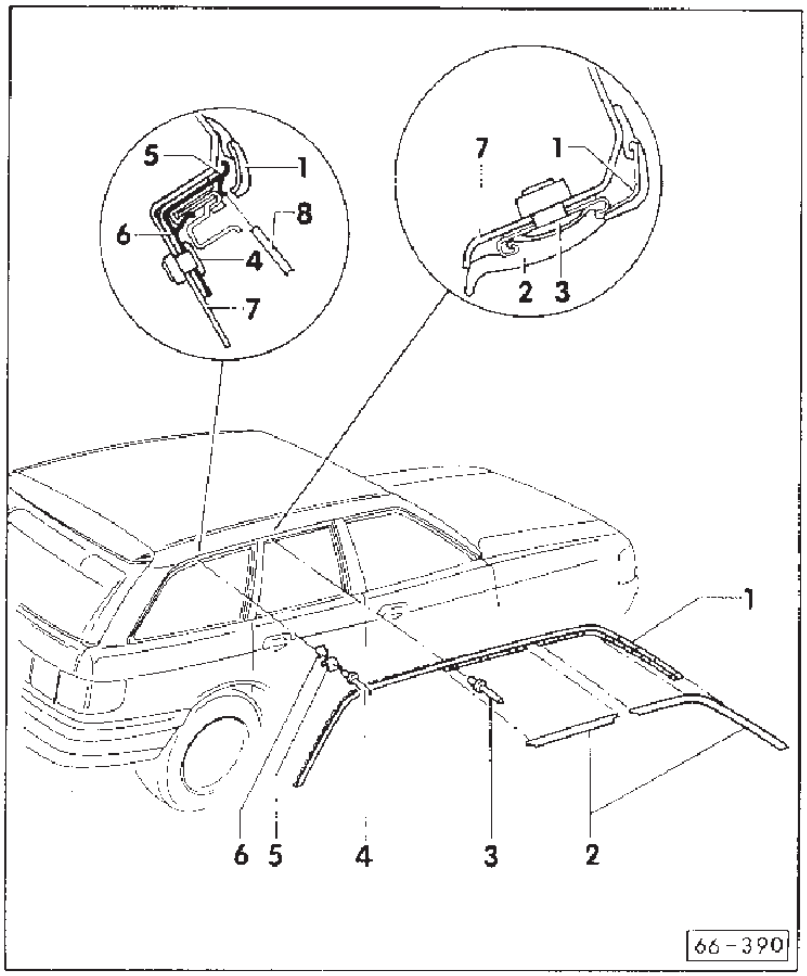
4 – Hollow rivet
- ♦ Qty. 6
- ♦ For attaching bracket
- ♦ Removal: Drill off rivet head and tap rivet shaft through into the interior.

5 – Bracket
- ♦ Qty. 6

6 – Shim plate
- ♦ Qty. 6

7 – Window flange

8 – Pin
- ♦ Qty. 6
- ♦ For removing roof trim strip:
- – Insert one pin, ø approx. 1.5 mm into the hole and push retaining lug of clip -5- towards the rear.



– At the same time, pull roof trim strip forwards slightly and detach.

Note:

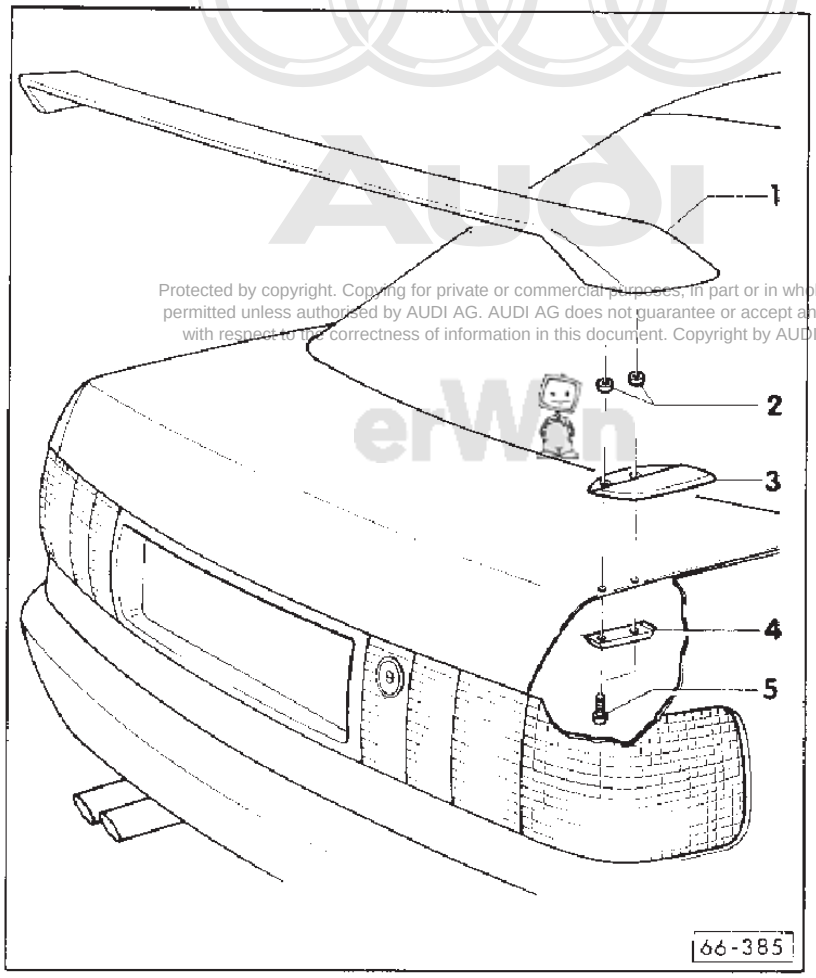
♦ If drilling off the rivets has damaged the paintwork, re-establish paint structure.

=> Vehicle paintwork

♦ Take anti-corrosion measures if necessary

=> "Surface treatment/chemical materials" binder

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Wing spoiler

Removing and installing wing spoiler

1 – Wing spoiler

2 – Shim

3 – Shim plate

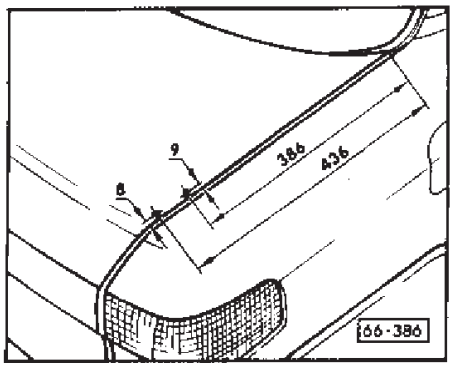
4 – Packing plate

5 – Hexagon socket screw, 5 Nm
♦ Micro-encapsulated

Note:

If wing spoiler is attached without micro-encapsulated hexagon socket screws, lock screws using locking compound AMV 197 000 01.

Retrofitting wing spoiler



– Transfer drill hole dimensions to boot lid using a thin permanent pen.
  – Dimensions in mm, tolerance ±0.5 mm
– Carefully mark drill holes and start drilling using a small drill.
– Drill out using ø 7 mm sheet metal drill.
– Check wind spoiler seating and rework drill holes if necessary.
– Apply corrosion protection to drill holes
=> "Surface treatment/chemical materials" binder
– Fit wing spoiler.

Note:

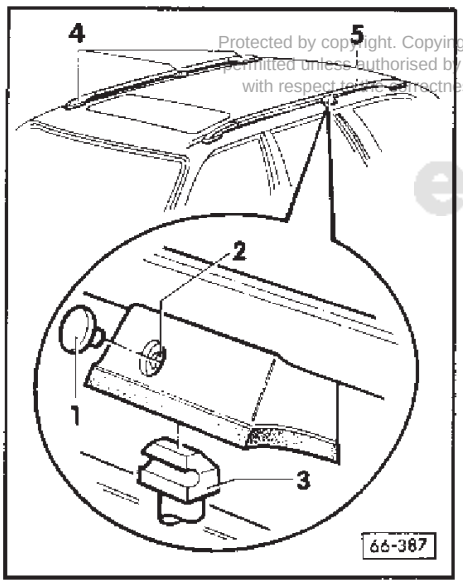
Replace gas-filled struts with gas-filled struts for vehicles with wing spoiler. Removing and installing => Fig. 3, Page 55-12.

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Roof rail (Avant)

Removing and installing roof rail

Removal



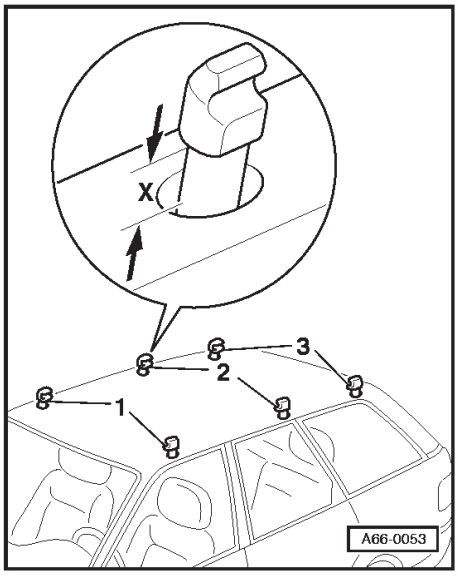
– Pull caps -1- out of supporting feet -4-.
– Loosen hexagon socket screws -2- in supporting feet.
– Detach roof rail -5- upwards.

Installing

Note:

Before installing a new threaded bolt, immerse its head in primer D 009 200 2.

– Before mounting the roof rail onto the threaded studs, check the position of the studs and correct if necessary.



– Adjust threaded studs by rotating.
  – Groove in threaded stud must be parallel to centre of vehicle.
  – Dimension x for front threaded nut -1-
    = 10 ... 11 mm
  – Dimension x for middle threaded nut -2-
    = 7.7 ... 8.7 mm
  – Dimension x for rear threaded nut -3-
    = 9.3 ... 10.3 mm
– Coat hexagon socket screws with AMV 197 000 01 locking compound before inserting.

Note:

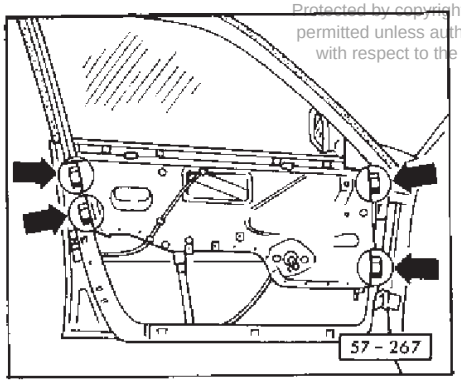
Ensure adequate sealing.

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Exterior rear-view mirror

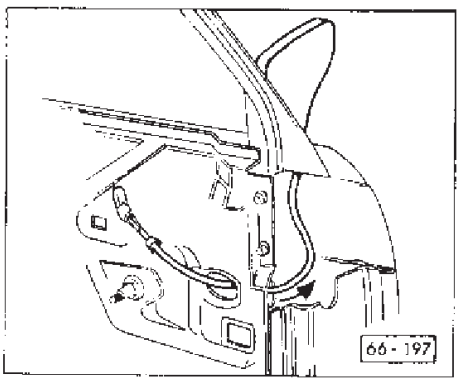
Removing and installing exterior rear-view mirror

Removal



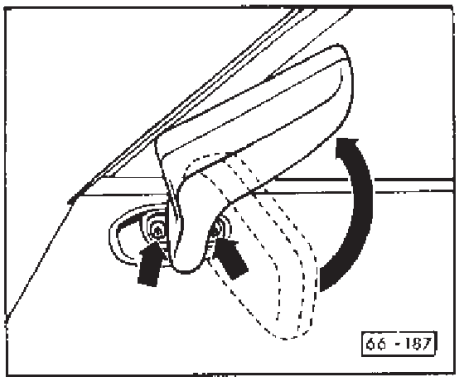
Mechanical mirror adjustment:

– Remove front door trim => Page 70-1 and 70-11.
– Mark positions of screws -arrows- on door subframe.
– Undo front screws, only loosen rear screws and withdraw door subframe a little at the front.



– Withdraw adjuster with Bowden cables out of door subframe.

All vehicles:

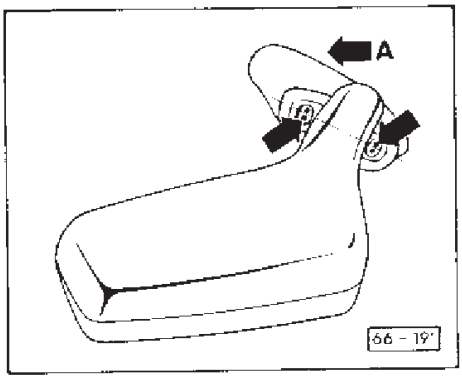


- Swivel mirror 1/4 turn (90o) in direction of arrow and unscrew cross-head screws -arrows- (4 Nm).

Note:

With electric mirror control, multiple connector sits directly on base of mirror.

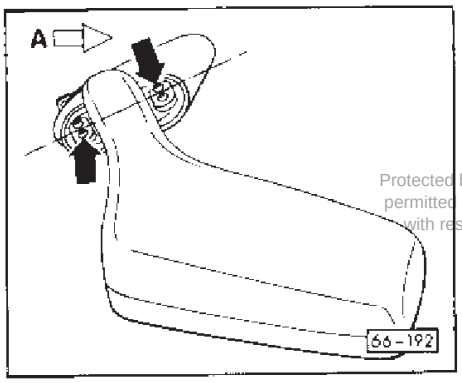
Installing



- Attach driver's side exterior mirror for left-hand drive and right-hand drive vehicles at the attachment points marked by the arrows.
- A - Direction of travel.

Note:

If the correct attachment points are not used, the angle of view will change.



- Attach passenger side exterior mirror for left-hand drive and right-hand drive vehicles at the attachment points marked by the arrows.
- A - Direction of travel.

Note:

♦ If the correct attachment points are not used, the angle of view will change.

♦ For driving school vehicles use the upper rear attachment point.

Mechanical mirror adjustment:

- Check door subframe setting => Page 57-22.

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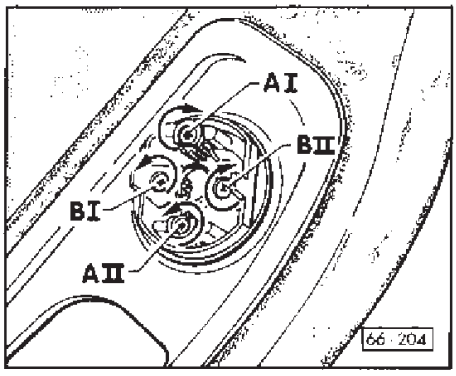
Adjusting mirror control

- Adjuster installed

– Pull off adjuster knob and adjuster ring.

Note:

- The adjustment is made with the mirror glass in the centre position. The glass must be parallel to the mirror housing.
- Permissible play at the adjuster knob/adjuster ring is max. 1/4 turn (90o).



- A precision mechanic's screwdriver is suitable for performing the adjustment.

– Turn adjuster screw -AI- clockwise until a slight resistance (2 Nm) is felt.

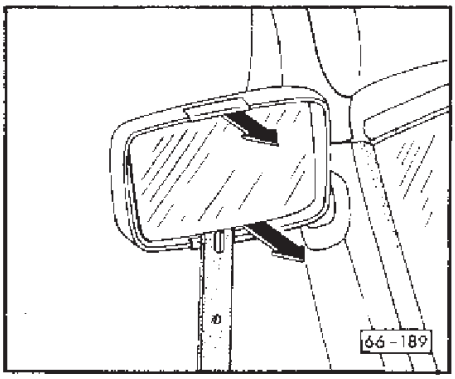
– Turn opposite adjuster screw -AII- anti-clockwise until a slight resistance (2 Nm) is felt.

– Turn adjuster screws -BI- and -BII- in the same way.

Note:

If excessive torques are used, the mirror will not adjust smoothly.

Removing and installing exterior mirror glass



Removal:

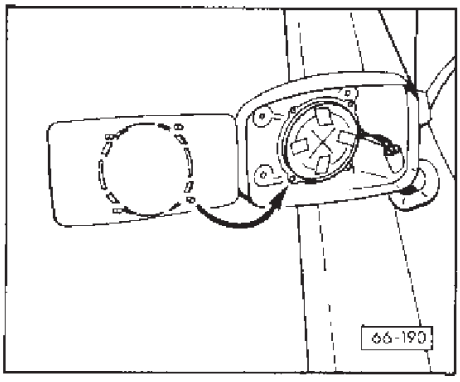
– Mask mirror housing.

– Using a thin plastic wedge, carefully lever out mirror glass at bottom, then at top.

– Disconnect connectors.

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Installation:



– Attach connectors.

Warning

When installing a mirror glass always wear protective gloves.

– Insert mirror glass into locators and press into place.

Note:

Exert pressure only on centre of glass.

Seat belts

Note:

The three-point seat belts on the B-pillar are fitted with pyrotechnic belt tensioners in right-hand drive vehicles 07.93 ▸ and left-hand drive vehicles 07.94 ▸.

Safety rules for handling pyrotechnic belt tensioners

- Testing, removing, installing and repair work may only be performed by qualified personnel.
- When the belt tensioner unit is connected, all mechanical components, including those of the three-point seat belt, must be correctly attached.
- Only the person carrying out the work is allowed in the vehicle.

- Belt tensioner components must be neither opened nor repaired. Always use new components only.
- Belt tensioner units that have been dropped from a height of more than 50 cm, that are defective or that are damaged must not be fitted in vehicles.
- Belt tensioner units which are mechanically damaged (dents, fractures) must be replaced.
- Belt tensioner units must be fitted immediately after they are taken out of their transport containers.
- The belt tensioner unit must be replaced in its transport container when work is interrupted.
- Never point open end of belt tensioner at another person.
- Always wash hands after handling belt tensioners which have been activated.

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♦ Storage and transportation are subject to the legislation for explosive substances.

♦ It is not permitted to leave the belt tensioner unit unattended.

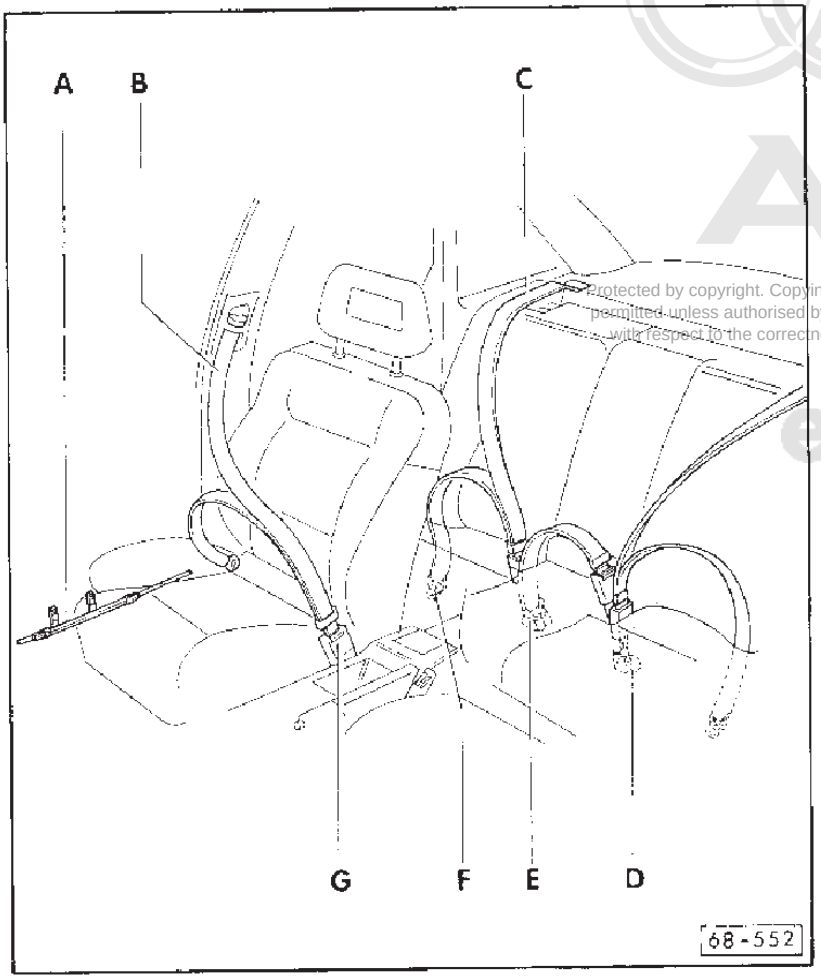
♦ The belt tensioner unit must not be treated with grease, cleaning agents or similar.

♦ The belt tensioner unit must not be exposed to sparks, naked flames or temperatures above 100 oC, however briefly.

Testing belt tensioners

– Unreel belt webbing.

  – When the belt tensioner has triggered, the belt webbing can no longer be reeled in or out. The entire seat belt must be replaced.



Seat belt anchorage points – overview

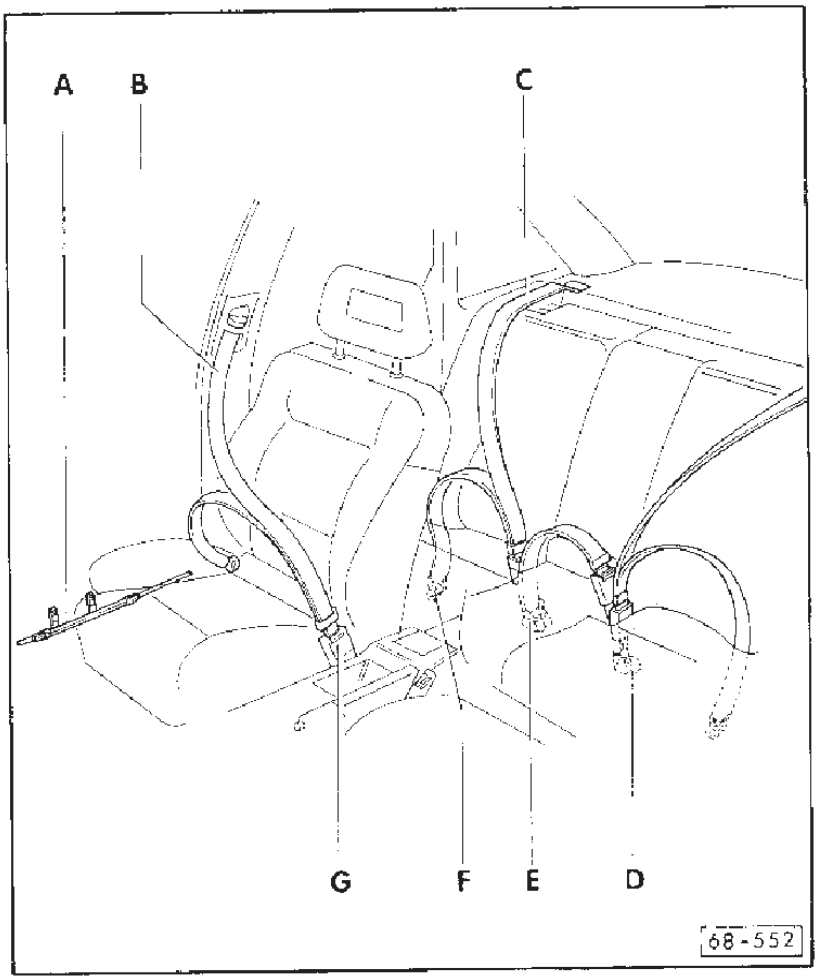
– **A - Coupling tube for ten cable**
  ♦ Removing => Page 68-6

– **B - Three-point seat belt, B-pillar**
  ♦ Removal => Page 68-9 and 68-12.

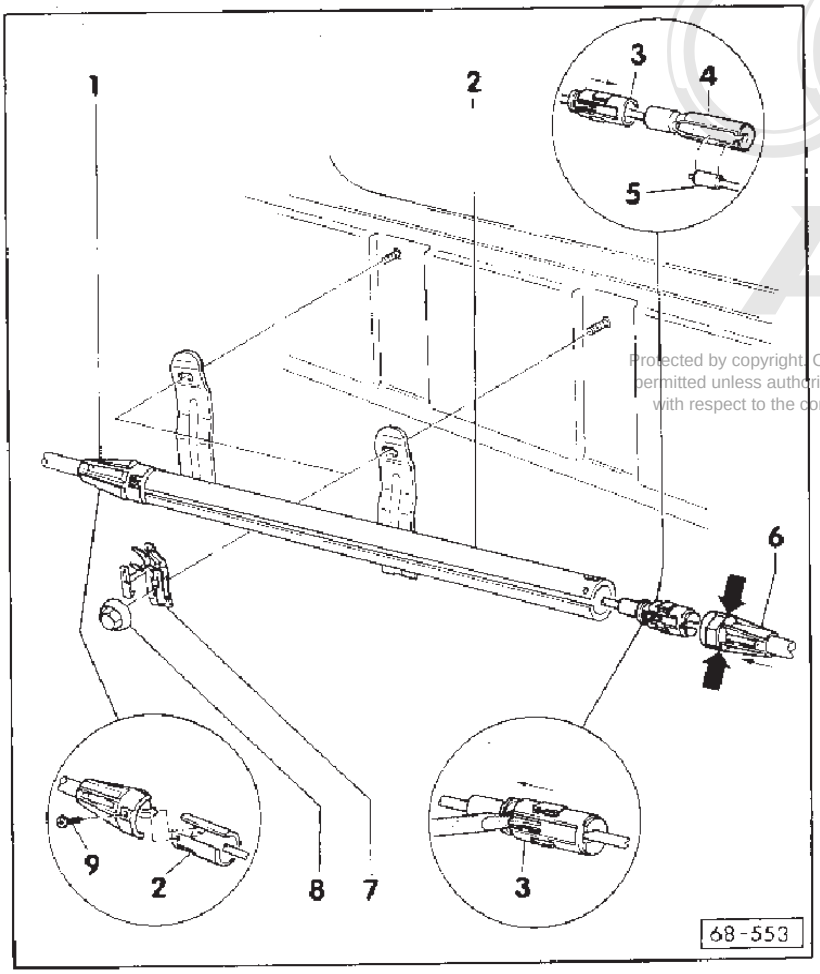
– **C - Three-point seat belt, Saloon**
  ♦ Removing => Page 68-16

– **D - Anchorage point, floor group, centre**
  ♦ => Page 68-19

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– **E - Anchorage point, floor group, centre**
  ♦ Without retractor => Page 68-20
  ♦ With retractor => Page 68-21
– **F - Anchorage point, floor group, outer**
  ♦ => Page 68-21
– **G - Anchorage point, seat frame**
  ♦ => Page 68-22



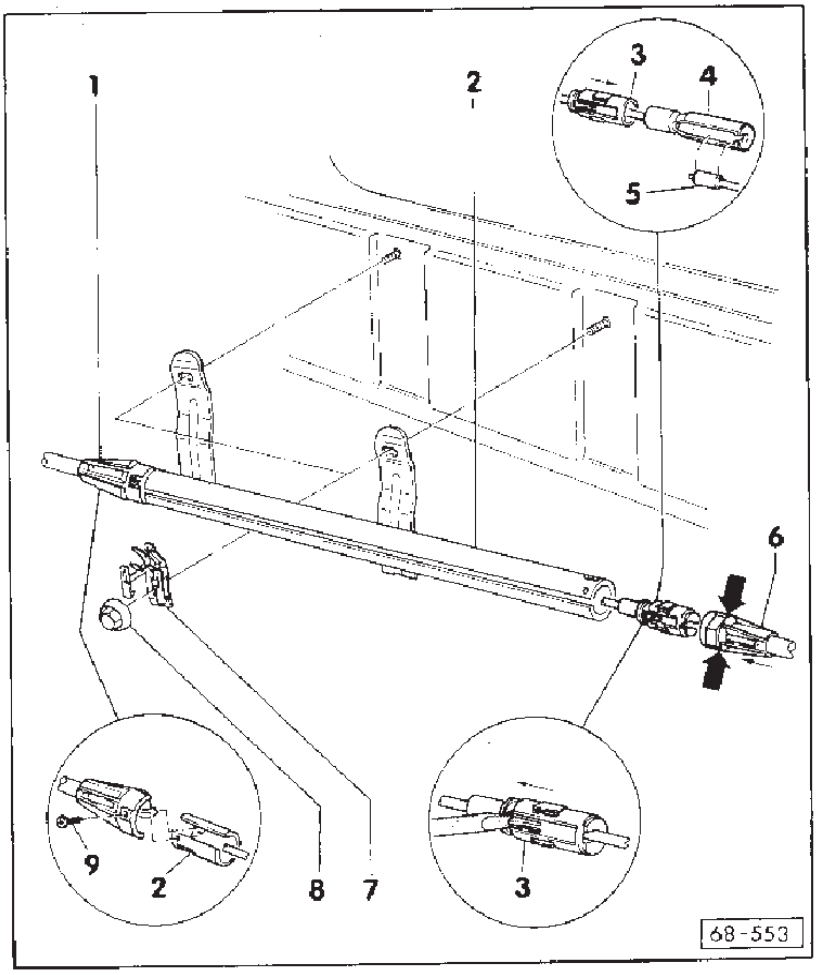
A – Removing and installing coupling tube for ten cable

– Remove inside door sill => Page 70-28.
– Push carpet in area of front seat to one side.

1 – Cap
  ♦ Leads to engine compartment

2 – Coupling tube
  ♦ Removal:
  – Unscrew self-tapping screw -item 9-.
  – Detach cover -item 1-.
  – Push in spring lugs -arrows-.

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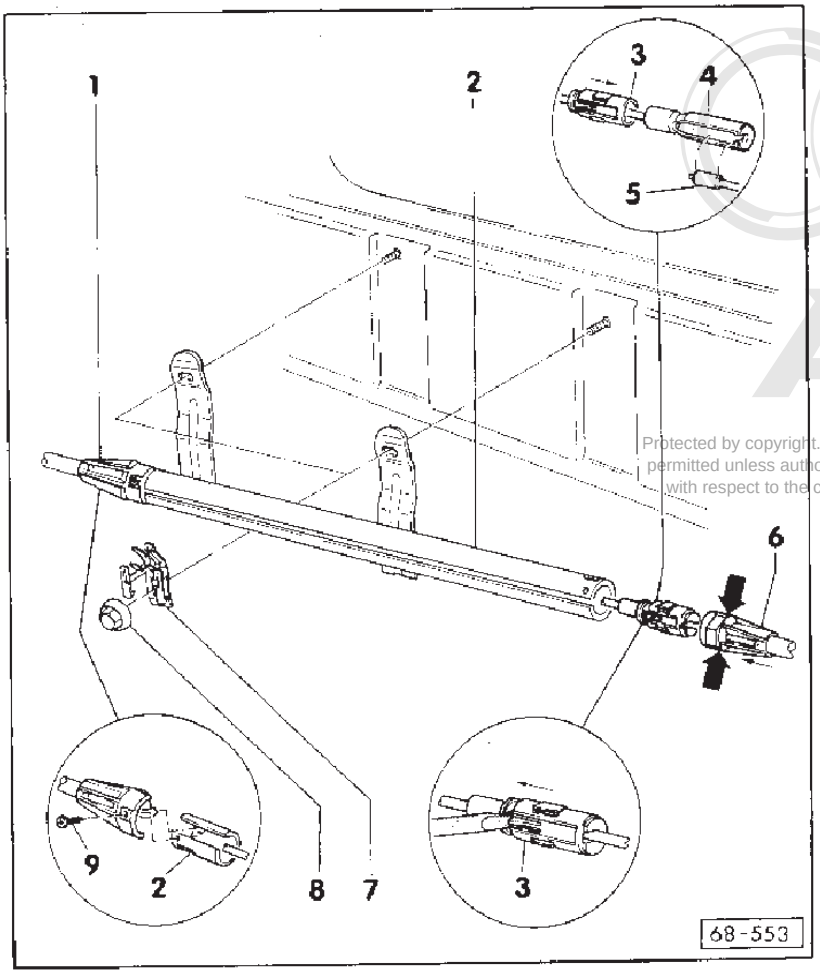
– Remove cap -item 6– from coupling tube.
– Raise spring lug with flat screwdriver.
– Push locking cap -item 3– off of coupling -item 4-.
– Remove nipple -item 5– from coupling -item 4-.

Note:
If the spring lugs -arrows- break off, the cover -item 6– can be attached using 2 self-tapping screws -item 9-.

3 – Locking cap

4 – Coupling

5 – Nipple



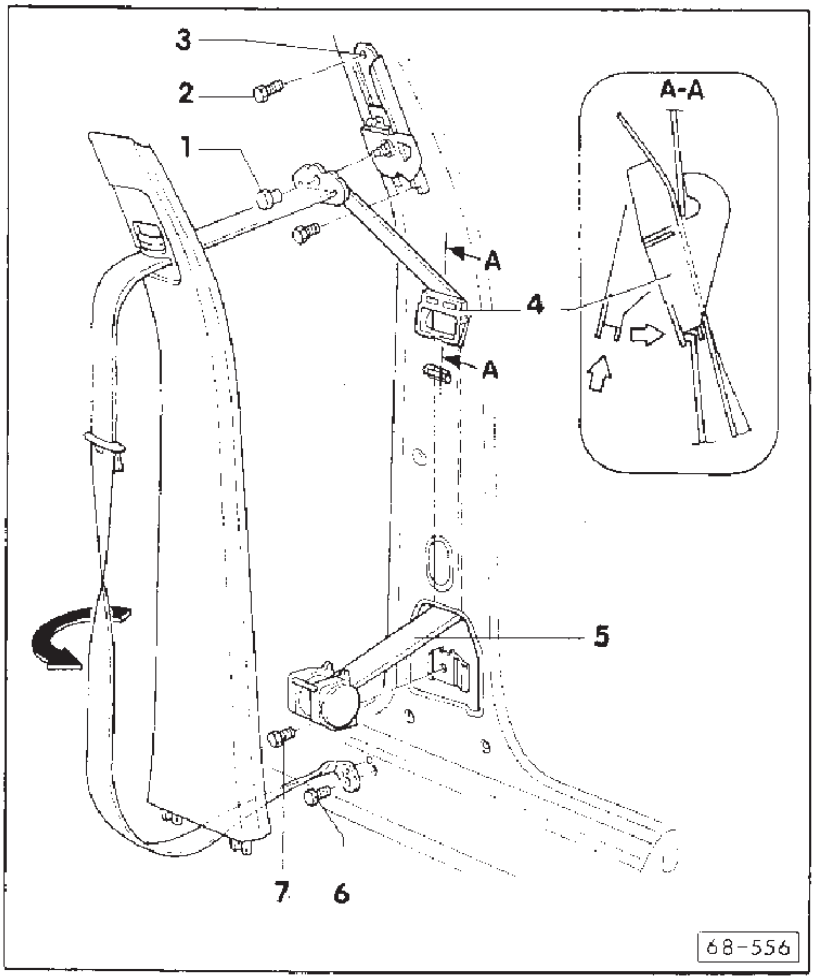
6 – Cap
♦ Leads to mechanical belt tensioner of seat belt on B-pillar

7 – Clamp

8 – Clip nut – 2 Nm

9 – Self-tapping screw – 2 Nm

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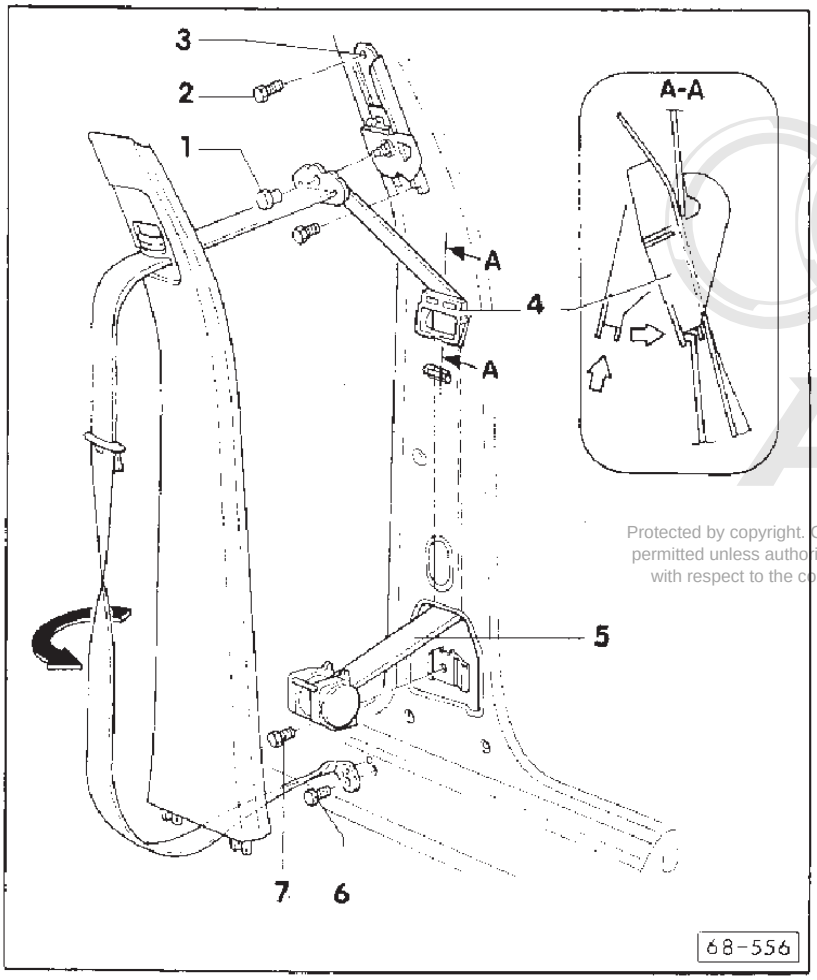


B – Removing and installing three-point seat belt, B-pillar with mechanical seat belt tensioner

1 – Shouldered nut – 50 Nm

- ♦ Move relay fitting slightly on set screw when nut is tightened
- ♦ Relay fitting must automatically return to vertical or to direction of wearing when nut is tightened.
- ♦ If movement is not smooth, loosen shouldered nut and check relay fitting for burring

2 – Hexagon bolt – 23 Nm



3 – Height adjuster

- ♦ Function test after fitting of trim:
- – Height adjuster must latch audibly into place in all settings.
- – Catch must return to upper position after any operation.

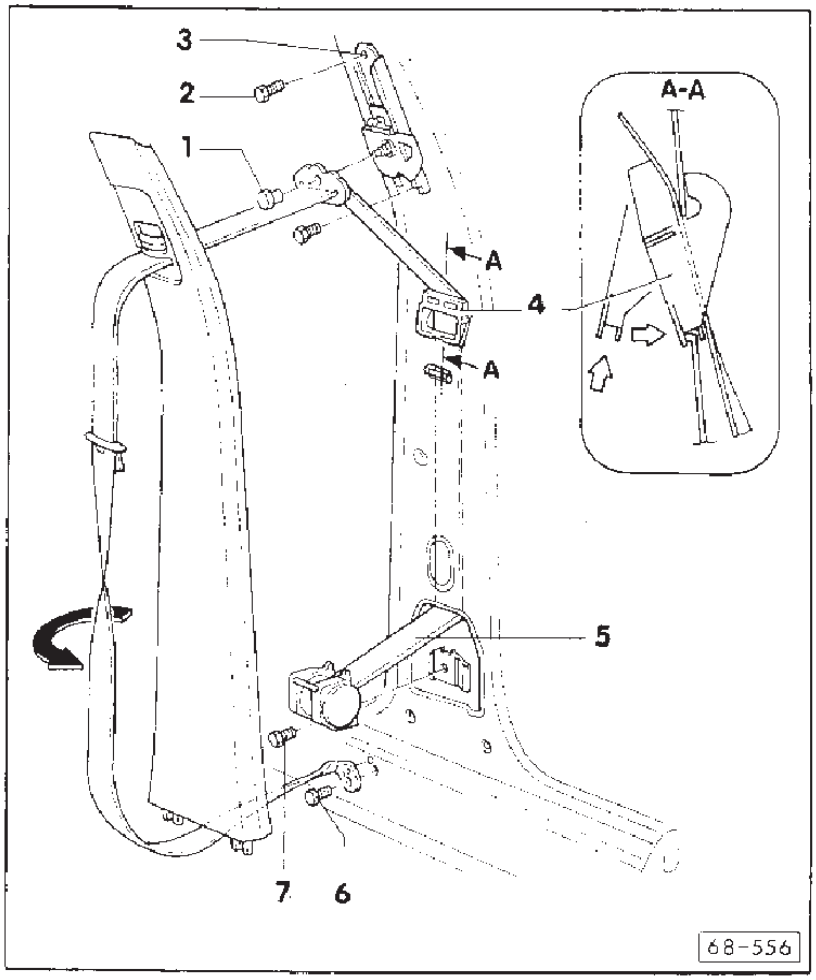
4 – Webbing guide

- ♦ Clip into place after fitting relay fitting

5 – Three-point seat belt

- ♦ Removal:
- – Disconnect ten cable connection from coupling tube => Page 68-6.
- – Unscrew hexagon bolt -item 6-.
- – Remove B-pillar trim => Page 70-31.

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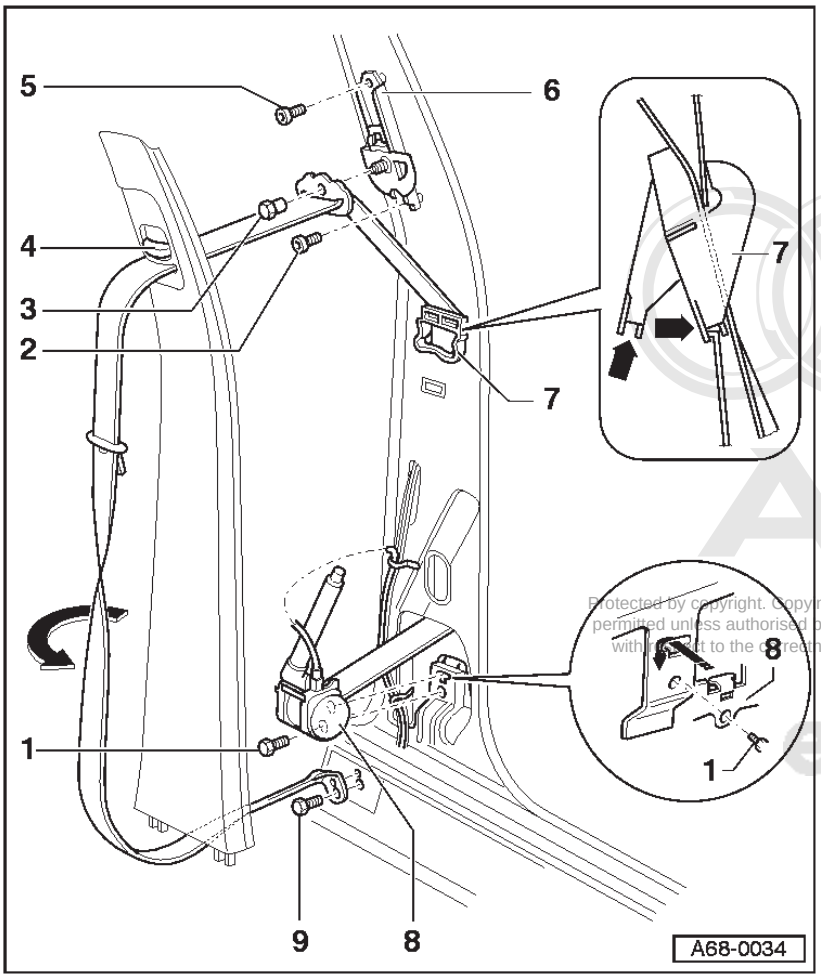
– Unscrew shouldered nut -item 1-.
– Unclip webbing guide -item 4-.
– Unscrew hexagon bolt -item 7-.

Note:

- ♦ Ensure that seat belt is not impeded by cables, wires, dampers etc.
- ♦ Pay attention to position of bottom fitting: Welding boss on sill must be between recesses on bottom of fitting.

6 – Hexagon bolt – 50 Nm

7 – Hexagon bolt – 50 Nm



B – Removing and installing three-point seat belt, B-pillar with pyrotechnic seat belt tensioner

Note:

Observe safety rules for handling pyrotechnic belt tensioners => Page 68-1.

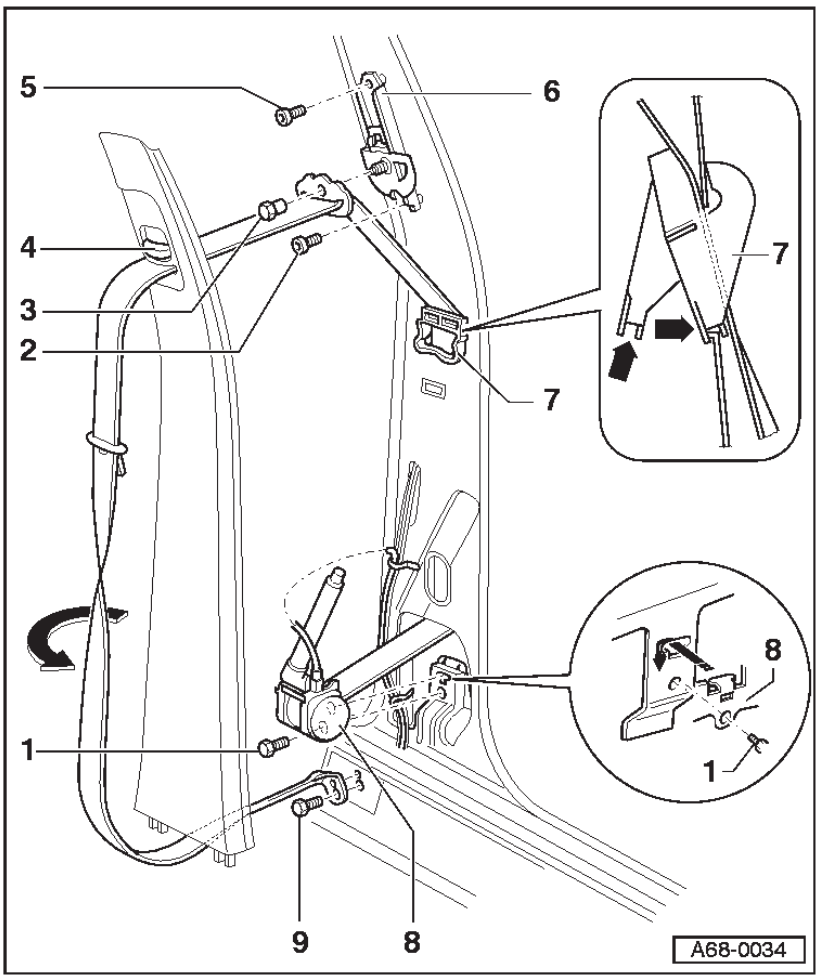
1 – Hexagon bolt – 50 Nm

2 – Hexagon bolt – 23 Nm

3 – Shouldered nut – 50 Nm

- ♦ Move relay fitting slightly on set screw when nut is tightened
- ♦ Relay fitting must automatically return to vertical or to direction of wearing when nut is tightened.

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♦ If movement is not smooth, loosen shouldered nut and check relay fitting for burring

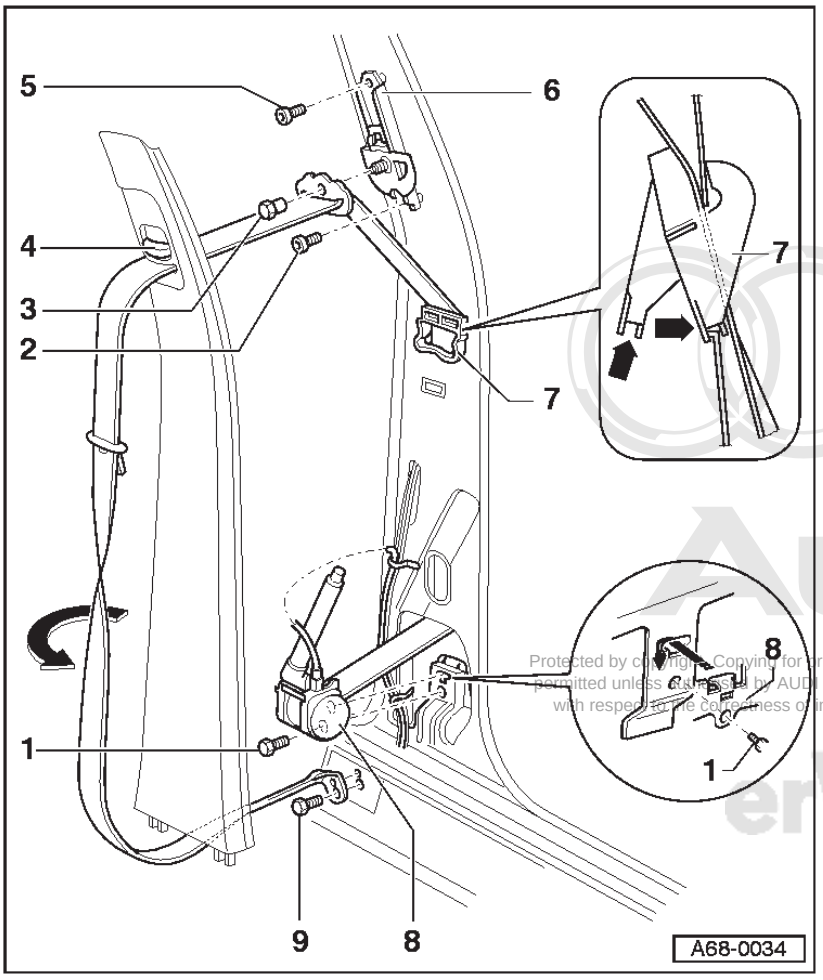
4 – Catch
♦ For height adjustment
♦ Installing => Fig. 1

5 – Hexagon bolt -23 Nm

6 – Height adjuster
♦ Function test after fitting of trim:
– Height adjuster must latch audibly into place in all settings.
– Catch must return to upper position after any operation.

7 – Webbing guide
♦ Clip into place after fitting relay fitting

8 – Pyrotechnic belt tensioner for B-pillar seat belt



♦ Removal:
– Detach battery earth strap.
– Detach electrical connection (red connector) from belt tensioner.
– Screw out bolts -Item 1– and -Item 9-.
– Unscrew shouldered nut -item 3-.
♦ Installation:
– Attach belt tensioner with torsion stop, as shown in inset diagram.
– Engage lug -arrow in inset diagram- and secure belt tensioner.
– Insert belt webbing rotated by 180o, as shown in the illustration -arrow-.

9 – Hexagon bolt – 50 Nm
♦ Pay attention to torsion of belt

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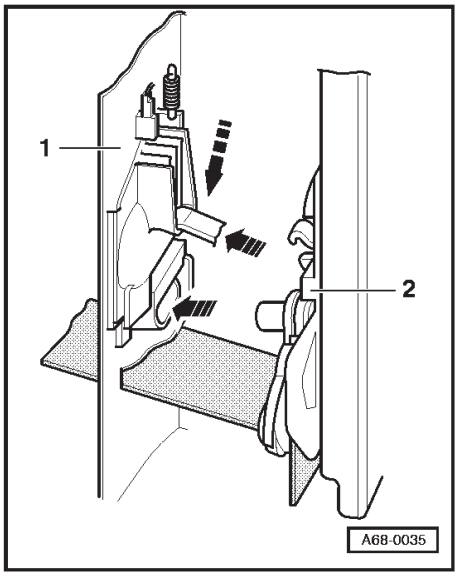
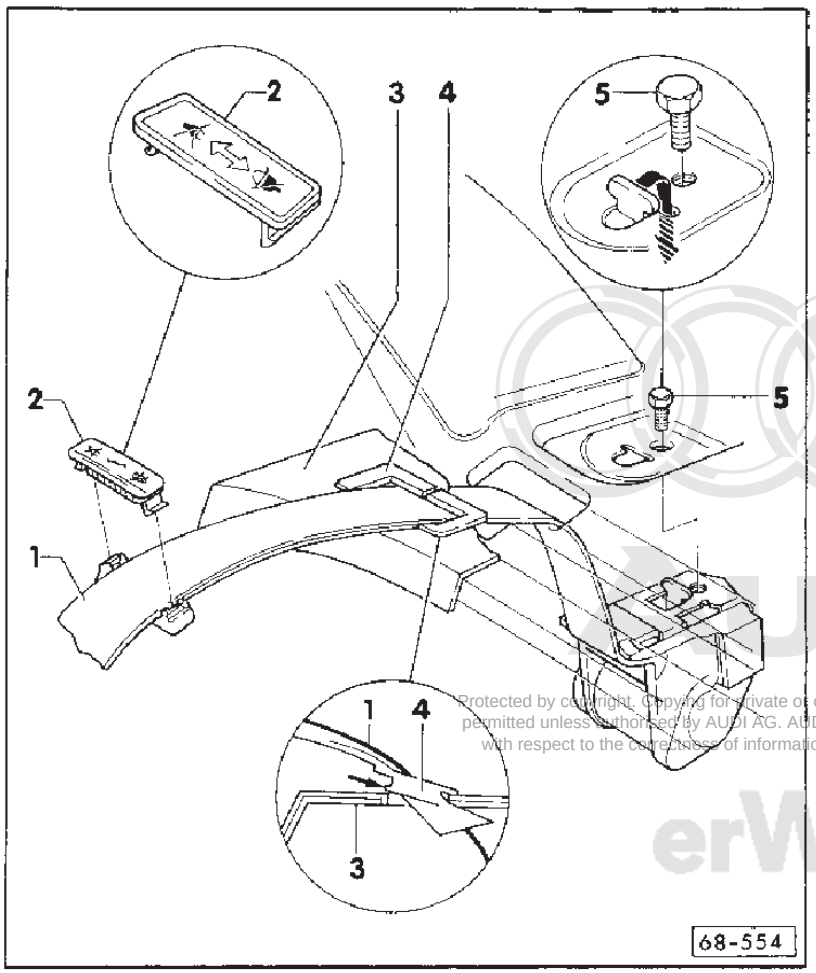


Fig.1 Installing height adjustment catch

– Slide height adjuster -2- down as far as it will go and first place B-pillar trim and catch -1- on journal.
– Do not press catch during fitting.



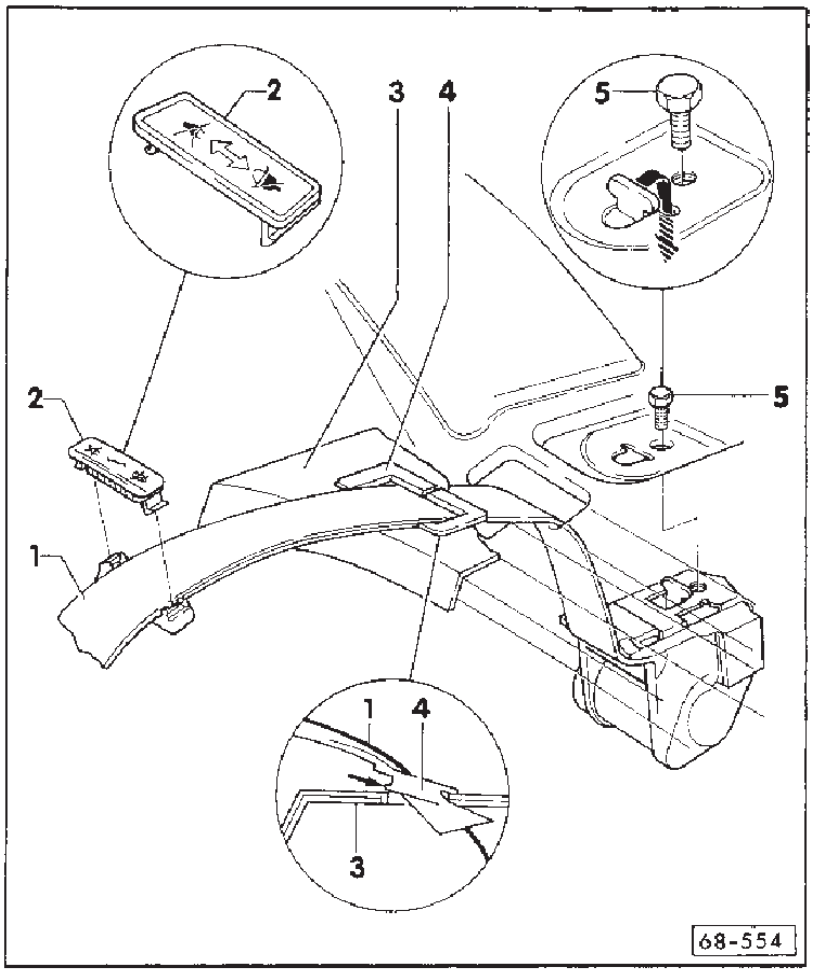
C – Removing and installing rear three-point seat belt (Saloon)

– Remove rear seat bench => Page 72-12.
– Remove parcel shelf => Page 70-34.
– Remove D-pillar trim => Page 70-33.

1 – Three-point seat belt

♦ Removal:
– Unscrew fitting from floor group.
– Fold down rear backrest.
– Remove webbing guide -item 4-.
– Push boot trim to one side.

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2 – Webbing guide cover

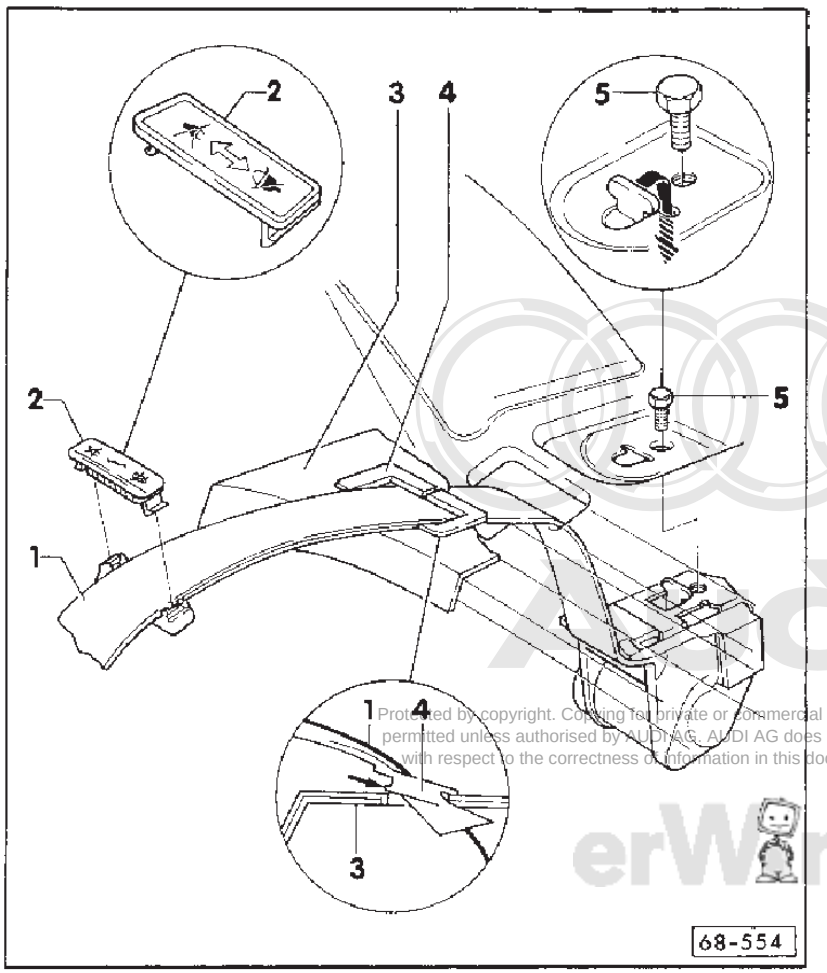
- ♦ Lever off with flat screwdriver
- ♦ On installation large symbol must point towards centre of vehicle.

3 – Parcel shelf

- ♦ Removing and installing => Page 70-34

4 – Webbing guide

- ♦ Removal:
- – Prise off webbing guide -item 2-.
- – Push webbing guide towards centre of vehicle, remove upwards from parcel shelf and detach from webbing (webbing guide is slotted).

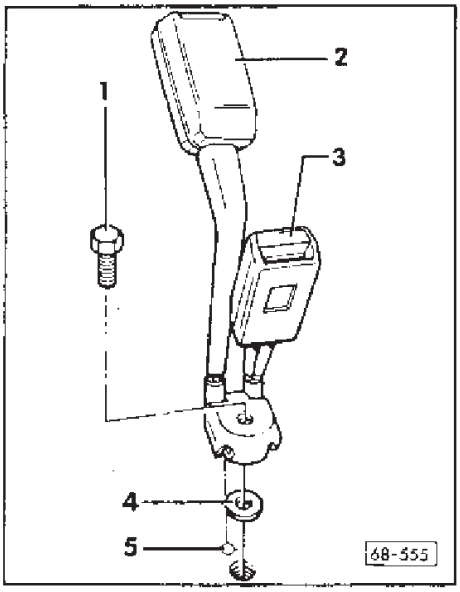


- ♦ Installation:
- – Insert webbing into webbing guide.
- – Clip webbing guide cover -item 2-into place.
- – Insert webbing guide into parcel shelf at an angle and push downwards (lugs -arrow-must go through cut-outs).
- – Move webbing guide outwards until it locks in place.

5 – Hexagon bolt -50 Nm

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D – Anchorage point, floor group, centre

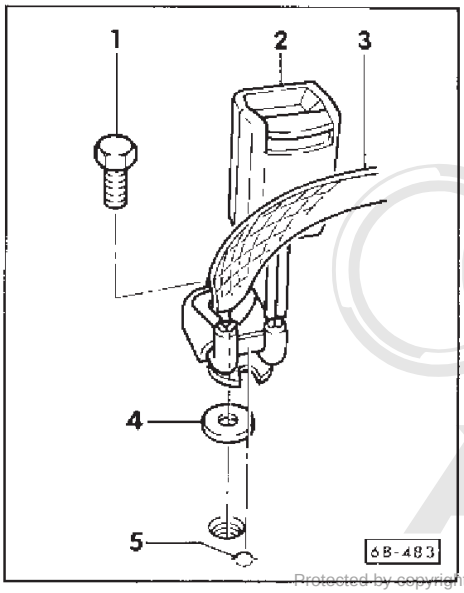


- 1 - Hexagon bolt – 50 Nm
- 2 - Belt buckle for centre seat
- 3 - Belt buckle for outer seat
- 4 - Seal
- 5 - Welding boss

Note:

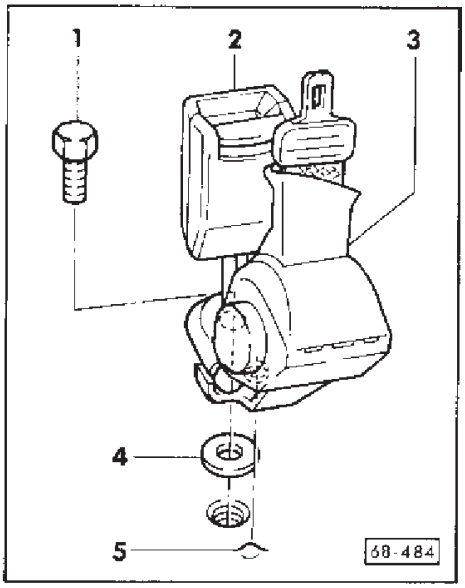
The buckle release buttons must point toward each other.

E – Anchorage point, floor group, centre without retractor



- 1 - Hexagon bolt – 50 Nm
- 2 - Belt buckle for outer seat
- 3 - Lap belt
- 4 - Seal
- 5 - Welding boss

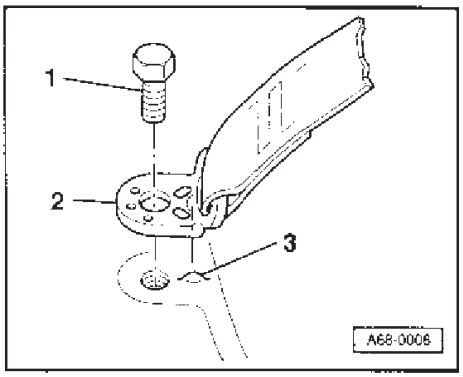
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E – Anchorage point, floor group, centre with retractor

- 1 - Hexagon bolt – 50 Nm
- 2 - Belt buckle for outer seat
- 3 - Lap belt
- 4 - Seal
- 5 - Welding boss

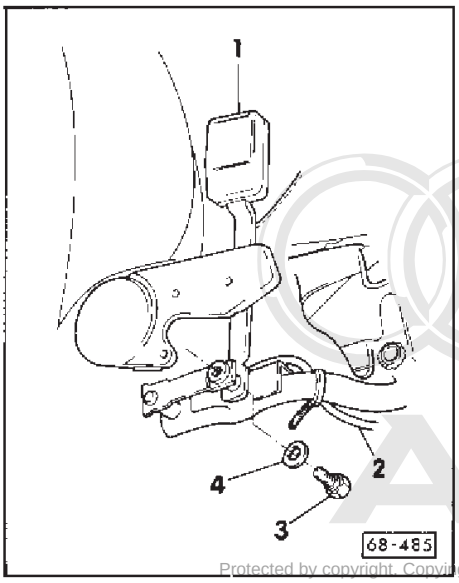
F – Anchorage point, floor group, outer



On installation, the fitting -2- must be located in the recess -3- in the floor group.

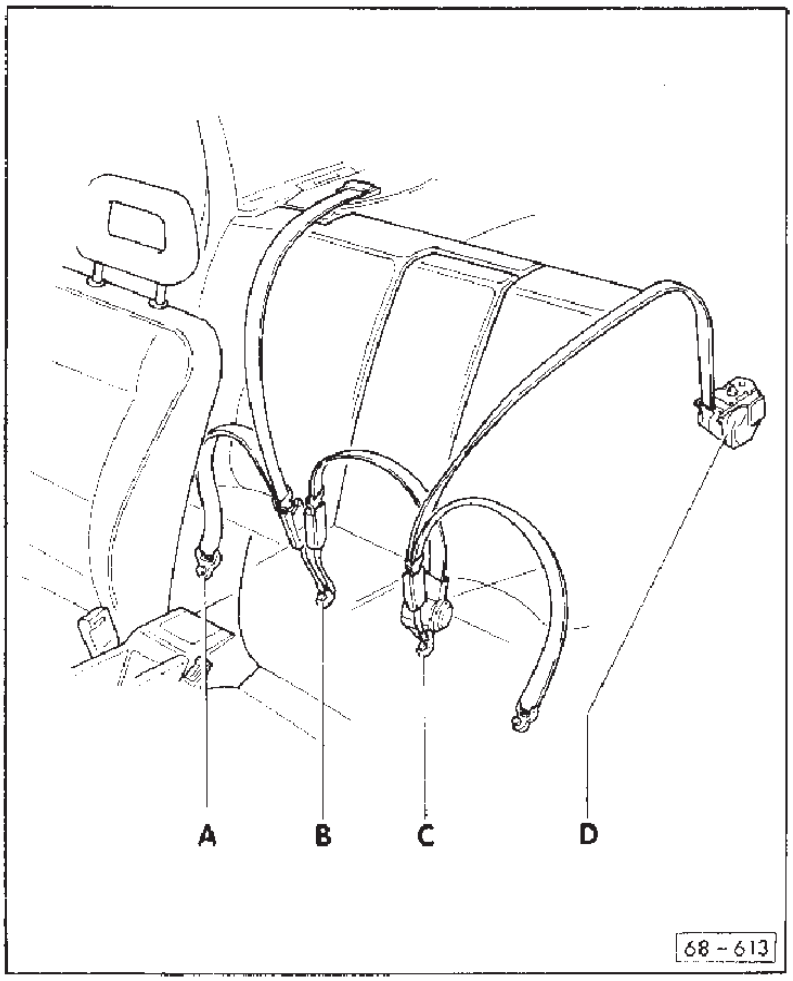
- 1 - Hexagon bolt – 50 Nm

G – Anchorage point, seat frame



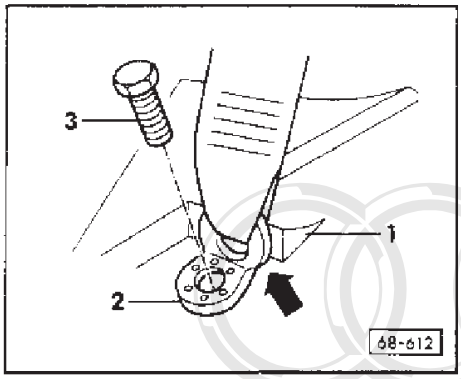
- 1 - Belt buckle
- 2 - Cable for belt reminder
- 3 - Collar bolt – 60 Nm
- 4 - Spring washer

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Rear seat belt anchorage points, Avant- overview

– Fold rear seat bench forward.
– **A - Anchorage point, floor group, outer**
  ♦ => Page 68-24
– **B - Anchorage point, floor group, centre**
  ♦ => Page 68-24
– **C - Anchorage point, floor group, centre**
  ♦ Without retractor => Page 68-25
  ♦ With retractor => Page 68-26
– **D - Three-point seat belt, Avant**
  ♦ => Page 68-26

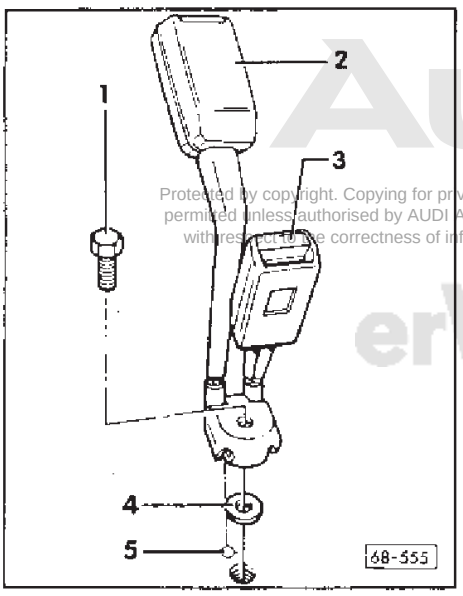


A – Anchorage point, floor group, outer

On installation the fitting -2- must lie against the raised block -1- in the vehicle floor.

– 3 - Hexagon bolt – 50 Nm

B – Anchorage point, floor group, centre



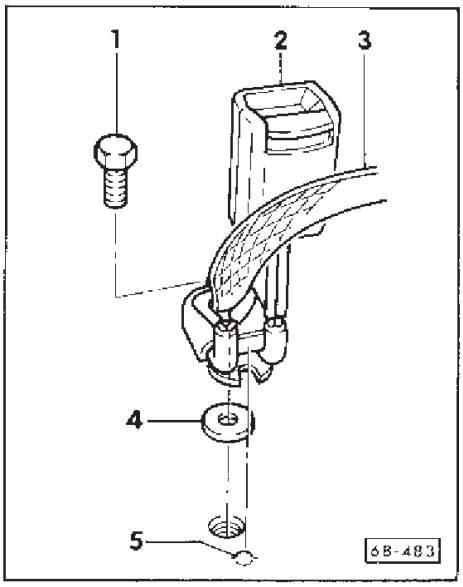
– 1 - Hexagon bolt – 50 Nm
– 2 - Belt buckle for centre seat
– 3 - Belt buckle for outer seat
– 4 - Seal
– 5 - Welding boss

Note:

The buckle release buttons must point toward each other.

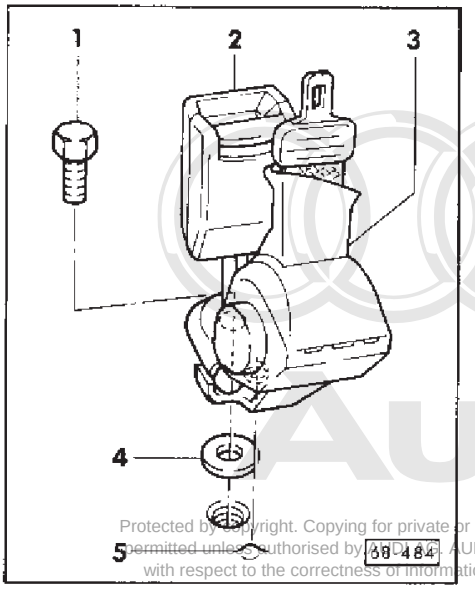
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C – Anchorage point, floor group, centre without retractor



- 1 - Hexagon bolt – 50 Nm
- 2 - Belt buckle for outer seat
- 3 - Lap belt
- 4 - Seal
- 5 - Welding boss

C – Anchorage point, floor group, centre with retractor

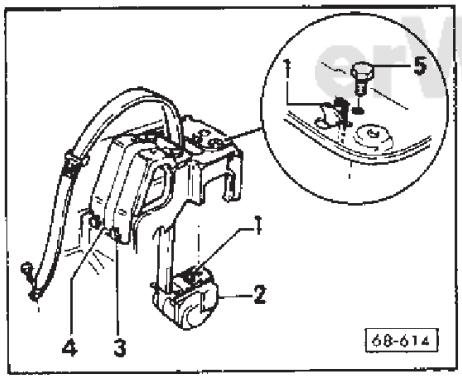


- 1 - Hexagon bolt – 50 Nm
- 2 - Belt buckle for outer seat
- 3 - Lap belt
- 4 - Seal
- 5 - Welding boss

D – Removing and installing rear three-point seat belt

- F – Anchorage point, floor group, outer

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- Remove boot side trims => Page 70-37.
- Unscrew screw -5- (50 Nm).
- Disengage locating lug -1- and remove seat belt -2-.
- To remove belt guide support -4- unscrew 4 screws -3- (28 Nm).

Function test on seat belts with retractor function

Note:

- The lap belt with retractor has a permanent retractor function.
- In vehicles 06.94 ▸ all seat belts, with the exception of the driver belt, have a selectable retractor function.

Warning

When seat belts with retractor function have been fully fitted, the following check must be carried out:

– Activate retractor function by fully unreeling belt webbing from retractor device.

– Allow webbing to retract slightly. A rattling noise is heard.

– The webbing must no longer unreel when pulled.

– When fully retracted, the retractor function is deactivated.

Repairing procon ten system, left-hand drive > 06.94

Testing procon ten system after an accident

Note:

- If only one component of the procon ten system has been activated in an accident, the entire procon ten system must be replaced: the procon cable, column tube, stop block and relay block, bolted-on cable grab, both ten cables, coupling tubes and three-point seat belts.
- Replacing column tube

=> Running gear, front wheel drive; Repair group 48; Removing and installing steering column with column tube =>

- Replacing three-point seat belt => from Page 68-4.

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Testing procon ten system

If a malfunction occurs in one of the procon ten components during operation, only the faulty component is to be replaced.

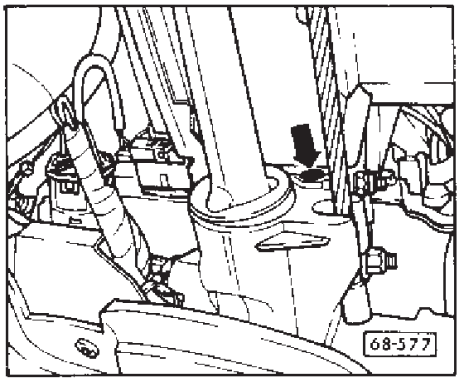
Testing procon ten system

As soon as the slightest shift of the dovetail guide on the column tube is detected, the procon system has activated.

Note:

For better detection of a shift, the dovetail guide has a coloured dot (crackle varnish) on the front side of the column tube. If the coloured dot has sheared off, the procon system has activated.

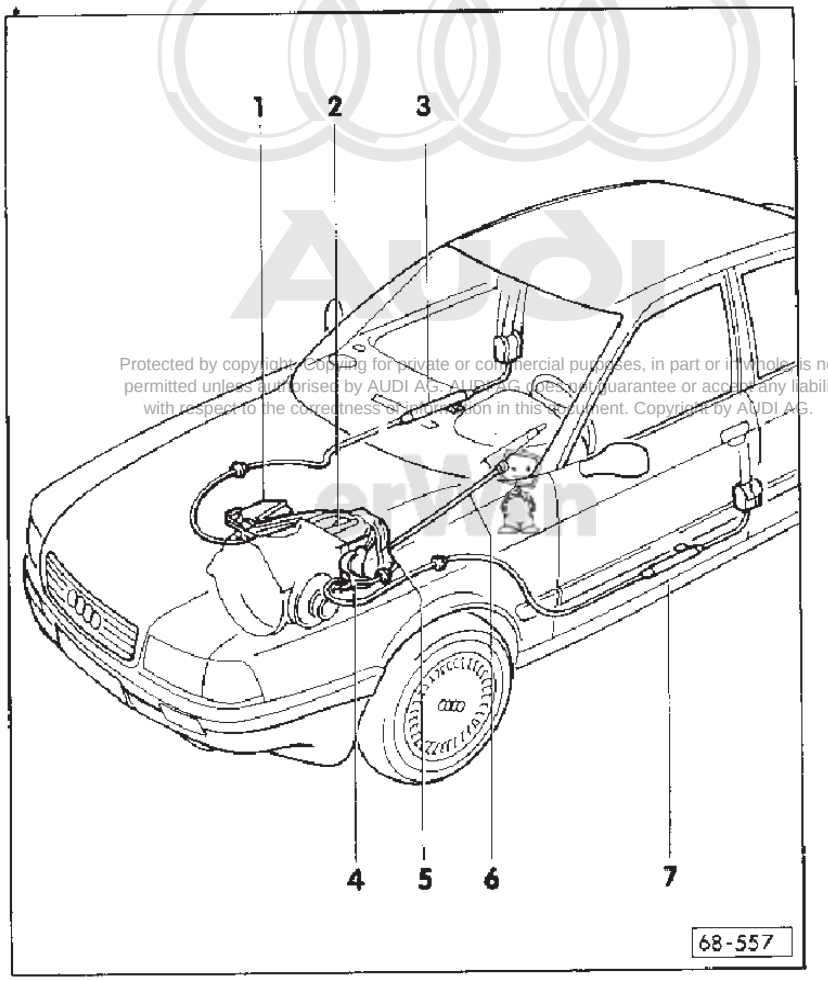
– Remove driver's side storage compartment to check colour marking => Page 70-66.



The colour dot is located on the front side of the column tube - arrow-.

Testing ten system

If an automatic seat belt cannot be pulled out, or if an unreeled belt does not automatically retract, the ten system has activated.



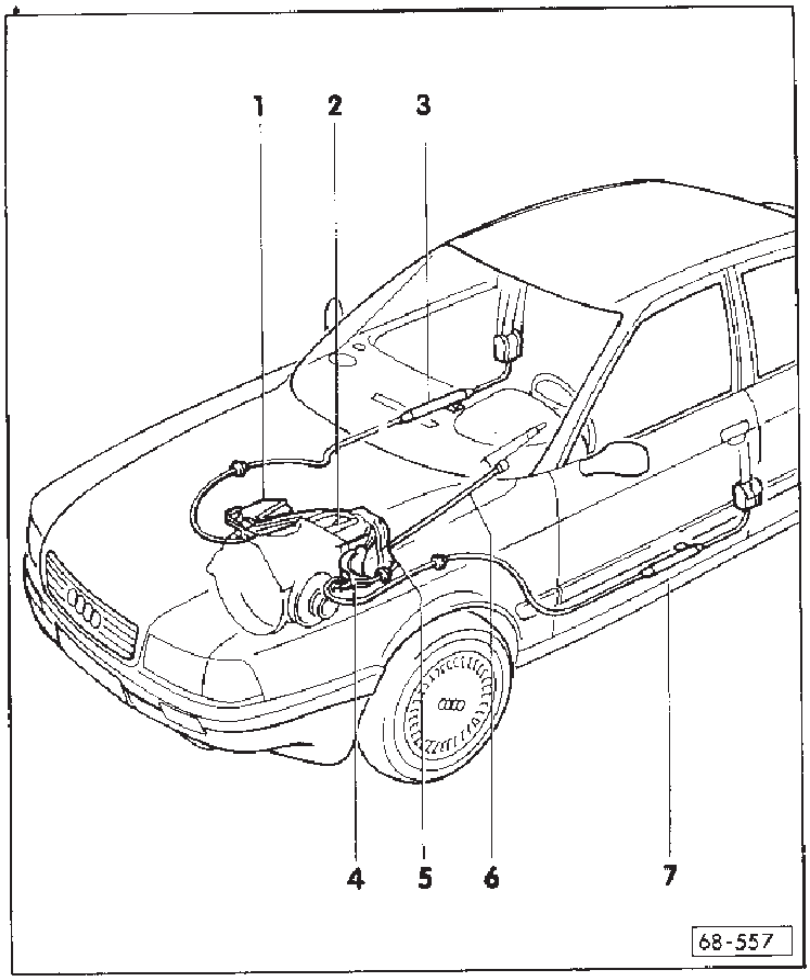
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Removing and installing procon ten system

1 – Stop block (right)
- ♦ Pay attention to gearbox version
- ♦ Removing and installing => Page 68-58

2 – Cable grab
- ♦ Pay attention to gearbox version
- ♦ Removing and installing => Page 68-55

3 – ten cable (right)
- ♦ With coupling tube
- ♦ Pay attention to labelling => Page 68-59.
- ♦ Removing and installing => Page 68-32 and 68-40



4 – Relay block (left)
- ♦ Pay attention to gearbox version
- ♦ Removing and installing => Page 68-57

5 – Cable holder
- ♦ Pay attention to gearbox version

6 – procon cable
- ♦ Removing and installing => Page 68-36 and 68-48

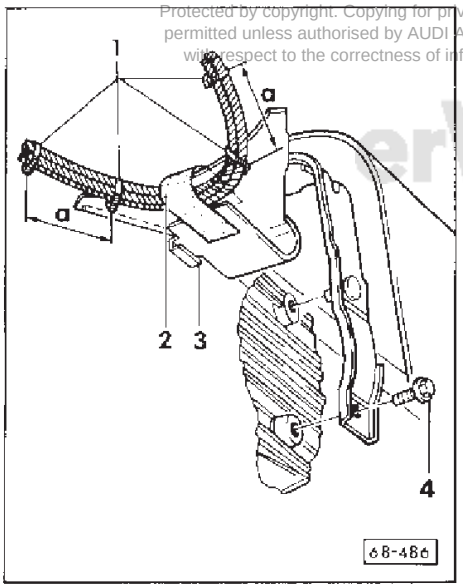
7 – ten cable (left)
- ♦ With coupling tube
- ♦ Pay attention to labelling => Page 68-59.
- ♦ Removing and installing => Page 68-32 and 68-40

Removing ten cables

– Remove inside door sill => Page 70-28.
– Remove A-pillar trim at bottom =>from Page 70-26.
– Pull aside carpet and insulation towards centre of vehicle.
– Detach ten cable from couple tube => Page 68-6.
– Release cable ties from ten cables.

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– Remove noise insulation => Page 50-11.



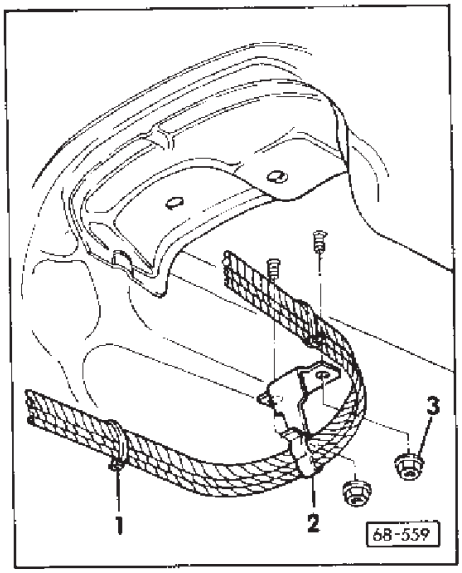
Vehicles with manual gearbox 012 and 01A:

– Unscrew cable holder -3- from gearbox.
– Cut off cable tie -1- with carpet knife.
– Detach adhesive tape -2- from cable holder.

Note:

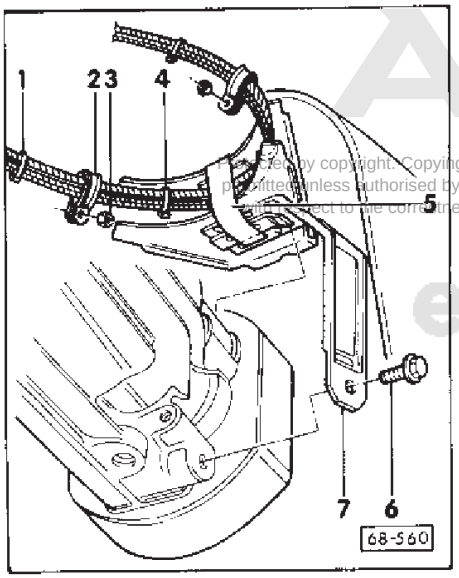
The adhesive tape is used at the factory to stop the cable holder from dropping during component assembly. It can be removed when repairs are made.

Vehicles with automatic gearbox 097:



- Cut off cable tie -1- with carpet knife.
- Remove ten cables upwards out of cable holder -2-.
- Remove retaining clips from cable grab => Page 68-55.

Vehicles with automatic gearbox 01D:



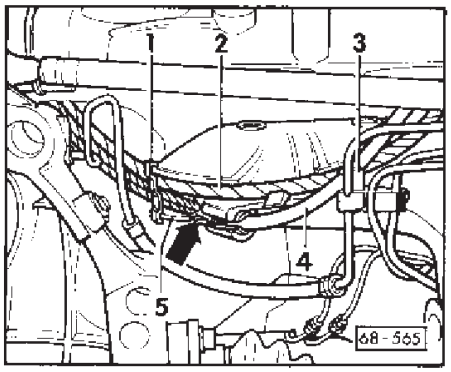
- Unscrew hexagon nuts -3-.
- Open up and remove tube clamps -2-.
- Cut off cable ties -1-, -4- with carpet knife.
- Detach adhesive tape -5- from cable holder.
- Unscrew cable holder -7- from gearbox.

Note:

The adhesive tape is used at the factory to stop the cable holder from dropping during component assembly. It can be removed when repairs are made.

Audi erWin
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All vehicles:



– Release retaining clip -1- from stop block (right) and relay block (left).

Note:

Shown in illustration with engine removed.

– Detach Bowden cable from brake line clip -3- on relay block.

– Cut off ends of plastic holders -arrows-.

– Detach ten cables from stop block and relay block. Drive out fixed Bowden cable bushes or cable ends with a punch.

Note:

The procon cable does not need to be detached.

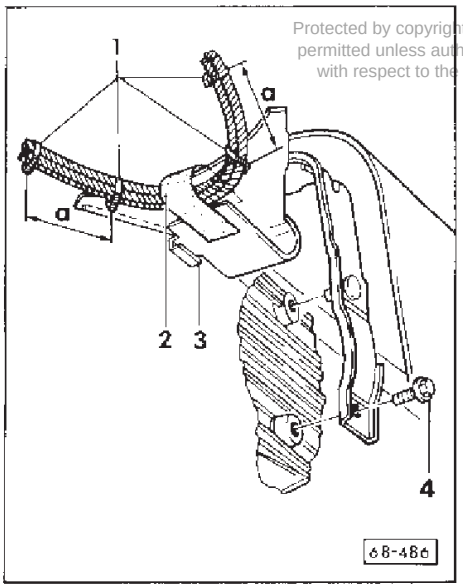
– Pull rubber grommet out of hole in front wall towards the interior.

– Draw Bowden cable through hole in front wall towards the interior.

Removing procon cable

– Remove noise insulation => Page 50-11.

Vehicles with manual gearbox 012 and 01A:



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– Unscrew cable holder -3- from gearbox.

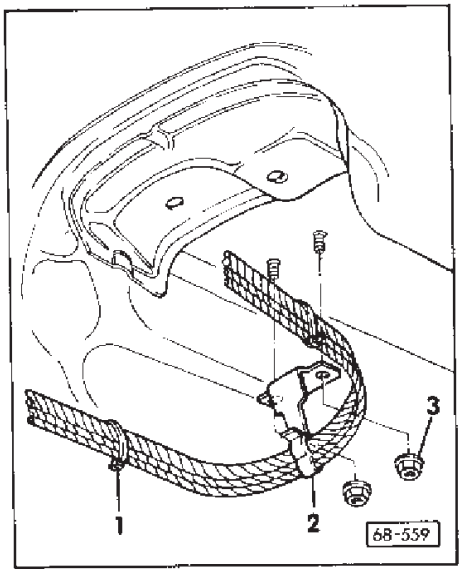
– Cut off cable tie -1- with carpet knife.

– Detach adhesive tape -2- from cable holder.

Note:

The adhesive tape is used at the factory to stop the cable holder from dropping during component assembly. It can be removed when repairs are made.

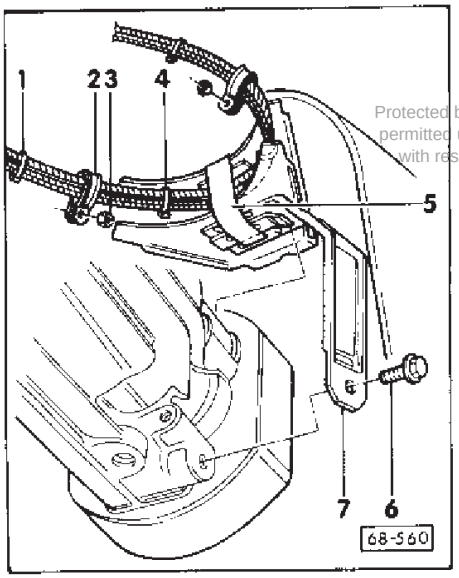
Vehicles with automatic gearbox 097:



- Cut off cable tie -1- with carpet knife.
- Remove procon cable upwards out of cable holder -2-.
- Remove retaining clips from cable grab => Page 68-55.

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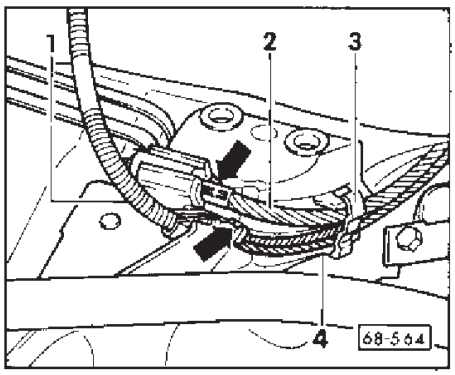
Vehicles with automatic gearbox 01D:



- Unscrew hexagon nuts -3-.
- Open up and remove tube clamps -2-.
- Cut off cable ties -1-, -4- with carpet knife.
- Detach adhesive tape -5- from cable holder.
- Unscrew cable holder -7- from gearbox.

Note:

The adhesive tape is used at the factory to stop the cable holder from dropping during component assembly. It can be removed when repairs are made.



All vehicles:

– Release retaining clip -3- from stop block (right) and relay block (left).

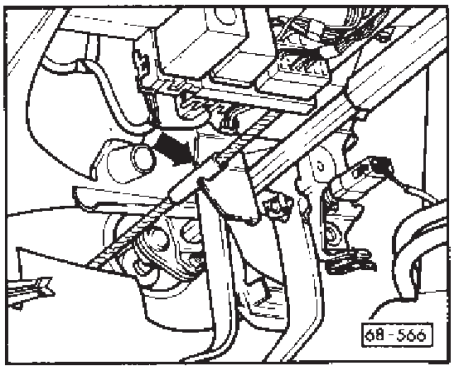
Note:

Shown in illustration with engine removed.

– Detach procon cable -2-from stop block (right). Drive out fixed cable end with a punch.

Note:

The two ten cables do not need to be detached.



– Removing driver's storage compartment => Page 70-66

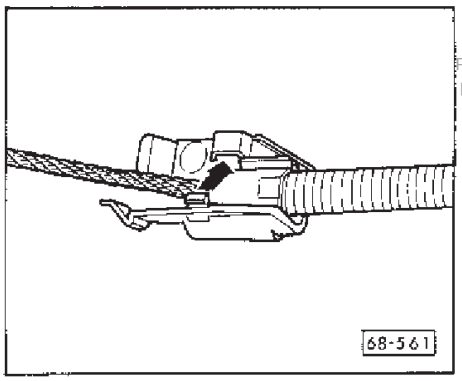
– Press procon cable out of holder on pedal bracket -arrow-, detach from column tube and withdraw towards vehicle interior.

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Installing ten cables

Note:

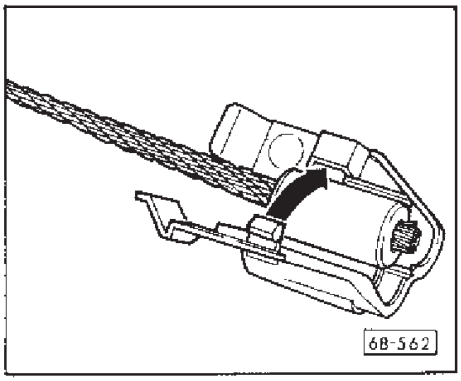
♦ The plastic holders on the end of the cable (nipple) and the end of the Bowden cable, as well as the retaining clips on the stop block and relay block, must always be replaced.



♦ Different cables are used depending on the gearbox version. Allocation

=> Parts catalogue

– Mount new plastic holders on end of Bowden cable.



– Mount new plastic holders on end of cable (nipple).

– Lightly grease ten cable in area of rubber grommet, or spray with lubricant.

Note:

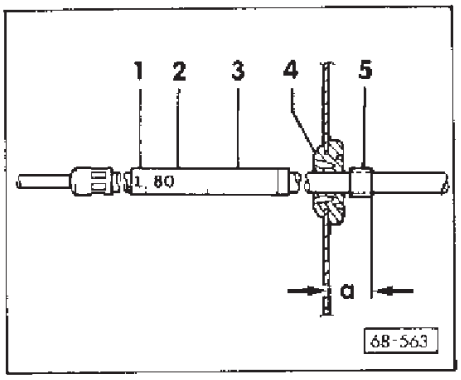
Keep the cable end (nipple) and inner surfaces of the plastic holders, and the support brackets for the cable end (nipple) on the relay block and stop block free of grease. stop block free of grease. Do not use lubricant.

– Feed ten cable out of vehicle interior through hole in front wall.

– Press rubber grommet into hole and check fit.

Note:

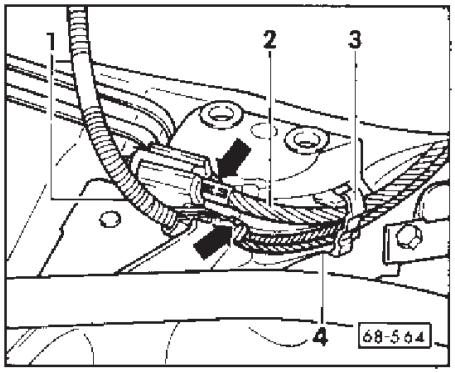
If the grommet is not fitted properly, leaks will occur.



– Install ten Bowden cable so that the fitting mark -5- appears in front of the rubber grommet -4- in the footwell.

– Dimension a = 15 ±51 mm

Cable layout at the front end

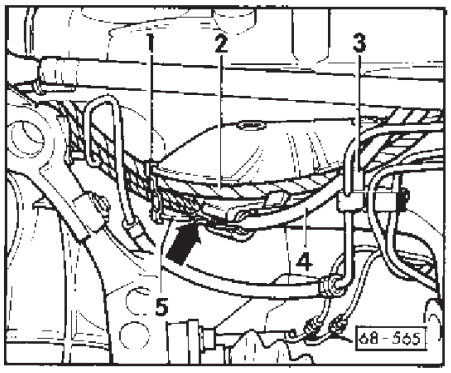


– Attach Bowden cable on right -1- in stop block so that the edge of the plastic holder -bottom arrow- is supported by the support bracket.

– The right side ten cable must be right at the bottom of the stop block cable duct -4-.

– Feed right side ten cable around cable grab on gearbox and attach in relay block.

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– Attach Bowden cable on left -4- in relay block so that the edge of the plastic holder -arrow- is supported by the support bracket.

– Clip Bowden cable into brake line clip -3-.

– The left side ten cable must be located in the cable duct -5- above the right side ten cable.

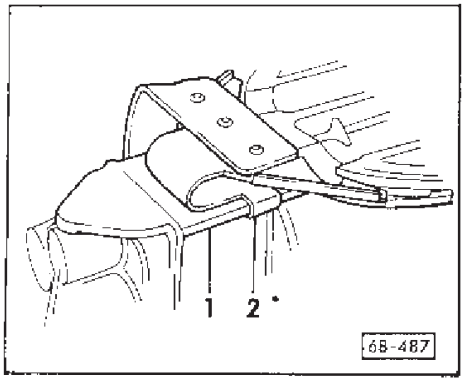
– Feed left side ten cable around cable grab on gearbox and attach in stop block.

– Press new retaining clips onto relay block and stop block.
– Check fit of plastic holders.

Warning

If retaining clips are not fitted, or fitted incorrectly, on the stop block or relay block, the functioning of the procon ten system is not guaranteed.

Mounting cable holders



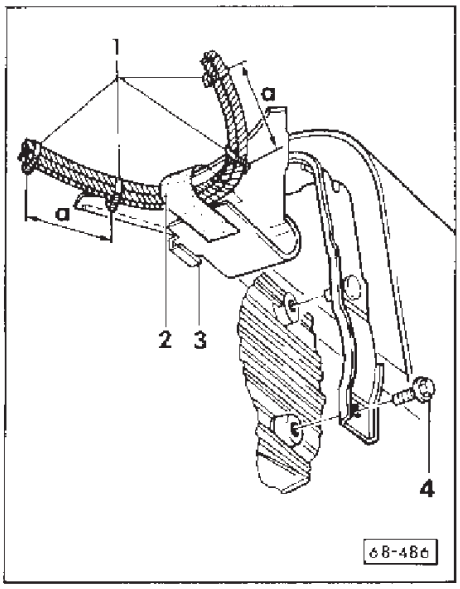
Vehicles with manual gearbox 012 and 01A:

– Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

Hook -2- on cable holder must engage in rib -1- on gearbox.

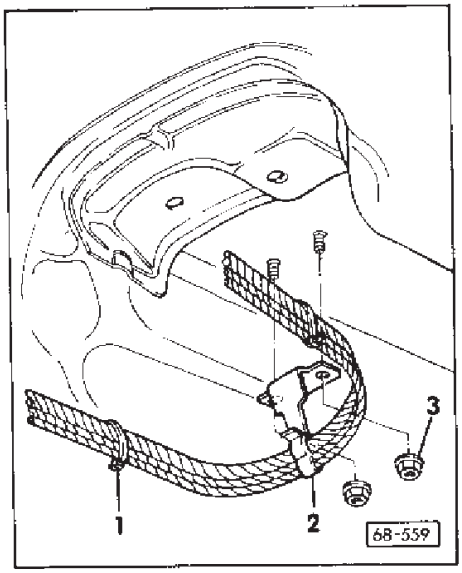
– Slot cable holder with retaining pin onto gearbox.



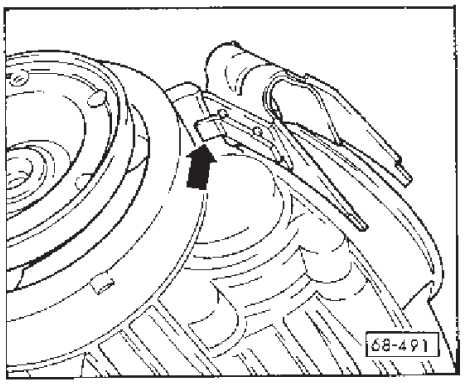
– Tighten screw -4- to 40 Nm.
– Tie together ten cables and procon cable between cable grab on gearbox and relay block and stop block respectively with 2 cable ties -1- for each.
  – Position of first cable tie:
    40 ± 10 mm behind relay block/ Stop block
  – Distance between cable ties on one side
    Dimension a = 100 ± 10 mm
  – The procon cable is above the ten cables

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Vehicles with automatic gearbox 097:



- Secure cable holder -2- to tunnel using hexagon nuts -3-. Tightening torque 2 Nm.
- Press ten cables and procon cables into cable holders.
- Mount retaining clips in cable grab => Page 68-55.
- Attach cable tie -1- mid-way between cable grab on gearbox and relay block or stop block.



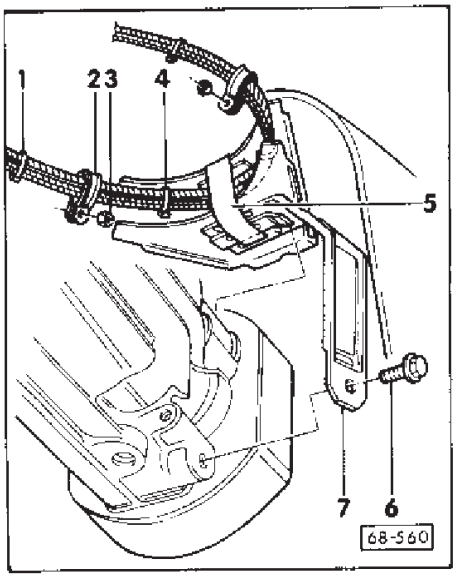
Vehicles with automatic gearbox 01D:

- Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

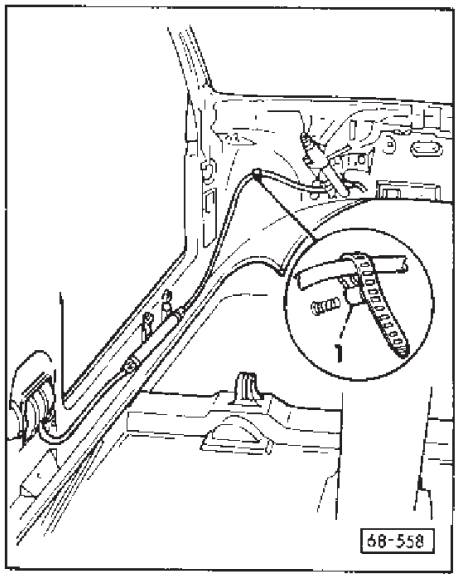
Hook on cable holder -arrow- must engage in rib on gearbox.

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- Screw cable holder -7- to gearbox using screw -6- (40 Nm).
- Secure tube clamps -2- to tunnel using hexagon nuts -3-. Tightening torque 2 Nm.
- Attach cable tie -1- around procon and ten cables mid-way between tube clamp and relay block or stop block.
- Attach cable tie -4- mid-way between tube clamp and cable grab.

All vehicles:



- Lay Bowden cable bend-free in footwell and secure with cable tie -1-.
  - Bowden cable routing in driver's side footwell:
    On top of insulating material
  - Bowden cable routing in passenger side footwell:
    Beneath insulating material
- Installing noise insulation => Page 50-11.
- Connect ten cable to coupling tube => Page 68-6.
- Install bottom A-pillar trim and inside sill =>from Page 70-26.

Note:

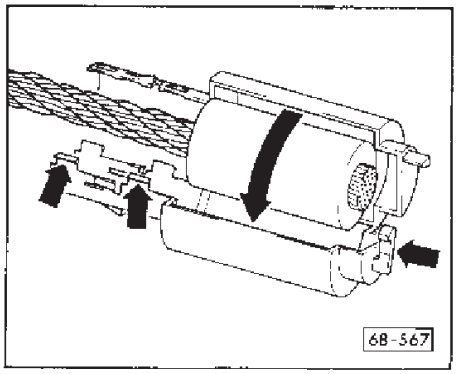
- All 3 cables must be at a distance of 30 ± 5 mm from the cable grab on the gearbox at their highest point.
- If the distance is not correct, check the fitting of the plastic holders in the support brackets and the part numbers of the ten cables and the procon cable.

Installing procon cable

Note:

- The plastic holders on the end of the cable (nipple) and the end of the Bowden cable, as well as the retaining clips on the stop block and relay block, must always be replaced.
- Different cables are used depending on the gearbox version. Allocation

=> Parts catalogue



- Mount new plastic holders on end of cable (nipple).
- Make sure lugs -arrows- engage fully.
- Lightly grease procon cable in area of rubber grommet, or spray with lubricant.

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Note:

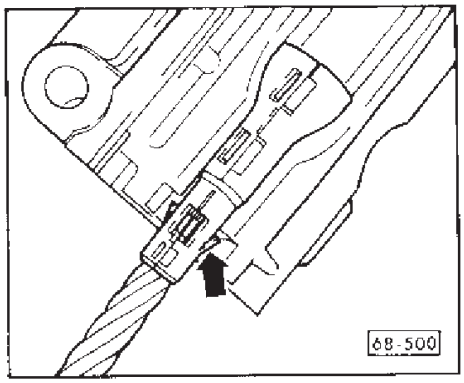
Keep the cable end (nipple) and inner surfaces of the plastic holders, and the support brackets for the cable end (nipple) on the relay block and stop block free of grease. stop block free of grease. Do not use lubricant.

- Feed procon cable out of vehicle interior through hole in front wall.

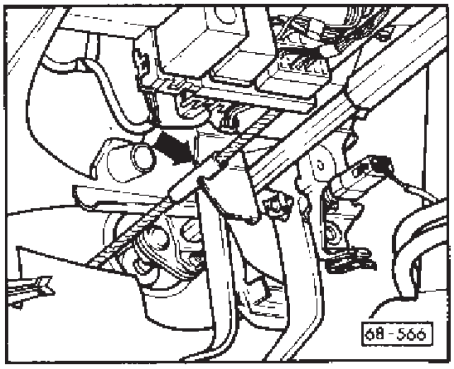
– Press rubber grommet into hole and check fit.

Note:

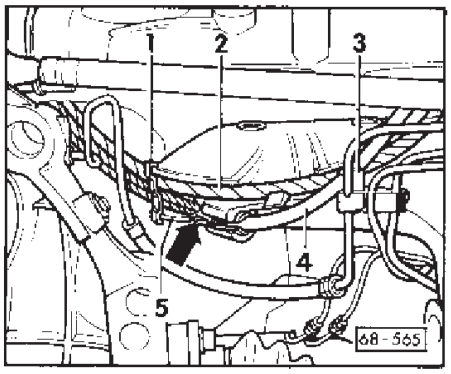
If the grommet is not fitted properly, leaks will occur.



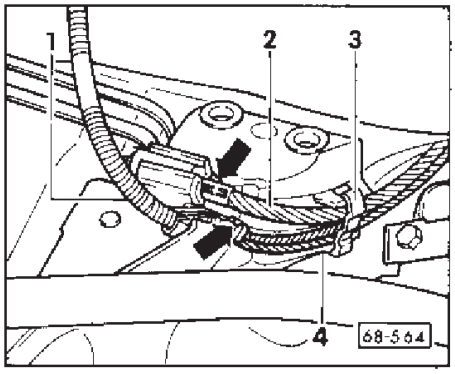
– Insert procon cable in support bracket on column tube so that the plastic holder is centred in the support bracket.
  – The procon cable with plastic holder is correctly seated in the support bracket when the grips -arrow- of the plastic holder grip the support bracket.



– Press procon cable into holder on pedal bracket -arrow-.



– Insert procon cable -2- in relay block and lead around cable grab on gearbox.
– Press new retaining clip -1- onto relay block.
– Feed procon cable around cable grab on gearbox and around relay block (left). Pay attention to front-end cable layout => Page 68-42.

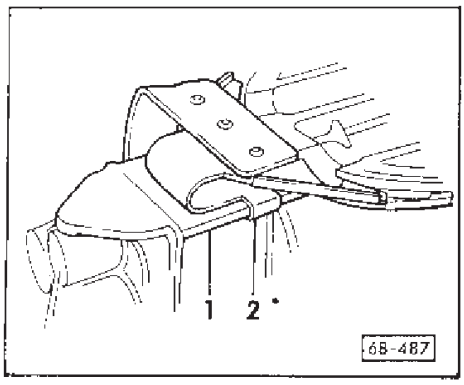


– Insert cable end -2- into support bracket on stop block.
  – The procon cable with plastic holder is correctly seated in the support bracket if the grips -top arrow- of the plastic holder are supported by the support bracket.
– Press new retaining clip -3- onto stop block.

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Warning

If retaining clips are not fitted, or fitted incorrectly, on the stop block or relay block, the functioning of the procon-ten system is not guaranteed.



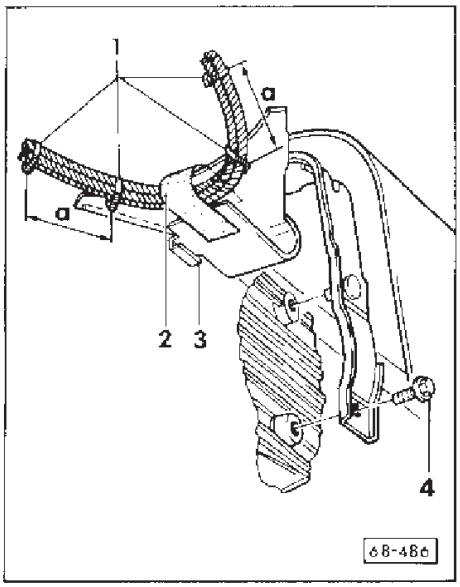
Vehicles with manual gearbox 012 and 01A:

– Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

Hook -2- on cable holder must engage in rib -1- on gearbox.

– Slot cable holder with retaining pin onto gearbox.

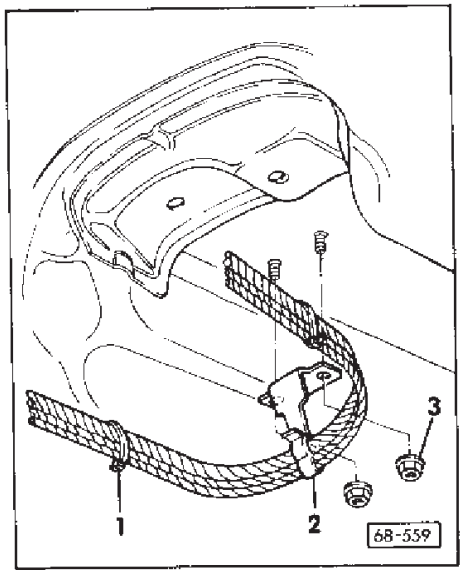


– Tighten screw -4- to 40 Nm.

– Tie together ten cables and procon cable between cable grab on gearbox and relay block and stop block respectively with 2 cable ties -1- for each.

  – Position of first cable tie:
    40 ± 10 mm behind relay block/ Stop block
  – Distance between cable ties on one side
    Dimension a = 100 ± 10 mm
  – The procon cable is above the ten cables

Vehicles with automatic gearbox 097:



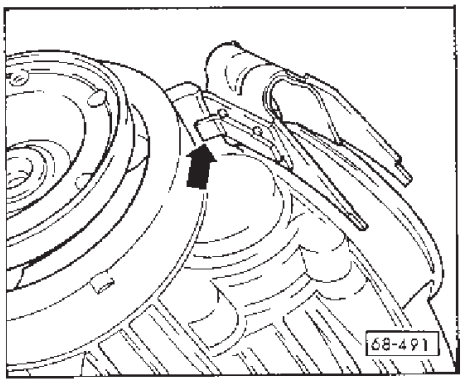
– Secure cable holder -2- to tunnel using hexagon nuts -3-. Tightening torque 2 Nm.

– Press ten cables and procon cables into cable holders.

– Mount retaining clips in cable grab => Page 68-55.

– Attach cable tie -1- mid-way between cable grab on gearbox and relay block or stop block.

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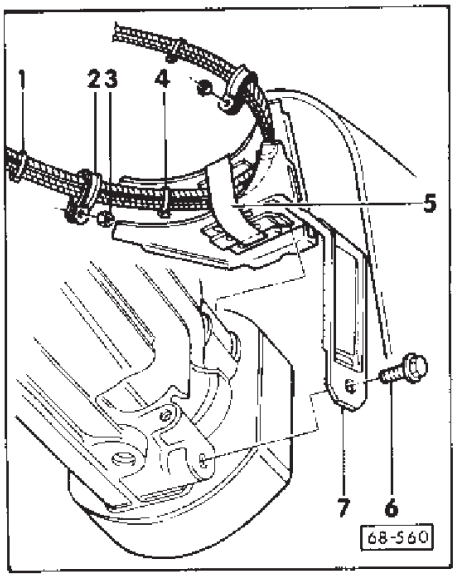


Vehicles with automatic gearbox 01D:

– Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

Hook on cable holder -arrow- must engage in rib on gearbox.



– Screw cable holder -7- to gearbox using screw -6- (40 Nm).

– Secure tube clamps -2- to tunnel using hexagon nuts -3-. Tightening torque 2 Nm.

– Attach cable tie -1- around procon and ten cables mid-way between tube clamp and relay block or stop block.

– Attach cable tie -4- mid-way between tube clamp and cable grab.

All vehicles:

Note:

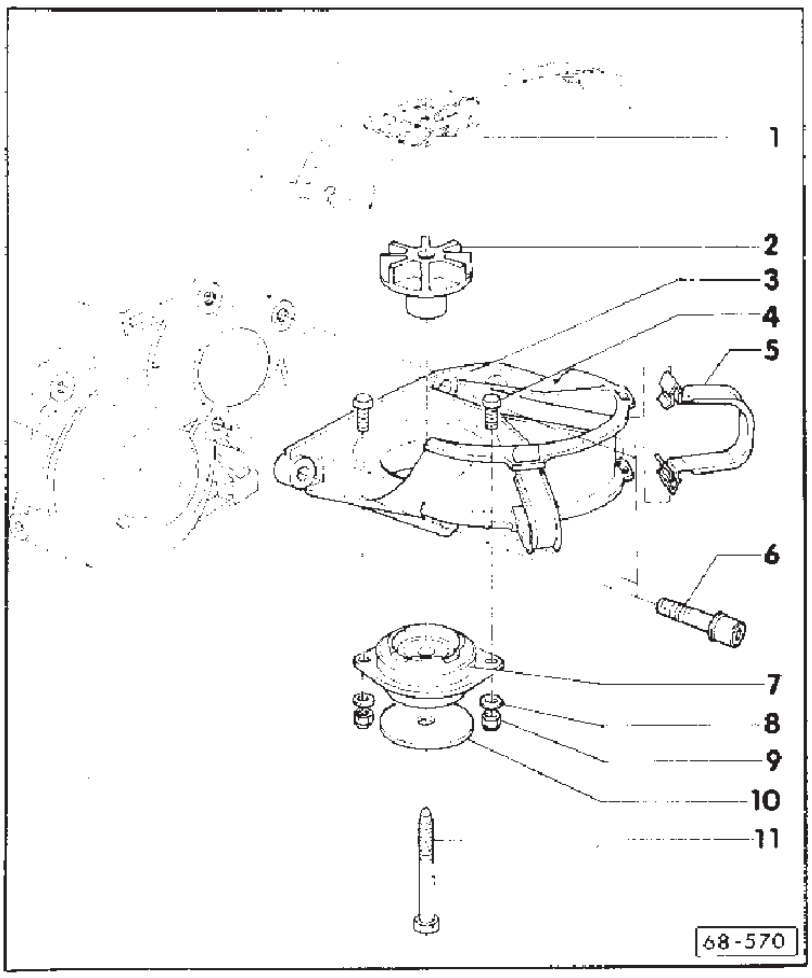
♦ All 3 cables must be at a distance of 30 ± 5 mm from the cable grab on the gearbox at their highest point.

♦ If the distance is not correct, check the fitting of the plastic holders in the support brackets and the part numbers of the ten cables and the procon cable.

– Removing driver's side storage compartment => Page 70-66

– Installing noise insulation => Page 50-11.

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Removing and installing cable grab

Note:
In vehicles with manual gearbox 012 and 01A, or automatic gearbox 01D, the cable grab is part of the gearbox housing.

Vehicles with automatic gearbox 097

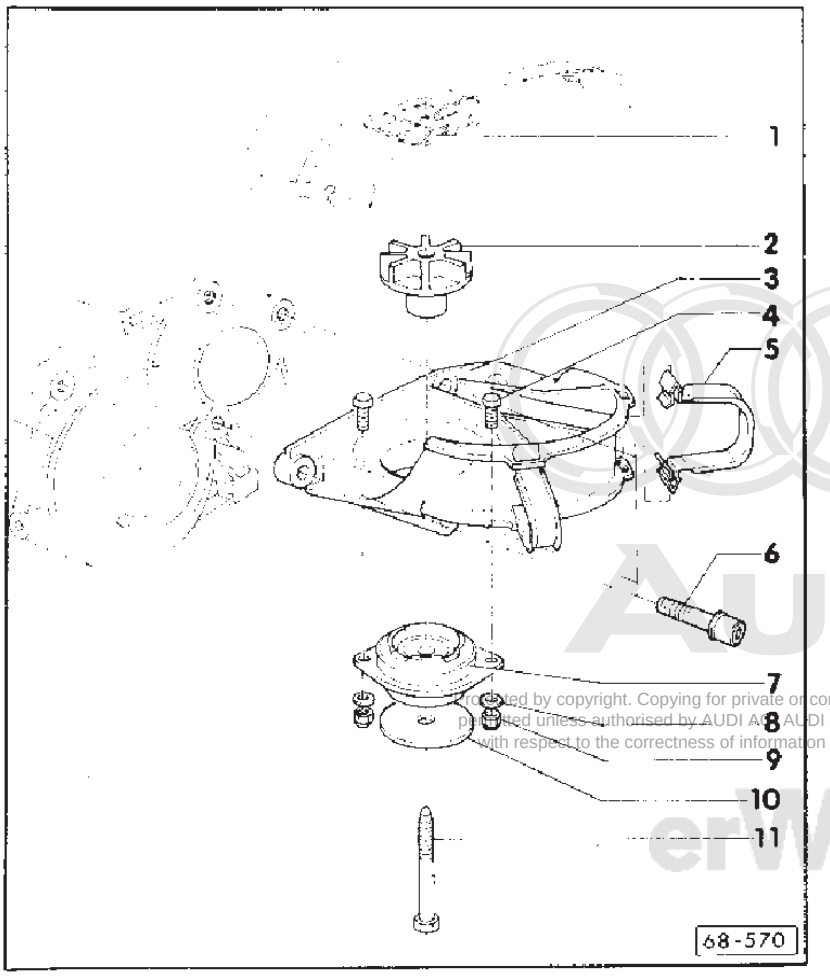
1 – Threaded plate

2 – Stop plate

3 – Cable grab

4 – Hexagon bolt

5 – Securing clip



6 – Combi screw – 40 Nm

7 – Gearbox mount
♦ only in vehicles with 4 and 5-cylinder engines

8 – Washer

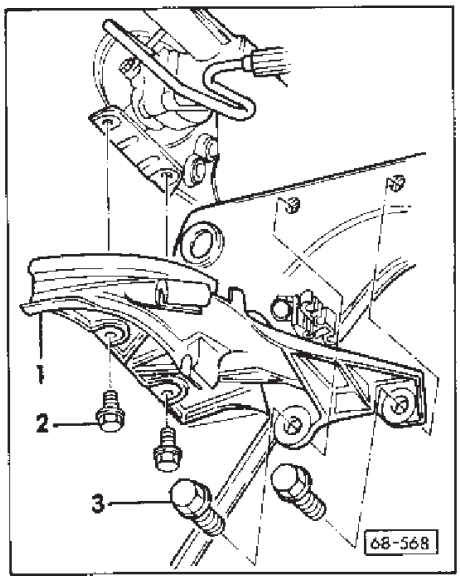
9 – Hexagon nut- 23 Nm
♦ Self-locking

10 – Washer

11 – Hexagon bolt -100 Nm

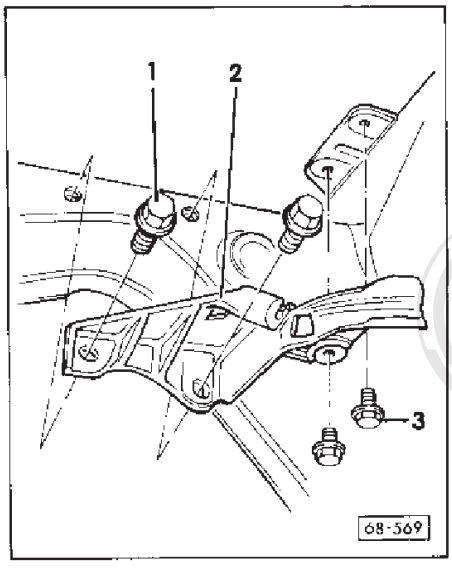
Audi
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erWin

Removing and installing relay block (left)



- 1 - Relay block
- 2 - Combi screw – 22 Nm
- 3 - Combi screw – 75 Nm

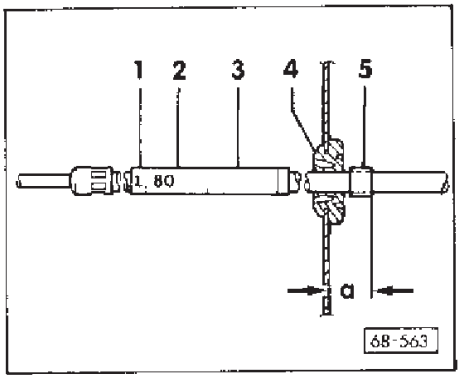
Removing and installing stop block (right)



- 1 - Combi screw – 75 Nm
- 2 - Stop block
- 3 - Combi screw – 22 Nm

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Labelling of ten cables



Band labelling

- 1 - Side allocation with L for left and R for right Bowden cable
- 2 - Vehicle model 80
- 3 - Part number
- 5 - Fitting mark

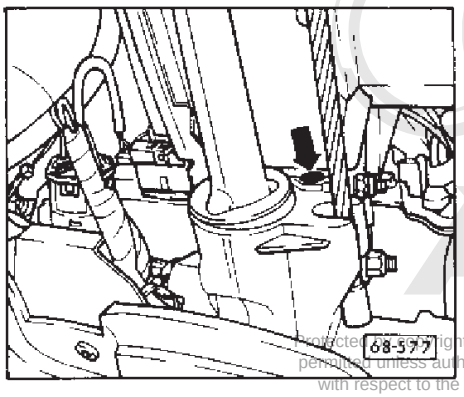
Colour coding of band

Gearbox	Colour
012/01A	White
097	Yellow
01D	Blue

Repairing procon ten system, right-hand drive > 06.93

Testing procon ten system after an accident

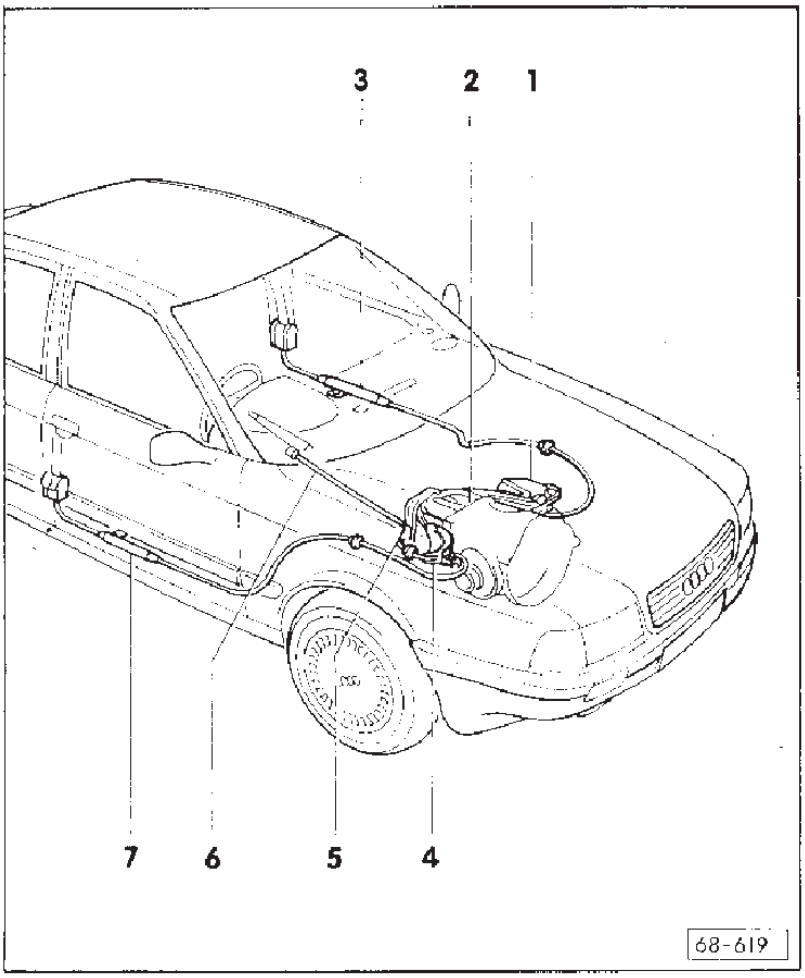
- Testing procon ten system after an accident => Page 68-28.
- Testing procon ten system => Page 68-28.
- Testing procon system => Page 68-28.
- Remove driver's side storage compartment to check colour marking => Page 70-66.



The colour dot is located on the front side of the column tube -arrow-.

- Testing ten system => Page 68-29.

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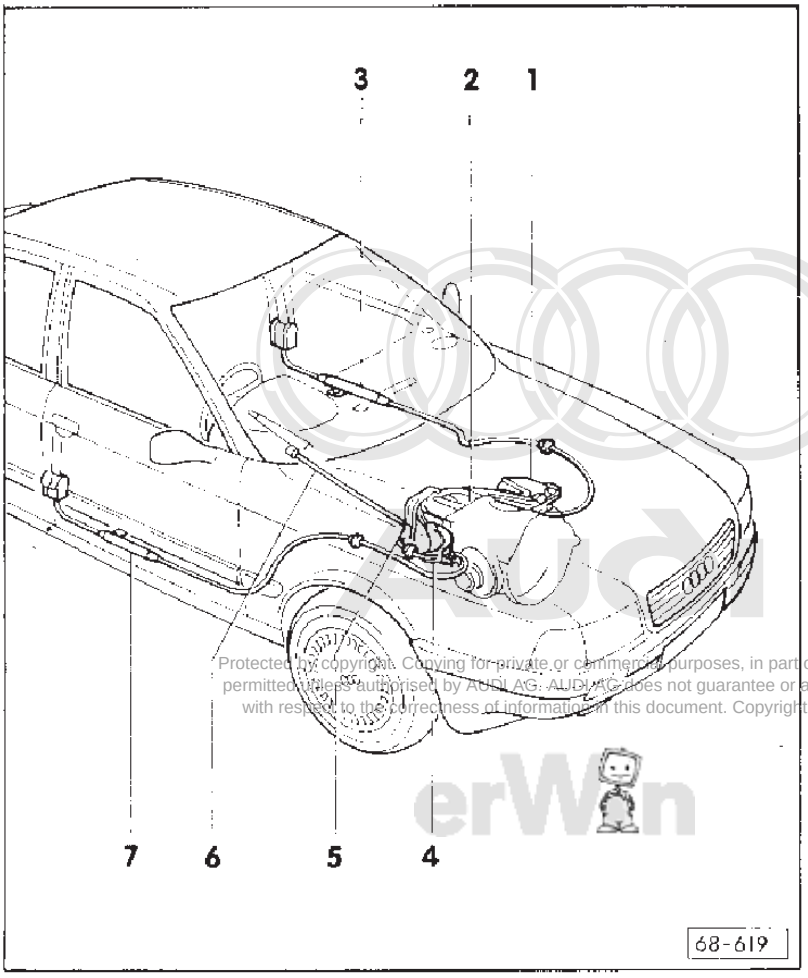


Removing and installing procon ten system

1 – Stop block (left)
- ♦ Pay attention to gearbox version
- ♦ Removing and installing => Page 68-84

2 – Cable grab
- ♦ Pay attention to gearbox version
- ♦ Removing and installing => Page 68-81

3 – ten cable (left)
- ♦ With coupling tube
- ♦ Pay attention to labelling => Page 68-85.
- ♦ Removing and installing => Page 68-63 and 68-69



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4 – Relay block (right)
- ♦ Pay attention to gearbox version
- ♦ Removing and installing => Page 68-83

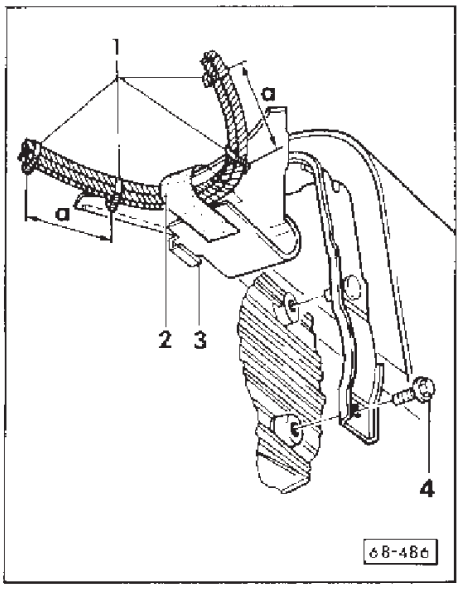
5 – Cable holder
- ♦ Pay attention to gearbox version

6 – procon cable
- ♦ Removing and installing => Page 68-66 and 68-76

7 – ten cable (right)
- ♦ With coupling tube
- ♦ Pay attention to labelling => Page 68-85.
- ♦ Removing and installing => Page 68-63 and 68-69

Removing ten cables

– Remove inside door sill => Page 70-28.
– Remove A-pillar trim at bottom =>from Page 70-26.
– Pull aside carpet and insulation towards centre of vehicle.
– Detach ten cable from couple tube => Page 68-6.
– Release cable ties from ten cables.



– Remove noise insulation => Page 50-11.

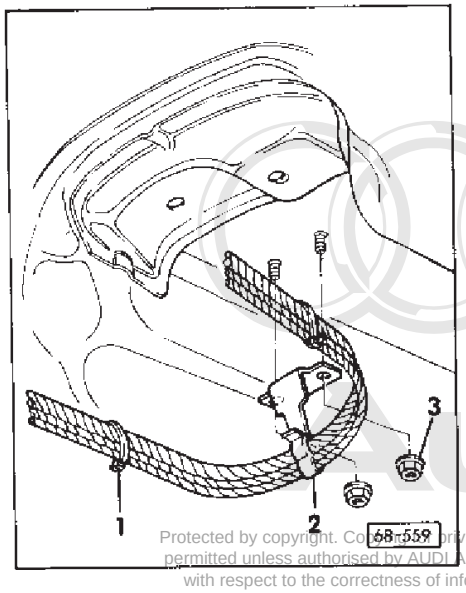
Vehicles with manual gearbox 012 and 01A:

– Unscrew cable holder -3- from gearbox.
– Cut off cable tie -1- with carpet knife.
– Detach adhesive tape -2- from cable holder.

Note:

The adhesive tape is used at the factory to stop the cable holder from dropping during component assembly. It can be removed when repairs are made.

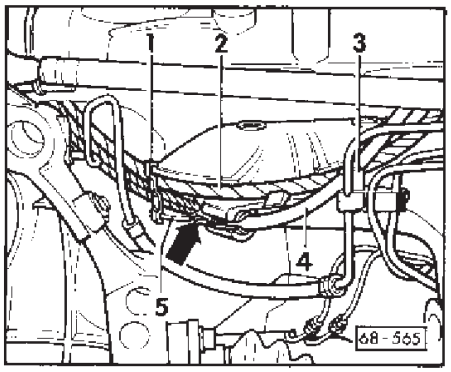
Vehicles with automatic gearbox 097:



– Cut off cable tie -1- with carpet knife.
– Remove ten cables upwards out of cable holder -2-.
– Remove retaining clips from cable grab => Page 68-55.

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All vehicles:



- Release retaining clip -1- from stop block (right) and relay block (left).

Note:

Shown in illustration with engine removed.

- Detach Bowden cable from brake line clip -3- on relay block.
- Cut off ends of red plastic holders -arrows-.
- Detach ten cables from stop block and relay block. Drive out fixed Bowden cable bushes or cable ends with a punch.

Note:

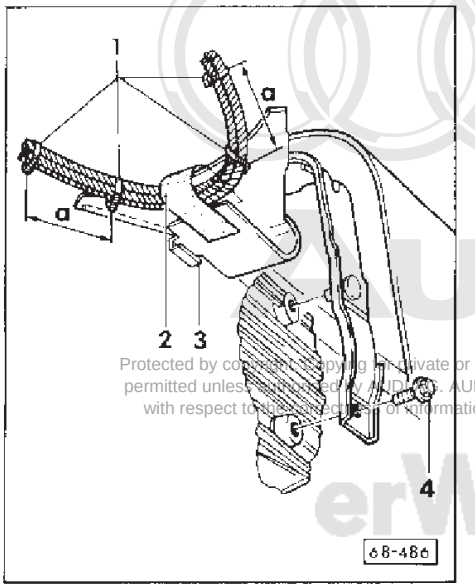
The procon cable does not need to be detached.

- Pull rubber grommet out of hole in front wall towards the interior.
- Draw Bowden cable through hole in front wall towards the interior.

Removing procon cable

- Remove noise insulation => Page 50-11.

Vehicles with manual gearbox 012 and 01A:



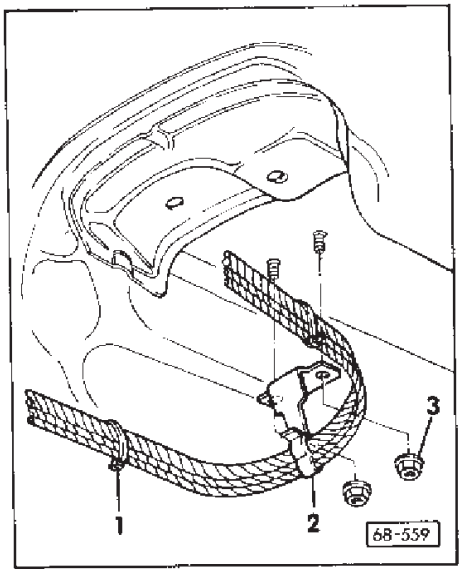
- Unscrew cable holder -3- from gearbox.
- Cut off cable tie -1- with carpet knife.
- Detach adhesive tape -2- from cable holder.

Note:

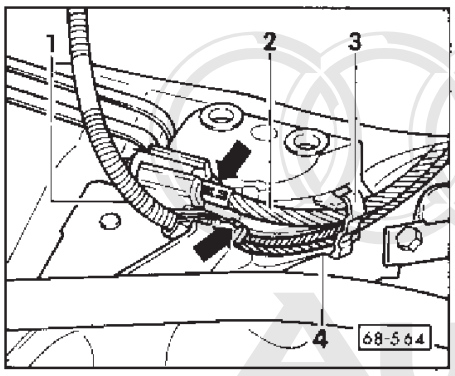
The adhesive tape is used at the factory to stop the cable holder from dropping during component assembly. It can be removed when repairs are made.

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Vehicles with automatic gearbox 097:



- Cut off cable tie 1- with carpet knife.
- Remove procon cable upwards out of cable holder -2-.
- Remove retaining clips from cable grab => Page 68-55.



All vehicles:

- Release retaining clip -3- from stop block (right) and relay block (left).

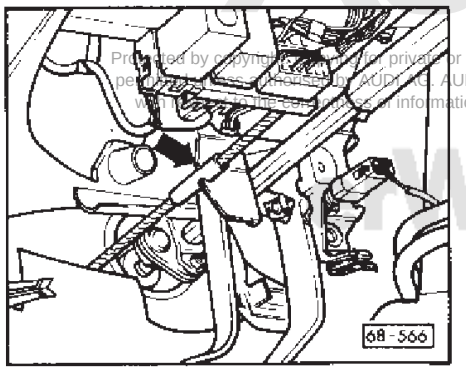
Note:

Shown in illustration with engine removed.

- Detach procon cable -2- from stop block (left). Drive out fixed cable end with a punch.

Note:

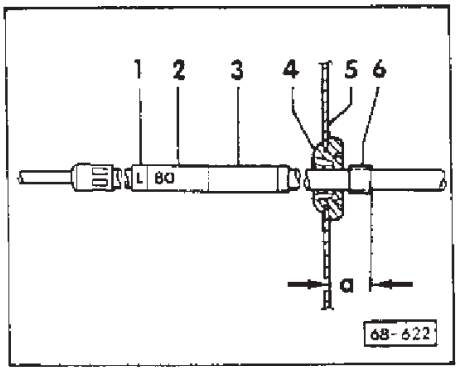
The two ten cables do not need to be detached.



- Removing driver's storage compartment => Page 70-66
- Press procon cable out of holder on pedal bracket -arrow-, detach from column tube and withdraw towards vehicle interior.

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Installing ten cables



– Pre-fit rubber grommet -4- in front wall -5- and check for correct fit.

Note:

If the grommet is not fitted properly, leaks will occur.

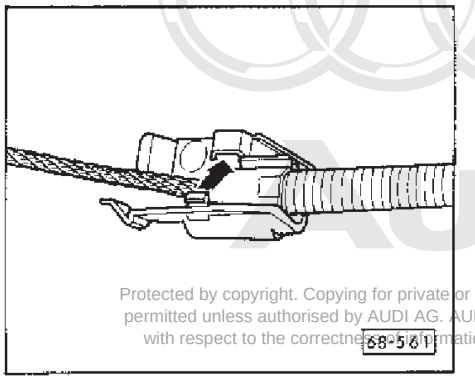
– Lubricate rubber grommet in region of hole and push Bowden cable from vehicle interior through rubber grommet as far as fitting mark -6-.

– Dimension a = 15 ±51 mm

Note:

Keep the cable end (nipple) and inner surfaces of the plastic holders, and the support brackets for the cable end (nipple) on the relay block and stop block free of grease. stop block free of grease. Do not use lubricant.

Note:



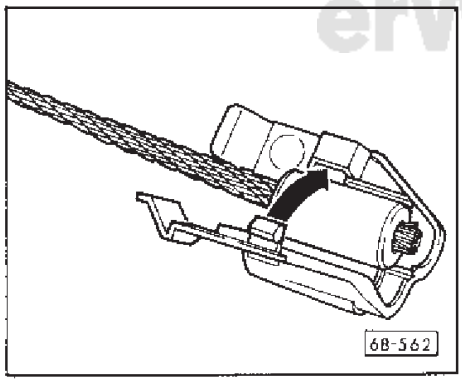
♦ The plastic holders on the end of the cable (nipple) and the end of the Bowden cable, as well as the retaining clips on the stop block and relay block, must always be replaced.

♦ Different cables are used depending on the gearbox version. Allocation

=> Parts catalogue

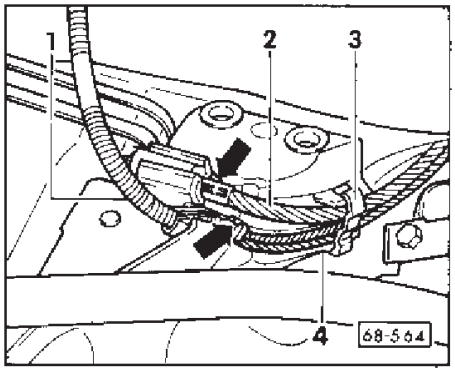
– Mount new plastic holders on end of Bowden cable.

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– Mount new plastic holders on end of cable (nipple).

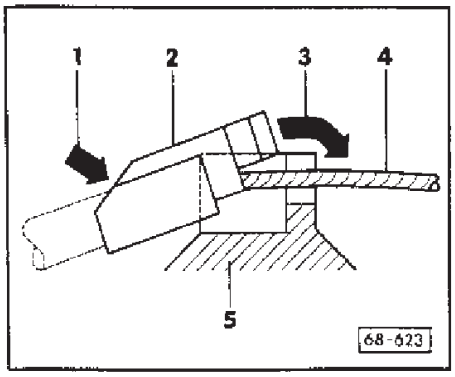
Cable layout at the front end



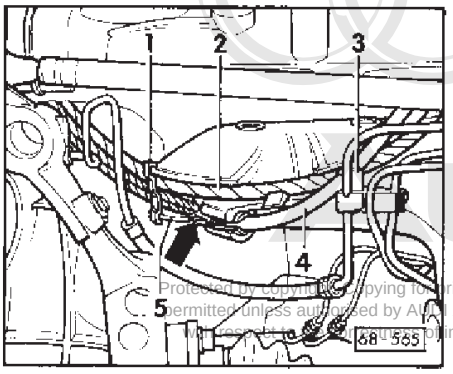
Note:

Lay the cables so they do not overlap.

- Attach Bowden cable on left -1- in stop block so that the edge of the plastic holder -bottom arrow- is supported by the support bracket => Fig. 68-623, bottom.
  - The left side ten cable must be right at the bottom of the stop block cable duct -4-.
- Feed left side ten cable around cable grab on gearbox and attach in relay block.



- Position plastic holder -2- on stop block -5- as shown in the illustration. Push in direction of -arrow 1-, until plastic holder can be pushed in direction of -arrow 3-.

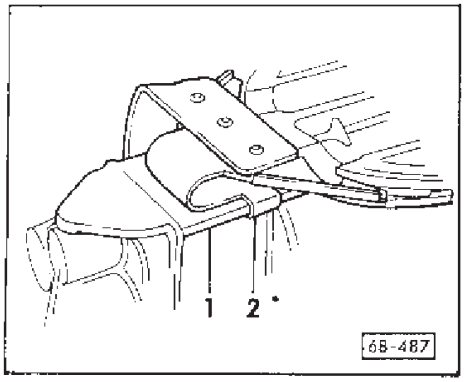


- Attach Bowden cable on right -4- in relay block so that the edge of the plastic holder -arrow- is supported by the support bracket.
- Clip Bowden cable into brake line clip -3-.
  - The right side ten cable must be located in the cable duct -5- above the left side ten cable.
- Feed right side ten cable around cable grab on gearbox and attach in stop block.
- Press new retaining clips onto relay block and stop block.
- Check fit of plastic holders.

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Warning

If retaining clips are not fitted, or fitted incorrectly, on the stop block or relay block, the functioning of the procon ten system is not guaranteed.



Mounting cable holders

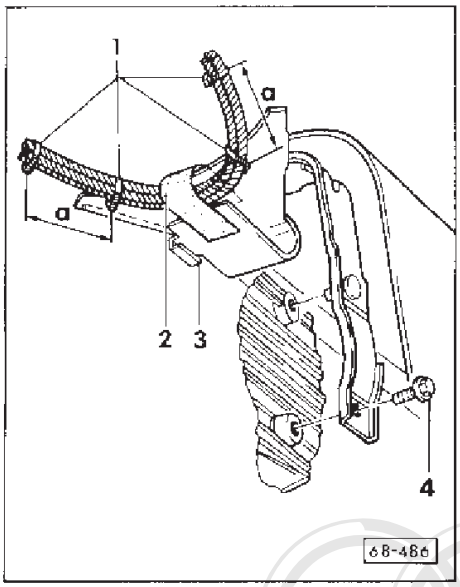
Vehicles with manual gearbox 012 and 01A:

– Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

Hook -2- on cable holder must engage in rib -1- on gearbox.

– Slot cable holder with retaining pin onto gearbox.



– Tighten screw -4- to 40 Nm.

– Tie together ten cables and procon cable between cable grab on gearbox and relay block and stop block respectively with 2 cable ties -1- for each.

  – Position of first cable tie:

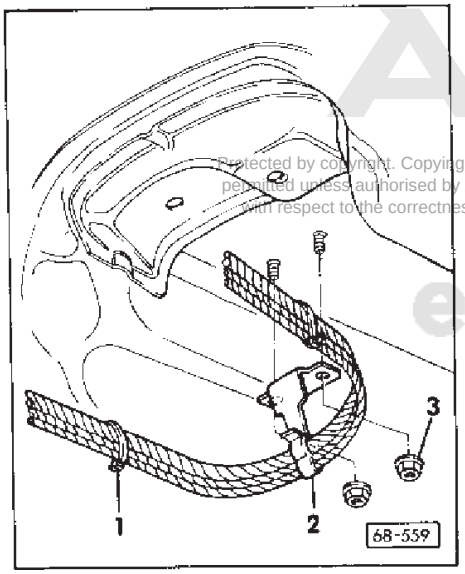
    40 ± 10 mm behind relay block/ Stop block

  – Distance between cable ties on one side

    Dimension a = 100 ± 10 mm

  – The procon cable is above the ten cables

Vehicles with automatic gearbox 097:



– Secure cable holder -2- to tunnel using hexagon nuts -3-. Tightening torque 2 Nm.

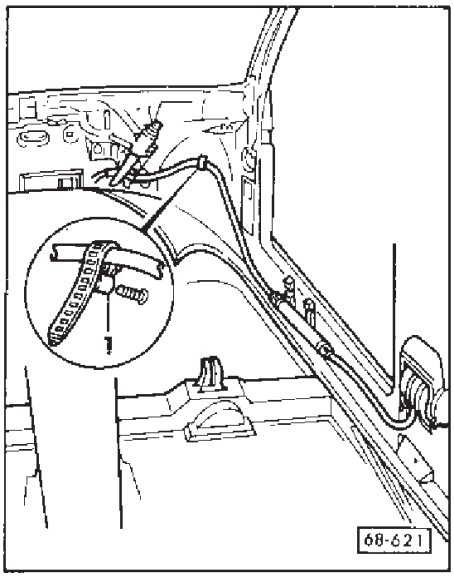
– Press ten cables and procon cables into cable holders.

– Mount retaining clips in cable grab => Page 68-81.

– Attach cable tie -1- mid-way between cable grab on gearbox and relay block or stop block.

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All vehicles:



- Lay Bowden cable bend-free in footwell and secure with cable tie -1-.
  - Bowden cable routing in driver's side footwell:
    On insulating material
  - Bowden cable routing in passenger side footwell:
    Beneath insulating material
- Installing noise insulation => Page 50-11.
- Connect ten cable to coupling tube => Page 68-6.
- Install bottom A-pillar trim and inside sill =>from Page 70-26.

Note:

- All 3 cables must be at a distance of 30 ± 5 mm from the cable grab on the gearbox at their highest point.
- If the distance is not correct, check the fitting of the plastic holders in the support brackets and the part numbers of the ten cables and the procon cable.

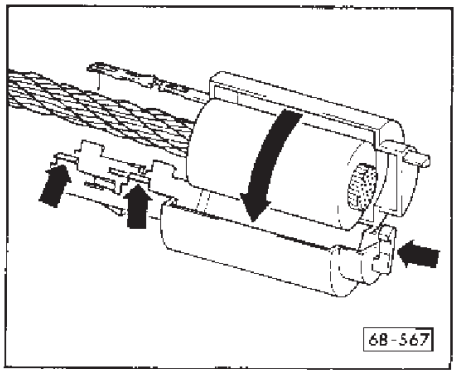
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Installing procon cable

Note:

- The plastic holders on the end of the cable (nipple) and the end of the Bowden cable, as well as the retaining clips on the stop block and relay block, must always be replaced.
- Different cables are used depending on the gearbox version. Allocation

=> Parts catalogue



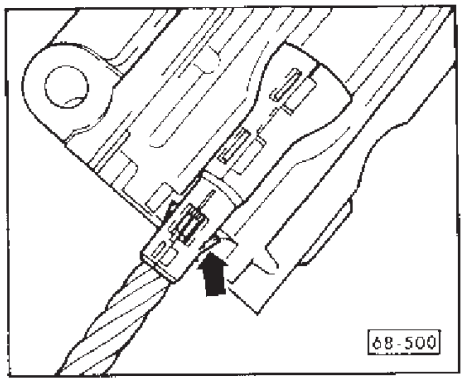
- Mount new plastic holders on end of cable (nipple).
- Make sure lugs -arrows- engage fully.
- Lightly grease procon cable in area of rubber grommet, or spray with lubricant.

Note:

Keep the cable end (nipple) and inner surfaces of the plastic holders, and the support brackets for the cable end (nipple) on the relay block and stop block free of grease. stop block free of grease. Do not use lubricant.

- Feed procon cable out of vehicle interior through hole in front wall.

– Press rubber grommet into hole and check fit.

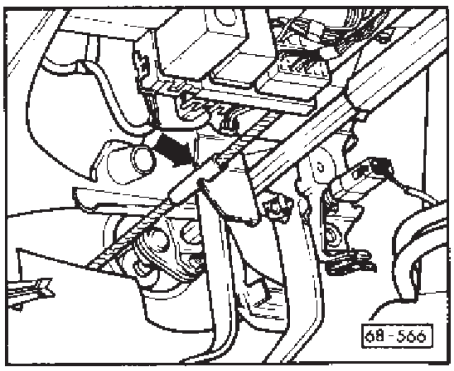


Note:

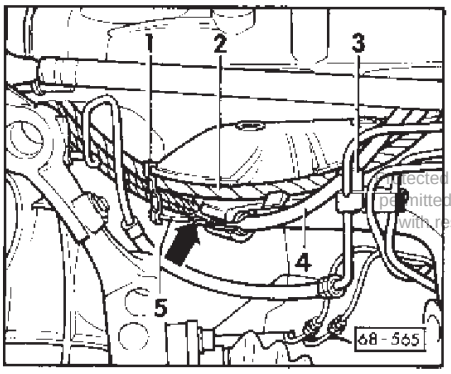
If the grommet is not fitted properly, leaks will occur.

– Insert procon cable in support bracket on column tube so that the plastic holder is centred in the support bracket.

  – The procon cable with plastic holder is correctly seated in the support bracket when the grips -arrow- of the plastic holder grip the support bracket.



– Press procon cable into holder on pedal bracket -arrow-.



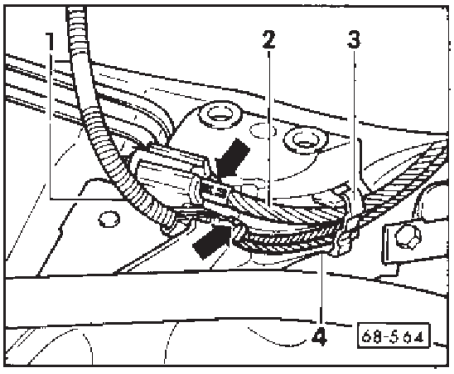
– Insert procon cable -2- in relay block and lead around cable grab on gearbox.

– Press new retaining clip -1- onto relay block.

Note:

Lay the cables so they do not overlap.

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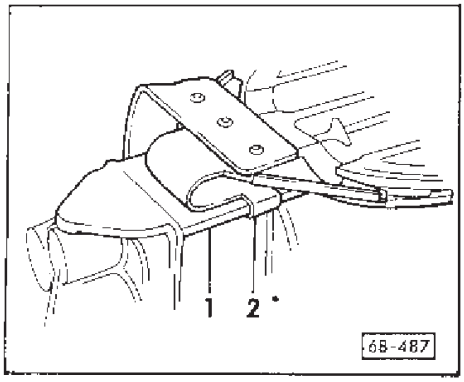
– Insert cable end -2- into support bracket on stop block.

  – The procon cable with plastic holder is correctly seated in the support bracket if the grips -top arrow- of the plastic holder are supported by the support bracket.

– Press new retaining clip -3- onto stop block.

Warning

If retaining clips are not fitted, or fitted incorrectly, on the stop block or relay block, the functioning of the procon ten system is not guaranteed.



Vehicles with manual gearbox 012 and 01A:

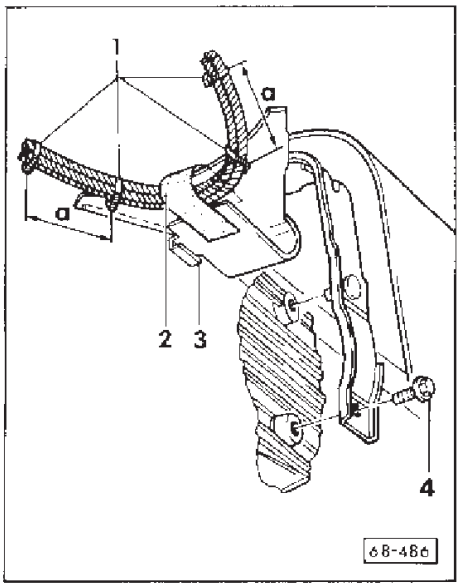
– Push cable holder from rear over all 3 cables up to stop limit on cable grab.

◀

Note:

Hook -2- on cable holder must engage in rib -1- on gearbox.

– Slot cable holder with retaining pin onto gearbox.



◀

– Tighten screw -4- to 40 Nm.

– Tie together ten cables and procon cable between cable grab on gearbox and relay block and stop block respectively with 2 cable ties -1- for each.

  – Position of first cable tie:

    40 ± 10 mm behind relay block/ Stop block

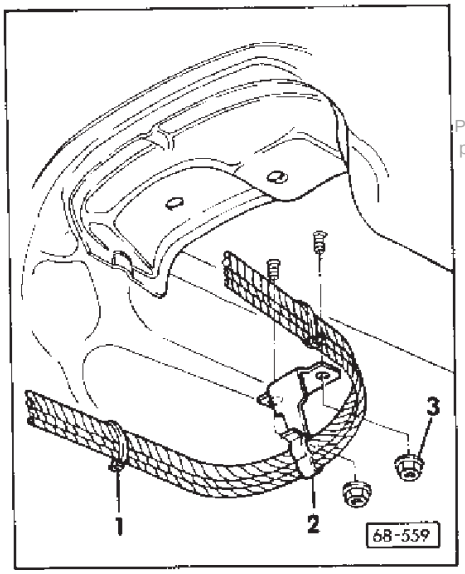
  – Distance between cable ties on one side

    Dimension a = 100 ± 10 mm

  – The procon cable is above the ten cables

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Vehicles with automatic gearbox 097:



◀

– Secure cable holder -2- to tunnel using hexagon nuts -3-. Tightening torque 2 Nm.

– Press ten cables and procon cables into cable holders.

– Mount retaining clips in cable grab => Page 68-55.

– Attach cable tie -1- mid-way between cable grab on gearbox and relay block or stop block.

All vehicles:

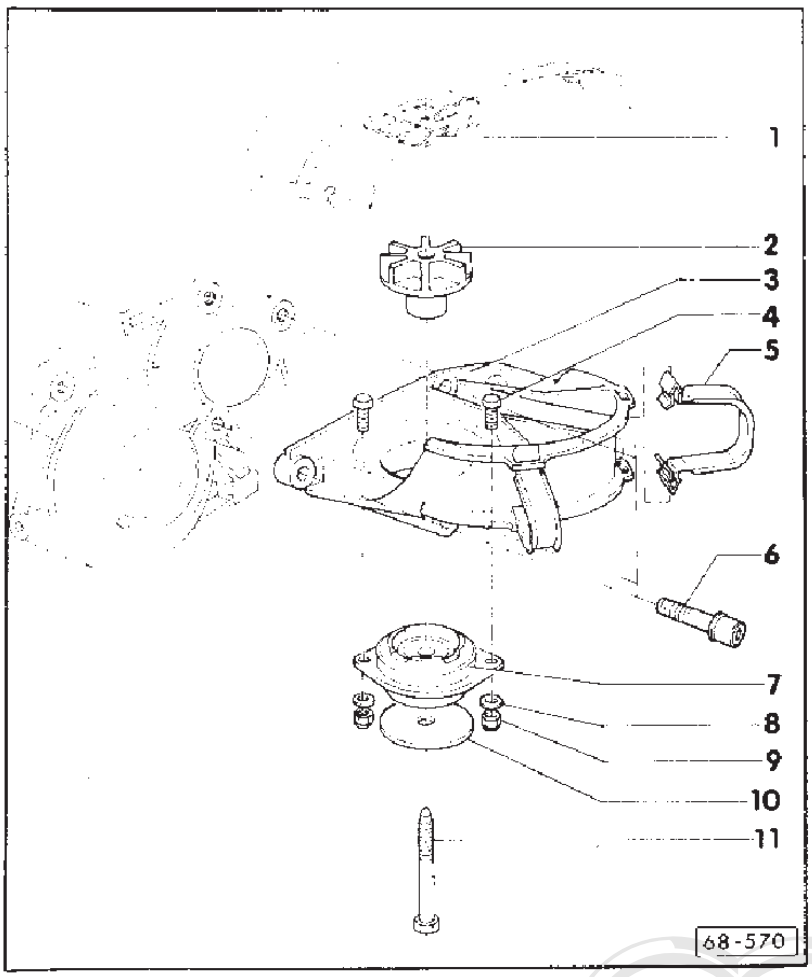
Note:

♦ All 3 cables must be at a distance of 30 ± 5 mm from the cable grab on the gearbox at their highest point.

♦ If the distance is not correct, check the fitting of the plastic holders in the support brackets and the part numbers of the ten cables and the procon cable.

– Removing driver's side storage compartment => Page 70-66

– Installing noise insulation => Page 50-11.



Removing and installing cable grab

Note:
In vehicles with manual gearbox 012 and 01A the cable grab is part of the gearbox housing.

Vehicles with automatic gearbox 097

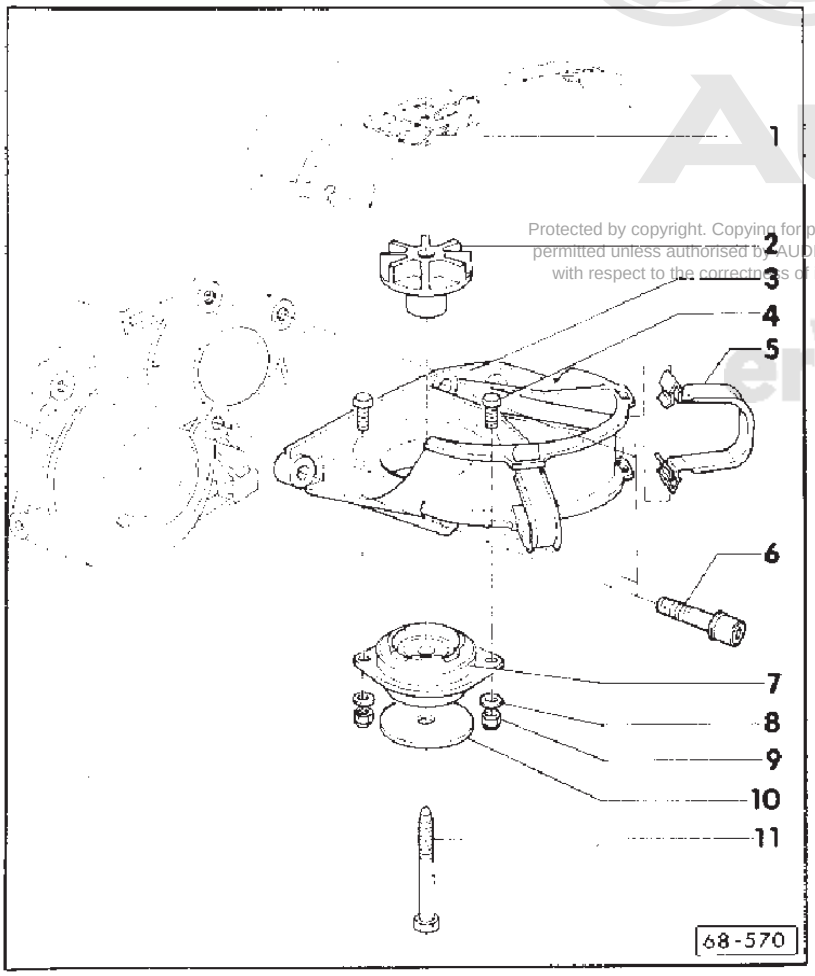
1 – Threaded plate

2 – Stop plate

3 – Cable grab

4 – Hexagon bolt

5 – Securing clip



6 – Combi screw – 40 Nm

7 – Gearbox mount
♦ only in vehicles with 4 and 5-cylinder engines

8 – Washer

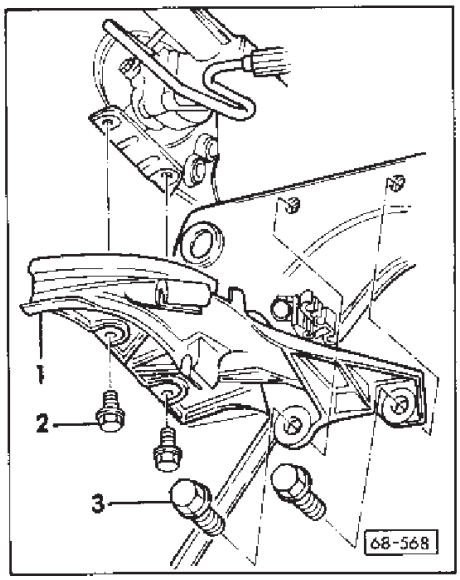
9 – Hexagon nut- 23 Nm
♦ Self-locking

10 – Washer

11 – Hexagon bolt -100 Nm

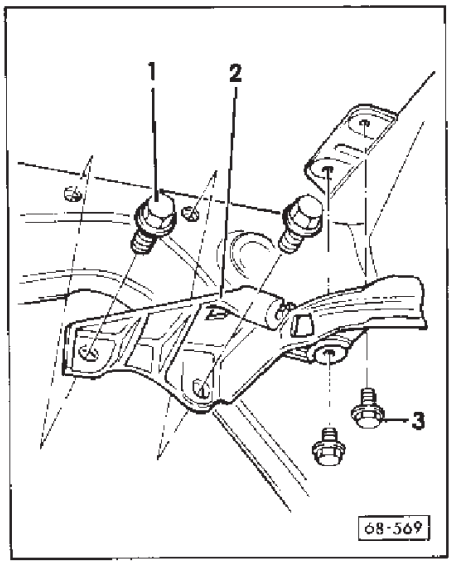
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Removing and installing relay block (right)



- 1 - Relay block
- 2 - Combi screw – 22 Nm
- 3 - Combi screw – 75 Nm

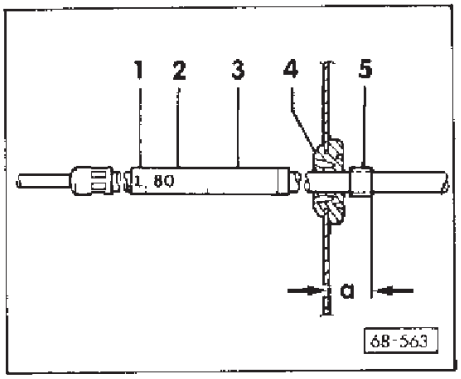
Removing and installing stop block (left)



- 1 - Combi screw – 75 Nm
- 2 - Stop block
- 3 - Combi screw – 22 Nm

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Labelling of ten cables

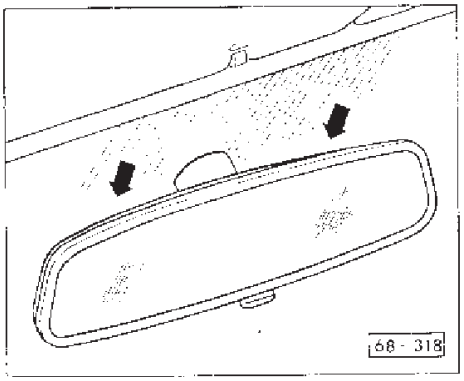


Band labelling

- 1 - Side allocation with L for left and R for right Bowden cable
- 2 - Vehicle model 80
- 3 - Part number
- 5 - Fitting mark

Colour coding of band

Gearbox	Colour
012/01A	White
097	Yellow

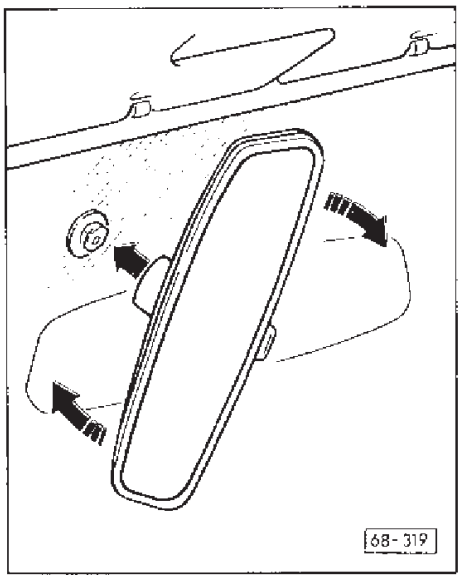


Removing and installing interior mirror

Removal

- Push mirror downward at a slant from holder plate (spring clips in mount)

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Installing

- Align mirror at a 60 ... 90o angle to its fitting orientation and rotate until arrester spring engages.

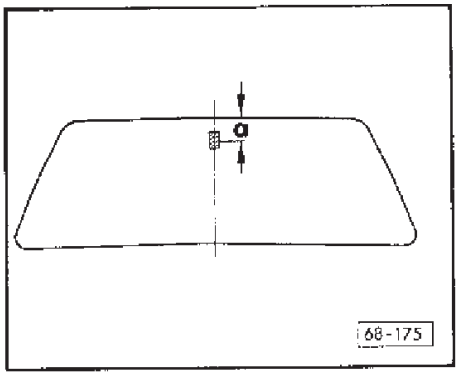
Bonding in retainer plate for interior rear-view mirror

Material

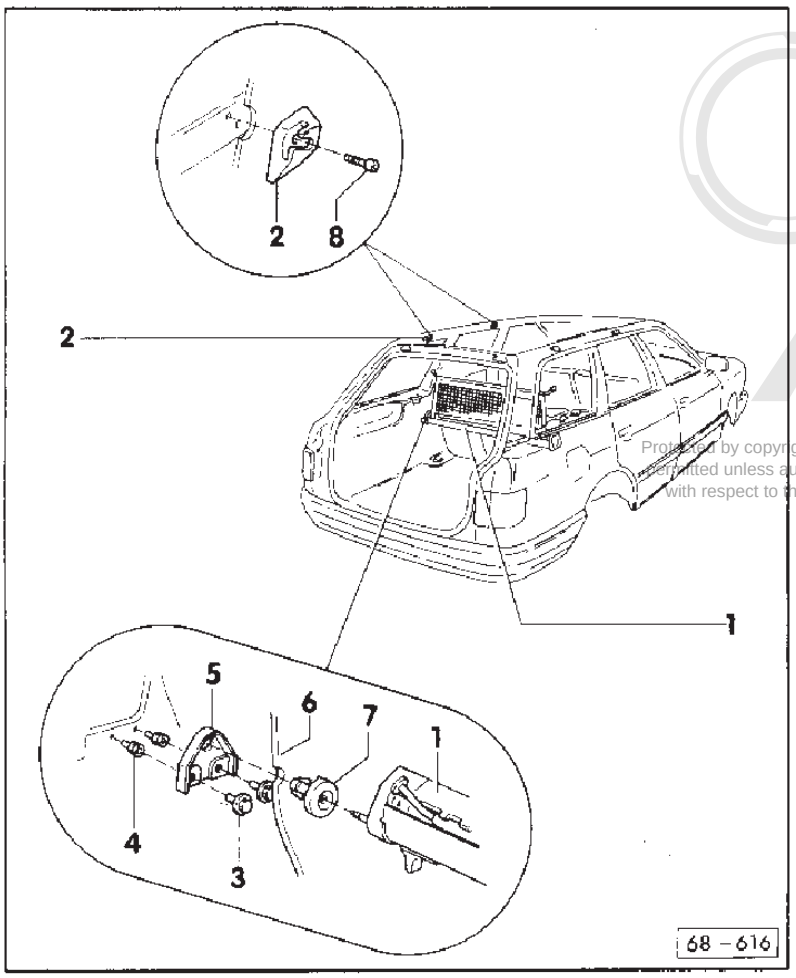
Glass/metal adhesive D 000 703 A1

Note:

- ♦ Use adhesive at room temperature and observe manufacturer's safety instructions and directions for use.
- ♦ The material will harden fully after several hours.



◀ ♦ Distance a = 110 mm



Removing and installing partition grille (Avant)

1 – Partition grille
♦ Removing => Fig. 1

2 – Attachment eye

3 – Bolt – 5 Nm
♦ Qty. 2

4 – Blind rivet nut
♦ Qty. 2

5 – Partition grille bracket
♦ To remove bracket, remove side trim => Page 70-37
♦ Unscrew bolts -item 3-.

6 – Side trim

7 – Cover plate
♦ Pull off to remove

8 – Bolt – 5 Nm

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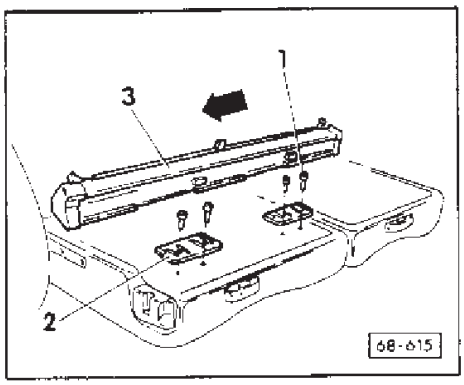
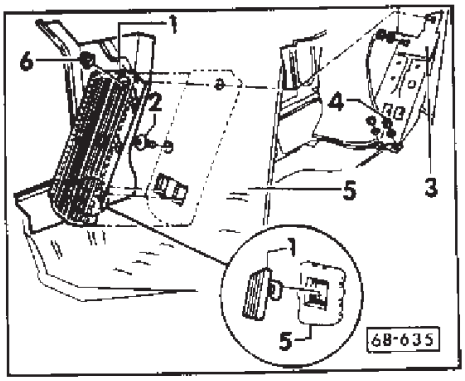


Fig.1 Removing partition grille holder rail

– Fold forward rear seat bench.
– Push partition grille out of the two holder rails -2- in direction of arrow and remove with the door open.
– 1 -Screws 4 Nm.

Footrest

Removing and installing foot rest



Note:

The footrest cover must be removed before the floor covering is removed.

Footrest cover.

– Unscrew nut -6- (3.5 Nm).
– Withdraw footrest cover -1- from bracket -3- and floor covering -5-.
– Undo clips -2- to release floor covering.

Footrest bracket.

– Undo 3 nuts -4- for footrest bracket -3- (3.5 Nm).

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Airbag

General safety rules

- Testing, assembly and repair work must only be carried out by trained service personnel.
- Do not test with a test lamp, voltmeter or ohmmeter.
- The airbag system > 09.92 must only be electrically tested using a special tester when installed in the vehicle. Order airbag tester V.A.G 1619, with test instructions, from your local distribution centre/importer.

  Airbag systems 10.92 > with self-diagnosis (airbag II, IV and V) must only be tested using fault reader V.A.G 1551 when installed in the vehicle.

  The only exception to this is the coil spring in all airbag systems.
- Airbag components must neither be opened nor repaired. Always use new components.
- Never place any object on the airbag cover on the front passenger's side.
- Never open the airbag cover by force.

- If the airbag cover is damaged, the entire dash panel must be replaced.
- The airbag units have an expiry date. The expiry date is indicated on the label.

  Airbag > 09.92: Label in glove compartment.

  Airbag II 10.92 > 06.93: Label in glove compartment.

  Airbag IV and V 07.93 >: Label on lower driver's side B-pillar.

  The airbag units must be replaced after 15 years.
- If the airbag unit is replaced, the label with the expiry date must be detached from the new airbag unit and affixed in place of the old label.
- Always disconnect the voltage supply when working on the airbag system.

  Vehicles > 06.95: Disconnect the battery earthing strap and single voltage supply connector.

  Vehicles 07.95 >: Disconnect battery and cover negative pole.

Note:

From model year 1996 the single connector for airbag voltage supply is no longer fitted.

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- There must be no one in the vehicle when the battery is being connected.



- ♦ If the airbag units or the triggering device or control unit have been dropped from a height of more than 0.5 m, they must not be used.
- ♦ Airbag system components with mechanical damage (dents, cracks), must always be replaced.
- ♦ The airbag unit must be fitted immediately after being taken out of storage. The airbag unit must not be left unattended if work is interrupted.
- ♦ The removed airbag unit must always be laid with the hub padding, or open side, facing upwards.
- ♦ The airbag unit must not be treated with grease, cleaning agents or similar, and must not, even for a short time, be exposed to temperatures above 100 oC.
- ♦ If the airbag system > 09.92 has been triggered in an accident, the triggering device and airbag unit must always be replaced. All other components, such as the coil spring, powerpack, voltage transformer and wiring loom must be checked for mechanical accident damage and replaced if necessary.

- ♦ If airbag system II 10.92 > or airbag system IV or V 06.93 > has been triggered in an accident, the control unit and the airbag units must always be replaced. All other components, such as the coil spring and the wiring loom must be checked for mechanical accident damage and replaced if necessary.

Storage and transport of airbag units

- ♦ The airbag unit is a class PT 1 pyrotechnic device. Storage and transport are subject to safety legislation relating to hazardous materials (explosives).

– In Germany:

Small quantities of materials and articles may be kept in lockable rooms without special storage permission. Dispatch and transportation is only permitted in officially approved transport containers.

- ♦ Airbag units must not be stored for longer than 3 months.

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Scrapping of airbag units and triggering devices

- In Germany airbag units must be rendered unusable prior to scrapping by means of electrical ignition, in accordance with accident prevention regulations, as pyrotechnic devices can cause injury if activated improperly (e.g. with a cutting torch during scrapping).
- The airbag unit must only be electrically ignited when installed in the vehicle. Order ignition device V.A.G 1619/1 from your local distribution centre/importer.
- The triggering device of airbag system > 09.92 contains a mercury switch (special waste). The triggering device must therefore be passed on to the responsible authorities for scrapping.

Repairing airbag

Repairing airbag> 09.92

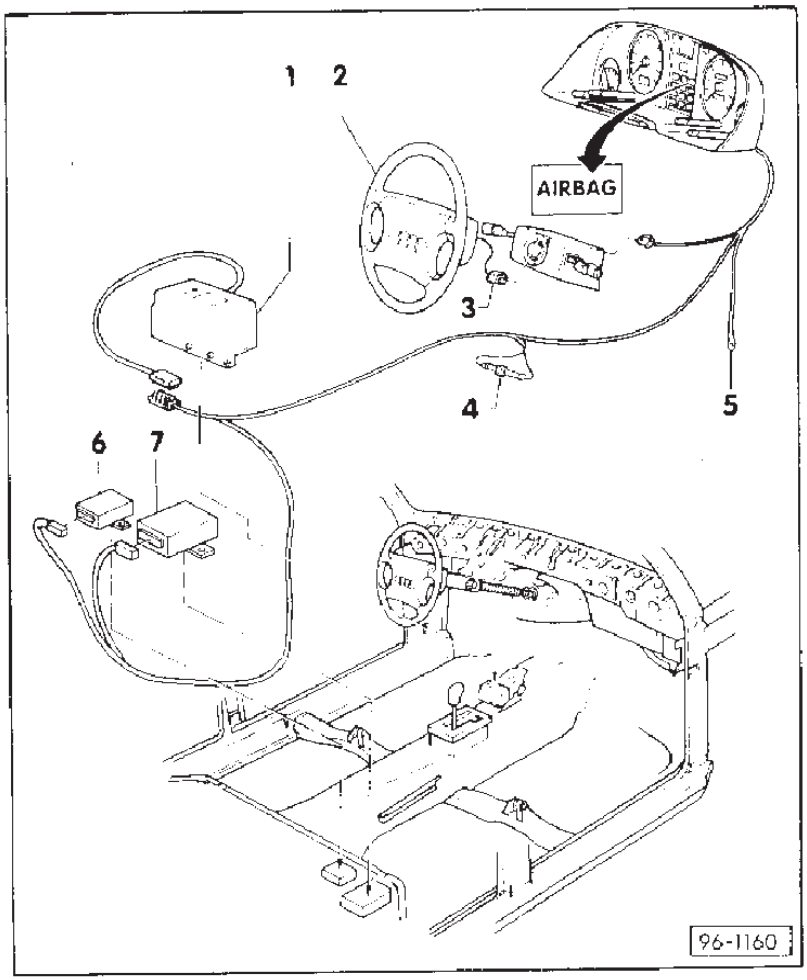
- General safety rules => Page 69-1.
- The airbag system > 09.92 must only be electrically tested using a special tester when installed in the vehicle. Order airbag tester V.A.G 1619, with test instructions, from your local distribution centre/importer.

  The only exception to this is the coil spring => Testing coil spring, Page 69-12.

Note:

- When ignition is switched on, the airbag warning lamp illuminates for approx. 10 seconds.
- When it is extinguished, the system is operational.
- If the warning lamp does not extinguish: order airbag tester from your local distribution centre/importer.
- If the warning lamp does not illuminate at all: Check warning lamp. If this is OK, order airbag tester as above.

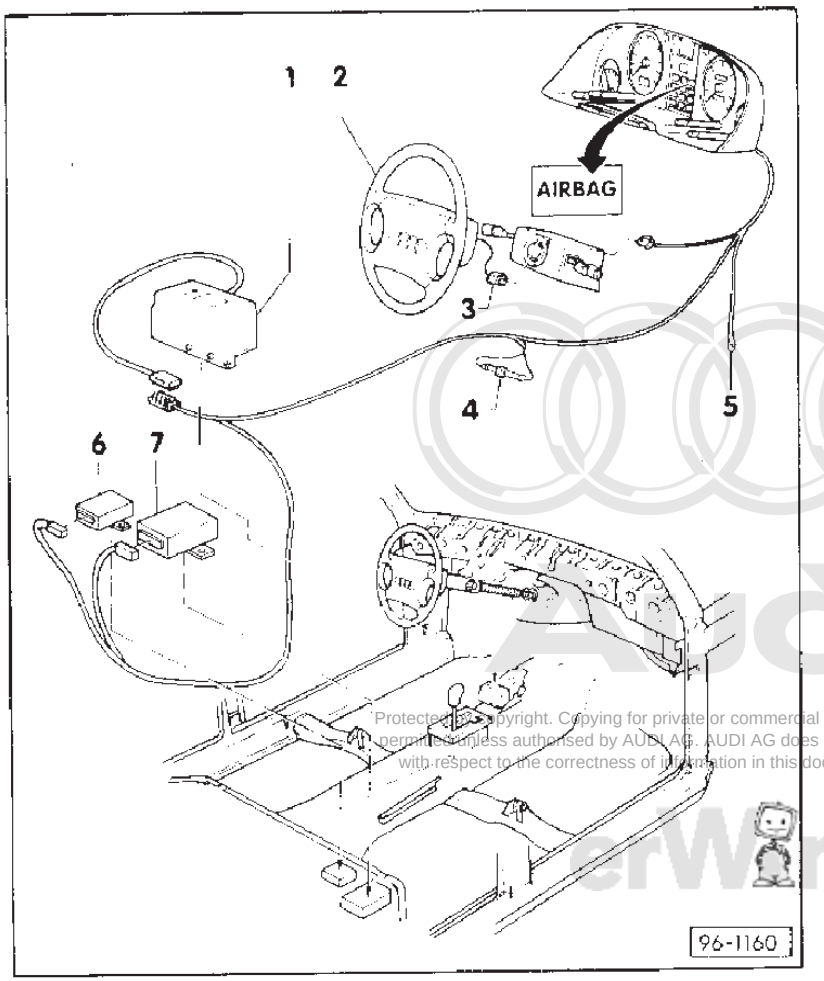
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1 – Triggering unit
- ♦ Installation position => Fig. 1

2 – Steering wheel with driver airbag unit
- ♦ Removing and installing => Electrical System; Repair Group 94; Removing and installing steering column switch =>

3 – Coil spring connector
- ♦ Disconnecting => Page 69-10
- ♦ Removing and installing coil spring => Page 69-11
- ♦ Testing coil spring => Page 69-12



4 – Voltage supply connector
- ♦ Installation position => Fig. 2

5 – Earthing point
- ♦ At earthing point on driver's side A-pillar.

6 – Voltage transformer

7 – Powerpack

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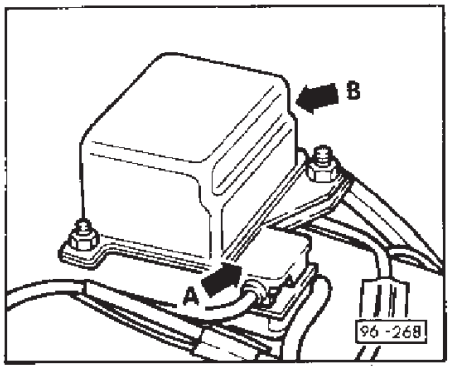


Fig.1 Triggering unit fitting location

- Removing centre console at front => Page 70-62.
- A - Connector
- B - Triggering unit

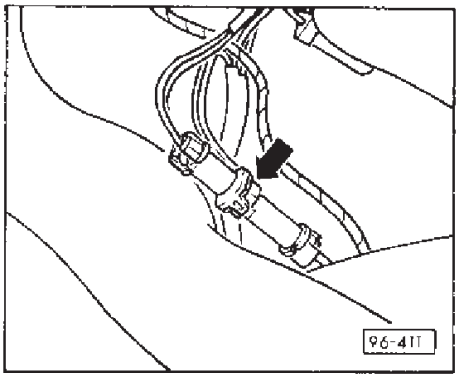
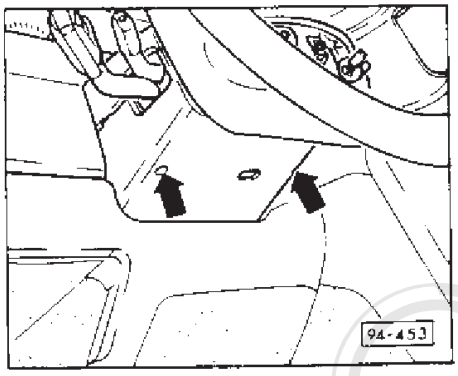


Abb.2 Power connector fitting position

♦ Behind driver's side storage compartment

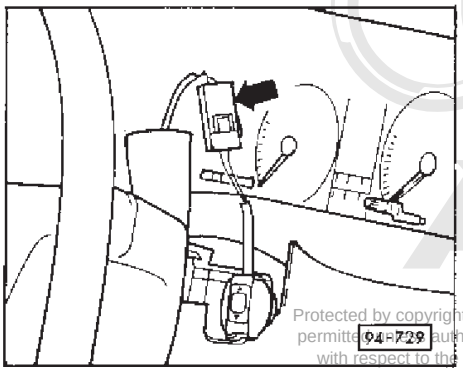
Note:

This connector -arrow- must always be disconnected when performing work on the airbag system or other work relating to the airbag system.



Disconnecting coil spring connector

- Undo two screws -arrows- for steering column switch top section trim.



- Disconnect connector -arrow-.

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Removing and installing coil spring

Note:

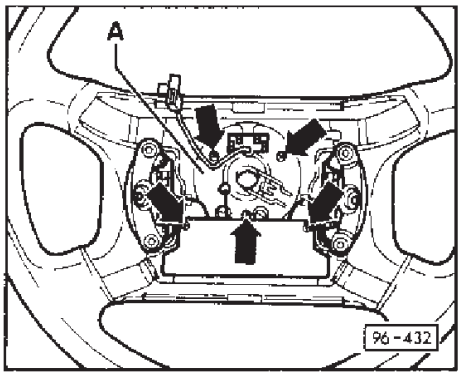
When removing and installing the coil spring, the front wheels must be set to straight ahead.

– Detach battery earth strap.

– Disconnecting power connector => Fig. 94-729, Page 69-10.

– Remove airbag unit and steering wheel

=> Electrical System; Repair Group 94; Removing and installing steering column switch =>



– Unscrew screws -arrows-.

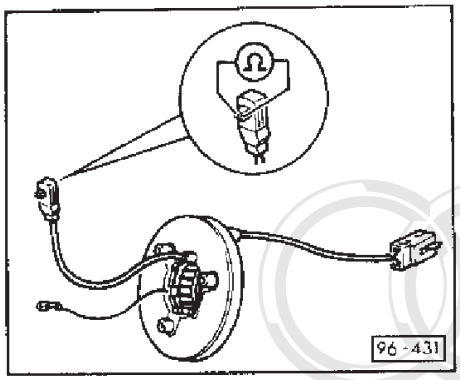
– Remove retaining washer -A-.

– Detach coil spring towards rear.

Note:

The coil spring must not be twisted after removal.

Testing coil spring



Note:

♦ The coil spring must be removed and clamped for testing.

♦ The coil spring must not be twisted after removal.

– Connect multimeter V.A.G 1526 to airbag unit connector.

– Specified value < 1 Ω (continuity)

– If the specified value is not reached, replace coil spring.

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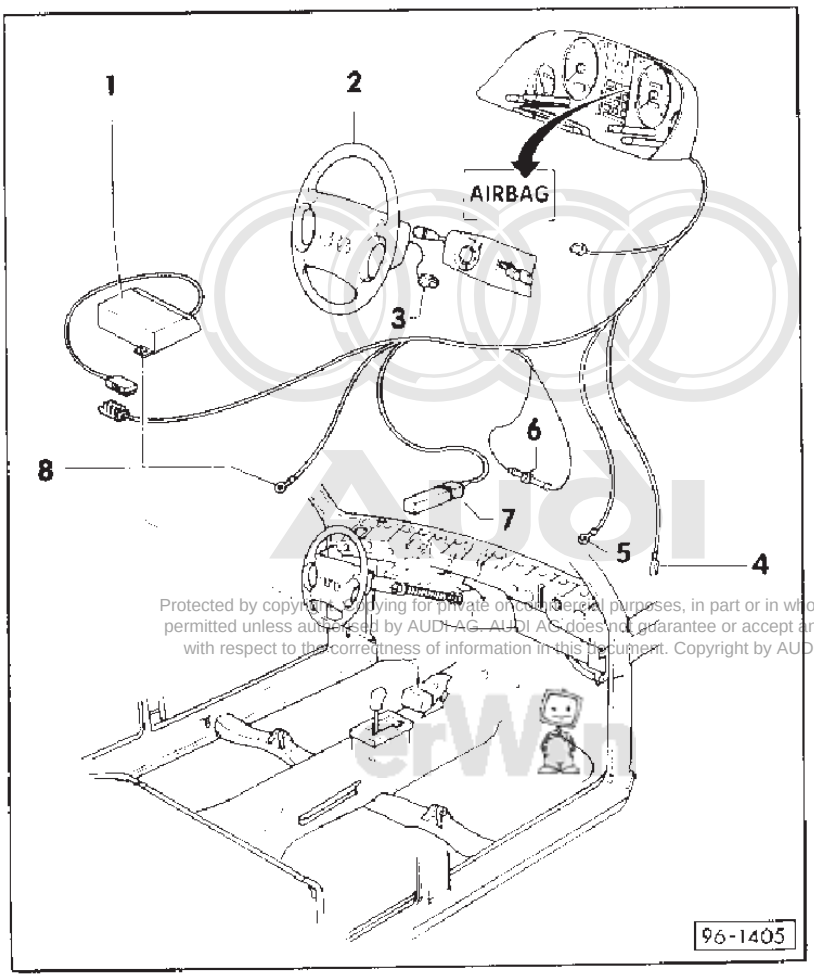
Repairing driver and passenger airbag10.92 > 06.94 (Airbag II)

- ♦ General safety rules => Page 69-1.
- ♦ The airbag system 10.92 > 06.94 (airbag II) must only be tested using fault reader V.A.G 1551 when installed in the vehicle.

  The only exception to this is the coil spring => Testing coil spring, Page 69-12.
- ♦ The airbag system 10.92 > 06.94 (airbag II) is equipped with self-diagnosis => Page 01-1.
- ♦ The powerpack, voltage transformer and triggering unit are assembled to form one component in the control unit.

Note:

- ♦ When ignition is switched on, the airbag warning lamp illuminates for approx. 10 seconds.
- ♦ When it is extinguished, the system is operational.
- ♦ If the warning lamp does not extinguish: test airbag system with fault reader V.A.G 1551.
- ♦ If the warning lamp does not illuminate at all: Check fuse no.12 and warning lamp. If these are OK, test airbag system with fault reader V.A.G 1551 as above.
- ♦ After repairs to the airbag system, the functioning of the airbag warning lamp must be tested.



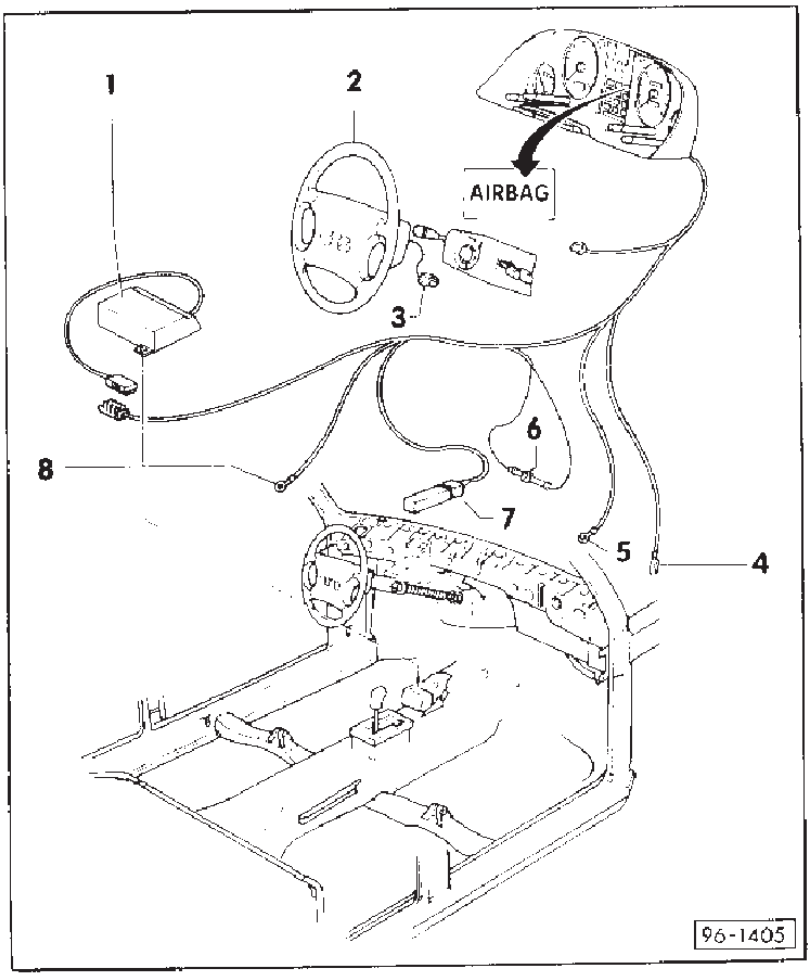
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Driver-airbag unit 10.92 > 06.93 – exploded view

1 – Airbag control unit
- ♦ Installation position => Fig. 1

2 – Steering wheel with driver airbag unit
- ♦ Removing and installing => Electrical System; Repair Group 94; Removing and installing steering column switch =>

3 – Coil spring connector
- ♦ Disconnecting => Page 69-10
- ♦ Removing and installing coil spring => Page 69-11
- ♦ Testing coil spring => Page 69-12



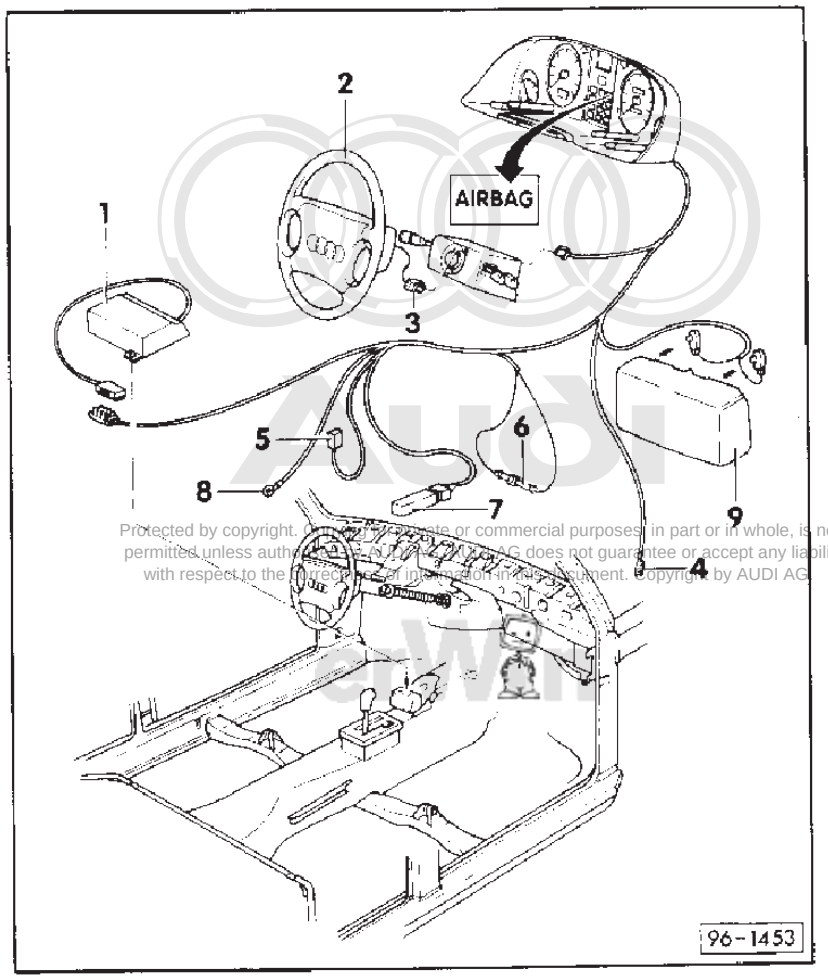
4 – Terminal 15c connector
- ♦ To central electronics plug C

5 – Diagnostic line
- ♦ Installation position => Page 01-3

6 – Single voltage supply connector
- ♦ Installation position => Fig. 2

7 – Airbag warning lamp relay
- ♦ Installation position: In relay carrier, position 9

8 – Earthing point
- ♦ At earthing point on driver's side A-pillar.



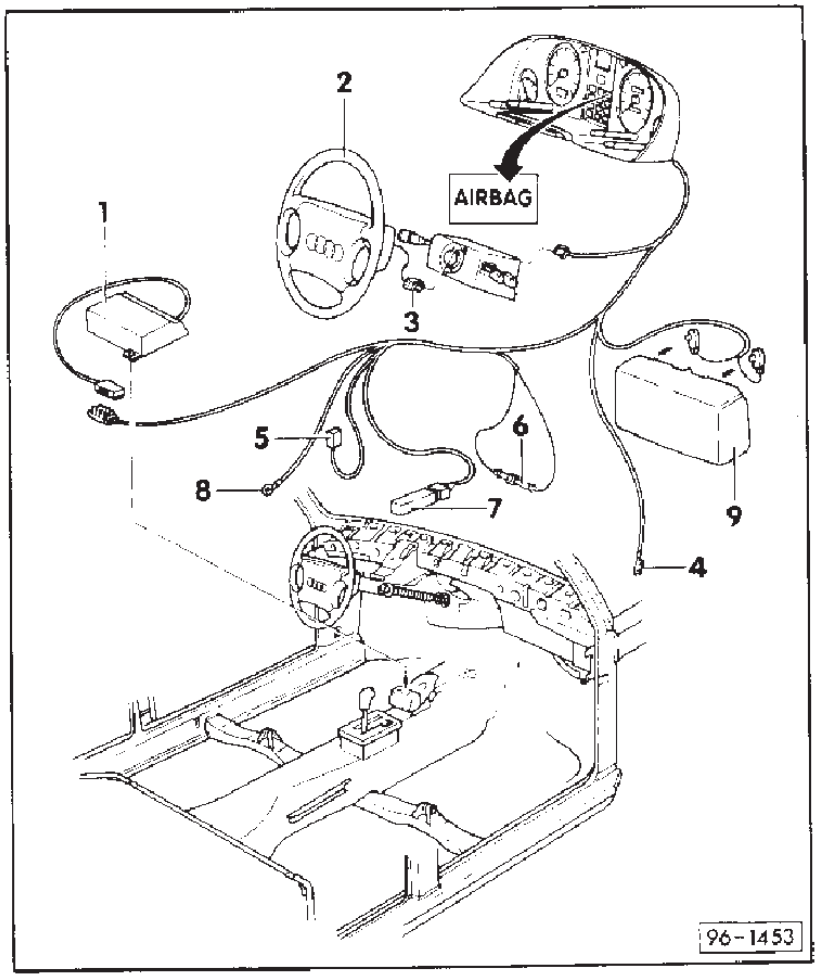
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Driver and passenger airbag unit 07.93 > 06.94 – exploded view

1 – Airbag control unit
- ♦ Installation position => Fig. 1

2 – Steering wheel with driver airbag unit
- ♦ Removing and installing => Electrical System; Repair Group 94; Removing and installing steering column switch =>

3 – Coil spring connector
- ♦ Disconnecting => Page 69-22
- ♦ Removing and installing coil spring => Page 69-11
- ♦ Testing coil spring => Page 69-12



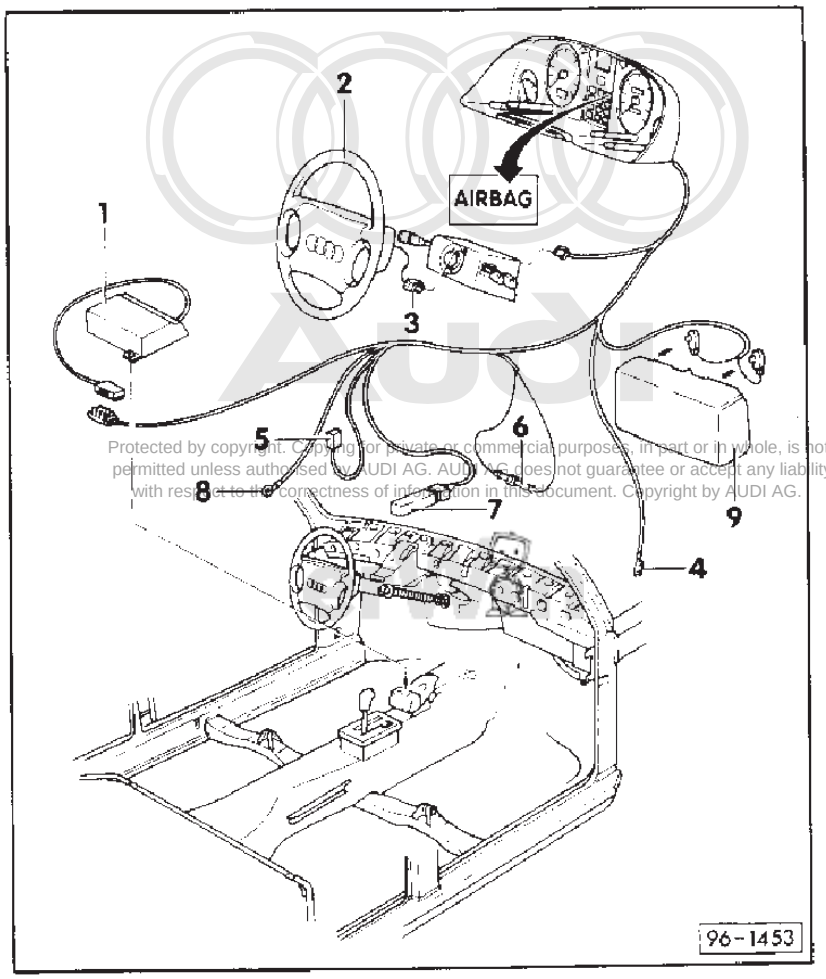
4 – Terminal 15 connector
- ♦ To central electrical system

5 – Diagnostic line
- ♦ Installation position => Page 01-3

6 – Single voltage supply connector
- ♦ Installation position => Fig. 2

7 – Airbag warning lamp relay
- ♦ Installation position: In relay carrier, position 9

8 – Earthing point
- ♦ At earthing point on driver's side A-pillar.



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9 – Front passenger airbag unit
- ♦ Removing and installing => Page 69-21
- ♦ For vehicles without front passenger airbag unit, the triggering circuit is simulated by a resistance lead

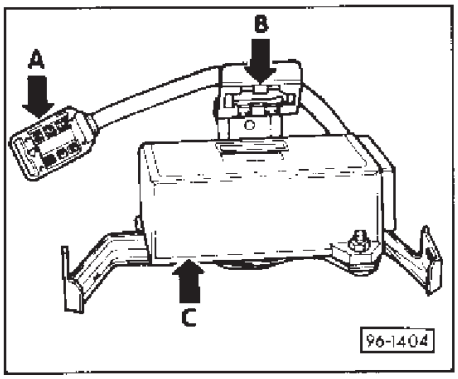


Fig.1 Control unit fitting location

– Removing centre console at front => Page 70-62.
– A - Connector
– B - Connector holder
– C - Control unit

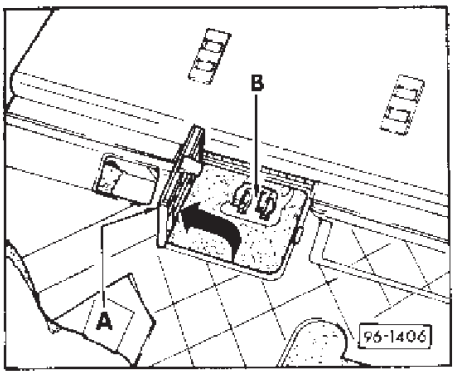


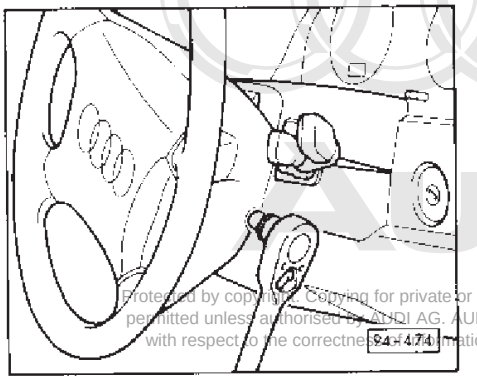
Fig.2 Single power connector fitting position

♦ Single connector (red) in driver's side storage compartment
– A - Cover in driver's side storage compartment, open -arrow-
– B - Single power connector holder

Note:

♦ This connector must always be disconnected when performing work on the airbag system or other work relating to the airbag system.
♦ When the fault memory is being interrogated, the connector remains connected.

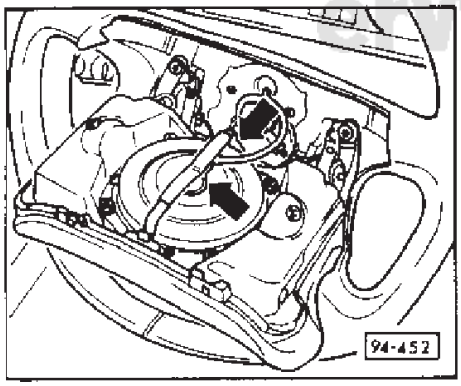
Removing and installing driver airbag unit 07.93 >



Removal:

– Use TORX insert T30 to unscrew airbag unit from back of steering wheel on left and right.
– Carefully fold back airbag unit.

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– Detach retainer bar for airbag unit connector.
– Detach airbag unit connector and remove airbag unit.
– Put down airbag unit with hub padding facing upwards.

Installation:

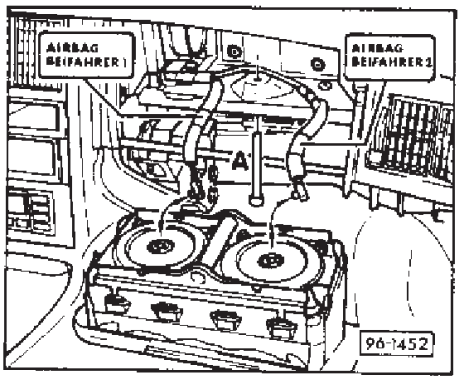
– Initially hand-tighten airbag unit fixing screws.
– Tighten right side screw to 6 Nm, then tighten left side screw to 6 Nm.

Removing and installing front passenger airbag unit

07.93 > 06.94:

Removal:

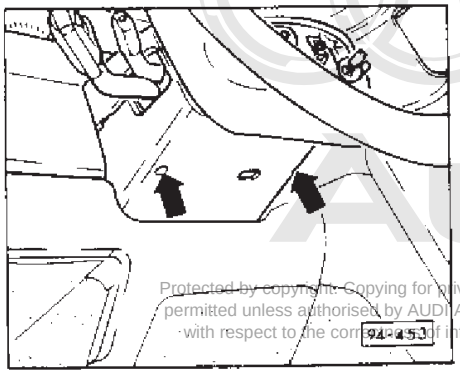
– Removing glove compartment => Page 70-68.



– Unscrew TORX screw -A-.
– Remove airbag unit towards the rear.
– Detach both retainer bars and disconnect both airbag unit connectors.
– Remove airbag unit and lay down with hub padding facing upwards.

Installation:

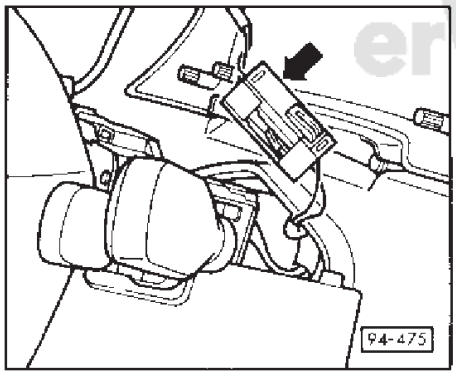
– Clean thread of TORX screw securing nut.
– Attach connectors "Passenger airbag 1" on left and "Passenger airbag 2" on right to the airbag unit.
– Replace TORX screw and tighten to 24 Nm.



Disconnecting coil spring connector

– Undo two screws -arrows- for steering column switch top section trim.

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– Disconnect airbag unit connecting cable connector from bottom section of trim To do this, push lug in centre of lower section of connector in slightly and pull off.
– Disconnect connector -arrow-.

Note:

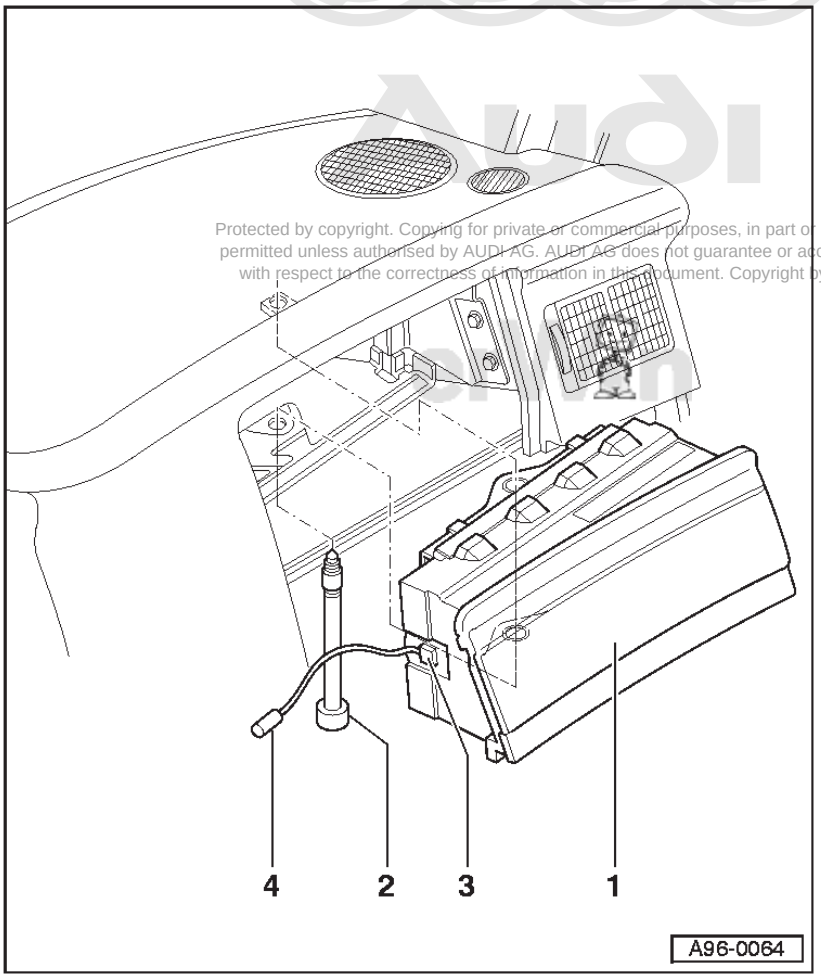
Removing and installing coil spring => Page 69-11

Repairing driver airbag07.93 > (Airbag IV) Repairing driver and front passenger airbag07.94 >(Airbag IV and V)

- General safety rules => Page 69-1.
- The airbag systems 07.93 > (airbag IV and V) must only be tested using fault reader V.A.G 1551 when installed in the vehicle.

  The only exception to this is the coil spring => Testing coil spring, Page 69-12.
- The airbag systems 07.93 > (airbag IV and V) are equipped with self-diagnosis => Page 01-19.
- The airbag system 07.93 > (airbag IV) has control unit coding.
- The airbag system 07.94 > (airbag V) has expanded diagnostic functions (control unit coding, read measured value block), an optimised front passenger airbag => Page 69-24 and pyrotechnic belt tensioners => Page 68-13.
- Removing and installing the front passenger airbag remains unchanged => Page 69-14.
- Airbag sports steering wheel as optional extra or for retrofitting => Page 69-27.

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Removing and installing front passenger airbag unit 07.94 >

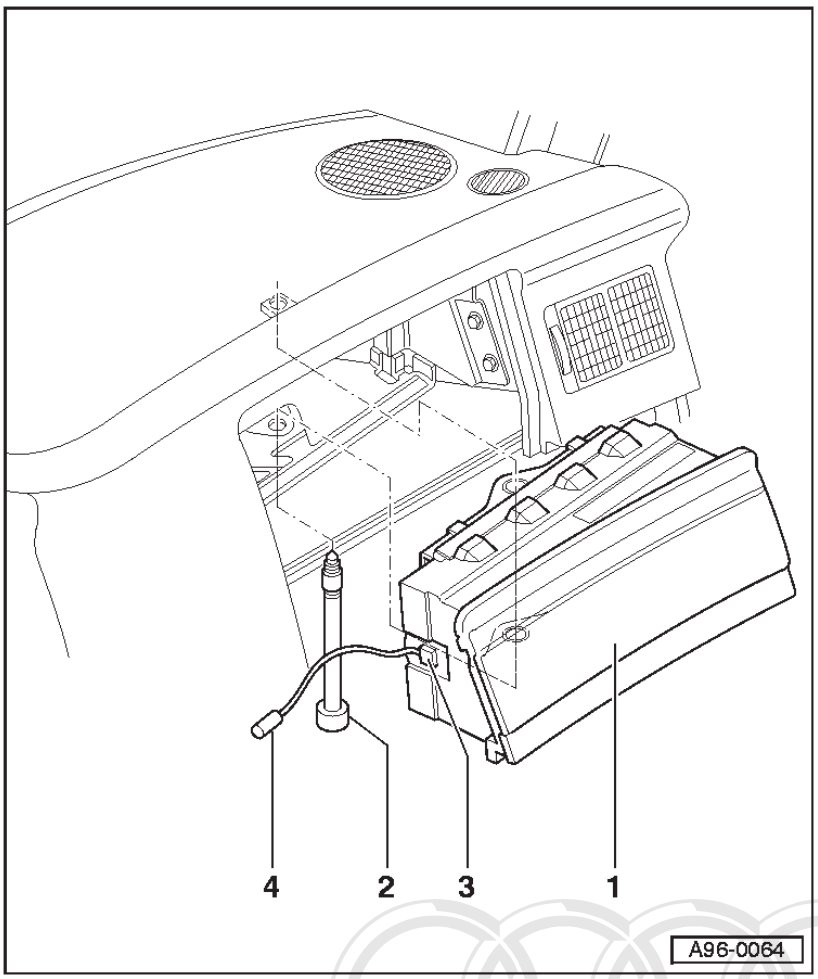
Note:

From model year 1996 the single connector for airbag voltage supply is no longer fitted.

- Vehicles > 06.95: Disconnect single voltage supply connector => Page 69-19. Detach battery earth strap.
- Vehicles 07.95 >: Disconnect battery and cover negative pole.
- Removing glove compartment => Page 70-68.

1 – Front passenger airbag unit

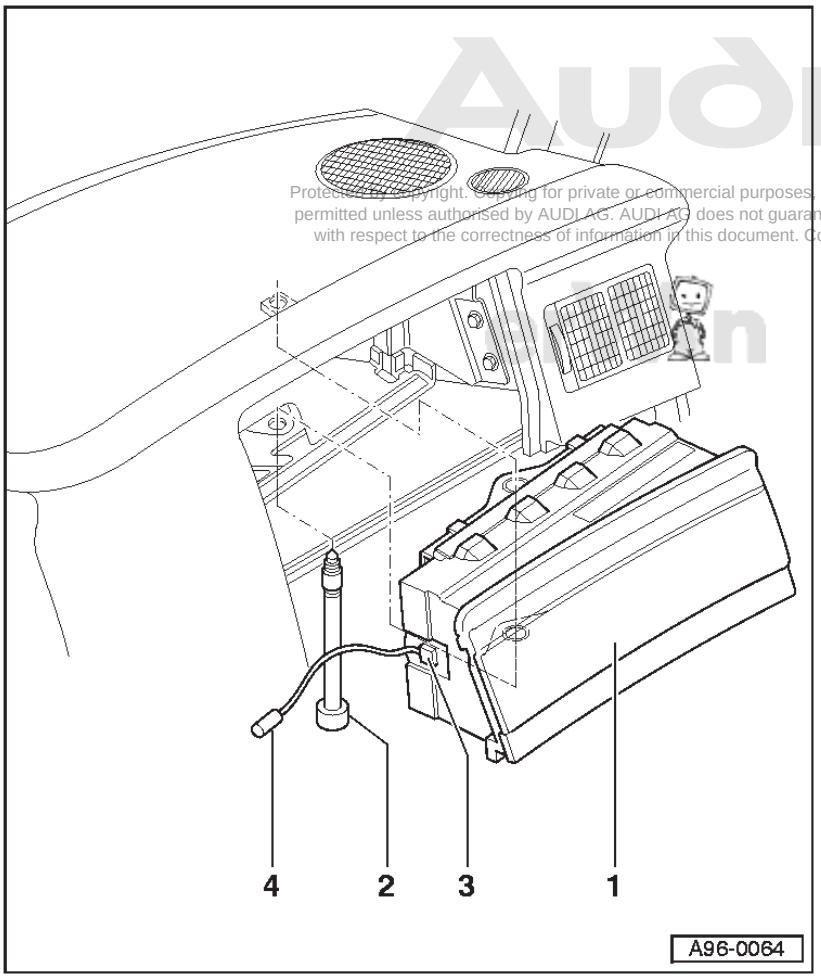
- Removal:
  - Undo TORX-screw -item 2- and withdraw airbag unit from dash panel.



– Disconnect cable from tunnel connector -item 4-.
– Remove airbag unit and lay down with hub padding facing upwards.
♦ Dual connector (red) -item 3– must not be disconnected
♦ If the connector has been disconnected, the airbag unit must be replaced

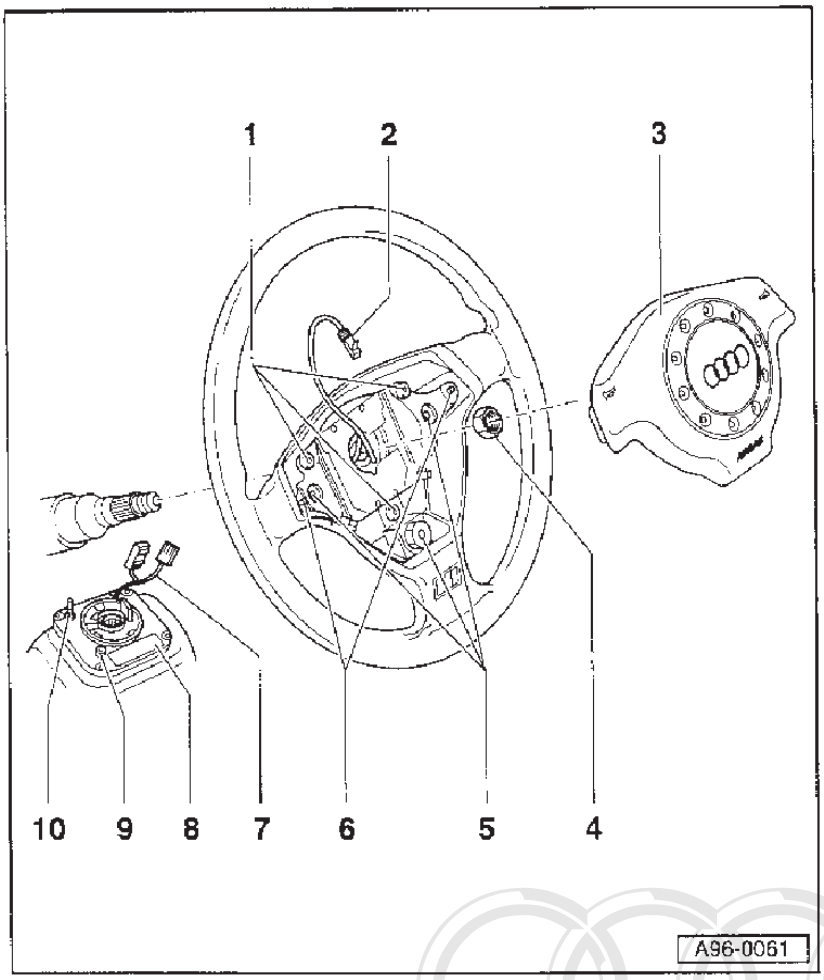
2 – Torx bolt – 24 Nm
♦ Replace
♦ Remove adhesive residues from thread of fixing nut or recut thread

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3 – Dual connector (red)
♦ Must not be disconnected from airbag unit -item 1-
♦ If the connector has been disconnected, the airbag unit must be replaced

4 – Tunnel connector (orange)
♦ To remove airbag unit -item 1– disconnect the line connection
♦ When fitting, take care not to trap the cable between the dash panel and the airbag unit. Tape cable to airbag unit if necessary.

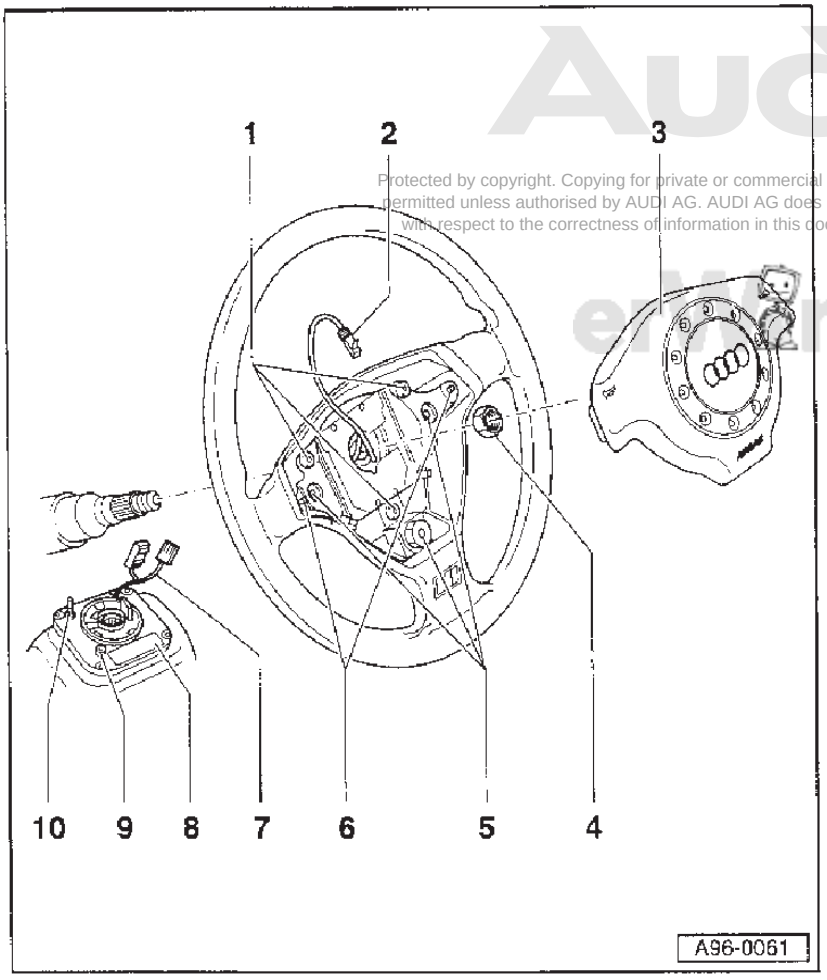


Removing and installing driver airbag unit for sports steering wheel

Note:
From model year 1996 the single connector for airbag voltage supply is no longer fitted.

- Vehicles > 06.95: Disconnect single voltage supply connector => Page 69-19. Detach battery earth strap.
- Vehicles 07.95 >: Disconnect battery and cover negative pole.

1 – TORX screw T20 – 5 Nm
- ♦ Qty. 3
- ♦ To attach top section of function unit



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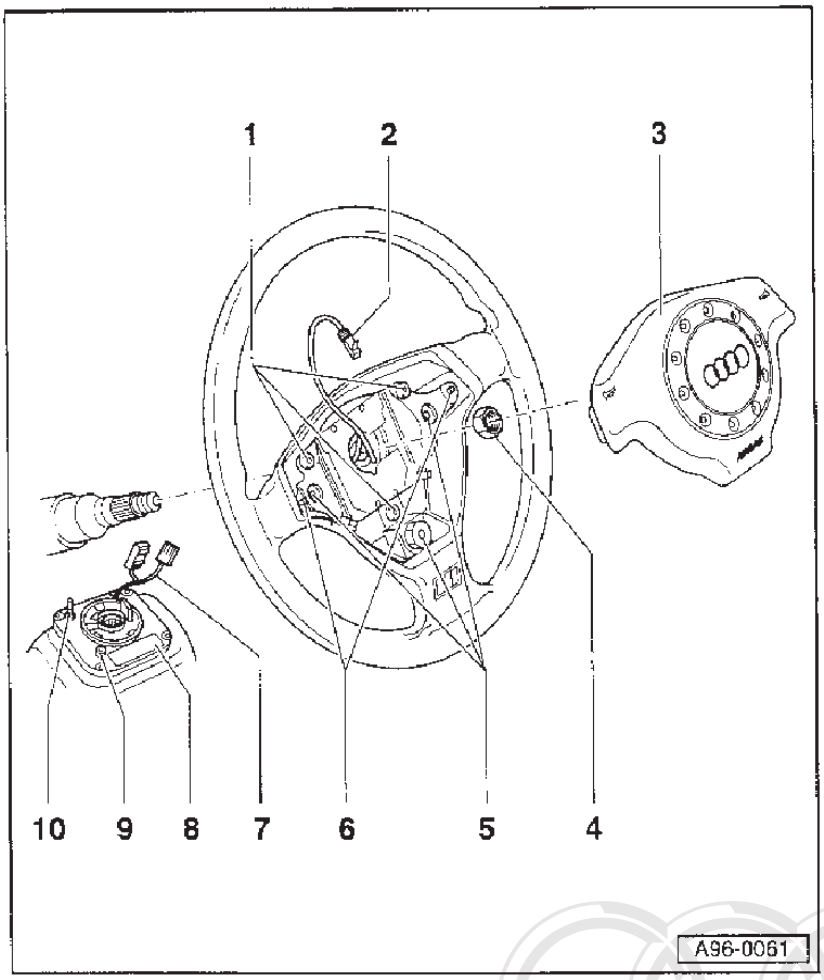
2 – Connector
- ♦ To airbag unit

3 – Airbag unit

4 – Nut – 40 Nm
- ♦ For steering wheel
- ♦ When removing and installing the steering wheel, the front wheels must be set to straight ahead.

5 – Bolt – 5 Nm
- ♦ Qty. 3
- ♦ To attach bottom section of function unit

6 – TORX screw T30 – 6 Nm
- ♦ For airbag unit
- ♦ To install airbag unit, first tighten right screw then left screw



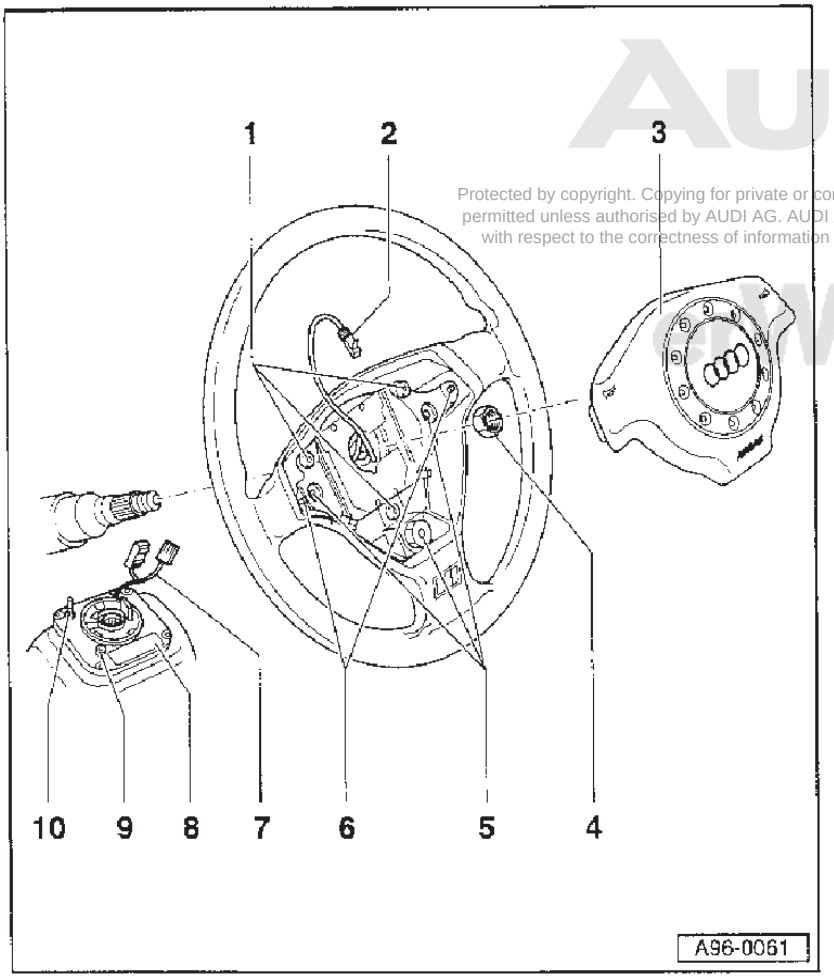
7 – Coil spring connector

8 – Coil spring

- ♦ Removing and installing => Page 69-30
- ♦ Testing coil spring => Page 69-12

9 – Pivot pin

10 – Transport lock



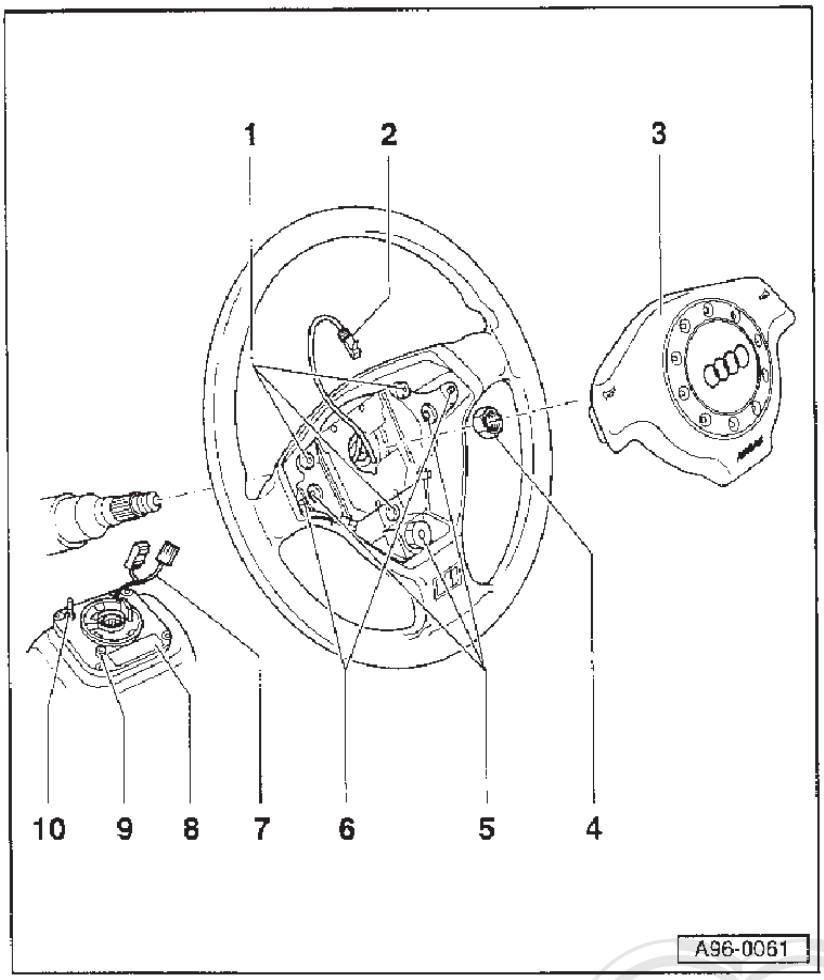
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Removing and installing coil spring for sports steering wheel

Note:

- ♦ To remove coil spring first remove the function unit.
- ♦ When removing and installing the coil spring, the front wheels must be set to straight ahead.
- ♦ The coil spring must not be twisted after removal.
- ♦ From model year 1996 the single connector for airbag voltage supply is no longer fitted.

– Vehicles > 06.95: Disconnect single voltage supply connector => Page 69-19. Detach battery earth strap.



– Vehicles 07.95 >: Disconnect battery and cover negative pole.
– Unscrew TORX screws -1- (5 Nm).
– Remove top section of airbag unit, disconnect connector.
– Unscrew hexagon screws -5- (5 Nm).
– Remove bottom section of airbag unit, disconnect connector.
– Unscrew 4 TORX screws -1- (2.3 Nm).
– Detach coil spring towards rear.

Retrofitting airbag sports steering wheel

♦ For vehicles as from model year 1995 fitted with airbag as standard, the conversion to airbag sports steering wheel can be performed by an Audi workshop.

♦ The airbag sports steering wheel, airbag unit and the appropriate vehicle-type sticker (e.g. S6) are required.

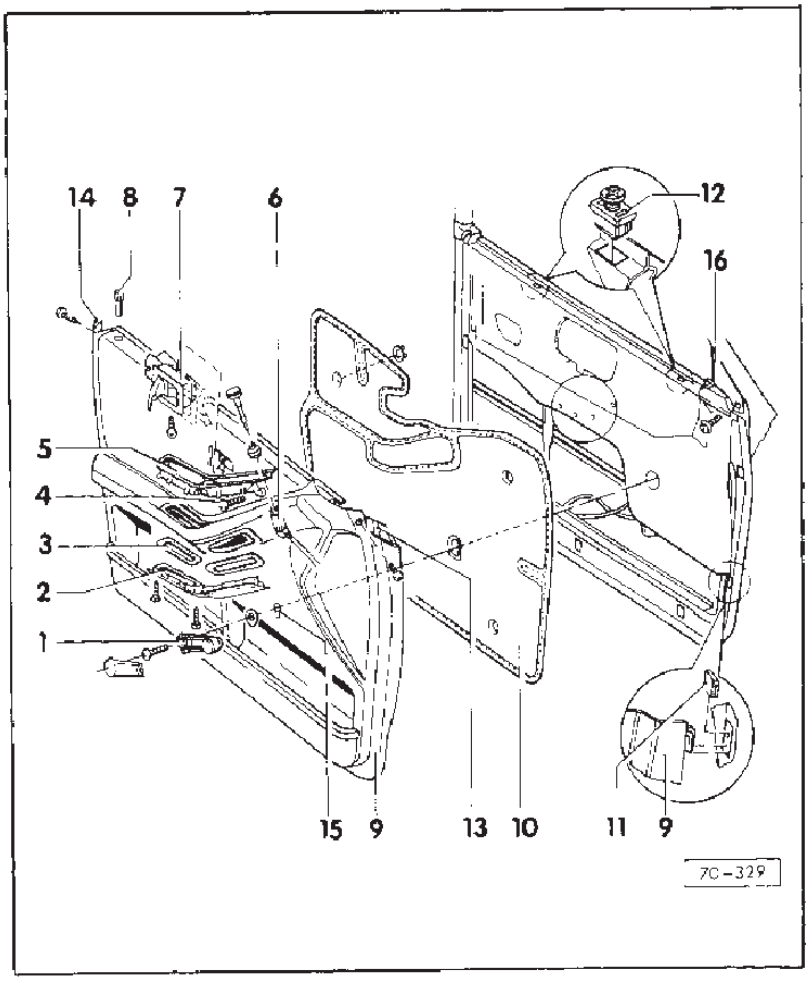
♦ The label with the expiry date must be detached from the new airbag unit and affixed, in place of the old label, on lower driver's side B-pillar.

♦ Vehicles which are converted to airbag sports steering wheel must be submitted for TÜV inspection. Proof (invoice) must be provided that the conversion was carried out in an Audi workshop. Furthermore, the TÜV inspectorate must complete a certificate confirming that this steering wheel complies with the general type approval.

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Door trims

Removing and installing front door trim (4- and 5-cylinder > 06.93)

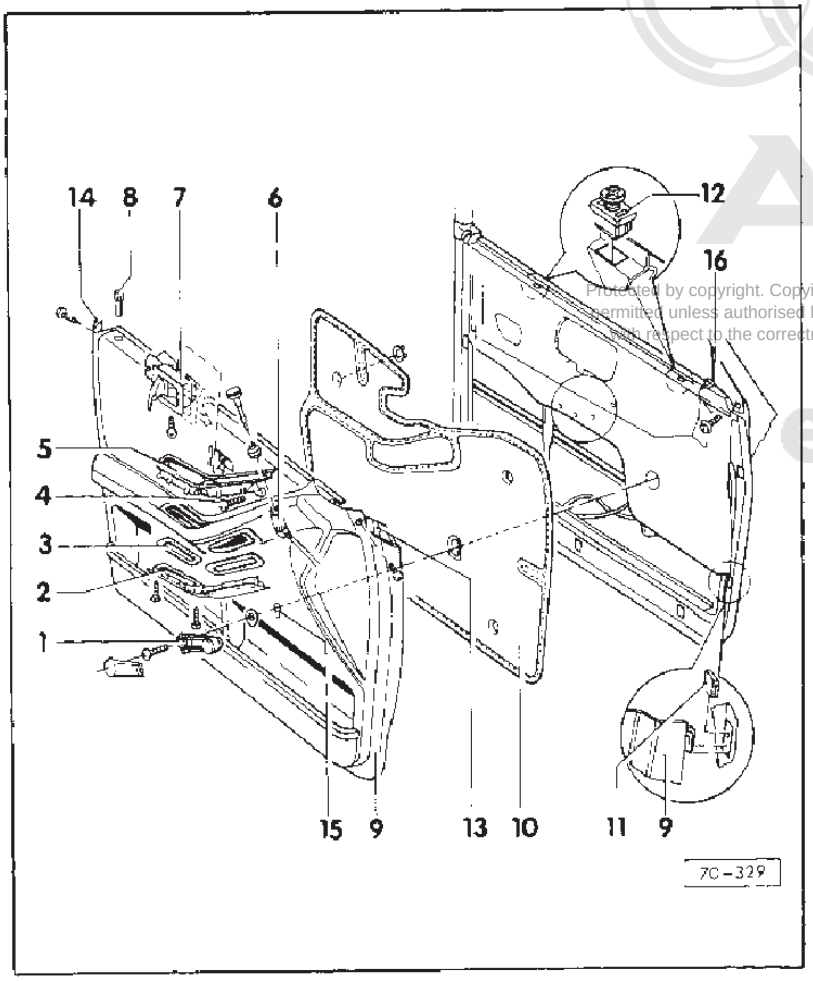


1 – Window crank
- ♦ Removing => Fig. 1
- ♦ Mounting orientation => Fig. 2
- ♦ Secure screw with locking compound AMV 197 000 01
- ♦ Tightening torque: 2.5 Nm.

2 – Finger plate bottom section
- ♦ Locking lug must engage recess in top section when installed

3 – Seal

4 – Cross-head bolt
- ♦ Qty. 4
- ♦ For attaching finger plate top section to door trim.



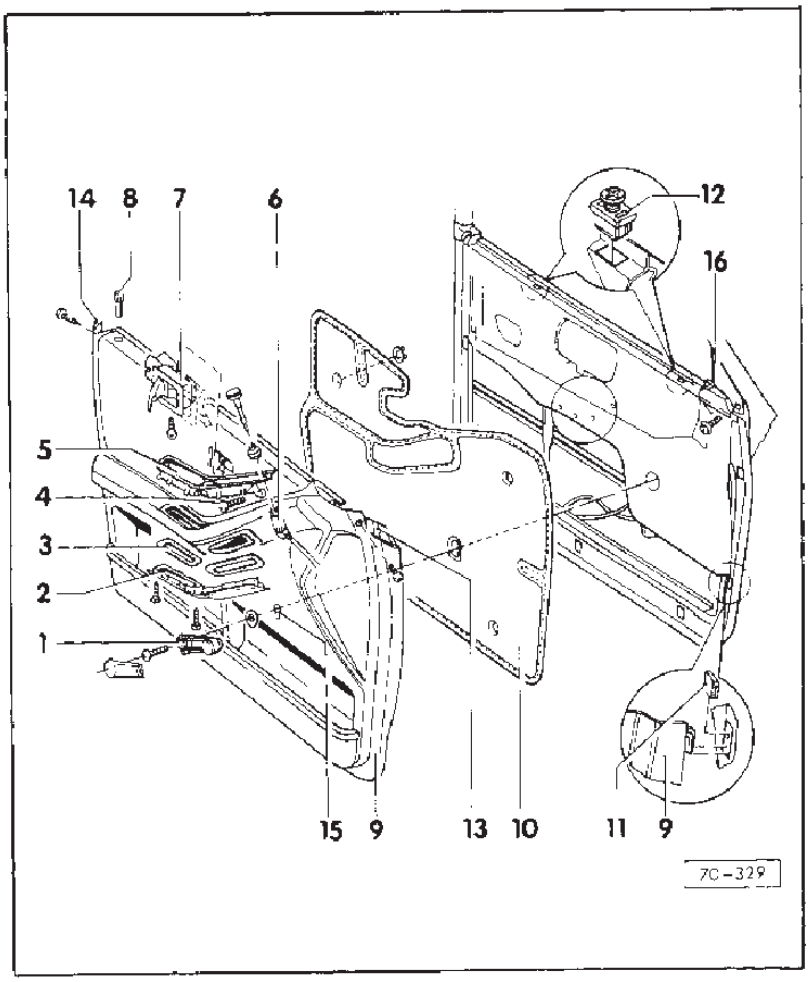
5 – Finger plate top section
- ♦ Removing and installing => Page 70-9

6 – Adjuster knobs for mirror control
- ♦ Detach adjuster knobs
- ♦ Push out of finger plate
- ♦ Adjusting mirror control => Page 66-31.

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7 – Inside door control
- ♦ Press in direction of travel
- ♦ Remove from door trim
- ♦ Detach Bowden cable => Fig. 3

8 – Lock knob
- ♦ Not necessary to remove in order to remove trim

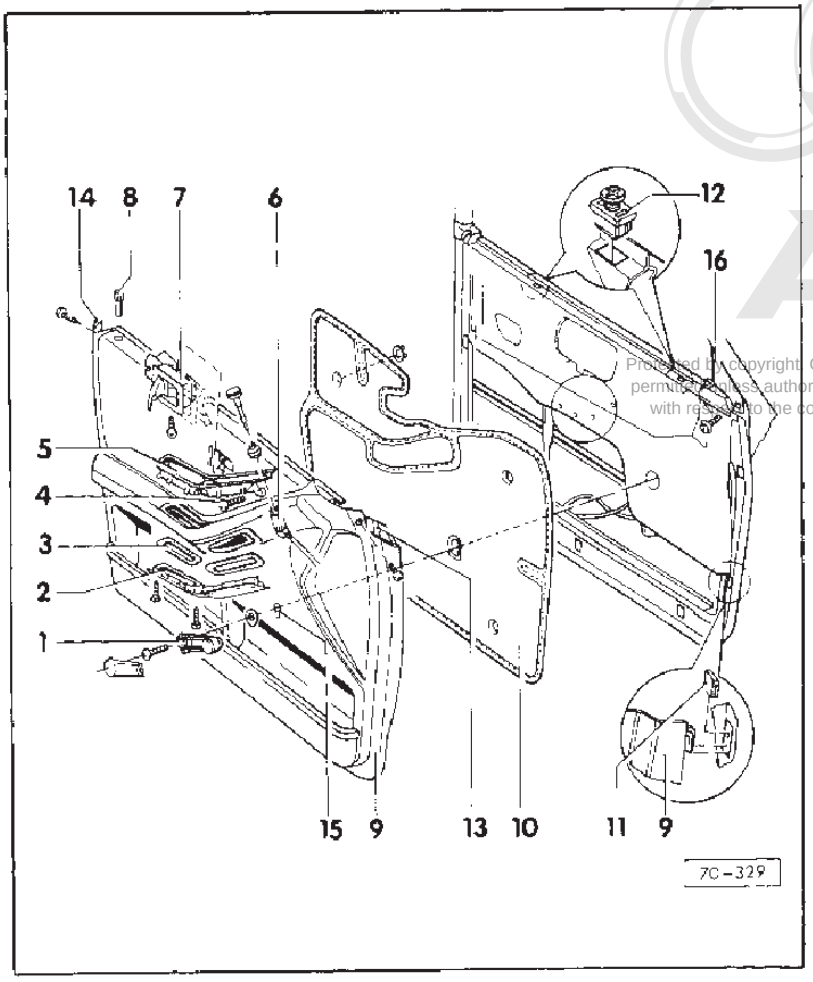


- ♦ Ro remove, rotate approx. 1/2 turn (180o) anticlockwise and detach
- ♦ To fit, slot into place (knob should protrude 16 mm over locating ring) and rotate approx. 1/2 turn (180o) clockwise

9 – Trim
- ♦ Number and position of retaining hooks => Fig. 7
- ♦ Remove trim upward

10 – Insulation
- ♦ Attach to trim using clips

11 – Shim for retaining hook
- ♦ Plug-on; for ease of fitting stick on lightly



12 – Adjusting clip
- ♦ Adjusting => Fig. 4

13 – Adapter, front
- ♦ Plugged in
- ♦ Detaching adapter from frame => Fig. 5

14 – Adapter, rear
- ♦ Plugged in
- ♦ Detaching adapter from frame => Fig. 6

15 – Window crank seal
- ♦ => Fig. 7

16 – Trim plate
- ♦ Not necessary to remove in order to remove trim

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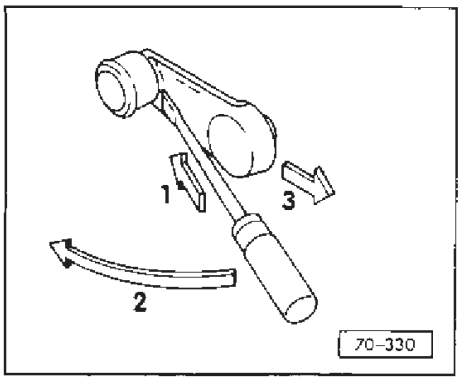


Fig.1 Removing window crank

– Push in screwdriver -arrow 1-.
– Swivel screwdriver -arrow 2-.
– Detach cover -arrow 3-.
– Unscrew combi screw.

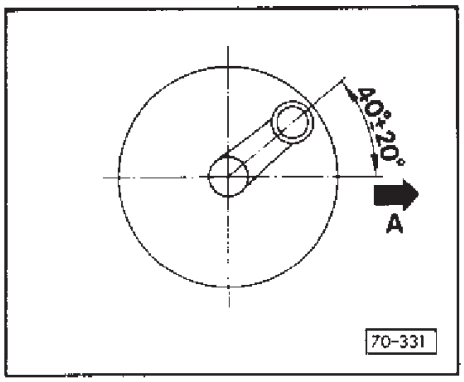


Fig.2 Installation position, front door window crank

Note:

The illustration shows the left side window crank (right side mirror-image)

♦ Installation position with window closed:
40 ± 20o inclined towards the front
♦ A – Direction of travel

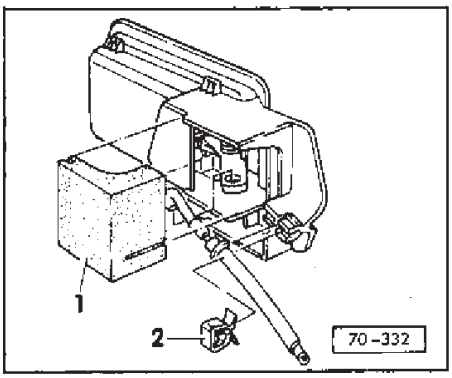


Fig.3 Detaching Bowden cable

– Lever off clip -2-.
– Detach Bowden cable.
– 1 - Seal

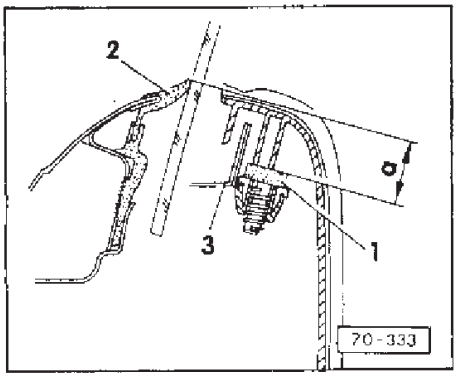


Fig.4 Front door trim height adjustment

– Adjust height parallel to window slot strip on outside -2-.
Base dimension a = 21 mm
– Attach trim and check setting.
– Correct height as necessary using adjusting screw -1-.
– 3 - Door subframe

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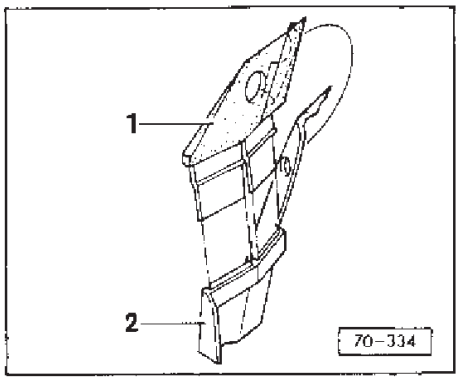


Fig.5 Adapter, front

- 1 - Adapter
- 2 - Door trim
- Affix to frame with adhesive D 001 300.

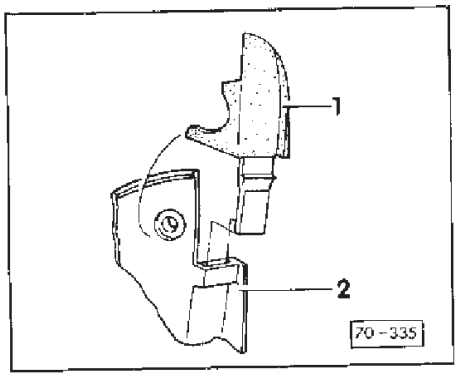


Fig.6 Adapter, rear

- 1 - Adapter
- 2 - Door trim
- Affix to frame with adhesive D 001 300.

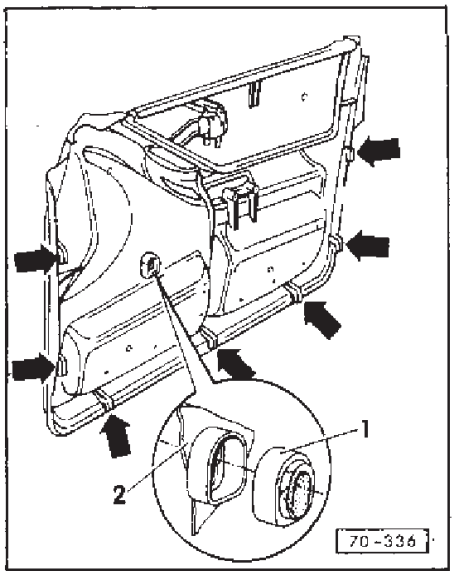
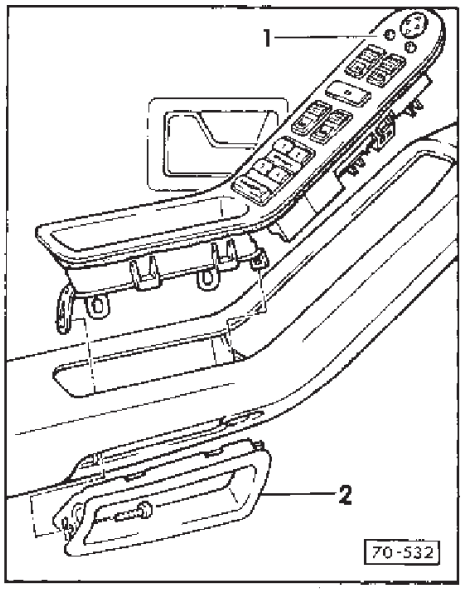


Fig.7 Window crank seal/number and position of retaining hooks, front door

- 1 - Seal
- 2 - Door trim

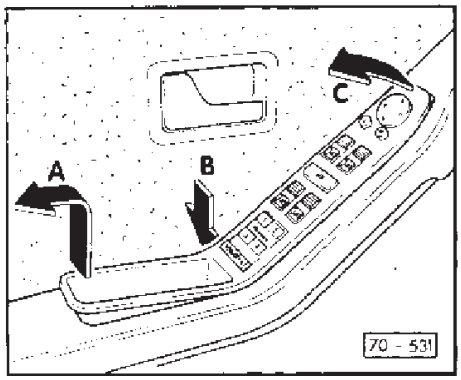
Arrows indicate retaining hooks.

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Removing and installing finger plate

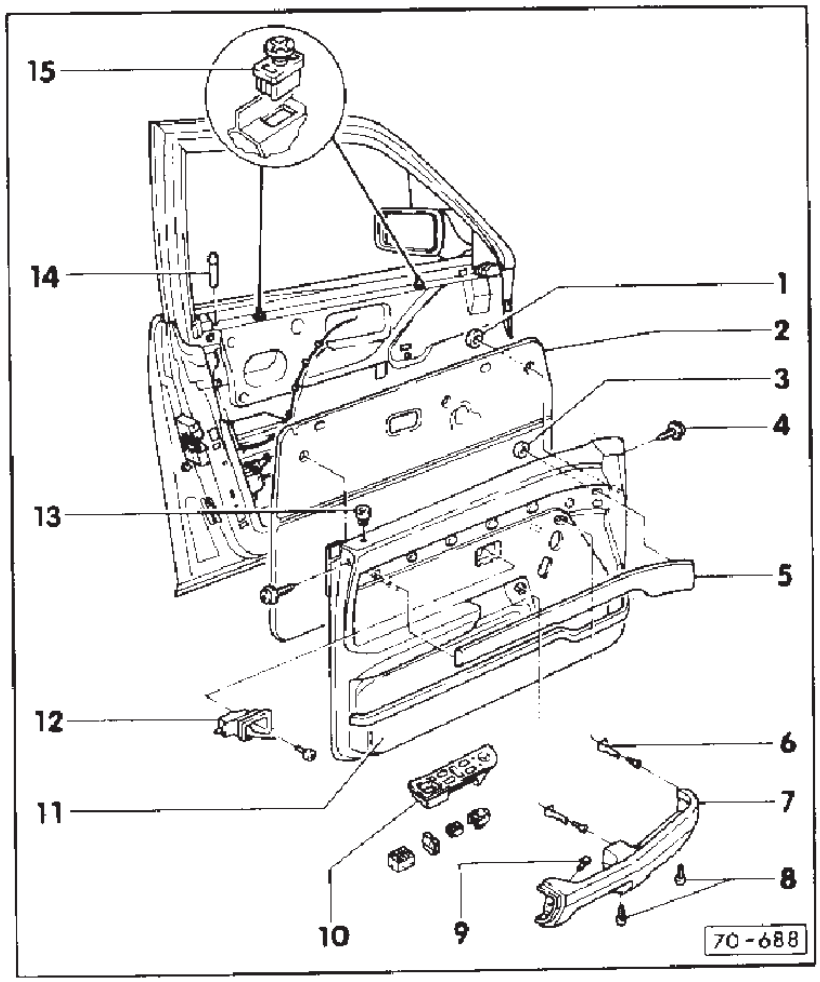
- Unscrew screw for finger plate bottom section -2-.
- Remove finger plate bottom section towards the rear.
- Unscrew screws for finger plate top section -1-.



- Raise finger plate slightly at rear and push backwards -arrow A-.
- Push down finger plate top section at bending point -arrow B- and withdraw from door trim at front end -arrow C-.
- If necessary, use a plastic wedge to lever the finger plate out at the front, masking the levering surface of the wedge with adhesive tape.

- Withdraw finger plate top section fully from door trim, starting at front end.
- It is essential to do the work in this order.
- Remove connectors for electric mirror adjustment and electric windows.

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Removing and installing front door trim (4- and 5-cylinder 07.93 >, 6-cylinder, S2)

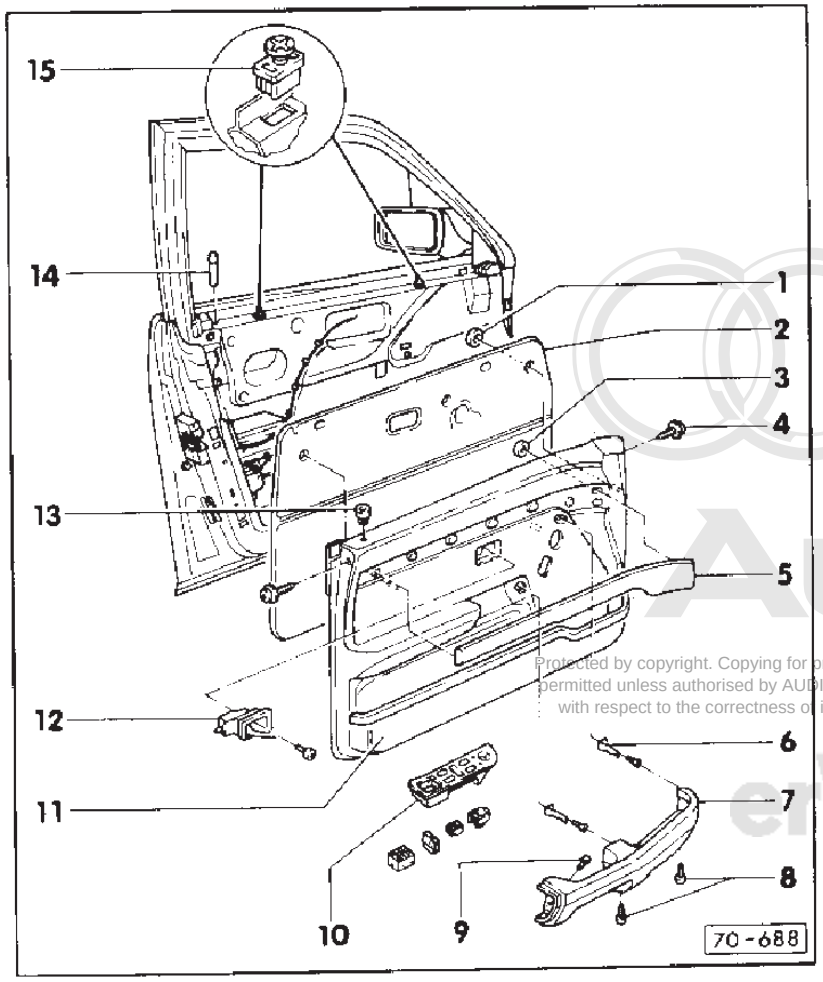
Note:

- ♦ Manual window lifters and manual mirror control => Page 70-1.
- ♦ Removing and installing impact absorber for front door trim =>Page 70-18.

1 – Clamping washer

2 – Insulation

- ♦ Attached to trim by retaining ring -item 1-.



- ♦ Ensure that only undamaged dampers are fitted

3 – Clamping washer

4 – Bolt – 1.2 Nm

- ♦ Qty. 2

5 – Trim cover

- ♦ Attached to trim by clamping washer -item 3-.

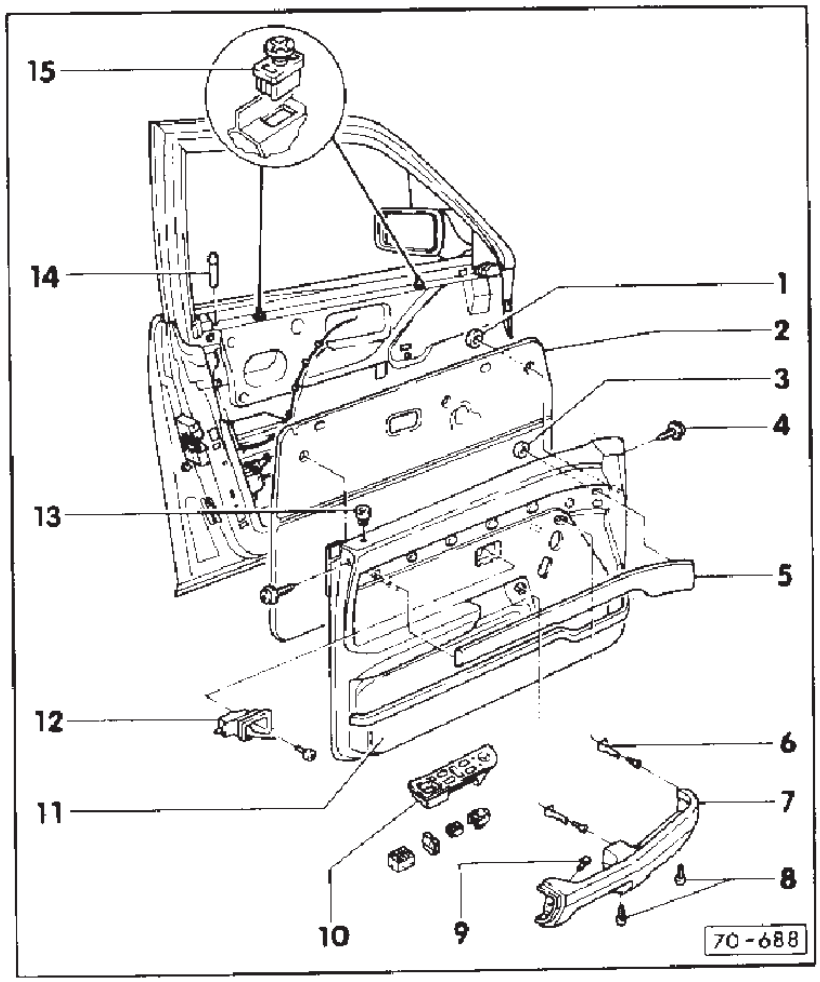
6 – Door handle holder

7 – Door handle

- ♦ Removing and installing finger plate top section => Page 70-17
- ♦ Removing and installing finger plate bottom section => Page 70-17

8 – Hexagon socket screw – 2.5 Nm

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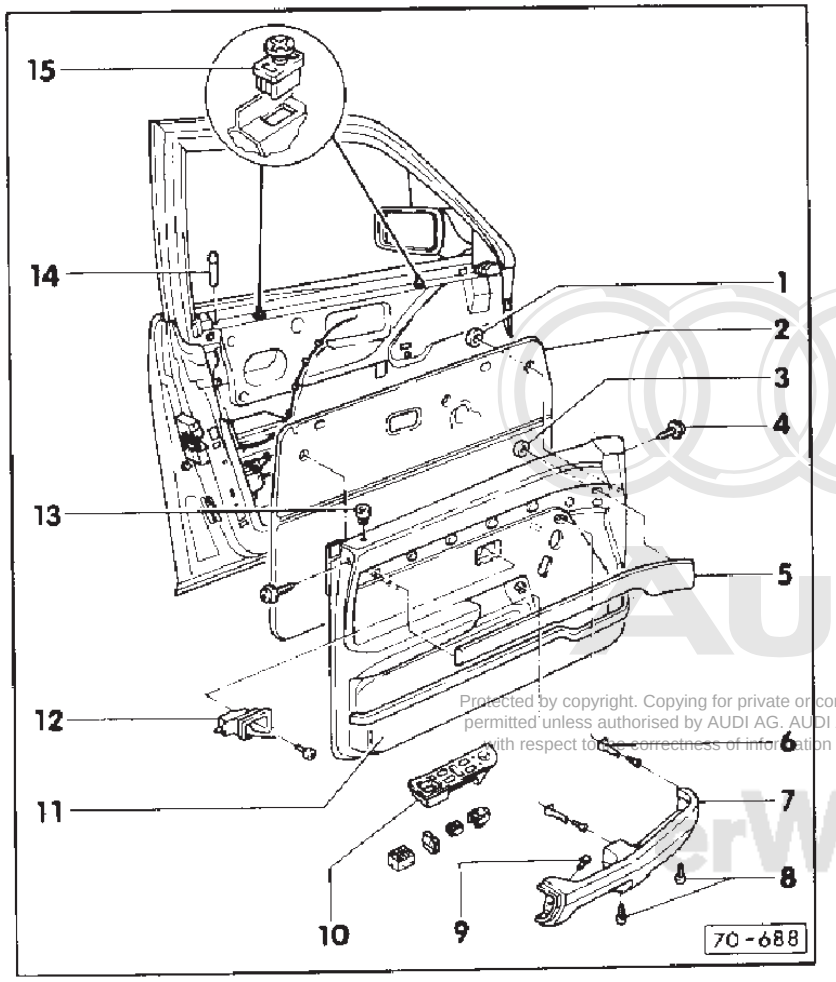


9 – Hexagon socket screw – 2.5 Nm

10 – Switch cover
- ♦ For electric window lifters, electric seat adjuster and safety switch for electric window lifters.

11 – Trim
- ♦ Number and position of retaining hooks => Fig. 1
- ♦ Remove trim upward
- ♦ Before fitting, fit door handle seals

12 – Inside door control
- ♦ Undo screw for inside door control



- ♦ Press in direction of travel
- ♦ Remove from door trim
- ♦ Detach Bowden cable => Fig. 2

13 – Door locking mechanism locator

14 – Lock knob
- ♦ Not necessary to remove in order to remove trim
- ♦ To remove, rotate approx. 1/2 turn (180o) anticlockwise and detach
- ♦ To fit, slot into place and rotate approx. 1/2 turn (180o) clockwise
- ♦ Installation position => Fig. 3

15 – Adjusting clip
- ♦ Adjusting => Fig. 4

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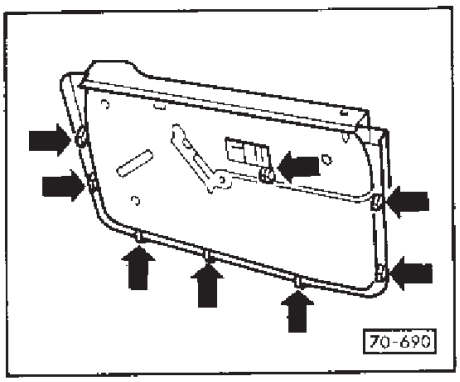


Fig.1 Number and position of retaining hooks, front door

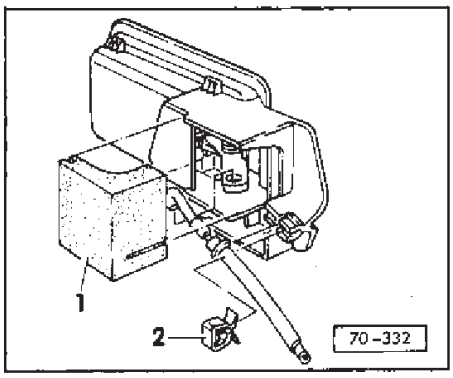


Fig.2 Detaching Bowden cable

- Lever off clip -2-.
- Detach Bowden cable.
- 1 - Seal

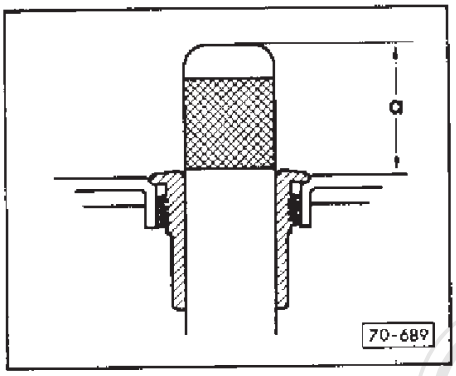


Fig.3 Lock knob fitting location

- ♦ When fitted, the locating cam must point towards the door window.
- ♦ Dimension a = 14 mm, button locked.

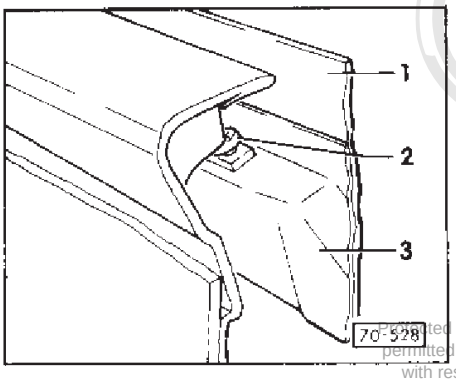
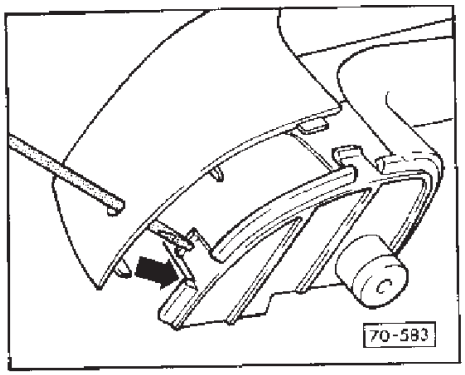


Fig.4 Front door trim height adjustment

- Adjust height parallel to window slot strip on outside -1-.
- Set trim flush to dash panel.
- Correct height as necessary using adjusting screw -2-.
- 3 - Door subframe

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Removing and installing finger plate top section

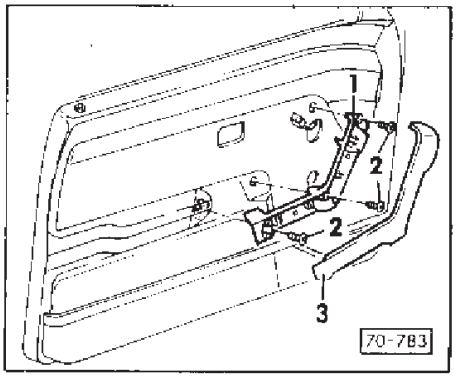


- Position flat screwdriver in hole on underside of finger plate.
- Push back lugs at both holes -arrow- and lever off cover.

Note:

Lever off cover from front towards rear.

Removing and installing finger plate bottom section

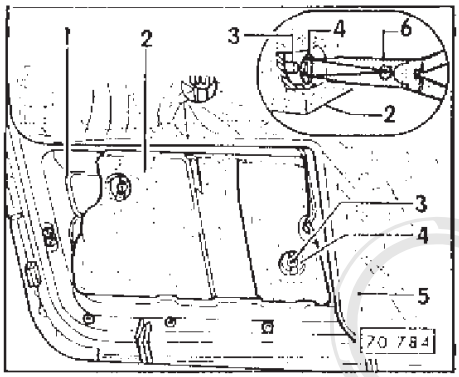


- Unscrew 3 cross-head screws -2- from finger plate bottom section -1- (2.5 Nm).
- 3 - Finger plate top section

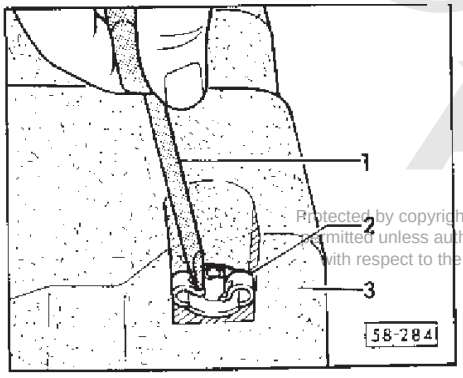
Note:

- Old armrests can still be fitted to the new door trims.
- New finger plates cannot be fitted to the old door trims.

Removing and installing front door trim impact absorber

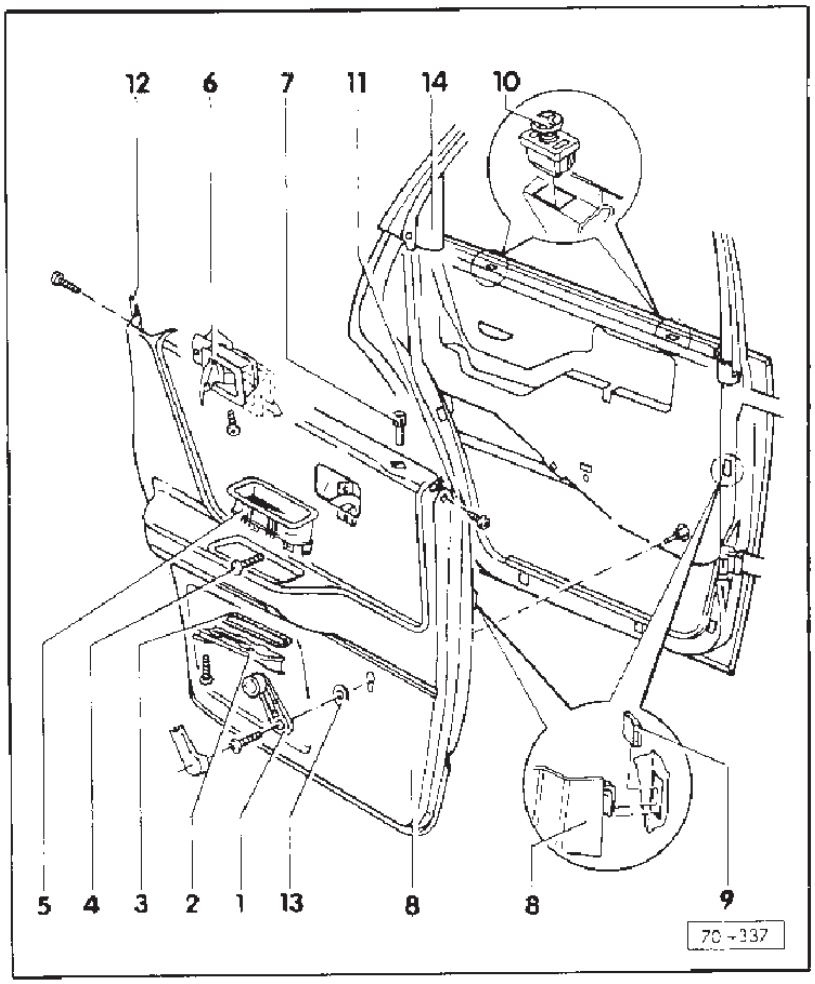


- Remove front door trim => Page 70-11.
- Open 2 clips -4- using Seeger circlip pliers -6- and lift off.
- Detach impact absorber -2- from door trim -1-.
- Clean adhesive residues from bonding surface on door trim.
- Detach adhesive protection strip and affix impact absorber.
- Slot clips -4- onto locating pin -3- using 10 mm socket wrench.



- Press on the two retaining lugs of the clip -2- with a screwdriver -1- to bond the impact absorber -3-.

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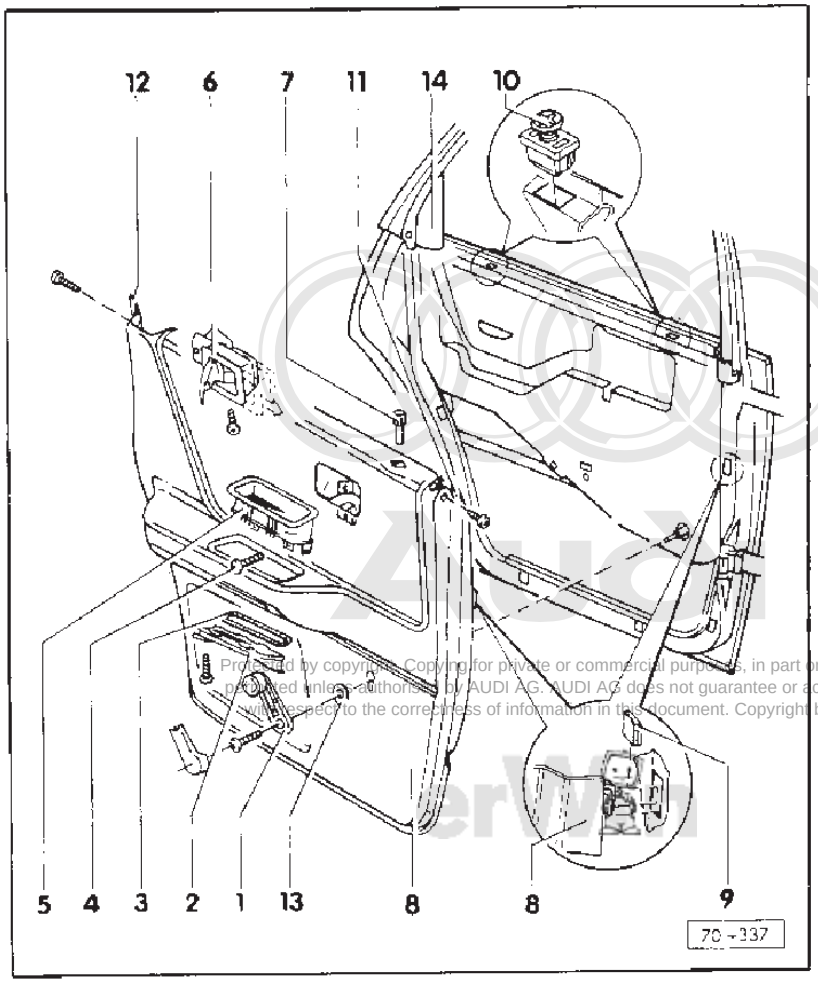
Removing and installing rear door trim

1 – Window crank
- ♦ Removing => Fig. 1
- ♦ Mounting orientation => Fig. 2
- ♦ Secure screw with locking compound AMV 197 000 01
- ♦ Tightening torque: 2.5 Nm.

2 – Finger plate bottom section
- ♦ Locking lug must engage recess in top section when installed

3 – Seal

4 – Cross-head bolt
- ♦ Qty. 4
- ♦ For attaching finger plate top section to door trim.

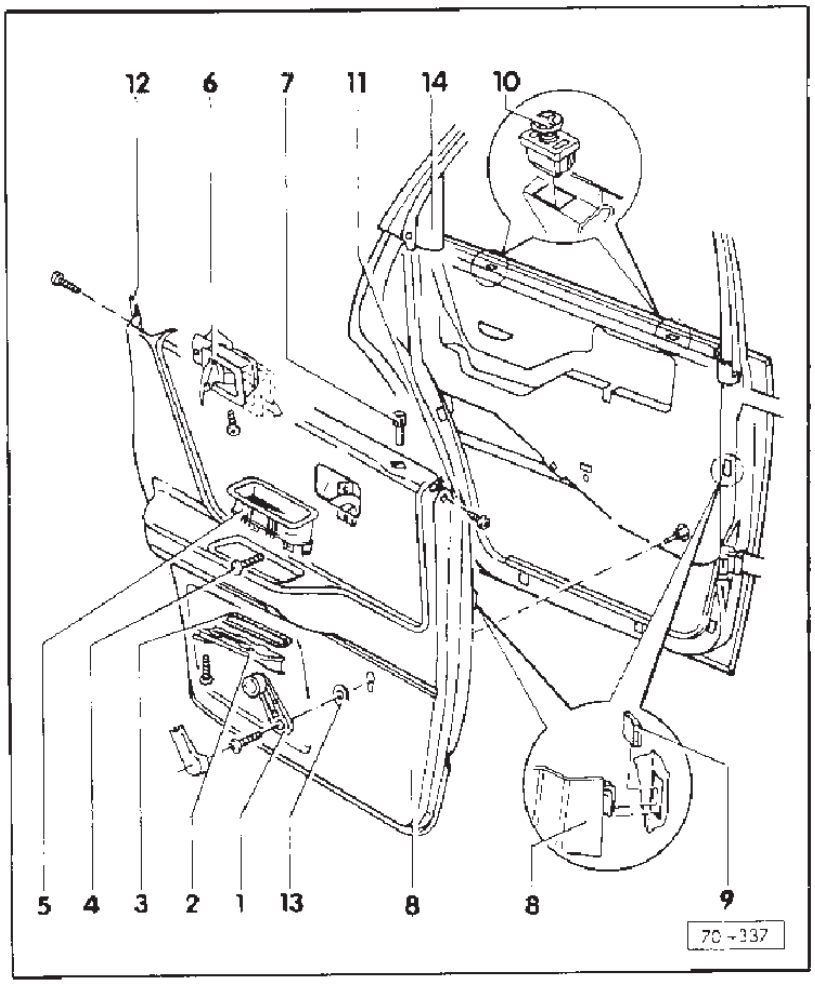


5 – Finger plate top section

6 – Inside door control
- ♦ Press in direction of travel
- ♦ Remove from door trim
- ♦ Detach Bowden cable => Fig. 3

7 – Lock knob
- ♦ Not necessary to remove in order to remove trim
- ♦ Ro remove, rotate approx. 1/2 turn (180o) anticlockwise and detach
- ♦ To fit, slot into place (knob should protrude 16 mm over locating ring) and rotate approx. 1/2 turn (180o) clockwise

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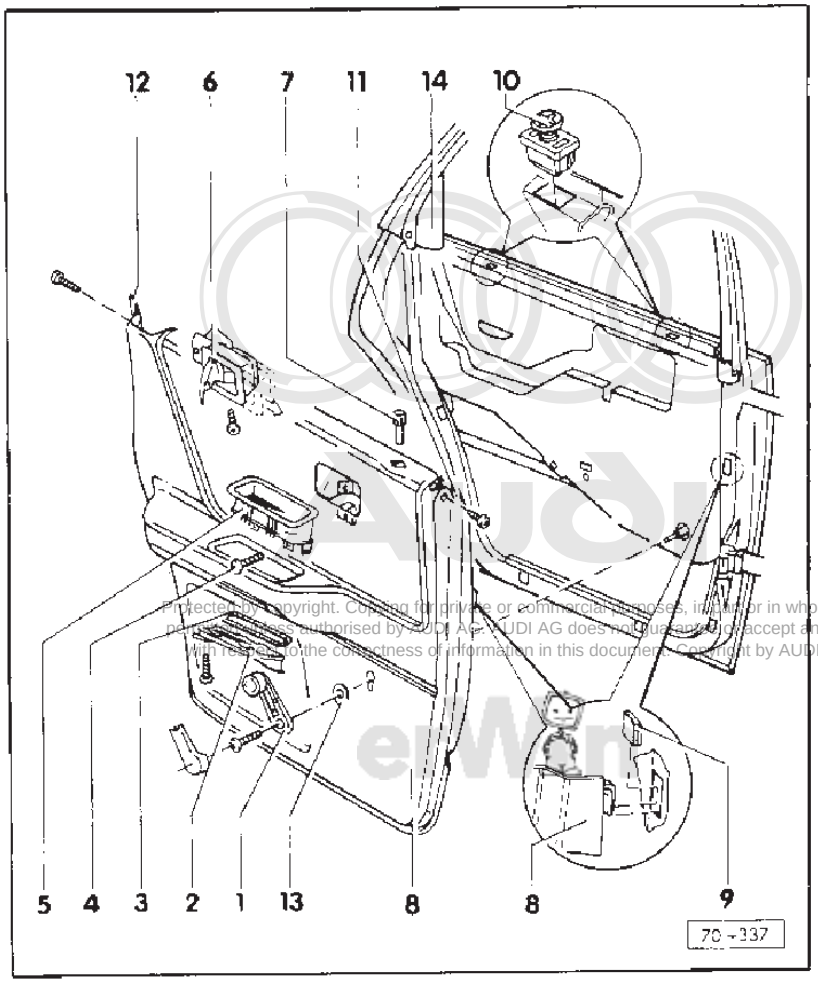
8 – Trim
- ♦ Number and position of retaining hooks => Fig. 5
- ♦ Remove trim upward

9 – Shim for retaining hook
- ♦ Plug-on; for ease of fitting stick on lightly

10 – Adjusting clip
- ♦ Adjusting => Fig. 4

11 – Adapter, front
- ♦ Plugged in
- ♦ Detach adapter from frame

12 – Adapter, rear
- ♦ Plugged in
- ♦ Detach adapter from frame



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13 – Window crank seal
- ♦ => Fig. 5

14 – Trim plate
- ♦ Clipped
- ♦ Not necessary to remove in order to remove trim

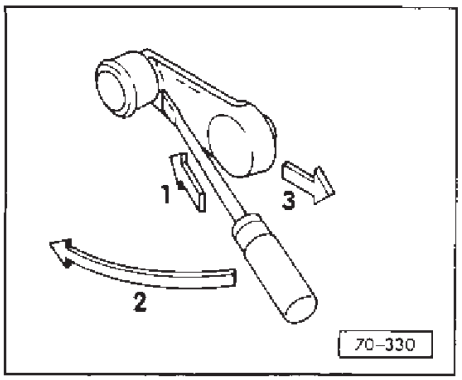


Fig.1 Removing window crank

– Push in screwdriver -arrow 1-.
– Swivel screwdriver -arrow 2-.
– Detach cover -arrow 3-.
– Unscrew combi screw.

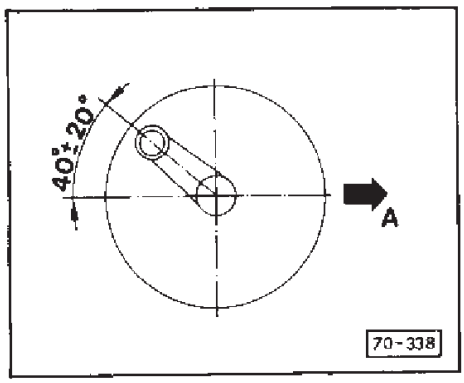


Fig.2 Installation position, rear door window crank

Note:

The illustration shows the left side window crank (right side mirror-image)

♦ Installation position with window closed:
40 ± 20o inclined towards the rear
♦ A – Direction of travel

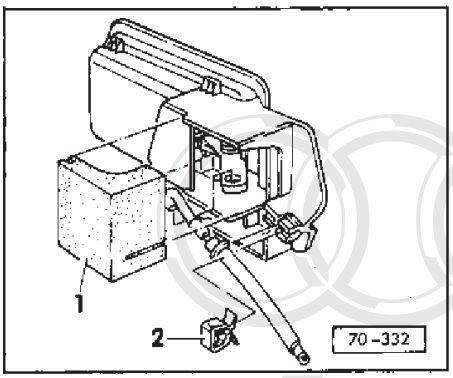


Fig.3 Detaching Bowden cable

– Lever off clip -2-.
– Detach Bowden cable.
– 1 - Seal

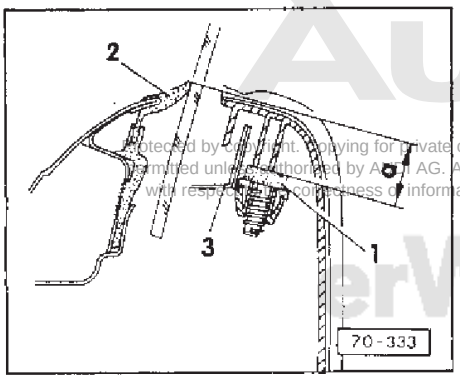


Fig.4 Rear door trim height adjustment

– Adjust height parallel to window slot strip on outside -2-.
– Base dimension a = 21 mm
– Attach trim and check setting.
– Correct height as necessary using adjusting screw -1-.
– 3 - Door subframe

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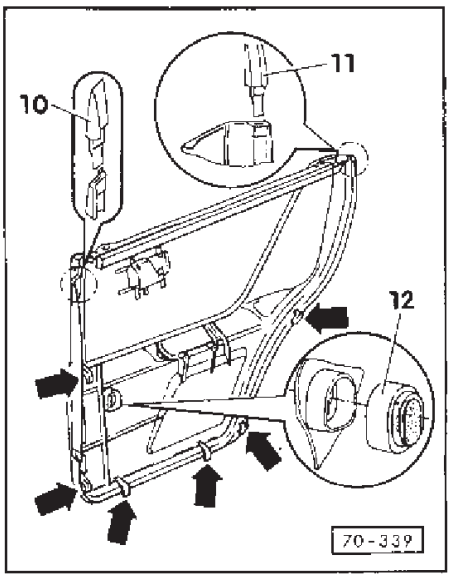


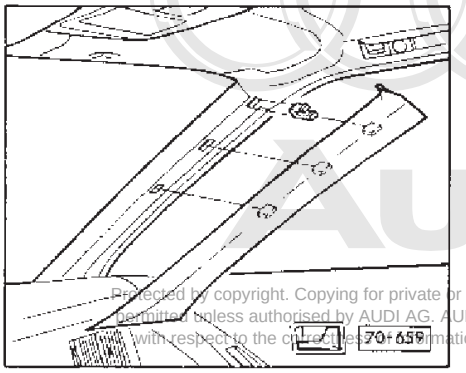
Fig.5 Window crank seal/number and position of retaining hooks, front door

- 10 - Adapter, front
- 11 - Adapter, rear
- 12 - Window crank seal

Arrows indicate retaining hooks.

Trims

Removing and installing A-pillar trim

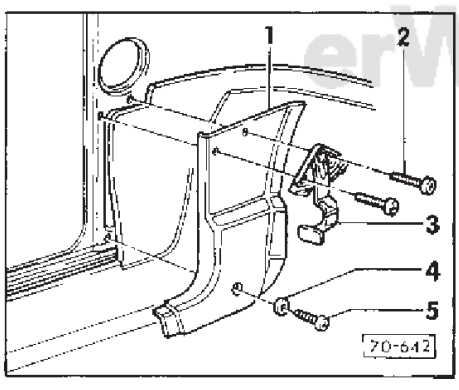


A-pillar trim, top

- Detach trim towards centre of vehicle and remove upward.
- When installing, ensure all 3 lugs engage in clips.

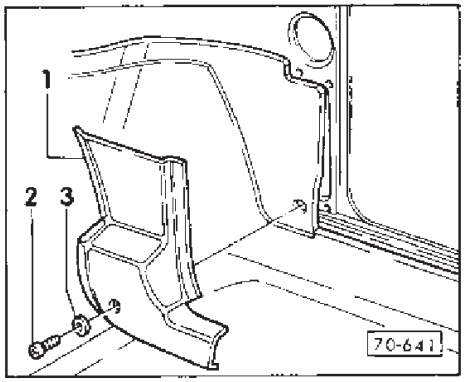
A-pillar trim, bottom left

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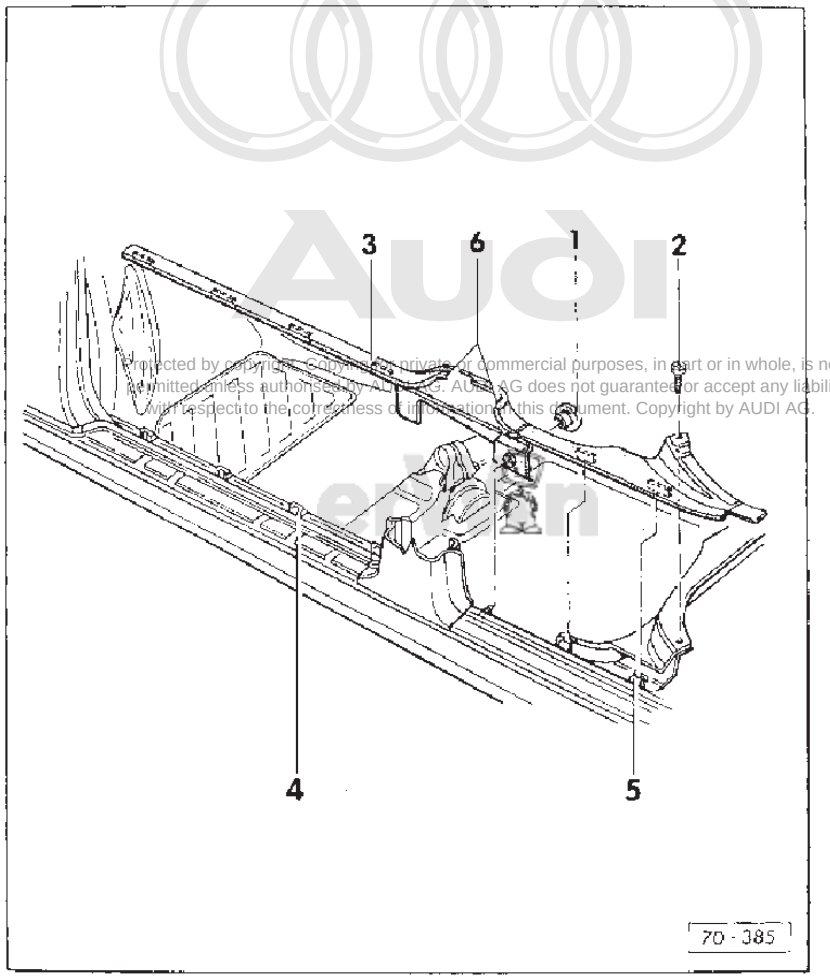


- Unscrew self-tapping screws -2- (4 Nm).
- Remove bonnet lock release -3-.
- Unscrew self-tapping screw -5- (1.5 Nm).
- Remove trim -1-.
- 4 - Washer

A-pillar trim, bottom right



– Unscrew self-tapping screw -2- (1.5 Nm).
– Remove trim -1-.
– 3 - Washer



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Removing and installing inner sill panel

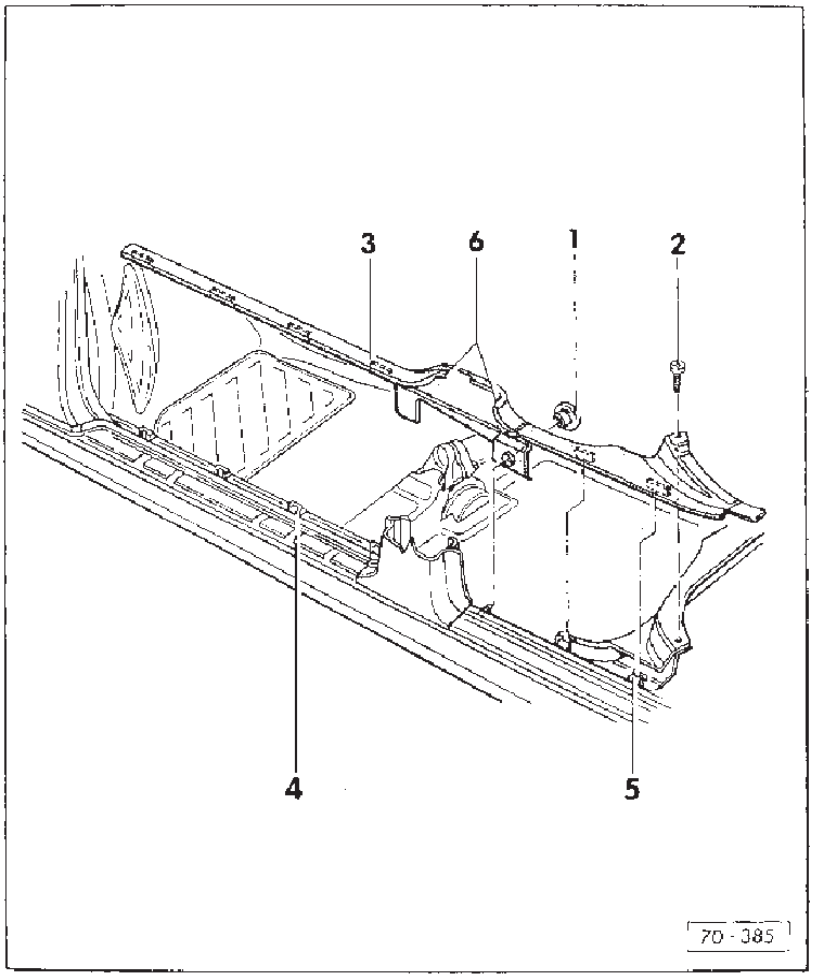
– Remove rear seat bench => Page 72-12 or fold down.

1 – Clip
- ♦ To remove, unscrew using ø 2 mm straight-tipped locking pliers
- ♦ To install, tap into place

2 – Cross-head bolt

3 – Inside door sill
- ♦ To remove, unscrew -item 1– and remove sill upwards

4 – Retaining clip, front
- ♦ Installing => Fig. 1



5 – Retaining clip, rear
♦ Installing => Fig. 2

6 – Locking lugs
♦ Must engage behind B-pillar trim

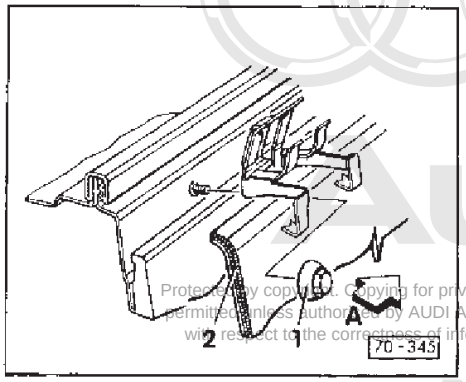


Fig.1 Fitting retaining clip, front
– Secure retaining clip using clip nut -1-.
– Position carpet trim -2- behind retaining clip from below.
– A – Direction of travel

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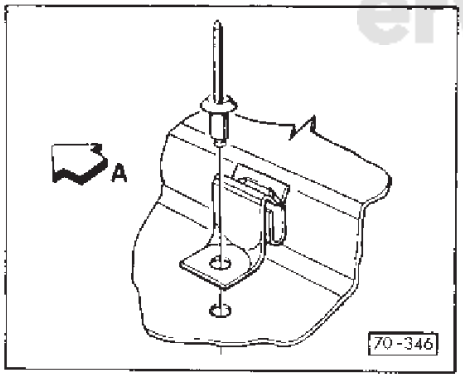
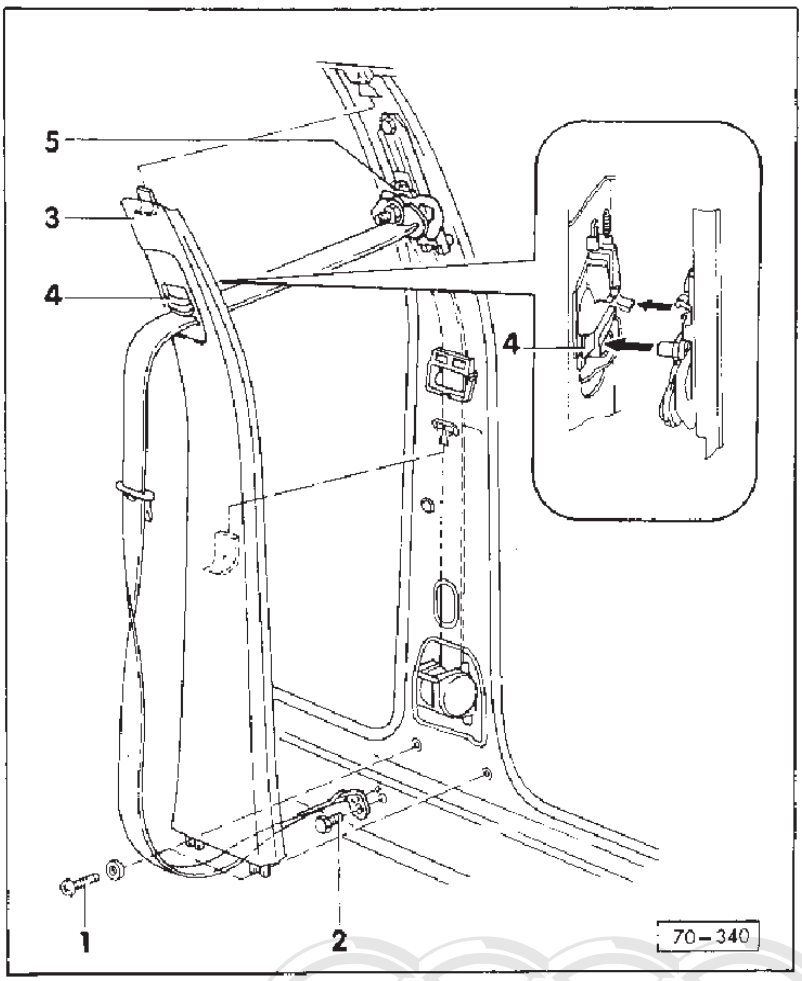


Fig.2 Fitting retaining clip, rear
– Rivet in retaining clip.
– A – Direction of travel



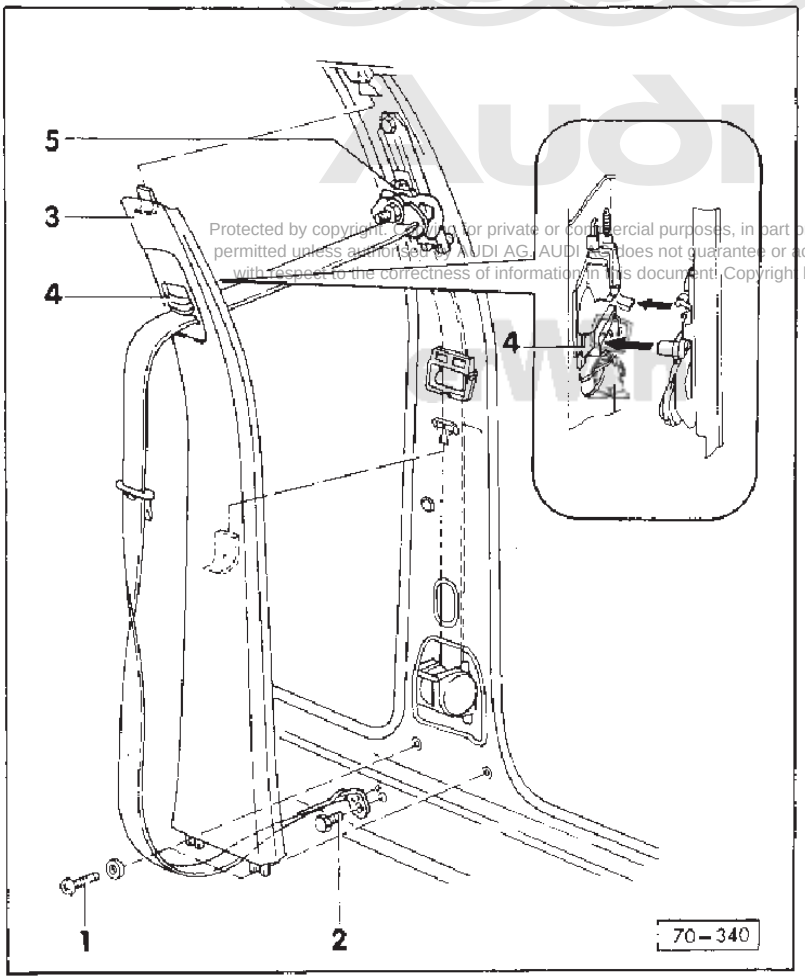
Removing and installing B-pillar trim

– Remove inside door sill => Page 70-28.

1 – Cross-head bolt – 1 Nm

2 – Hexagon bolt – 50 Nm
- ♦ Installation: Journal on sill must be between the two recesses on bottom of fitting.

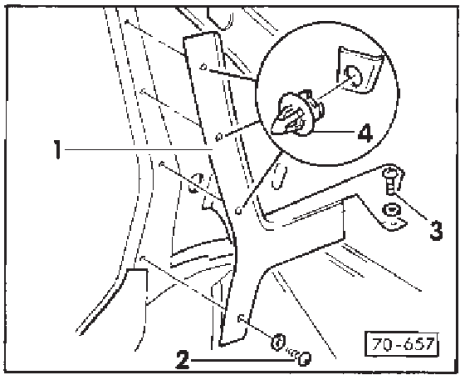
3 – B pillar trim
- ♦ Removal: Pull downwards out of retaining clips
- ♦ Installation: Slide height adjuster fully down and mount trim on journal (catch first)



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4 – Catch
- ♦ Must not be pressed during installation
- ♦ Function test after fitting:
- – Height adjuster must latch audibly into place in all settings.
- – Catch must return to upper position after any operation.

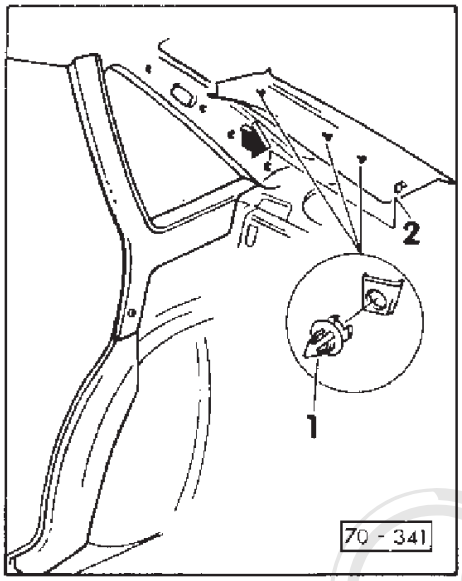
5 – Operating lever
- ♦ Must be underneath catch



Removing and installing C-pillar trim (Saloon)

- Remove rear shelf => Page 70-34.
- Undo cross-head screws -2- and -3-.
- Detach trim -1- towards centre of vehicle.
- When installing, ensure all 3 clips -4- engage in brackets.

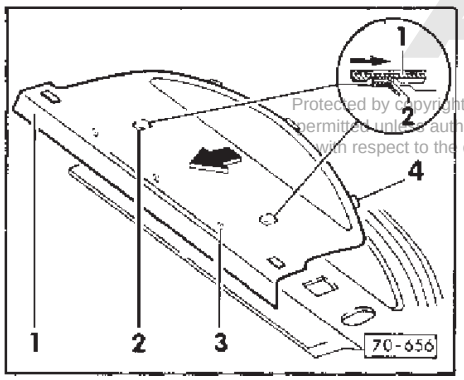
Removing D-pillar trim (Saloon)



- Unclip trim from D-pillar and withdraw upwards.
- 1 - Clip
- 2 - Hook

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Removing and installing rear shelf

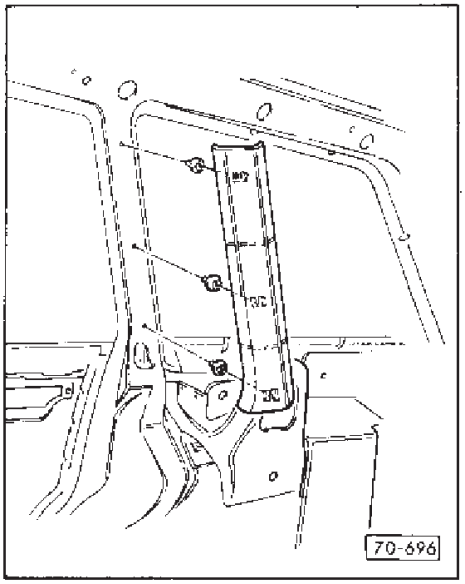


Removal:

- Fold down or remove rear backrest => Page 72-16.
- Unscrew outer seat belt fittings from floor group => Page 68-21.
- Remove webbing guide => Page 68-17.
- Unclip rear shelf -1- from metal holder and withdraw towards the front.

Installation:

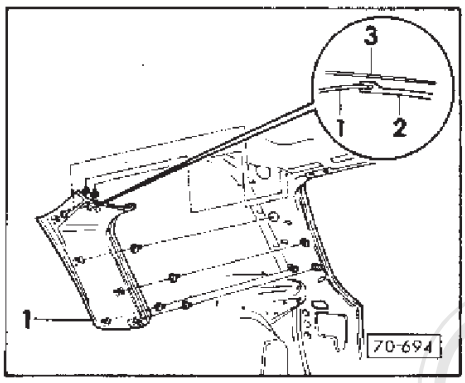
- Insert lugs -4- into recesses.
- Push rear shelf downwards in region of clips -2-.
- Make sure clips -3- engage fully.



Removing C-pillar trim (Avant)

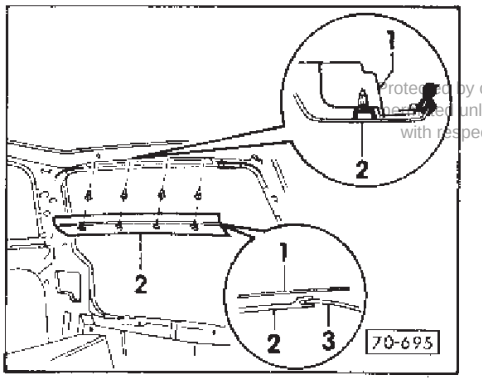
- Unclip trim from top to bottom.

Removing and installing D-pillar trim (Avant)



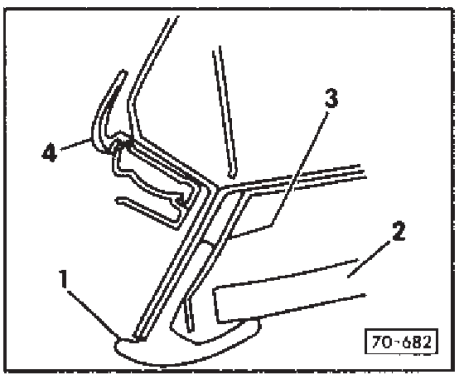
- Remove side trim.
- Unclip D-pillar trim -1- from bottom to top.
- When installing, the D-pillar trim must engage in the roof frame trim -2- as shown in the illustration.
- 3 - Roof frame

Removing roof frame trim (Avant)



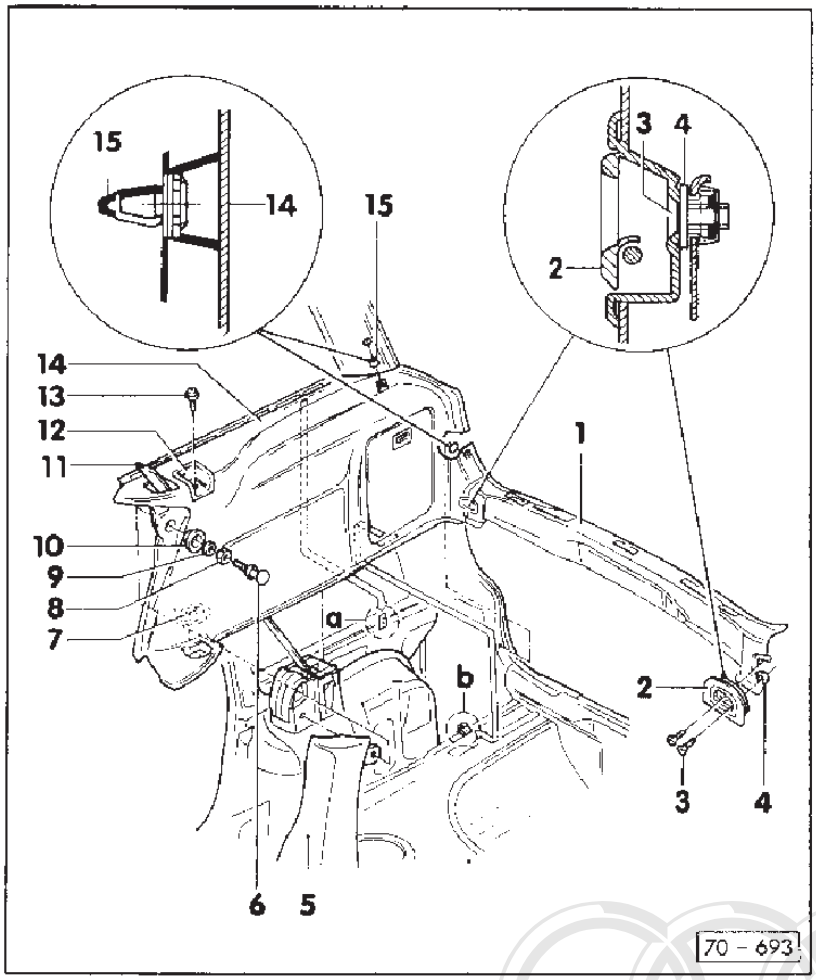
- Remove side trim.
- Remove D-pillar trim -3-.
- Unclip roof frame trim -2- downwards.
- 1 - Roof frame

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Removing and installing masking strip

- Grip masking strip -1- at one end and pull out of mounting -3-.
- 2 - Headliner
- 4 - Rain channel
- When refitting, press masking strip firmly back into mounting.

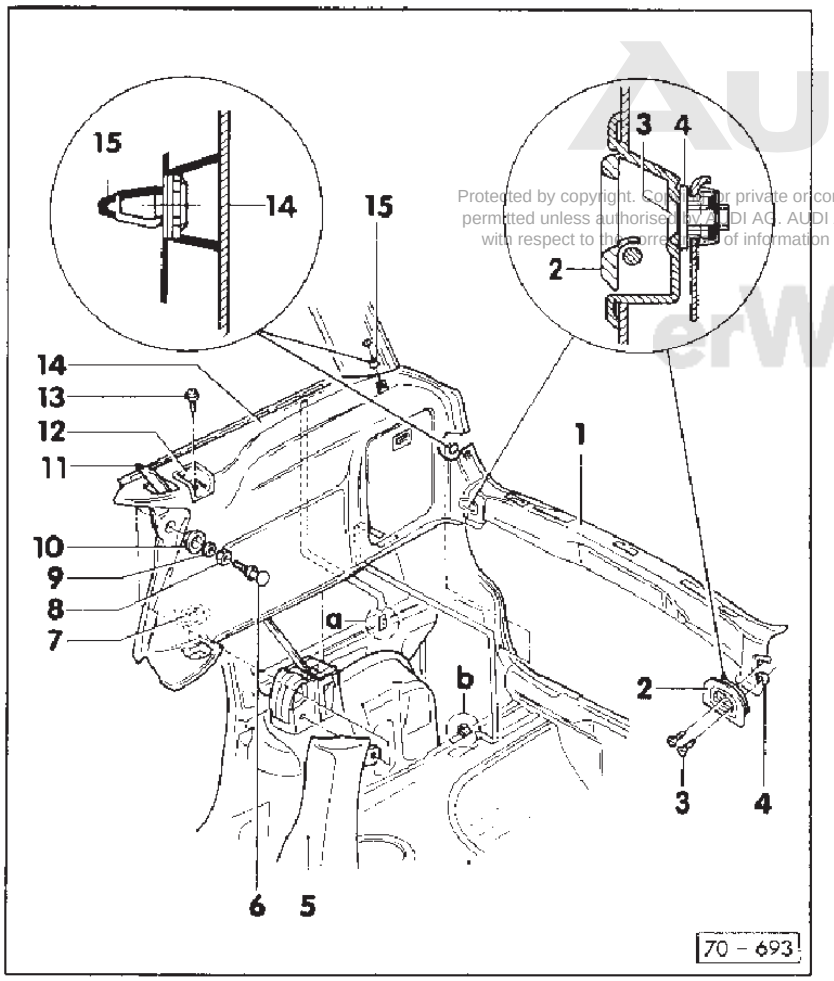


Removing and installing rear lock plate trim and boot side trim (Avant)

1 – Rear lock plate trim
- ♦ Removal:
- – Remove lashing eyes -item 2-.
- – Remove trim upwards.

2 – Lashing eye
- ♦ Qty. 2
- ♦ To remove, unscrew screws - item 3-.

3 – Cross-head bolt – 4.5 Nm
- ♦ Qty. 2



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4 – Spacer
- ♦ Fitted on exterior only

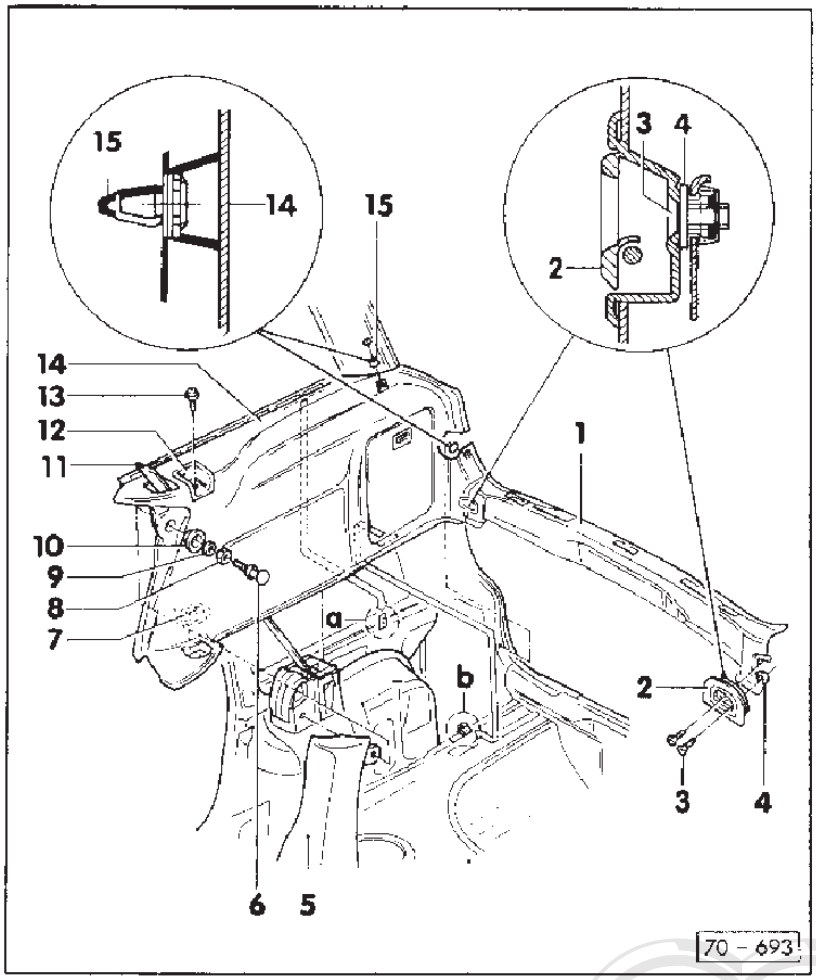
5 – Padding
- ♦ Push side trim -item 14– forwards to remove.

6 – Striker pin
- ♦ Adjusting => Page 72-20

7 – Lashing eye
- ♦ To remove side trim, undo 2 cross-head screws (4.5 Nm).

8 – Hexagon nut

9 – Washer



10 – Washer

11 – Three-point seat belt

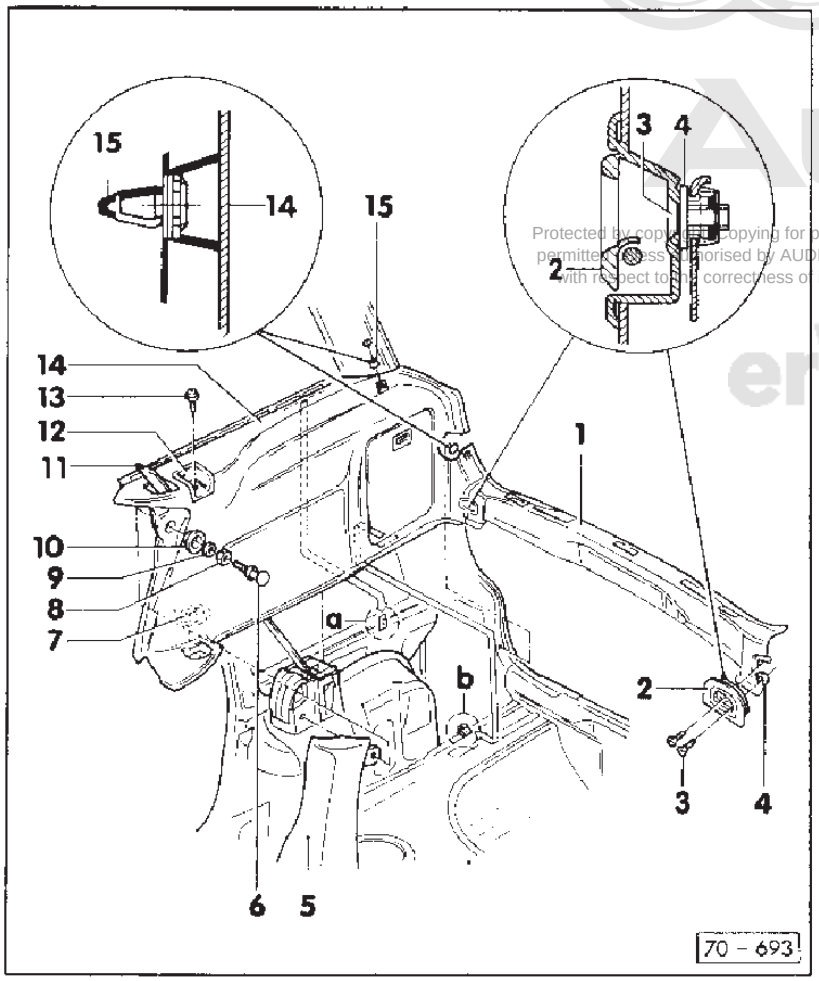
12 – Roller cover fixture

13 – Cross-head bolt

14 – Side trim

♦ Removal:

– Remove rear lock plate trim - item 1-.
– Unscrew striker pin -item 6-.
– Remove lashing eye -item 7-.
– Unscrew cross-head screw - item 13-.
– Remove belt guide => Fig. 1.
– Unclip side trim from D-pillar.



– First detach side trim from clip -b-, then pull upwards out of clip -a-.
– To fully remove side trim, unscrew belt webbing from outer floor group anchoring point => Page 68-24.

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15 – Clip

♦ Qty. 2

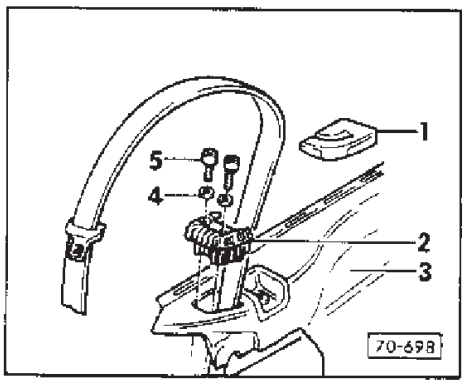
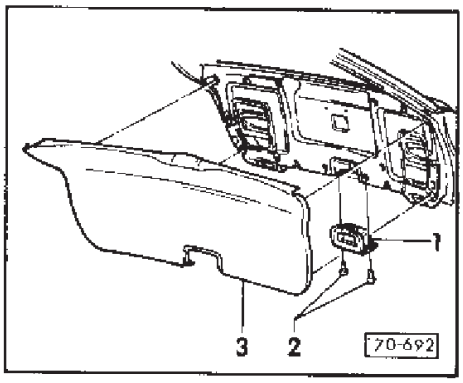


Fig.1 Removing belt guide.

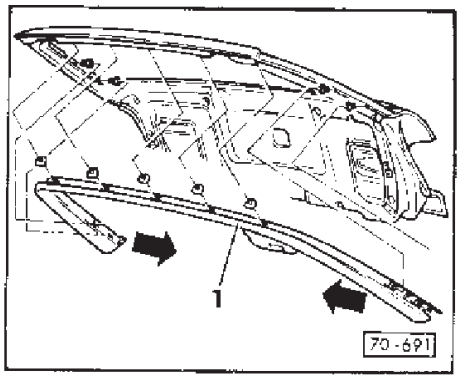
- Lever trim cover -1- off belt guide -2- and detach from webbing.
- Undo 2 screws -5- and remove belt guide upwards.
- Tighten screws to 8 Nm when refitting.
- 4 - Washer

Removing tailgate trims (Avant)



- Unscrew 2 screws -2-.
- Remove grip strip -1- downwards.
- Unclip bottom trim -3-.

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- Unclip top trim -1- at sides towards centre in direction of arrow.
- Then fully unclip trim downwards and remove.

Roof trim

Replacing moulded headliner

Note:

- The moulded headliner, which is directly bonded to the roof, cannot be removed non-destructively.
- Vehicles without sliding/tilting roof: To prevent the roof from being deformed, the headliner must first be cut into approx. 100 mm wide strips and then detached strip by strip from the roof. Since the strength of the roof is least at the centre, stripping starts from the centre.
- When panel-beating on the roof, the moulded headliner should initially only be removed in the damaged area. Only when the panel-beating is completed should the moulded headliner be removed, as described below.

Standard commercially available tools

- Wallpaper roller
- Serrated stopping knife, serration height 2 ... 3 mm (doctor blade)
- Carpet knife with serrated blade
- Hot-air blower

Adhesive

- Adhesive AKL 407 000 05 in 320 ml cartridges

Removing moulded headliner

Note:

For radios with security coding, check that code is available.

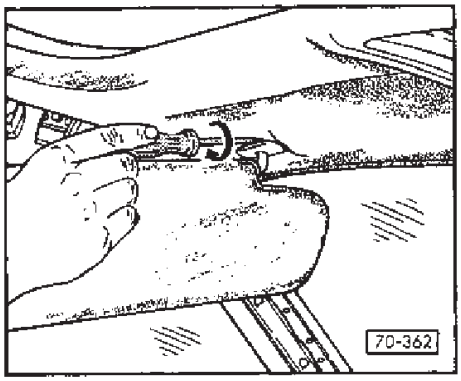
– Detach battery earth strap.

– In vehicles with sliding/tilting roof, remove sliding/tilting roof completely => Page 60-12 or 60-42.

– Remove A-, B-, C- and D-pillar trims => Page 70-26 onwards.

– Remove weatherstrip between moulded headliner and windscreen, and rear window.

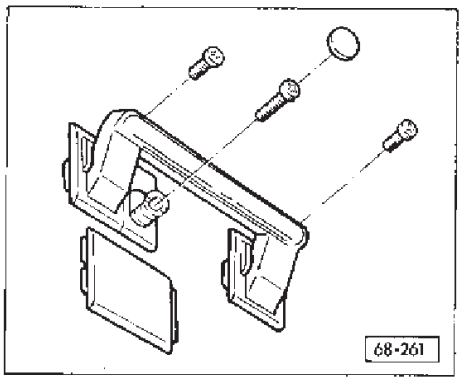
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– Swivel sun visor to side.

– Lever off cap for sun visor support using screwdriver.

– Undo self-tapping screws and remove mounting together with sun visor support.

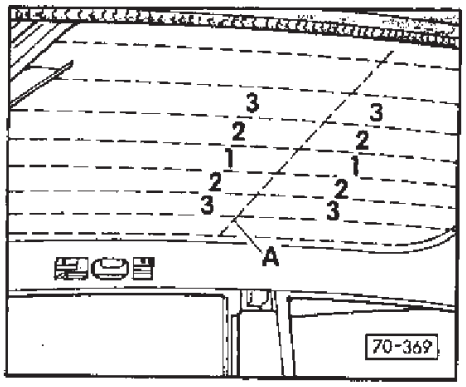


– Push off caps on retaining screws.
– Unscrew retaining screws, remove grip handles.

Detaching moulded headliner from roof

Vehicles without sliding/tilting roof:

Warning
The bonded headliner must not be detached from the roof in one piece, because the roof may be deformed in so doing.
For this reason the headliner must be cut into approx. 100 mm wide strips.



– Make a parting cut -A- in the centre of the roof, across the roof.
– Cut headliner into approx. 100 mm wide strips.

Note:

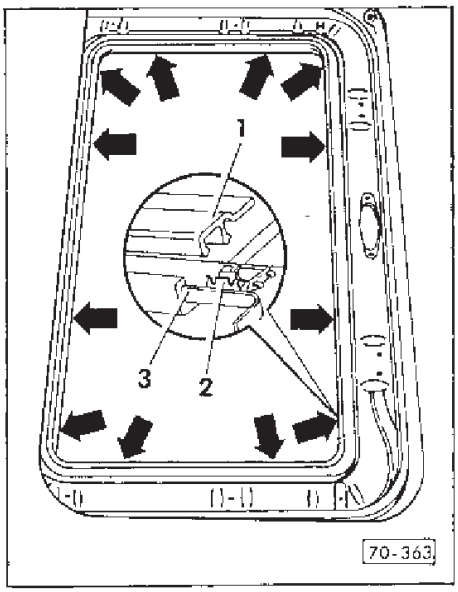
The headliner does not need to be cut through all the way. It is sufficient to slit the backing material (resin-bonded natural fibre).

– Starting from the parting cut, detach the individual strips from the roof from the centre towards the outer in the order 1, 2, 3 etc. Use your other hand to support the roof.

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Note:

- ♦ If the paint system on the inside of the roof is damaged when cutting with the carpet knife, always be sure to prime the affected area.
- ♦ The paper remaining on the roof when the moulded headliner has been detached can be removed by applying heat to it with a hot-air blower. Only small paper residues need not be removed.



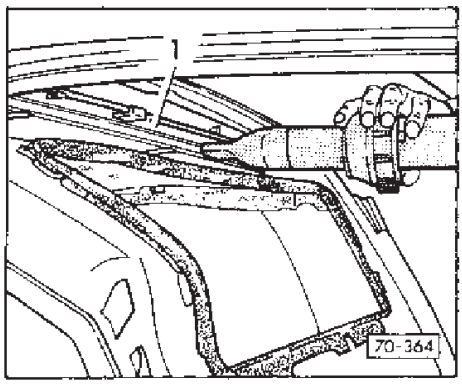
- ♦ The temperature on the roof must not exceed 100 oC, otherwise the paintwork may be damaged.

Vehicles with sliding/tilting roof:

- – Detach masking frame -1- for sliding/tilting roof cut-out from retaining clips -2- from above -arrows-.
- – 3 - Reinforcement in headliner
- – Detach headliner from roof as far as roof cut-out.

Note:

The moulded headline is only bonded in the region of the water chamber.



- – Heat bonding area between water chamber -1- and headliner using a hot air blower.

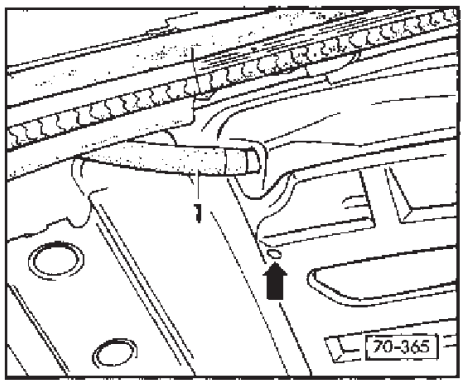
Note:

The temperature on the roof must not exceed 100 oC, otherwise the paintwork may be damaged.

- – Carefully pull moulded headliner down from water chamber.

Note:

- ♦ The paper remaining on the plenum chamber when the moulded headliner has been detached can be removed by applying heat to it with a hot-air blower. Only small paper residues need not be removed.

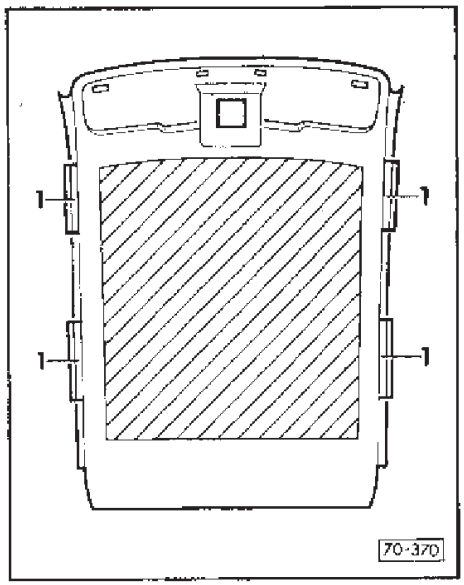


- ♦ The temperature on the roof must not exceed 100 oC, otherwise the paintwork may be damaged.
- – Check that the seals (transparent plastic sheet) -arrow- are still on the water chamber at the left and right.
- – If the sealing is missing, use fabric-reinforced adhesive tape.
- – 1 - Water drain hose

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Installing moulded headliner

– Shorten cartridge nozzle by half in wedge-shaped part.
– Process adhesive at temperatures not below 20 oC.
– Fold down front backrests and introduce headliner into vehicle through open front passenger door (Saloon) or open tailgate (Avant).



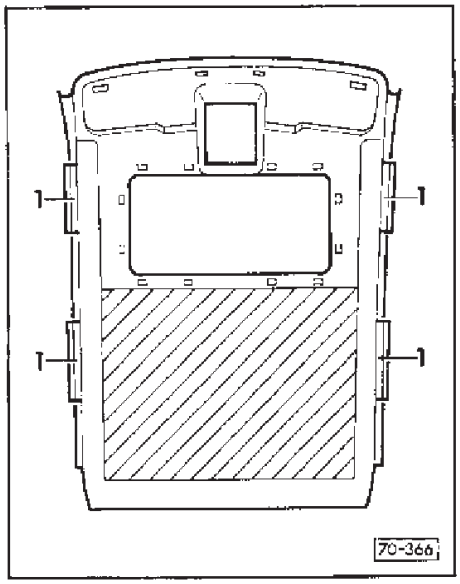
– Apply adhesive to headliner and spread with a serrated stopping knife (doctor blade).

Vehicles without sliding/tilting roof:

Bonding surface shown as shaded area in the illustration.

– 1 - Retaining flanges

Vehicles with sliding/tilting roof:



Bonding surface shown as shaded area in the illustration.

– 1 - Retaining flanges

All vehicles:

– Allow adhesive to flash at 20 oC for at least 30 minutes. Finger test: no stringing.

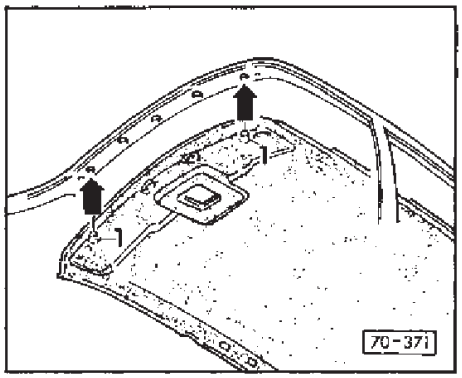
Note:

- Excess adhesive must be immediately cleared away with water.
- Partially set adhesive can be removed with stain remover (e.g. ethyl acetate).
- Set adhesive can no longer be removed.
- If work cannot be continued during application of the adhesive, the adhesive must be scratched off. The moulded headliner can then be re-used.

– Immediately before affixing the headliner, heat the applied adhesive with a hot-air blower at approx. 60 oC for 2 ... 3 minutes. The blower should be kept at a distance of 200 ... 300 mm.

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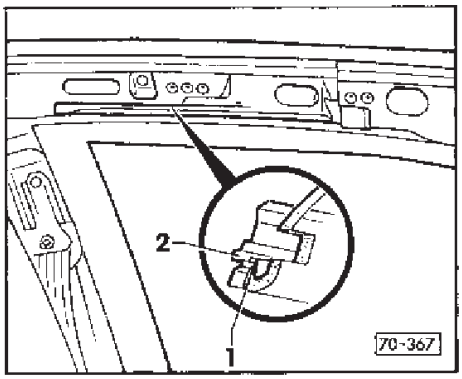
Vehicles without sliding/tilting roof:



- Fix moulded headliner in roof frame at front -arrows- using centring pins -1- and affix lightly to sun visor supports.

Note:

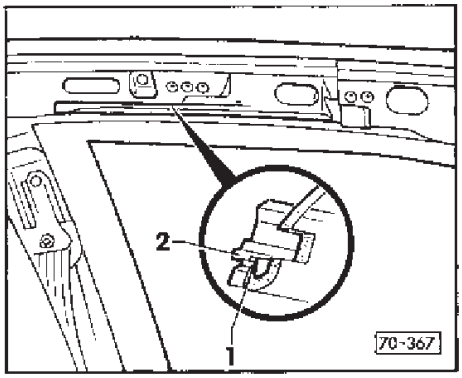
The centring pins are permanently attached to the headliner.



- Press on headliner over its entire surface area from front to rear, and press retaining flanges -1- into retaining channel -2- at sides above doors.
- Stick headliner to roof using a wallpaper roller, starting in the middle. It sticks in seconds.

Vehicles with sliding/tilting roof:

- Affix front of moulded headliner lightly to sun visor supports.
- Align headliner with roof cut-out and press on headliner over its entire surface area.



- Press retaining flanges -1- into retaining channel -2- at sides above doors.
- Insert marking frame into roof cut-out.
- Stick headliner to roof using a wallpaper roller, starting in the middle. It sticks in seconds.
- Installing sliding/tilting roof => from Page 60-12 or 60-42.

All vehicles:

- Install interior fittings.

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Dash panel

Removing and installing dash panel

Note:

For radios with security coding, check that code is available.

– Detach battery earth strap.

– Remove handbrake lever trim => Page 70-58.

– Remove centre console at rear => Page 70-61 .

– Removing centre console at front => Page 70-62.

– Removing dash panel centre section => Page 70-64.

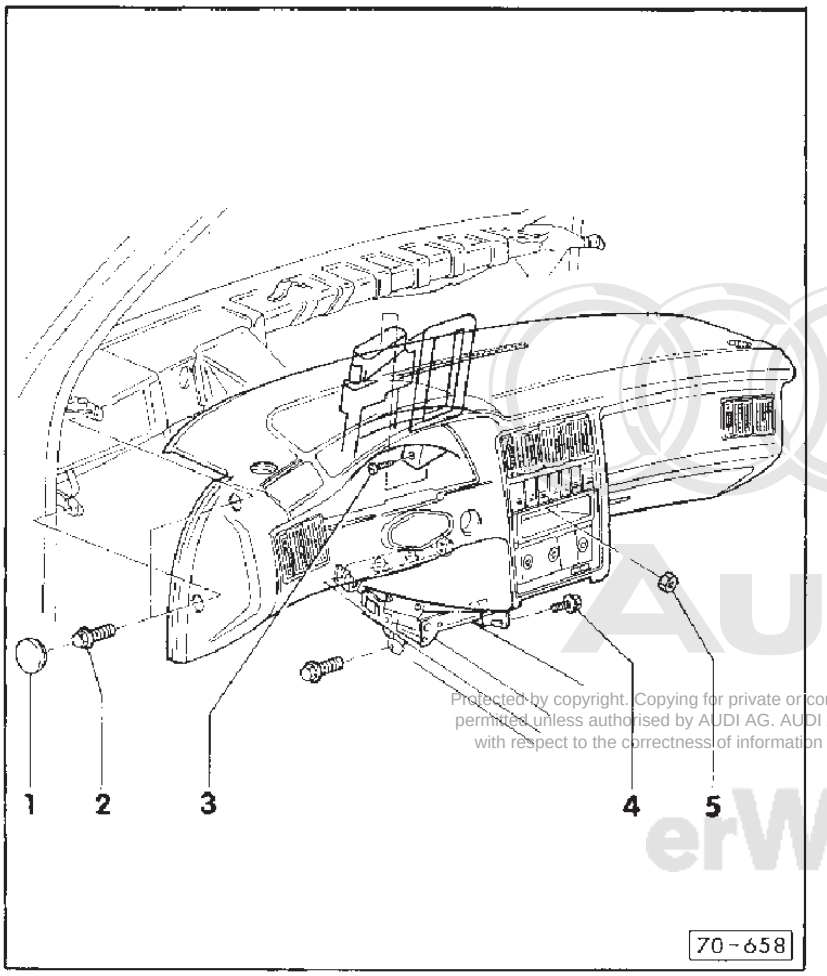
– Disconnecting connectors => Page 70-70

– Removing steering wheel and steering column switch

=> Electrical system; Repair group 94; Removing and installing steering column switch =>

– Remove dash panel centre

=> Electrical system; Repair group 94; Removing and installing dash panel insert =>



Dash panel, left-hand drive – Exploded view

1 – Cover
♦ Qty. 4

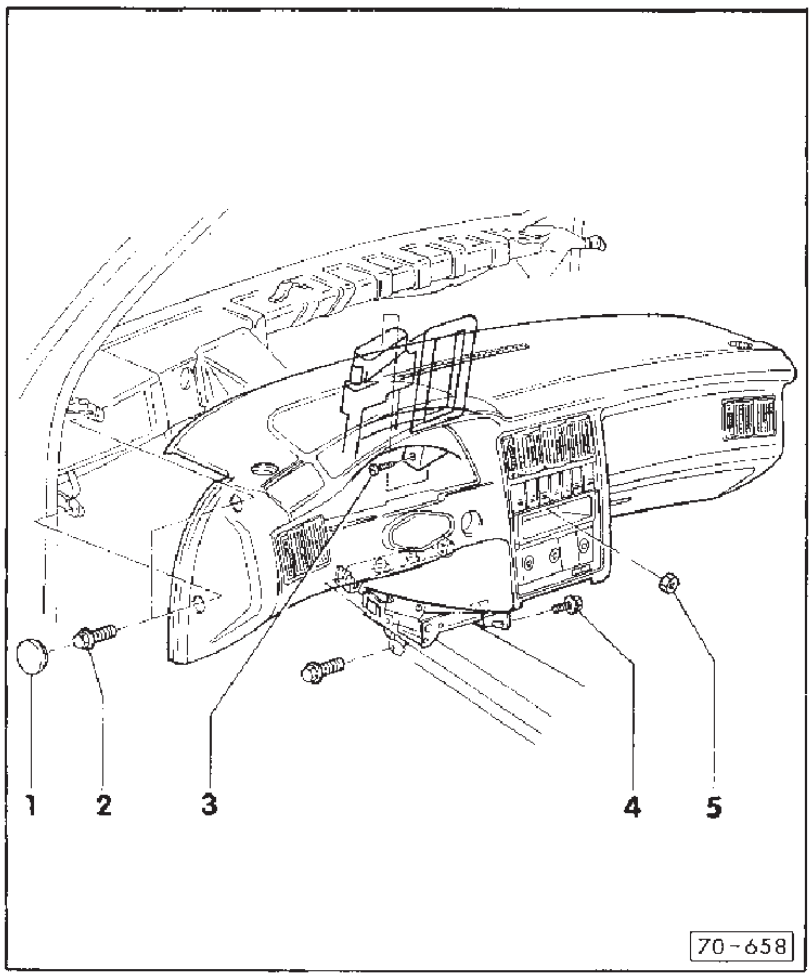
2 – Hexagon bolt -5 Nm
♦ Qty. 4

3 – Self-tapping screw

4 – Hexagon bolt -5 Nm

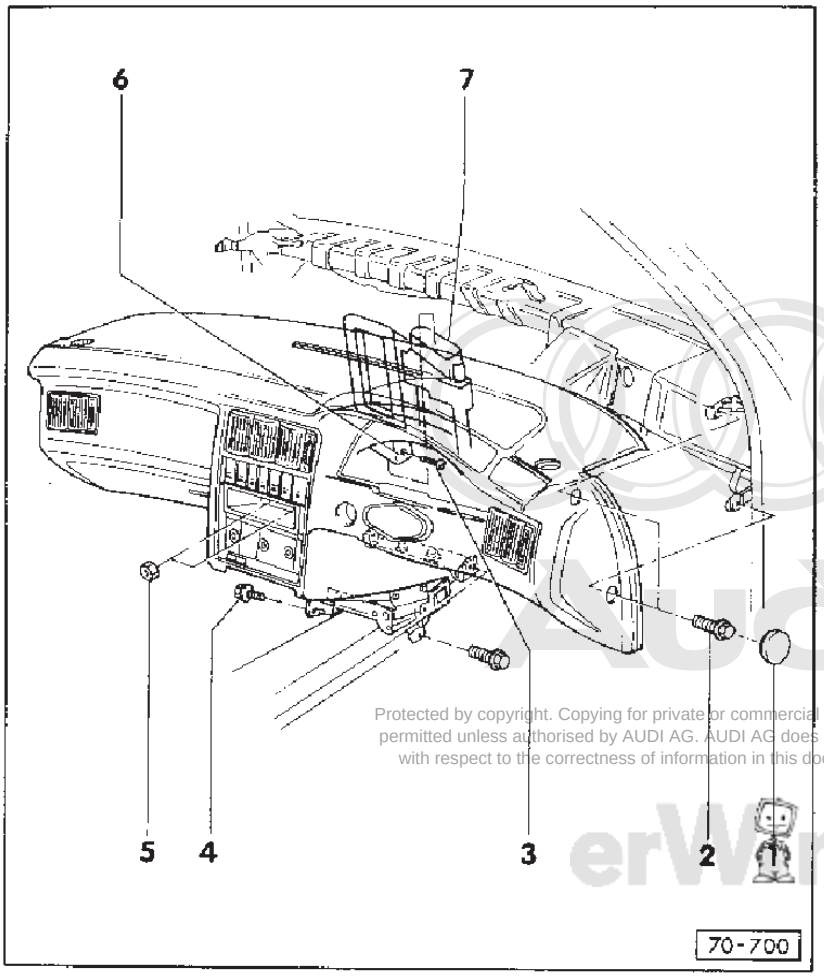
5 – Hexagon nut
♦ To unscrew nut, remove radio => Electrical system; Repair group 94; Repairing radio; Removing and installing radio > 06.94 or Removing and installing radio 07.94 > =>

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Note:

- Lightly screw in screws at sides and bottom.
- Align dash panel: Distance to windscreen should be approx. 7 mm.
- Adjust height of dash panel to contour of door trims with doors closed and tighten screws to 5 Nm.



Dash panel, right-hand drive – exploded view

1 – Cover
- ♦ Qty. 4

2 – Hexagon bolt -5 Nm
- ♦ Qty. 4

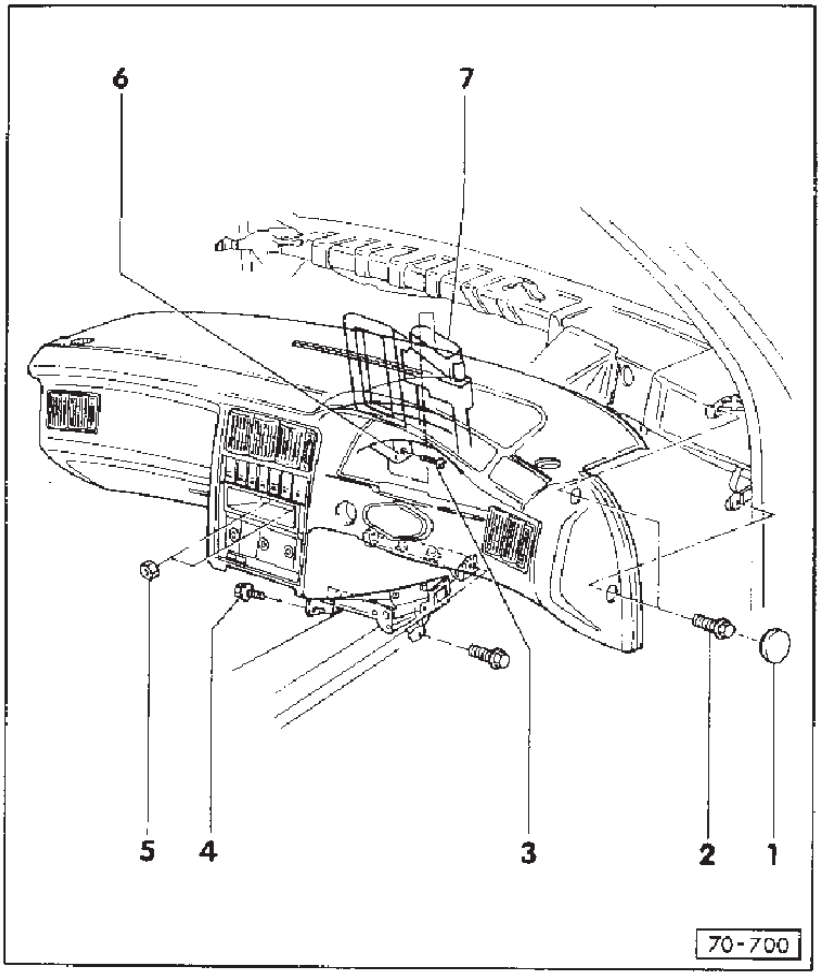
3 – Self-tapping screw

4 – Hexagon bolt -5 Nm

5 – Hexagon nut
- ♦ Qty. 2
- ♦ To unscrew nuts, remove radio

=> Electrical system; Repair group 94; Repairing radio; Removing and installing radio > 06.94 or Removing and installing radio 07.94 > = >

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6 – Air duct

♦ When installing dash panel, fit air duct onto air distributor housing-item 7-.

7 – Air distributor housing

Note:

- Lightly screw in screws at sides and bottom.
- Align dash panel: Distance to windscreen should be approx. 7 mm.
- Adjust height of dash panel to contour of door trims with doors closed and tighten screws to 5 Nm.



Removing and installing hand-brake lever trim

1 – Hand grip attachment

♦ Removing hand grip => Page 70-59

2 – Retainer tab

♦ For attachment

3 – Retaining lips

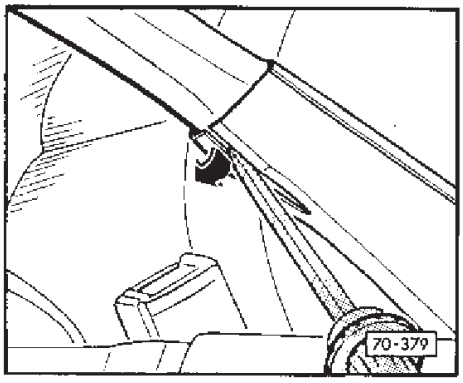
♦ Detaching from handbrake lever => Page 70-59

4 – Hook

5 – Mounting

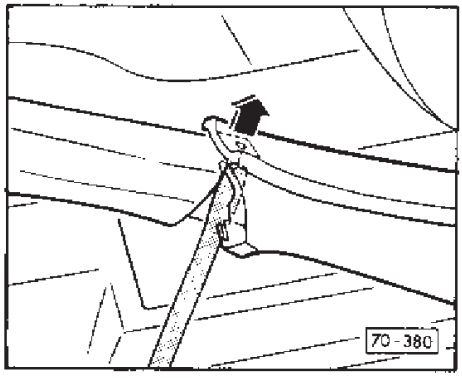
♦ For hook

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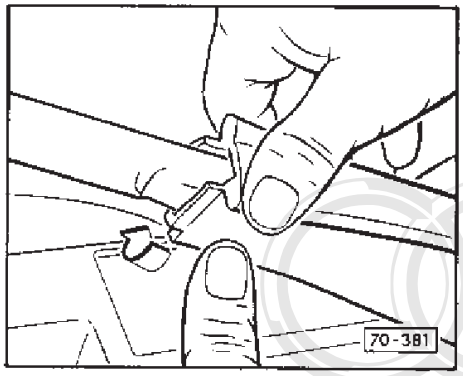
Removal:

- Lift handbrake lever.
- Push off retaining lips using a screwdriver -arrow- and pull forward behind hand grip.



- Raise trim slightly, push attachment up -arrow- and remove hand grip.
- Pull trim forwards.

Installation:

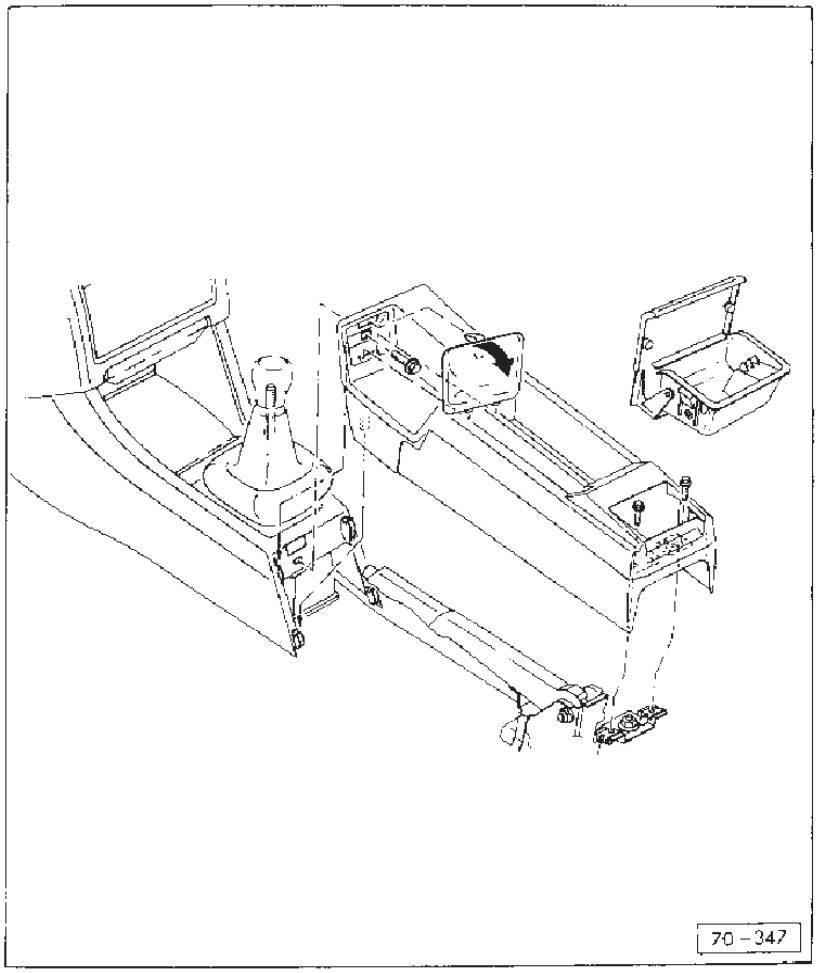


- When fitting, push trim down at rear until hook engages in handbrake lever catch.
- Fix retaining lips onto handbrake lever by pressing trim down on one side -arrow-.
- Fit hand grip.

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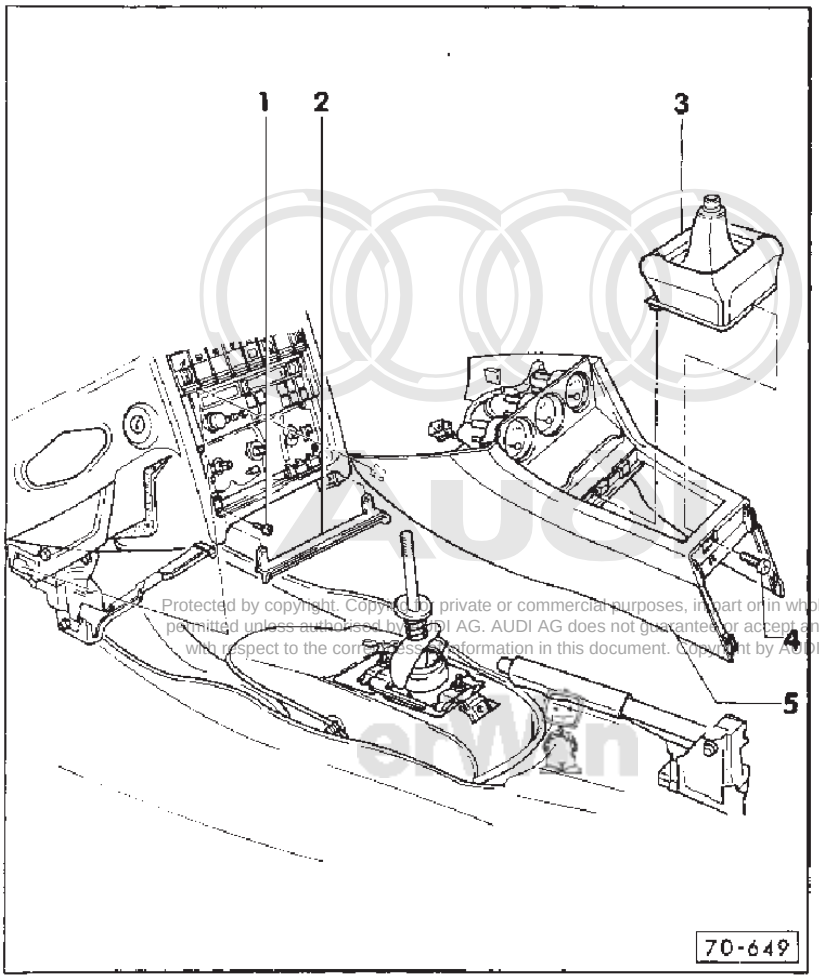
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erWin



Removing and installing rear section of centre console

– Remove ash tray.
– Unscrew hexagon screws (5 Nm).
– Unclip cover.
– Unscrew hexagon screw (5 Nm).
– Disengage centre console upwards out of retaining lugs.
– Disconnect connectors.
– Remove centre console towards the front over the handbrake lever.



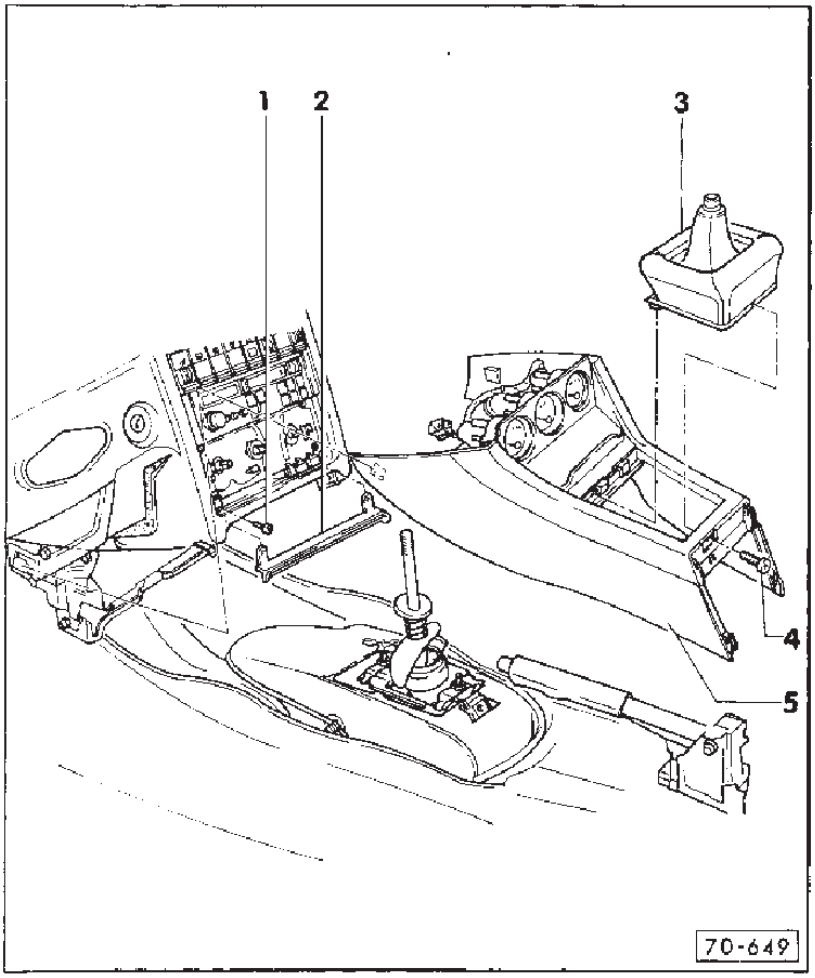
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Removing and installing front section of centre console

– Remove rotary knobs for heater operation.
– In vehicles with fully automatic air conditioner, remove operating and display unit.

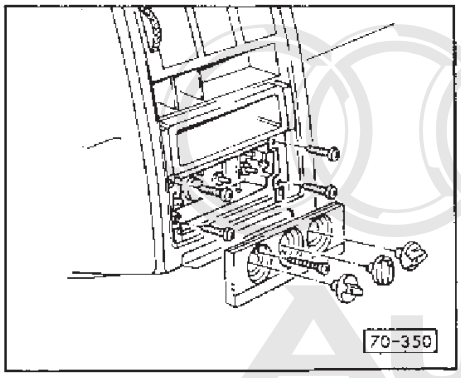
=> Heater, Air conditioner; Repair group 87; Components for control and regulation of fully automatic air conditioner; Removing and installing operating and display unit – E87 =>

– Unscrew cover.
– Unscrew screws -item 1- (2 Nm).



– Remove blanking plate -Item 2- downwards.
– Unscrew gear lever knob
– Unscrew screw -Item 4- .
– Remove gear lever cover -3- upwards.
– Withdraw centre console -5- out of its locators, towards the rear.
– Disconnect connectors.

Removing dash panel centre section



– Remove rotary knobs for heater control.
– In vehicles with fully automatic air conditioner, remove operating and display unit.

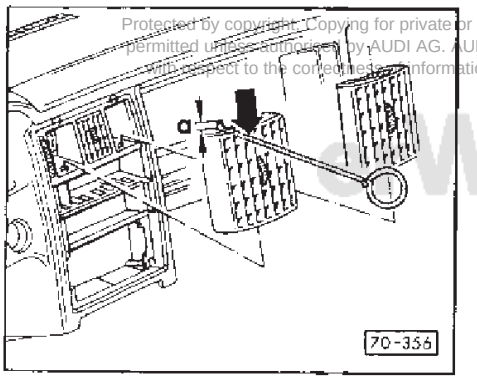
=> Heater, Air conditioner; Repair group 87; Components for control and regulation of fully automatic air conditioner; Removing and installing operating and display unit – E87 =>

– Unscrew cover.

Note:

When refitting, insert retaining hook behind rim of housing.

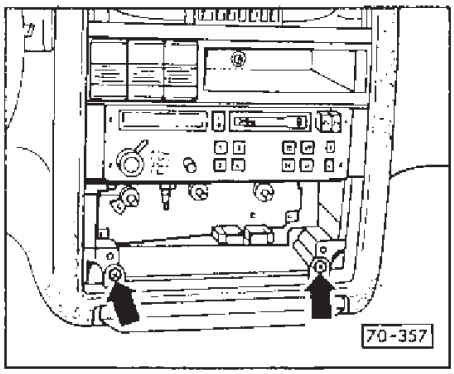
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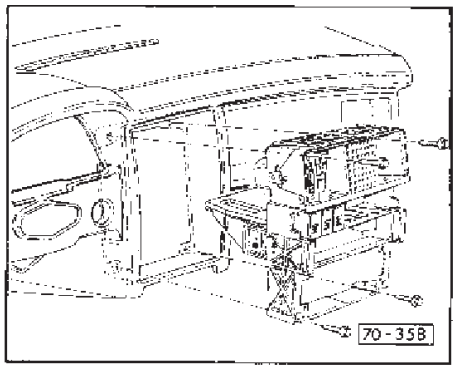
– Use a bent length of wire to remove the swivel fittings.

=> Dimension a = 3 ... 0.4 mm

– Insert wire at top left or right respectively of central outlet, latch behind rim of housing and withdraw swivel fitting.



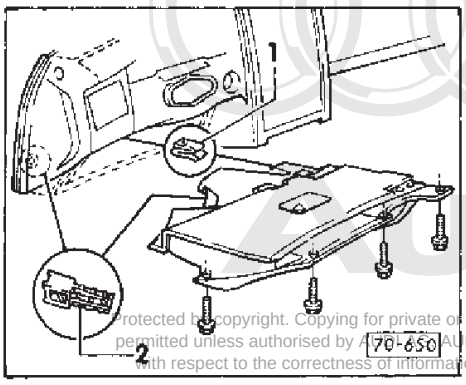
– Unscrew cross-head screws -arrows-.



– Unscrew and remove centre console.
– Disconnect connectors from switch and radio.

Remove compartment on driver's side

Left-hand drive:



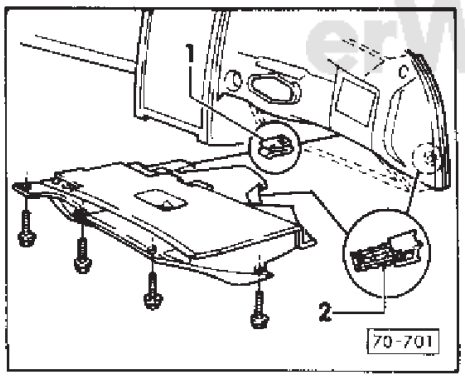
– Unscrew hexagon screws (5 Nm).
– Withdraw storage compartment from retaining clip -1- and bracket -2-.

Note:

The wiring looms in the dash panel are laid in cable ducts.

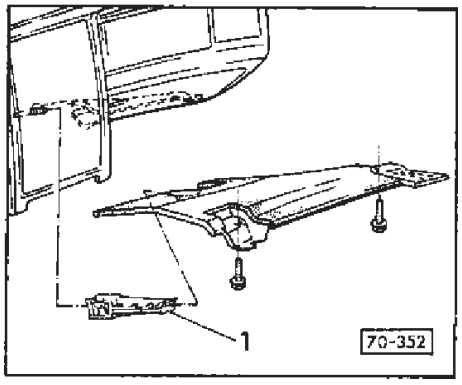
Right-hand drive:

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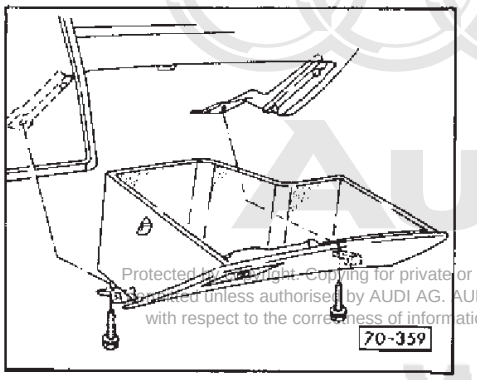
– Unscrew hexagon screws (5 Nm).
– Withdraw storage compartment from retaining clip -1- and bracket -2-.

Removing passenger side cover



- Unscrew hexagon screws (5 Nm).
- Withdraw cover from bracket -1-.

Removing and installing glove compartment

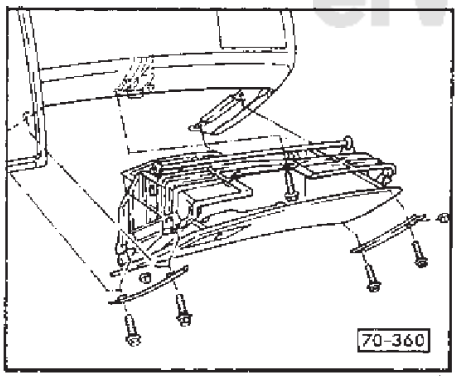


Vehicles without air conditioner/without front passenger airbag:

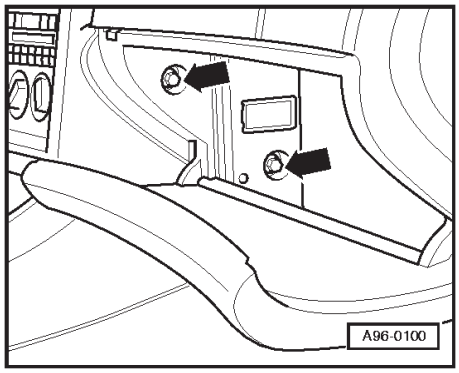
- Unscrew screws (5 Nm).

Vehicles with air conditioner/without front passenger airbag:

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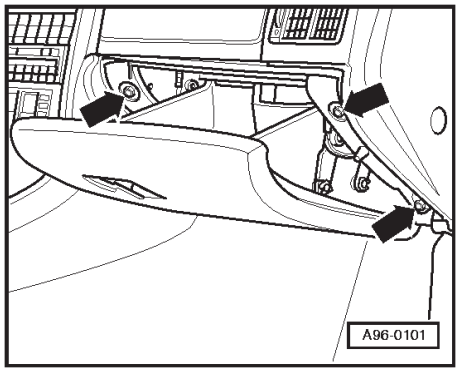


- Remove passenger side cover => Page 70-67.
- Unscrew 4 screws from glove compartment (5 Nm).
- Unscrew front screw from striker, seen in direction of travel (5 Nm).
- Push glove compartment towards centre of vehicle and remove downwards.



Vehicles without air conditioner/with front passenger airbag:

- Open glove compartment.
- Unscrew glove compartment -arrows- and withdraw from dash panel.



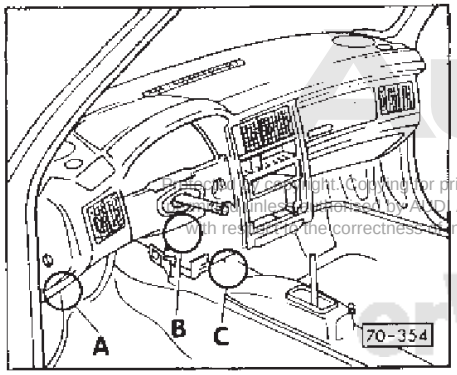
Vehicles with air conditioner/with front passenger airbag:

- Open glove compartment.
- Pull off the two covers for the upper attachments.
- Unscrew glove compartment frame -arrows-.
- Remove glove compartment and frame.

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erWin

Disconnect connectors

Left-hand drive:

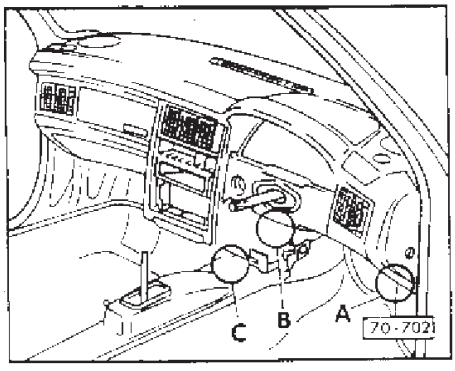


- A - Unscrew wiring loom from relay plate with fuse carrier and auxiliary relay carrier with earth lead connector station.
- B - Wiring loom outlet from dash panel.
- C - Connector on tunnel – detach plug from welding bolt on cross member.

Note:

The plugs on the switches do not need to be disconnected.

Right-hand drive:



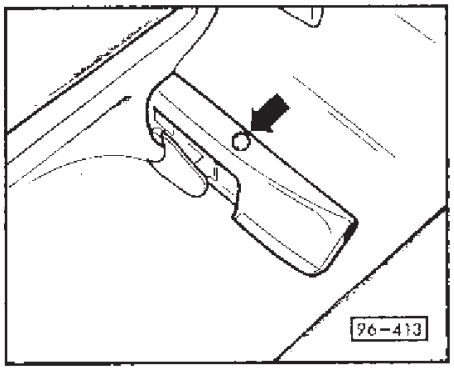
- A - Unscrew wiring loom from relay plate with fuse carrier and auxiliary relay carrier with earth lead connector station.
- B - Wiring loom outlet from dash panel.
- C - Connector on tunnel – detach plug from welding bolt on cross member.

Note:

The plugs on the switches do not need to be disconnected.

Front seat

Removing and installing front seat

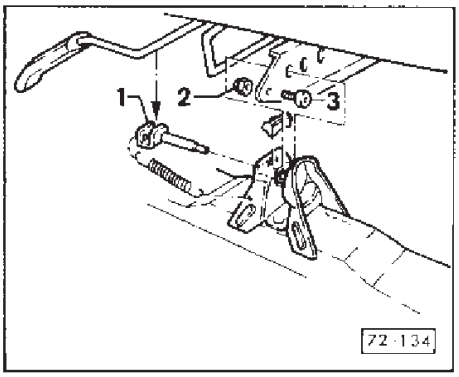


Note:

With electric seat adjustment, set seat as far back and as high as possible before removing it.

– Release cover clip -arrow- on inner seat rail and detach cover towards the rear.

Manually adjustable seat:



– Unscrew cap nut -2- (8 Nm), and remove socket-head cap screw -3-.

– In vehicles with electric windows, disconnect connectors.

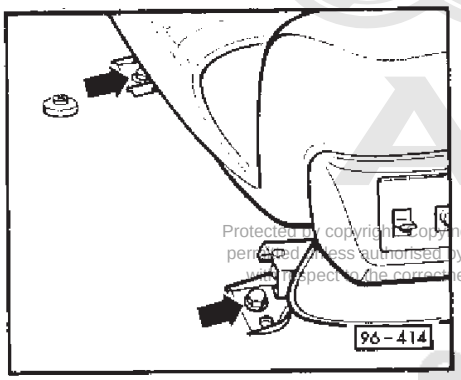
– Release retaining bar -1- and withdraw seat towards the rear out of guide rails.

Note:

Cover over floor covering to protect against damage/dirt.

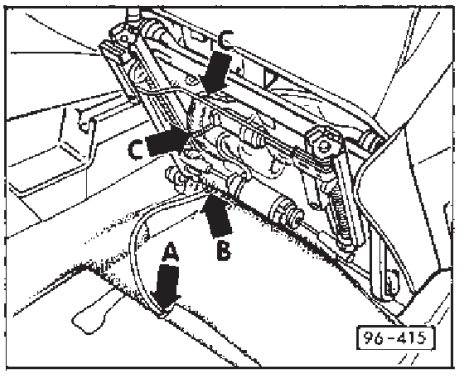
– Take seat out off vehicle.

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Electrically adjustable seat:

– Remove covers under front seat and undo attachment screws -arrows-.



– Raise seat slightly at front and open cable tie -A-.

– Push seat out of guide rails towards the rear and set as far back as possible.

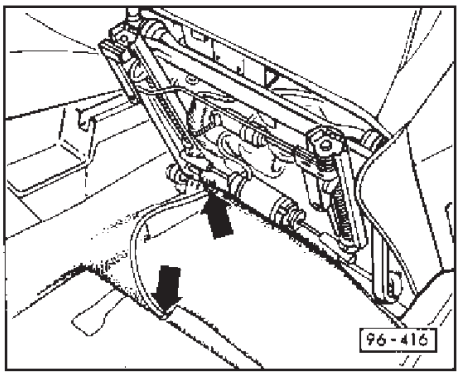
Note:

Cover over floor covering to protect against damage/dirt.

– Release cable attachment -B- and both cable ties -C- on seat.

– Disconnect connectors.

– Take seat out off vehicle.



– On installation, attach wiring loom at fixing points -arrows-.

Removing and installing backrest

Removal

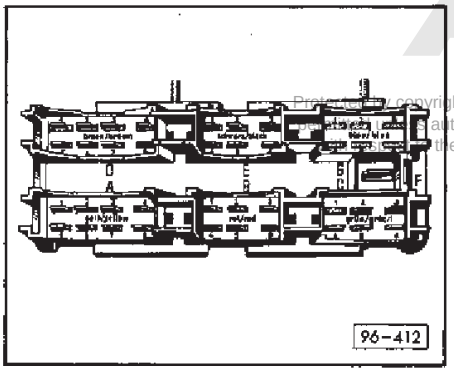
– Remove front seat => Page 72-1.

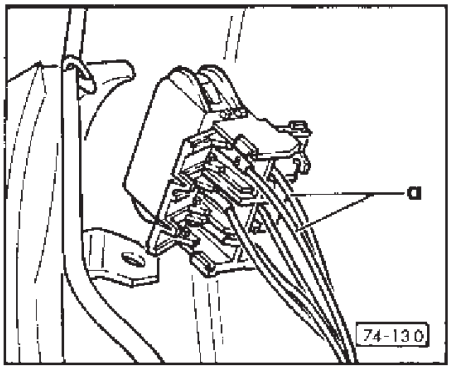
Electrically adjustable seat:

– Driver's seat: Disconnect green six-pin connector -C- from control unit.

– Passenger seat Disconnect 2-pin connector.

All vehicles:





– Disconnect seat heater connector from seat frame.

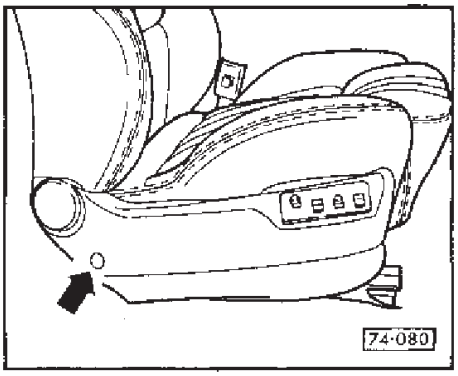
– Open flap, pull leads -a- for backrest heater element out of connector housing (contacts 3 and 6).

Note:

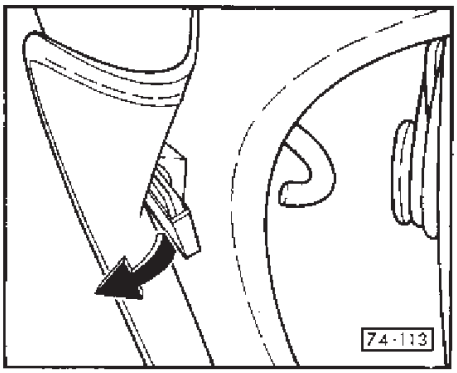
Vehicles with seat heating only

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Electrically adjustable seat:

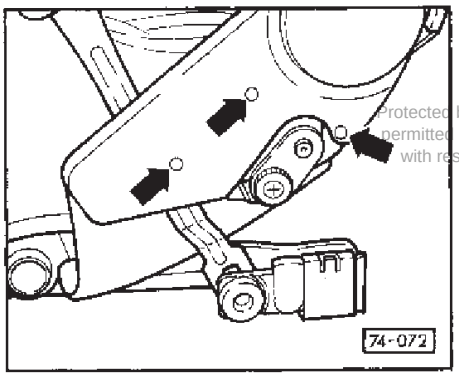


- Lever off cover and unscrew attachment screw -arrow-.



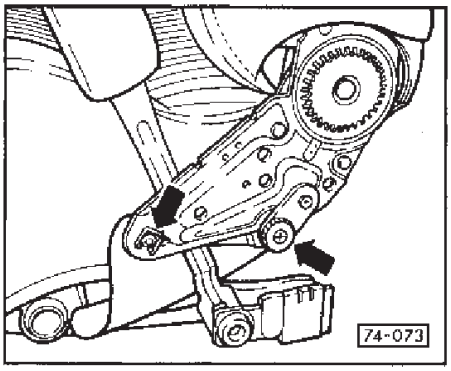
- Lever off retaining clip -arrow-.
- On exterior, disengage side trim from switch cover on seat frame and remove.

All vehicles:



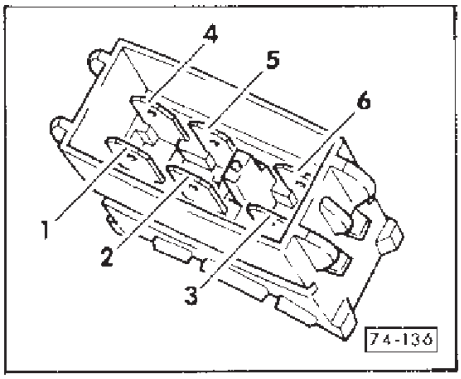
- Tap retaining pins through on both sides (seat with manual adjustment) or on the inside (seat with electric adjustment) using a punch.
- Pay attention to differing lengths of retaining pins.
- Remove trim.

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- Unscrew screws -right arrow- from back seat stops on both sides.
- Push out lock washers -left arrow- on both sides.
- Push backrest fittings apart and remove backrest from frame.

Installing



Contact assignment, multiple connector for seat heating

- 1 - Seat heater element
- 2 - Temperature sensor
- 3 - Backrest heater element
- 4 - Temperature sensor
- 5 - Seat heater element
- 6 - Backrest heater element
- For connection of leads use current flow diagram.

=> "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" binder

Recaro seat, front

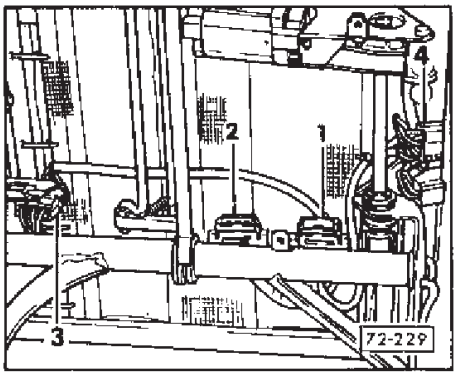
Removing and installing front seat

- Remove front seat => Page 72-1.

Note:

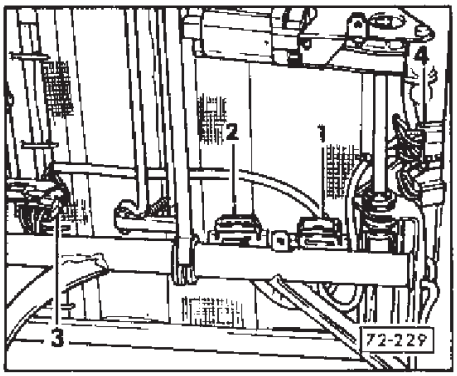
Only push seat back far enough to remove connectors.

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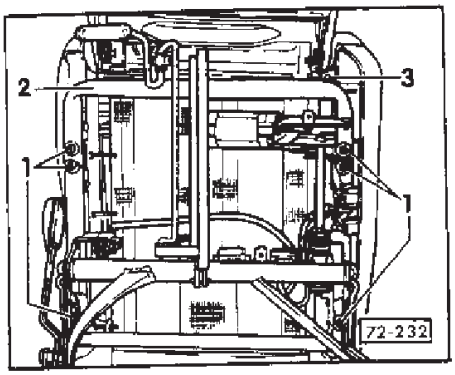


- Detach connector -1-.
- In vehicles with heated seat, disconnect connector -2-.
- Do not detach connector -3-.
- Remove seat from vehicle.

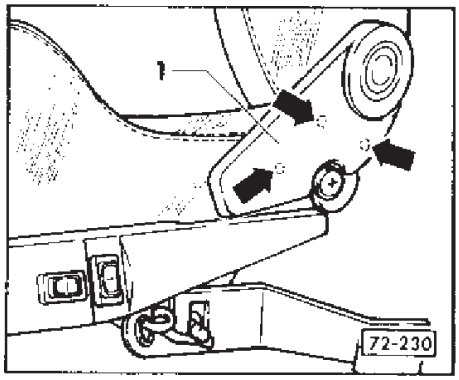
Removing and installing backrest



- Remove front seat => Page 72-8.
- Disconnect backrest heater element connector -3-.

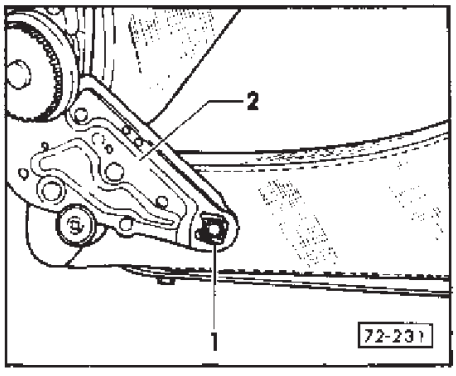


- Undo screw -1- (10 Nm) until leads can be disconnected.



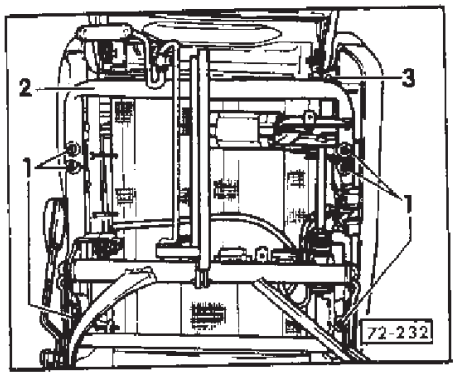
- Tap retaining pins -arrows- through using a punch.
- Remove trim.

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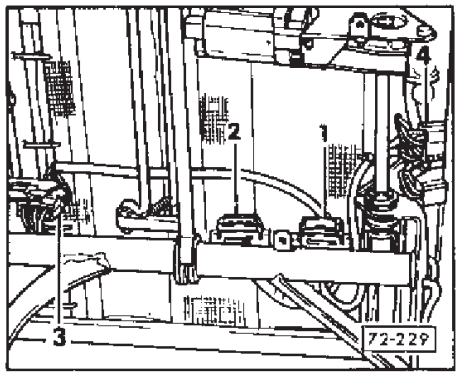


- Remove left and right lock washers -1-.
- Push backrest fittings -2- apart and remove backrest from frame.

Removing and installing seat frame



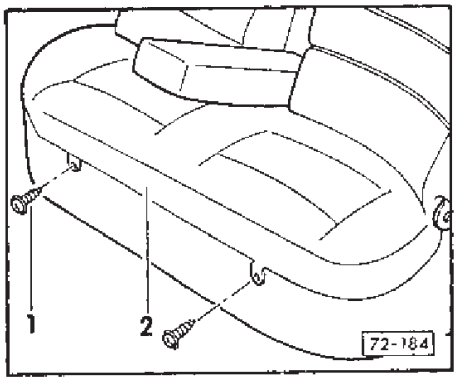
- Remove front seat => Page 72-8.
- Unscrew seat frame -2- from seat pan -3-.
- Unscrew 6 screws -1- (10 Nm).



- Disconnect backrest heater element connector -3-.

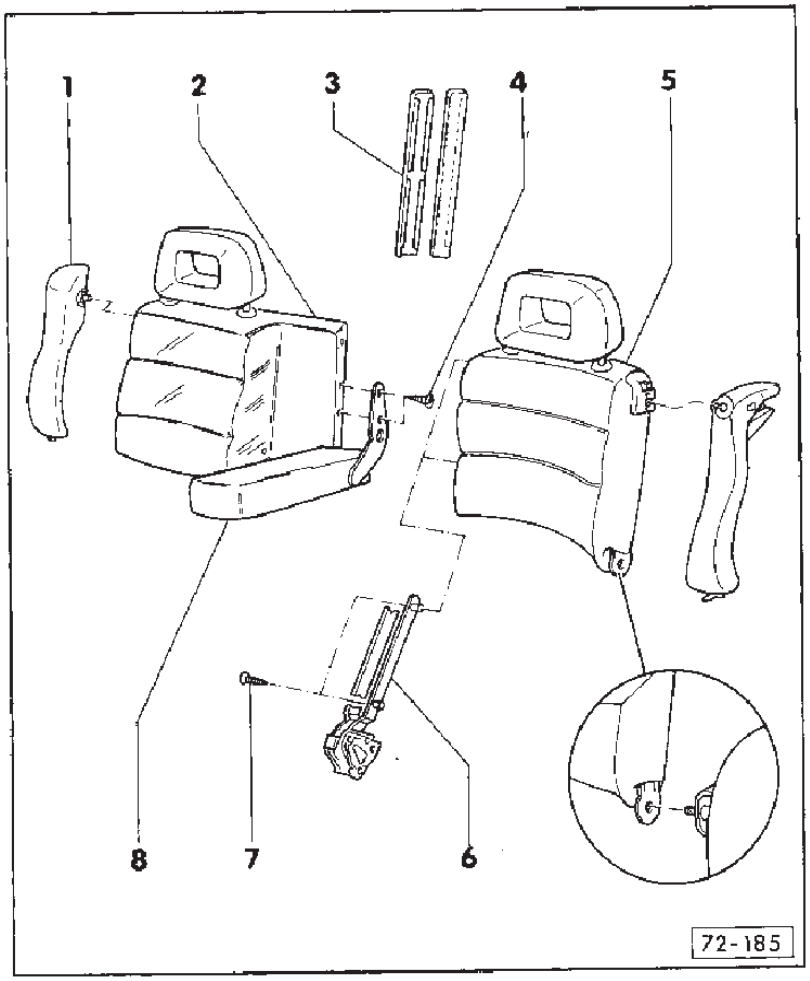
Rear seat

Removing and installing rear backrest bench (Saloon)



- Unscrew combi self-tapping screws -1- at left and right (8 Nm).
- Lift rear bench seat -2- slightly and take it out towards the front.

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Removing and installing fold-down rear backrest (Saloon)

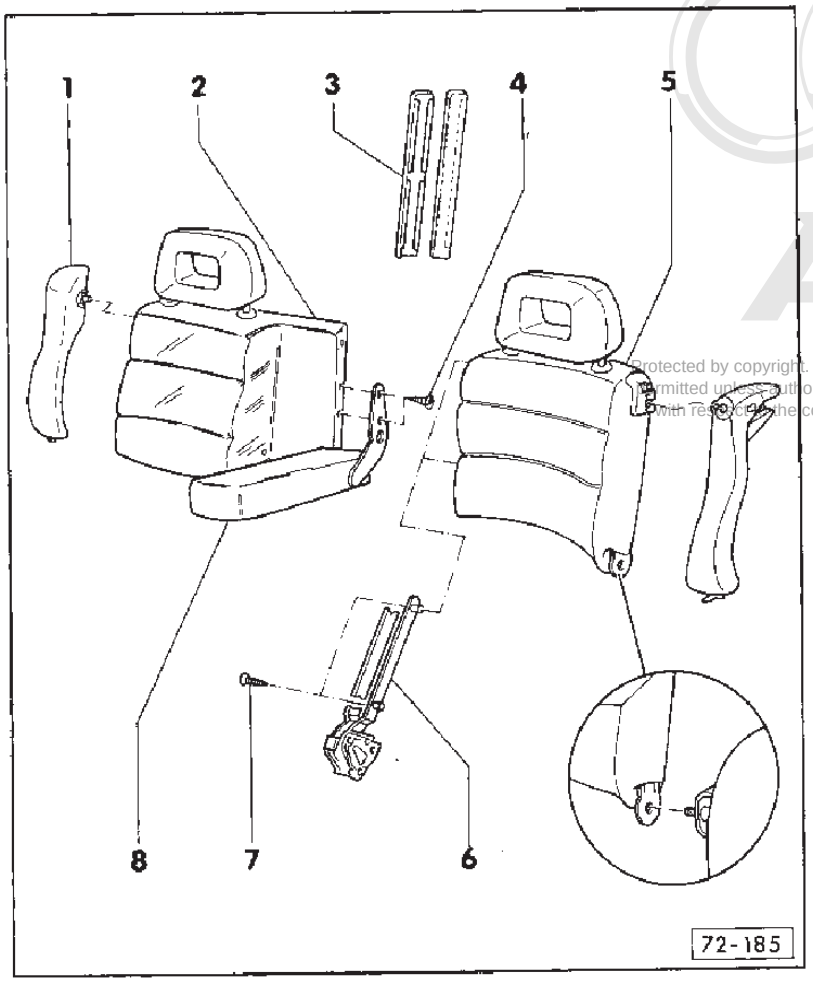
1 – Side padding.
♦ Removing and installing => Page 1

2 – Rear backrest, right
♦ Removal:
– Detach trim cover 3-upwards.
– Unscrew oval-headed screw - item 4– and remove rear seat sideways out of locator.

3 – Trim plate

4 – Oval-head screw – 8 Nm

5 – Rear backrest, left
♦ Removal => -item 2-



6 – Centre support bracket

7 – Oval-head screw – 8 Nm

8 – Armrest
♦ Removing and installing => Page 2

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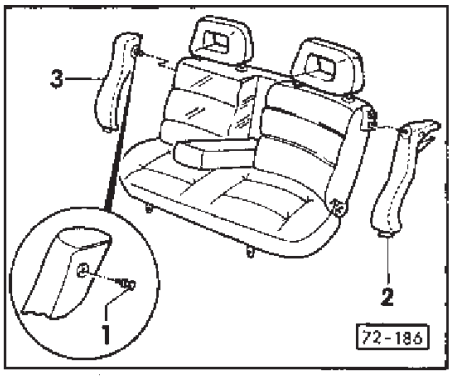


Fig.1 Removing and installing side padding

- ● Rear seat bench removed
- – Release striker pin -1- (50 Nm).
- – Bend open metal tab -2-.
- – Remove side padding -3-.

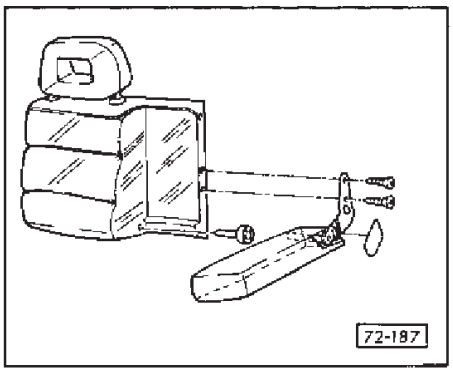
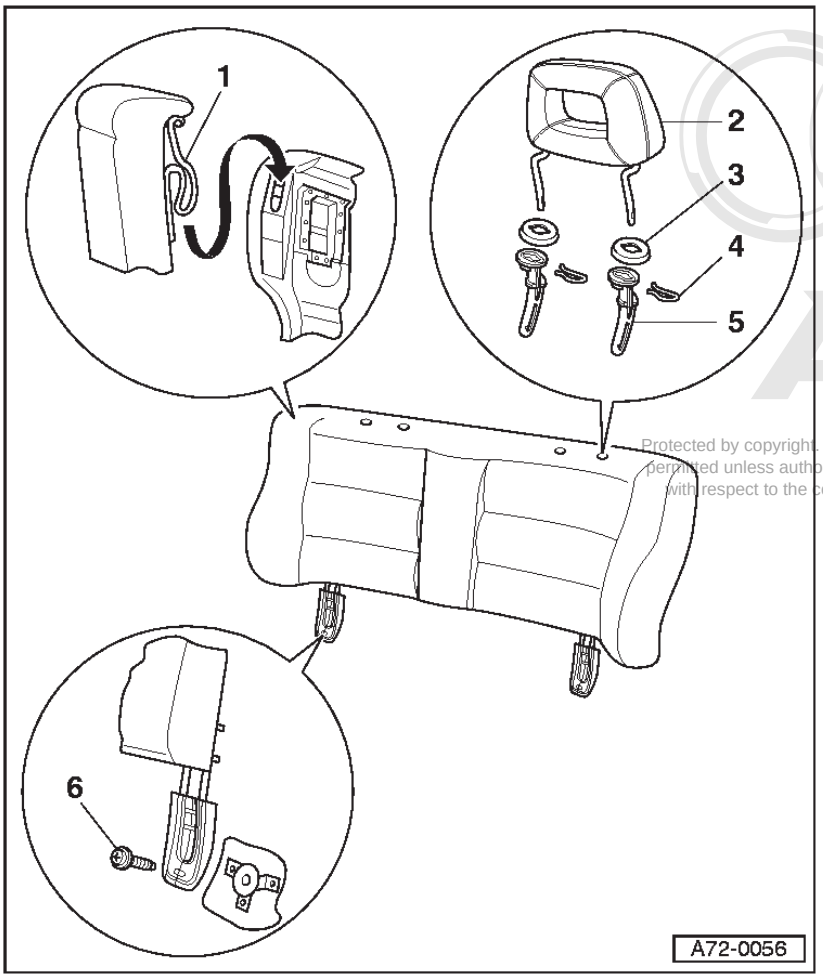


Fig.2 Removing and installing armrest

- ● Left side rear backrest removed
- – Detach trim cover upwards.
- – Unscrew oval-headed screw (8 Nm).
- – Unscrew cross-head screw (8 Nm).
- – Remove armrest.



Removing and installing rigid rear backrest (Saloon)

1 – Wire hook

- ♦ Attach in slot on partition wall between passenger compartment and boot.

2 – Head restraint

- ♦ Removal: Detach clips -item 4-

3 – Cap

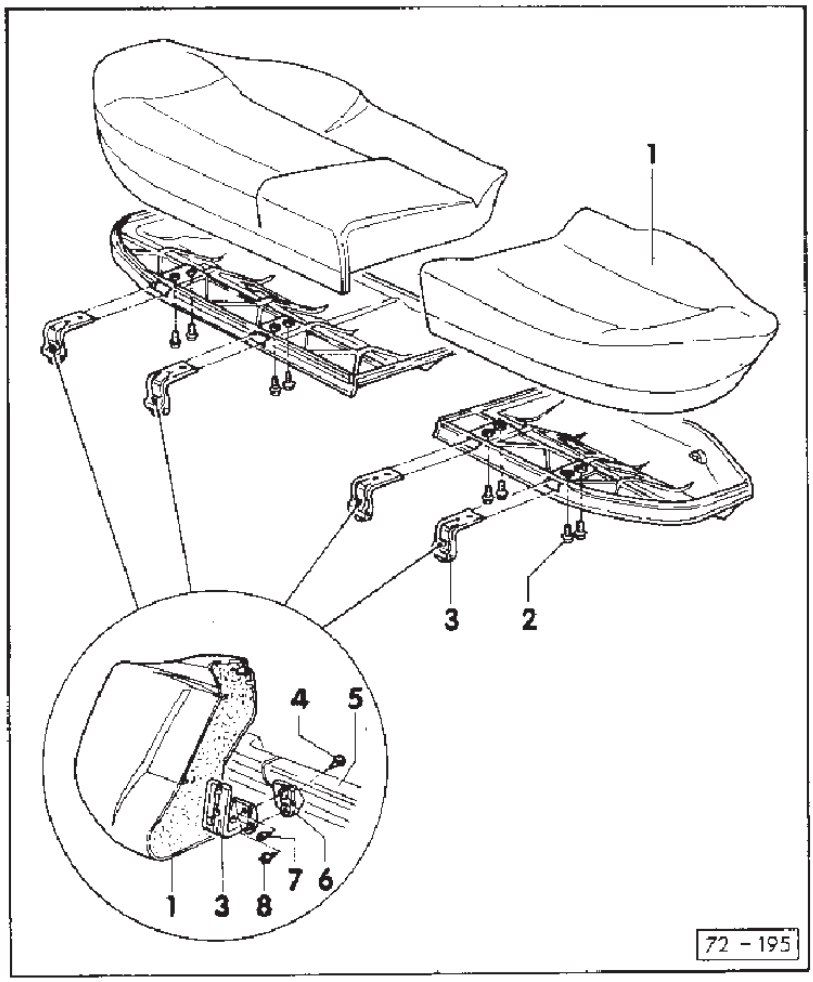
4 – Clamp

5 – Guide

- ♦ After removing head restraint, push out upwards from the boot using a screwdriver

6 – Hexagon bolt -8 Nm

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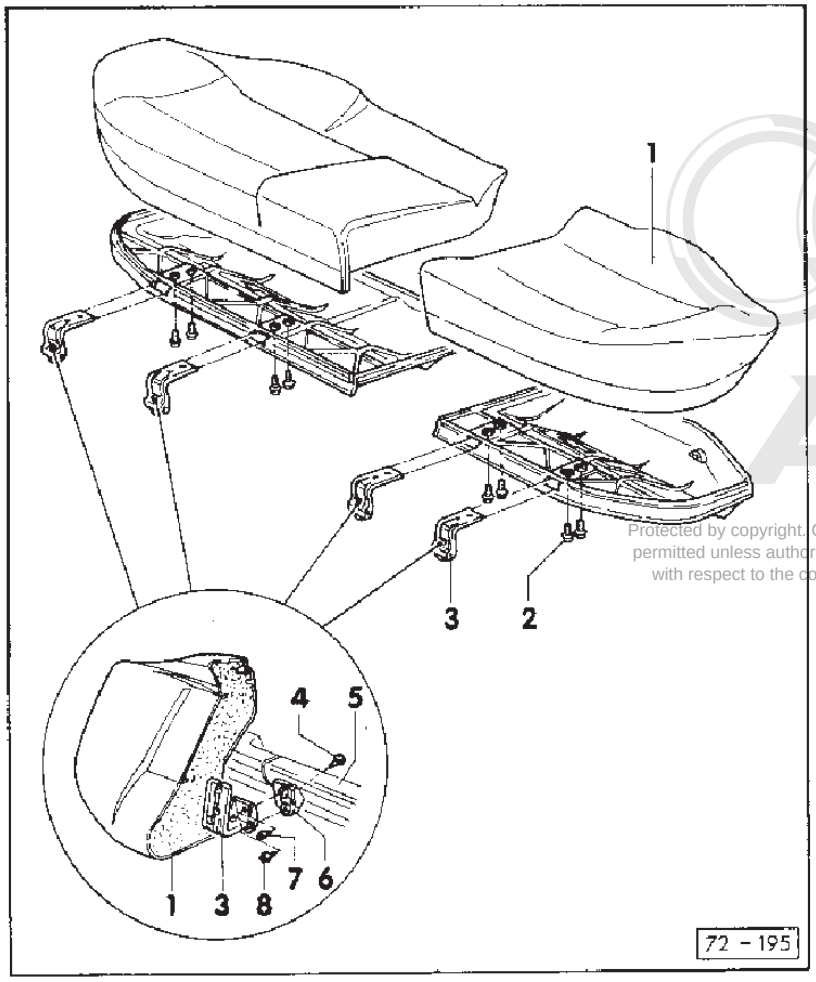


Removing and installing rear seat bench (Avant)

1 – Rear seat bench
- ♦ Removal:
- – Lift up seat bench, unscrew screw -item 7-.
- – Fold back seat bench.
- – Unscrew screws -item 8– and remove seat bench.

2 – Bolt – 8 Nm
- ♦ Qty. 4
- ♦ For attachment of top fitting - item 3– to rear seat bench

3 – Top fitting
- ♦ For rear seat bench



4 – Bolt – 20 Nm
- ♦ Qty. 2
- ♦ For bottom fitting -item 6-

5 – Body

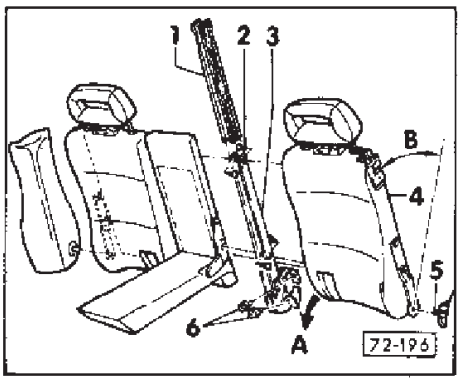
6 – Bottom fitting

7 – Bolt – 8 Nm
- ♦ Qty. 2

8 – Bolt – 8 Nm
- ♦ Qty. 2
- ♦ For rear seat bench

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Removing and installing rear backrest (Avant)

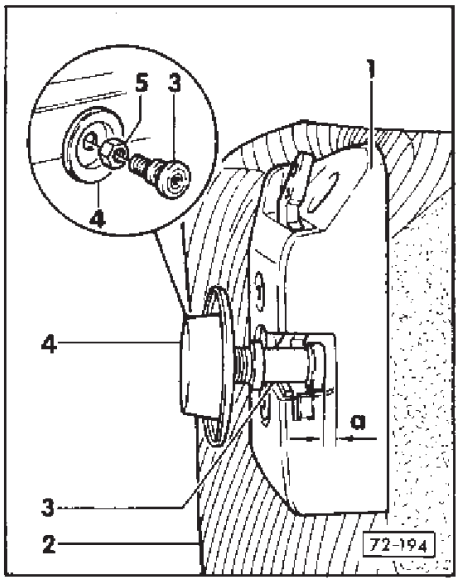


– Tilt rear backrest -4- forwards slightly -arrow B-.
– Lift trim cover -1- upwards from hinge half -3-.

Note:

When removing the trim cover, take care not to damage the top area of the backrest. Pull back the cover.

– Unscrew 2 screws -2- (8 Nm).
– Lift backrest slightly out of hinge half -arrow A- and pull out of bushing -5-.
– To remove hinge bracket, unscrew 4 screws -6- (16 Nm).



Removing, installing and adjusting striker pin (Avant)

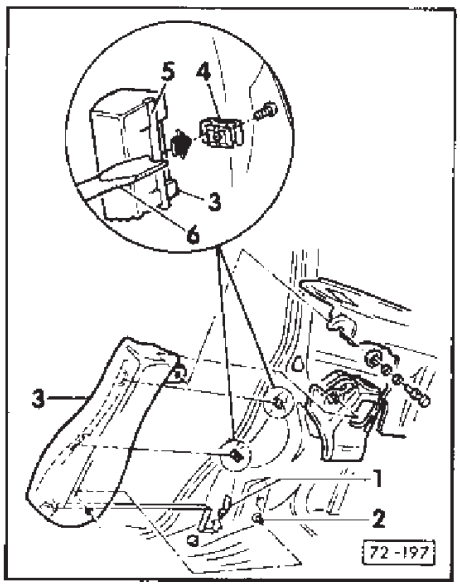
Removal:

– Undo nut -5-.
– Unscrew striker pin -3-.
– Remove plate washer -4-.

Installation and adjustment

– Screw nut onto striker pin.
– Fit plate washer.
– Screw in striker pin until dimension -a- has been reached between lock -1- and striker pin.
  – Dimension a = 2 ... 0.3 mm
– Lightly tighten nut.
– Lock rear backrest into place with a firm push and release again without adjusting the pin.
– Lock striker pin to 50 Nm using nut.

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Removing and installing side padding (Avant)

Removal:

– Remove rear backrest => Page 72-19.

– Remove striker pin => Page 72-20

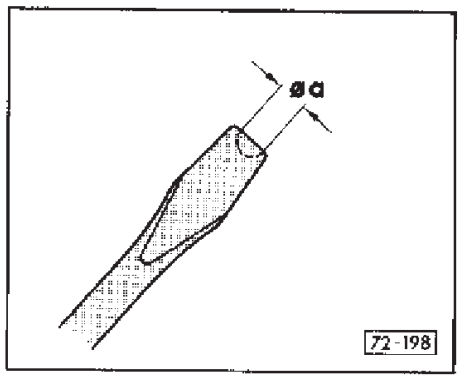
– Unclip padding -3- from bracket -4- at top and bottom.

– Release padding downwards out of sheet metal bracket -1- and bushing -2-.

Installation:

– Attach padding in sheet metal bracket and bushing.

– Press locking bar -5- at bottom into outside openings in brackets using self-made tool => Fig. 72-198.



Tool for pushing in retaining bar

– Grind screwdriver as shown in the illustration.

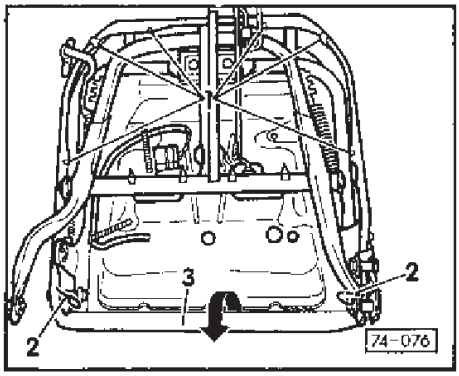
– Dimension a = approx. 5 mm

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Front seat

Removing and installing seat cover

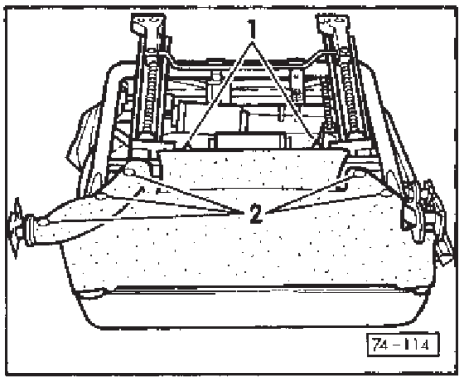
Removal



– Remove front seat => Page 72-1.
– Removing backrest from seat frame => Page 72-4.

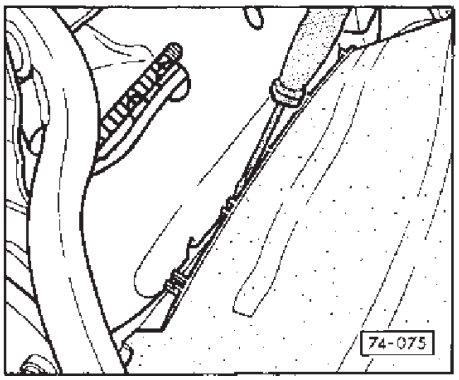
Manually adjustable seat:

– Detach tensioning wire -2- at left and right and lever out cover reinforcements -3-.
– Bend open upholstery hooks -1-.
– Detach seat cover.

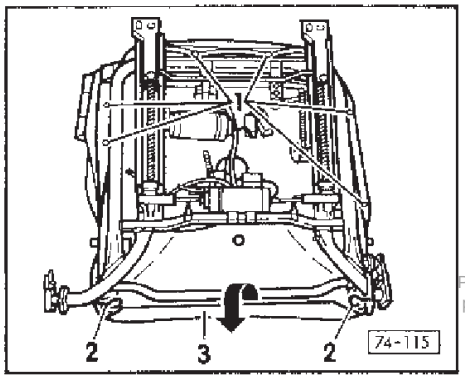


Electrically adjustable seat:

– Bend open upholstery hooks -1-.
– Detach seat trim at bottom.
– Lever out 5 clips -2-.



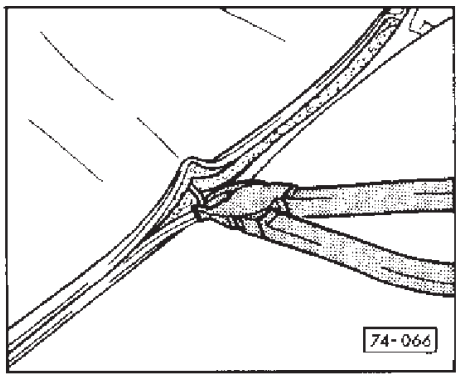
– Fold back fabric trim at bottom and carefully lever out attachments using a screwdriver.
– Remove bottom fabric trim.



– Detach tensioning wire -2-.
– Lever out 6 clips -1-.
– Lever out cover reinforcer -3.

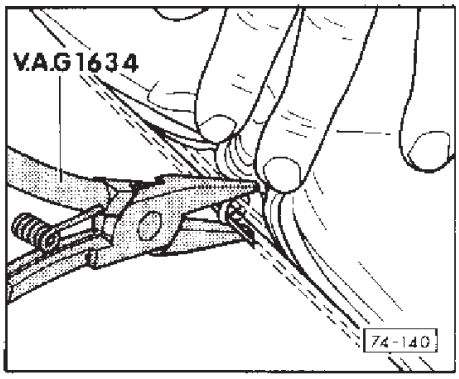
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All vehicles:



- Fold back seat cover.
- Snip off 12 upholstery clips and remove seat cover.

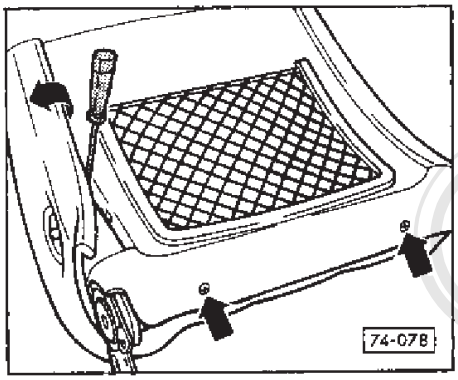
Installing



- Remove old upholstery clips.
- Attach new clips at the same points with special tool V.A.G 1634.

Removing and installing backrest cover

- Remove front seat => Page 72-1.
- Removing backrest from seat frame => Page 72-4.

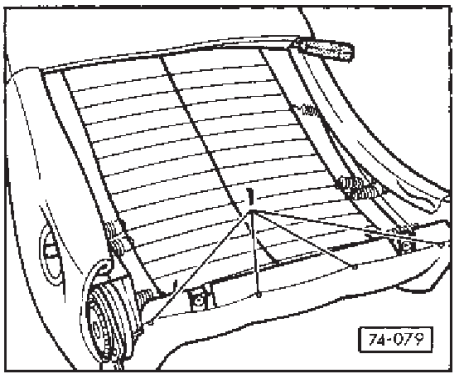


- Unscrewing trim attachment screws -bottom arrows-.
- Lever out cover reinforcer from backrest covering using a flat plastic wedge -arrow-.
- Carefully lever out backrest cover using a screwdriver.
- Remove trim downwards.
- Remove head restraint.

Manually adjustable seat:

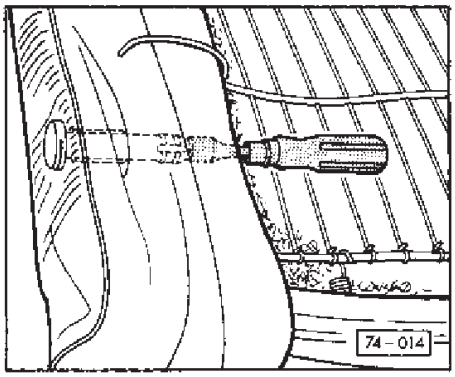
- Lever trim cover off adjuster knob and unscrew screw.
- Detach adjuster knob.

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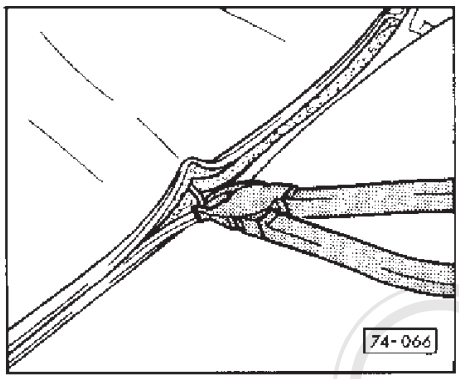


All vehicles:

– Release cover from backrest frame:
  – Carefully lever out at top using a screwdriver.
  – Bend open upholstery hook -1- at bottom and detach cover.



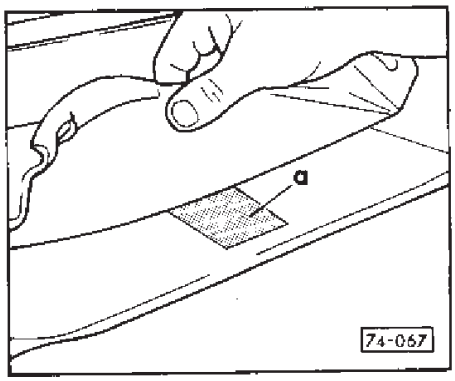
– Push out head restraint locators using a 10 mm socket wrench.



– Fold back seat cover.
– Snip off 12 upholstery clips and remove backrest cover.
– Installation => Page 74-3

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Replacing seat heater element



– Remove seat cover => Page 74-1.

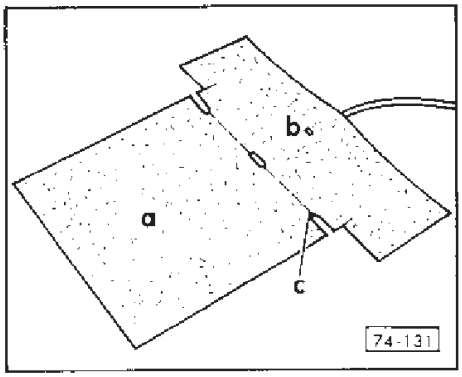
Partially bonded heater element:

– Carefully detach heater element from seat padding.

Note:

Adhesive tape -a- must remain on seat cover, otherwise the padding will be damaged. Heat adhesive tape with hot-air blower if necessary.

– Remove heater element with connector.

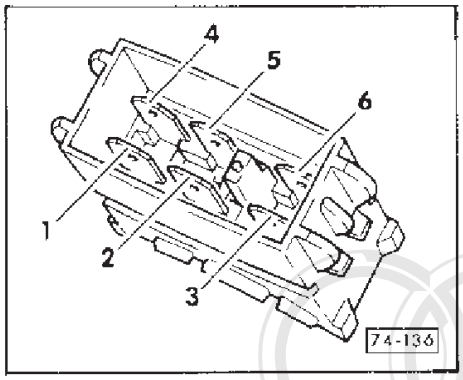


Fully bonded heater element:

– Cut through heater element at intersection -c-.

– Remove part -b- with lead. Remaining part -a- stays on seat padding.

– Affix new heater element to remaining part -a-.



Contact assignment, multiple connector for seat heating

– 1 - Seat heater element

– 2 - Temperature sensor

– 3 - Backrest heater element

– 4 - Temperature sensor

– 5 - Seat heater element

– 6 - Backrest heater element

– For connection of leads use current flow diagram.

=> "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" binder

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Replacing backrest heater element

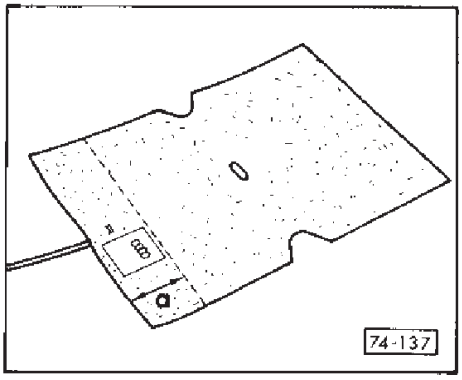
Normal seat:

– Remove backrest cover => Page 74-4.

Loose heater element:

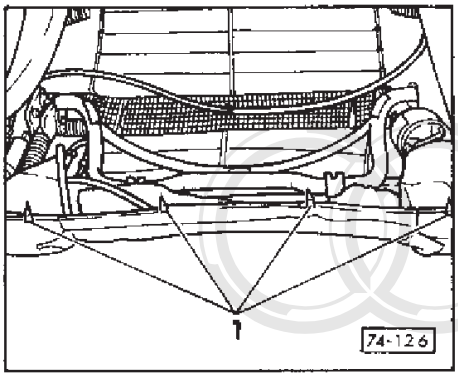
– Remove heater element with connecting cable and replace.

Fully bonded heater element:

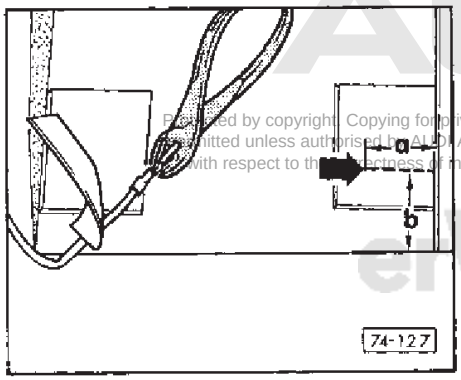


– Cut through bonded backrest heater element at bottom.
  – Dimension a = approx. 80 mm
– Remove part with lead. Remaining part stays on seat padding.
– Affix new heater element to remaining part.

Sports seat

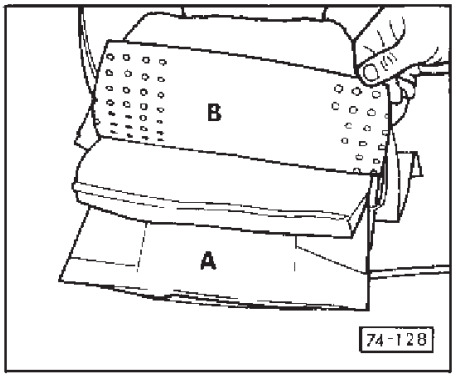


– Bend open upholstery hooks -1- and detach cover.
– Lift up centre section of backrest.
– Mark end of fabric with felt pen (serves as marking for Velcro strip during attachment).
– Release cover from fabric lining:
– Remove lining.

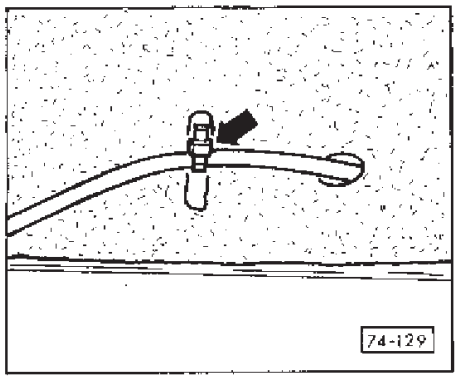


– Cut through wire on defective heater element.
– Make slit in side of seat padding.
  – Dimension a = approx. 40 mm
  – Dimension b = approx. 60 mm

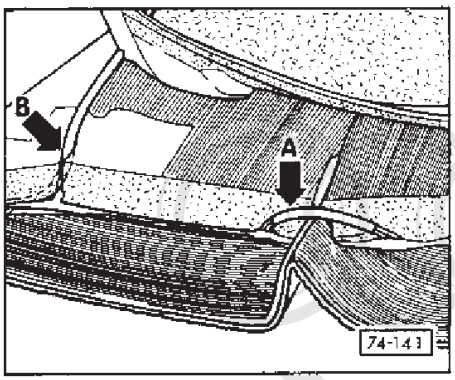
Audi
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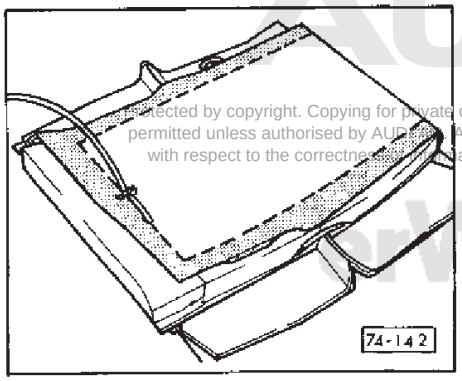
– Remove foil from new heater element -B- and affix heater element to seat padding -A- without creasing.
– Repeat procedure for second half of heater element.



– Lay new cable through slit and attach to lining using cable tie - arrow-.

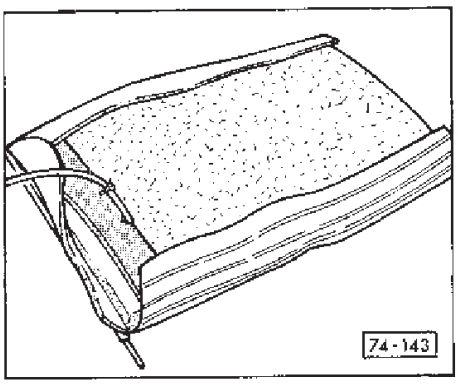


– When laying cable:
– A - Do not bend connection at side
– B - Route to cable tie without bending

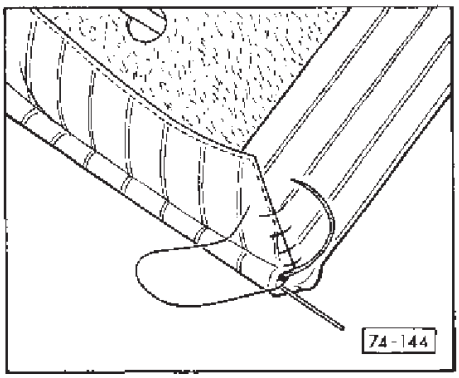


– Affix Velcro side of Velcro strip to fabric lining (grey shaded area in illustration).
– Affix coated side of Velcro strip to cover.

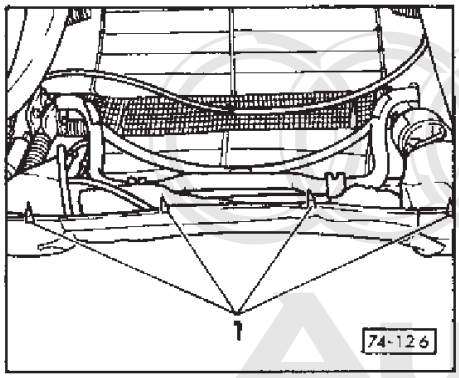
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– Stretch cover out evenly and press firmly onto Velcro strip.



– Stitch corners of cover by hand.



– Fold down centre section of backrest.
– Attach cover in upholstery hooks -1- and close hooks.

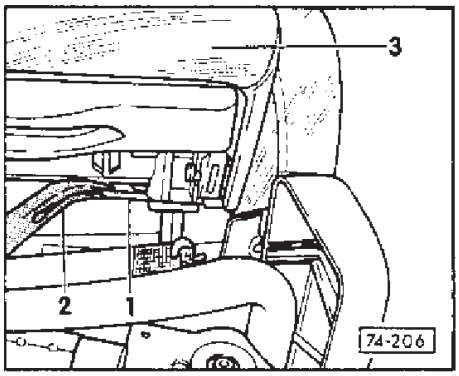
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Recaro seat, front

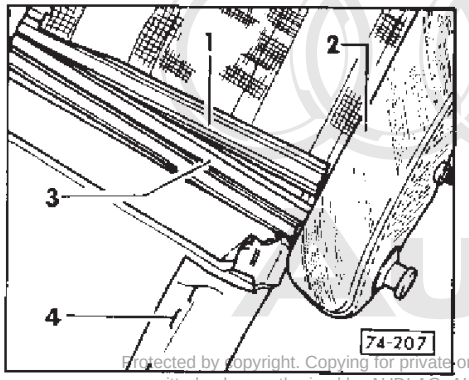
Removing and installing seat cover and seat padding centre section

Removal

– Remove front seat => Page 72-8.
– Remove backrest => Page 72-9.
– Remove seat frame => Page 72-11.

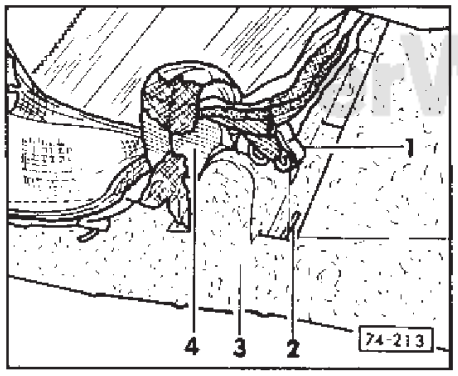


– Remove 2 attachment clips -1- using universal pliers -2-.
– Remove seat height adjuster -3-.



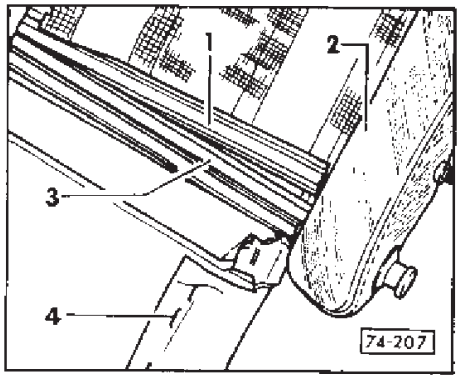
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– Detach seat cover grip strip -1- from seat pan -3-.
– Remove clip -4- from seat padding.
– 2 - Right side seat padding



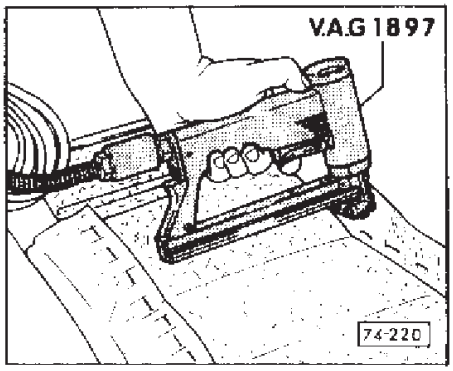
– Prise open clips -1- using a screwdriver and detach from wire -2- on seat padding -3-.
– Remove seat cover -4- and seat padding.

Installing



– Affix seat cover in region of retaining clips -4- using adhesive D 001 200.

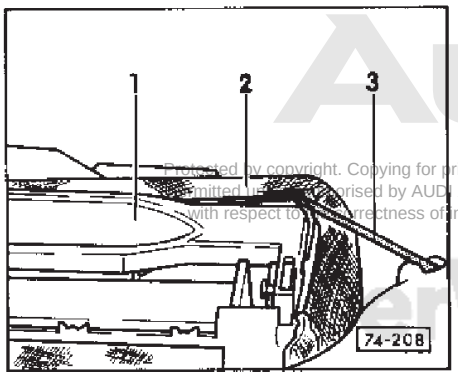
or



– Staple in new clips using special tool V.A.G 1897.

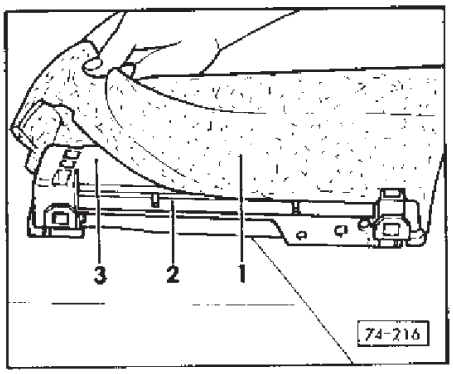
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erWin

Removing and installing seat cover for seat height adjuster



– Remove seat height adjuster => Page 74-15.
– Carefully lever seat cover plastic clamping strips -2- using a screwdriver -3- from the seat height adjuster attachment channel -1- .
– Repeat procedure on all 4 sides.
– To fit, firmly press clamping strip into attachment channel.

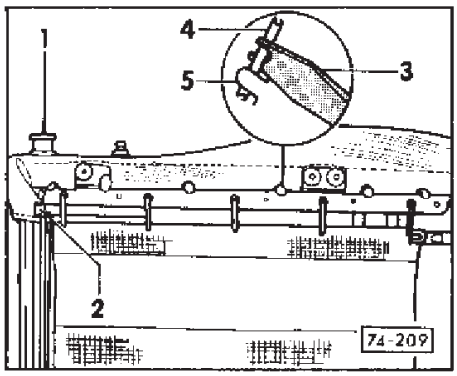
Removing and installing seat padding for seat height adjuster



– Remove seat cover for seat height adjuster.
– Carefully undo seat cover bonding -1-.
– To fit, affix entire surface area of seat padding to seat height adjuster -3- using adhesive D 001 200.

Removing and installing seat cover/padding, left and right

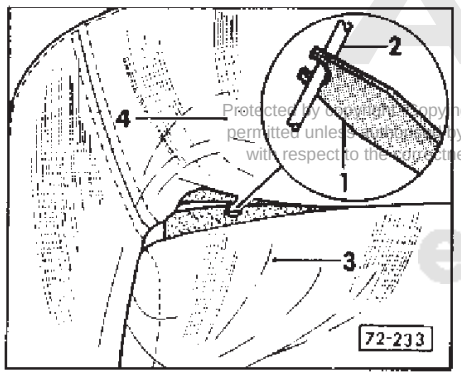
– Remove front seat => Page 72-8.
– Remove backrest => Page 72-9.
– Remove seat frame => Page 72-11.



– Unscrew screw -1- (15 Nm).
– Lever off clip -2-.
– Detach upholstery wire -4- of seat cover from retainers using a notched screwdriver -3- .
– Remove seat cover.

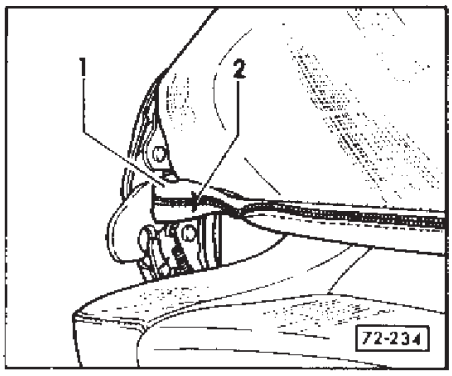
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Removing and installing backrest cover/padding centre section

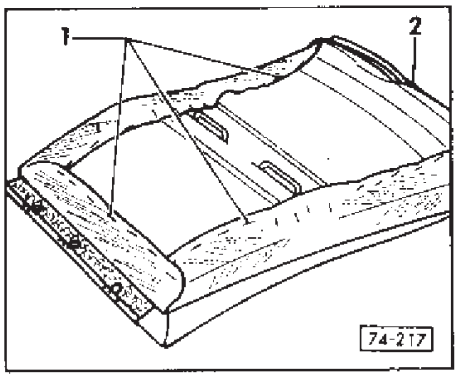


Removal

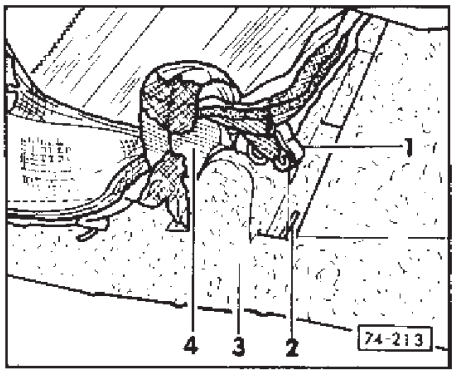
– Detach upholstery wire -2- using a notched screwdriver -1- towards the rear and lift out upwards.
– Detach backrest cover -4-.
– Detach backrest cover centre section -3-.



– Fold backrest forward.
– Open clips -2-.
– Pull apart zip fastener -1-.



- Remove clips -1- from backrest padding.
- Carefully detach backrest cover from backrest padding in area -2-.

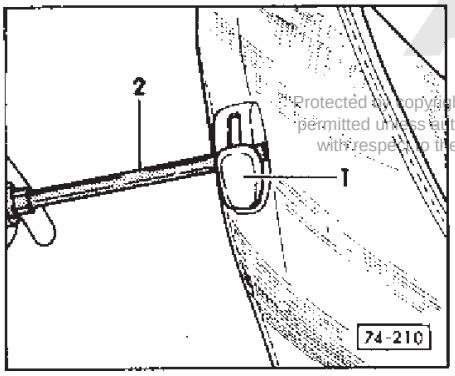


- Prise open clips -1- using a screwdriver and detach from wire -2- on seat padding -3-.

Installing

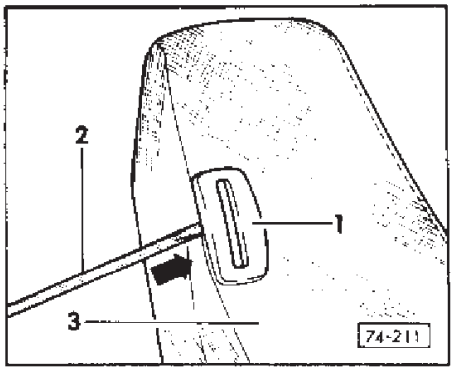
- Affix backrest cover in region of retaining clips using adhesive D 001 200.
- Or staple in new clips using special tool V.A.G 1897 => Page 74-17.
- Close zip fastener using closer, part no. 8A0 881 451.
- Secure zip fastener by stitching up the two ends.

Removing and installing backrest cover

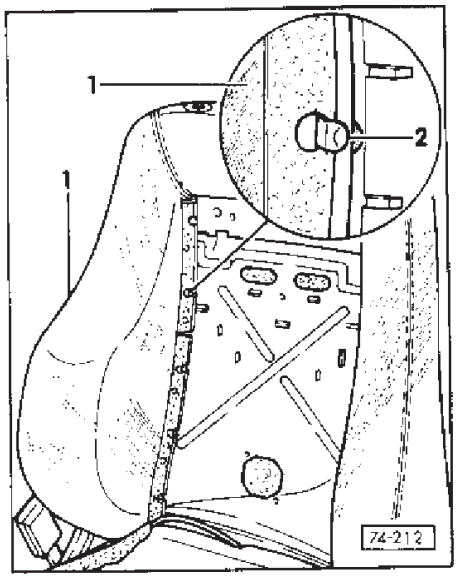


- Remove centre section of backrest padding => Page 74-20
- Lever off knob -1- using a large screwdriver -2-.

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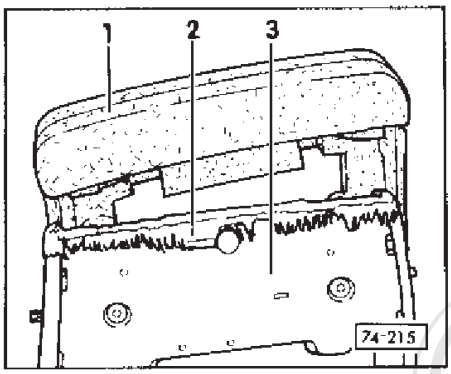


- Insert screwdriver -2- between trim plate -1- and backrest cover -3-.
- Push screwdriver in direction of arrow and lever out trim plate.



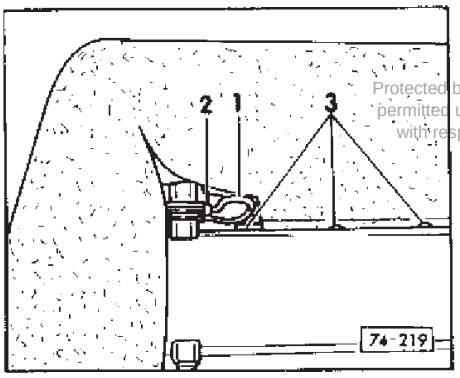
– Bend clip -2- open a little.
– Detach seat cover -1- from clips.
– Pull apart zip fasteners.
– Remove backrest cover.
– To fit, close zip fastener using closer, part no. 8A0 881 451.

Removing and installing backrest padding



– Remove backrest cover => Page 74-22.
– Carefully undo backrest padding bonding -1-.
– To fit, affix backrest padding to backrest frame -3- in area -2- using adhesive D 001 200.

Removing and installing head restraints



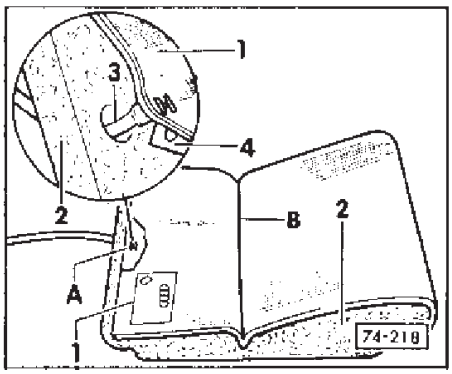
– Detach backrest cover and backrest cover centre section from holders -3- at top => Page 74-20.
– Pull off 2 clips -1- towards the centre.

Note:

The locator -2- is slotted onto the clip -1-.

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Replacing seat heater element



– Remove seat cover => Page 74-15.

Note:

The new seat heater element is affixed to the defective heater element.

– Cut out defective seat heater element in area -A-.

– Feed cabling -3- downwards through hole in upholstery in front of seat frame cross-tube.

– Remove foil -4- from new seat heater element and affix heater element to rear part of padding -2- without creasing.

– Push heater element into groove for upholstery wire in area -B-.

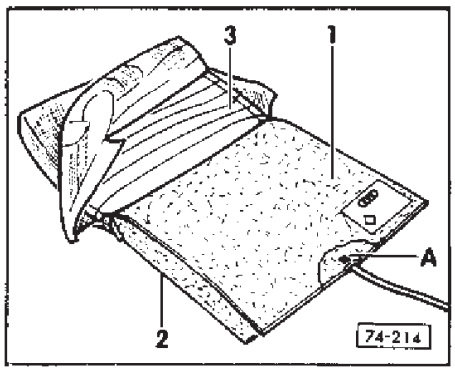
– Repeat procedure for front part of heater element.

Replacing backrest heater element

– Remove centre section of backrest padding => Page 74-20

– Detach backrest cover for centre section -3- at bottom only => Page 74-21.

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Note:

The new backrest heater element is affixed to the defective heater element.

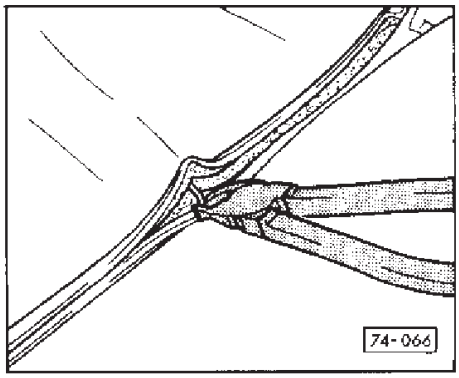
– Cut out defective backrest heater element in area -A-.

– Remove foil from new backrest heater element and affix heater element to padding -2- without creasing.

Rear seat

Removing and installing rear seat cover (Saloon)

– Remove rear seat bench => Page 72-12.

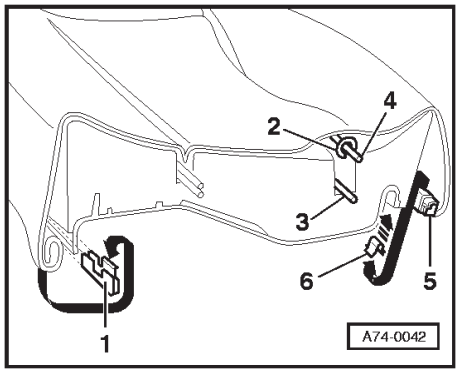


– Snip off upholstery clips.
– Fold back seat cover.
– Snip off upholstery clips and remove seat cover.
– Installation => Page 74-3

Removing and installing rear seat cover (Avant)

Removal:

– Remove rear seat bench => Page 72-17.



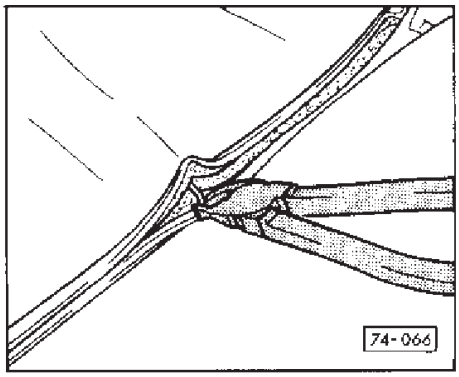
– Push seat cover into padding and detach clamping strip -5- at rear of seat cover from clips -6-.
– Detach seat cover with clips -1- from front edge of seat pan.
– Fold back seat cover.
– Snip off upholstery clips and remove seat cover.

Installation:

– Secure fastening wire -4- for cover on seat wire frame -3- using upholstery clips -2-.
– Attach seat cover using clip on front edge of seat.
– Push clamping strip and clips at rear of seat cover into groove in seat pan.

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Removing and installing rear seat backrest cover (Saloon)



– Remove rear seat backrest => Page 72-16.
– Remove head restraints
– Snip off upholstery clips.
– Fold back seat cover.
– Snip off upholstery clips and remove seat cover.
– Installation => Page 74-3

Removing and installing rear seat backrest cover (fold-down backrest)

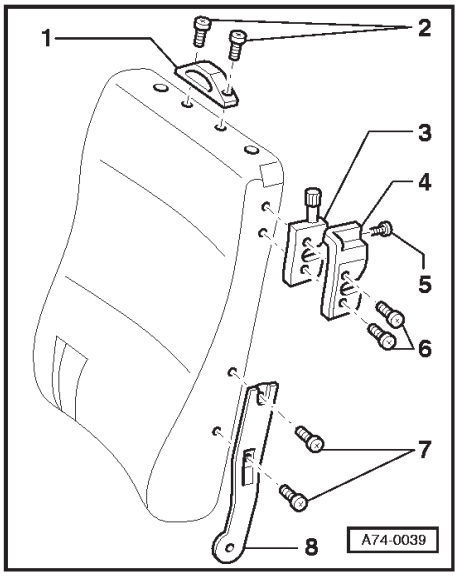
Note:

The illustration shows the fold-down backrest of the Avant. The description also applied to the saloon.

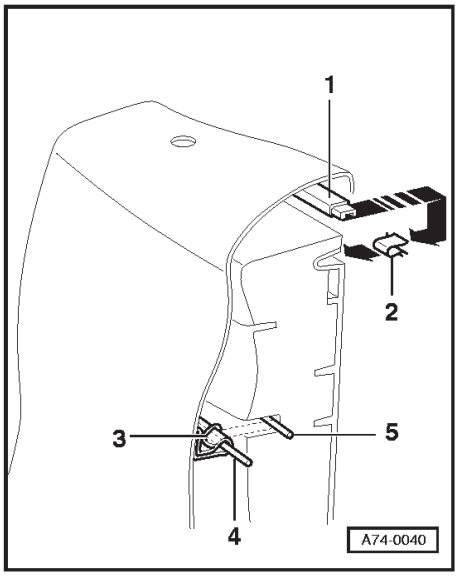
Removal:

– Remove rear backrest => Page 72-13 and 72-19.

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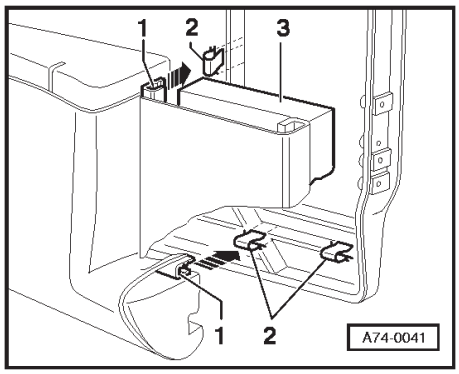


– Remove backrest lock -3-, bracket -1-, cover -4- and fitting -8-.
– Push backrest cover into padding and pull backrest cover clamping strip out of clips.
– Fold back seat cover.
– Remove head restraints and head restraint locators.
– Snip off upholstery clips and remove seat cover.



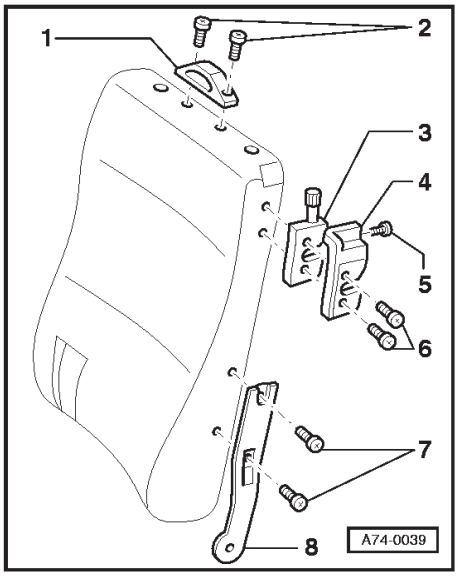
Installation:

- Secure fastening wire -4- for cover on backrest wire frame -5- using upholstery clips -5-.
- Push backrest cover clamping strip -1- with clips -2- into groove on seat pan.



Positioning of clips -2- in region of central foam element -3-.

- 1 - Clamping strip



- Mount bracket -1-, fitting -8- and backrest lock -3- with covering -4-.

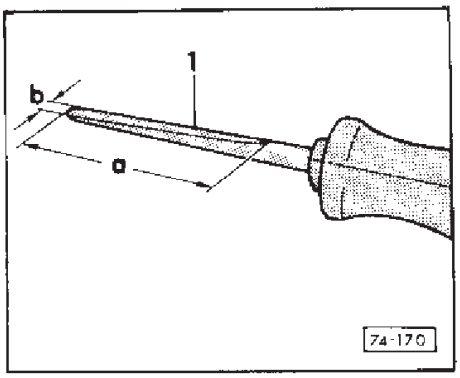
Tightening torques:

- 2 - 8 Nm
- 5 - 1.5 Nm
- 6 - 10 Nm
- 7 - 8 Nm

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Frame-type head restraints

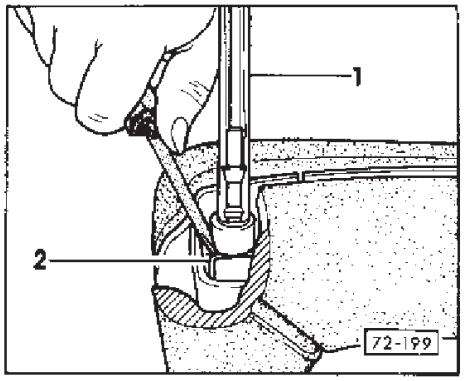
Removing and installing frame-type head restraint cover



– Grind down a screwdriver, as shown in the illustration, to use as a tool. Shaft tip not smaller than 1 mm.
  – Distance a = 65 mm
  – Dimension b = approx. 5 mm
– Smooth edges on shaft -1- thoroughly and treat with fine abrasive linen.

Note:

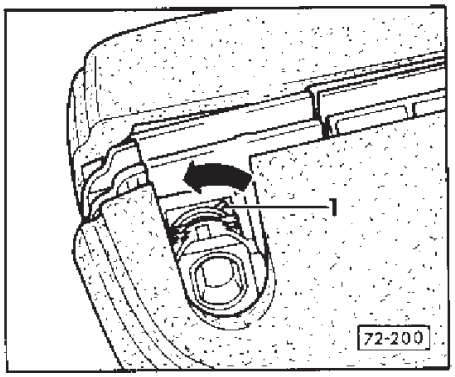
The smoother the surface of the shaft, the less the risk of damage to the head restraint covers.



Removal

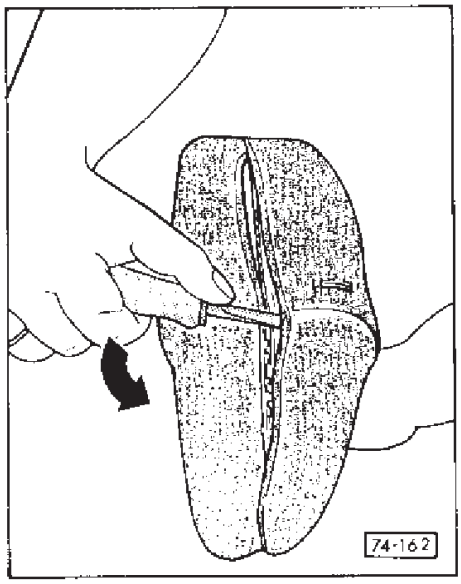
Removing front guide rod:

– Push back wire clip -2- with screwdriver.
– Withdraw guide rod -1-.



Removing rear retaining rod (Saloon):

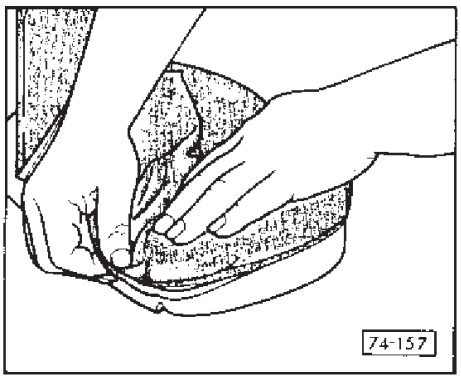
– Push release catch -1- outwards in direction of arrow.
– Withdraw retaining rod.



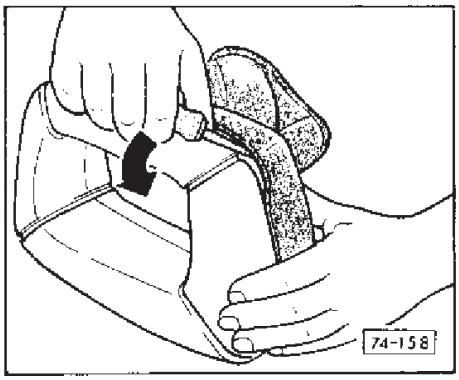
– If the covers are undamaged, use the tool to lever the two plastic clamping strips out of the fixing channel one after the other all the way round, as shown in the illustration.
– If the covers are damaged, lever plastic clamping strip out in the middle and cut through it.

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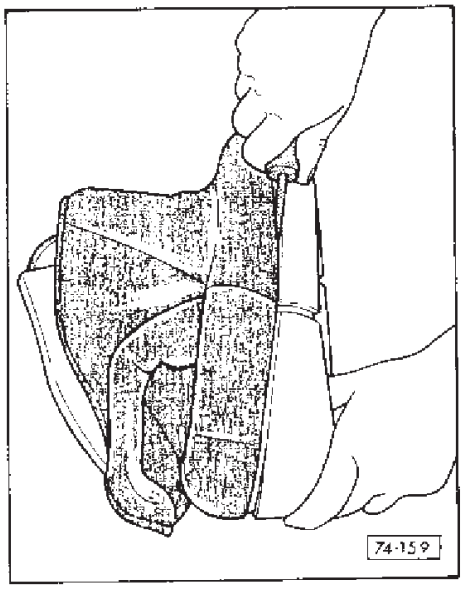
Installing



- Slightly elongate both plastic clamping strips (overstretch).
- Heat the plastic strips slightly if necessary.
- Start on the front side of the head restraint.
- Position the plastic strip at 3 corners of the fixing channel.

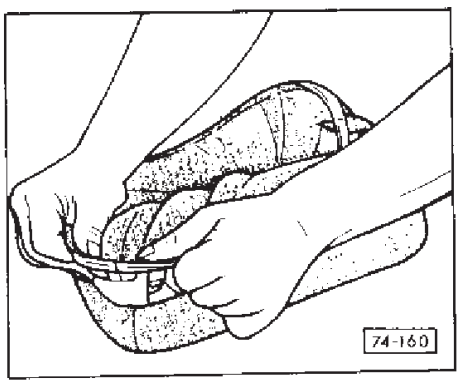


- At the fourth corner use the tool to carefully lever the plastic clamping strip into the fixing channel, as shown in the illustration.

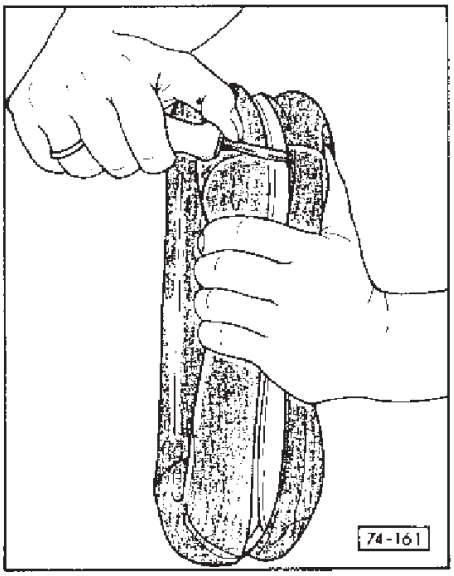


- Only now press the plastic clamping strip firmly into the fixing channel all the way round, using the tool.
- Press the other end of the head restraint cover through the frame.
- Tauten the head restraint cover forcefully at the 4 corners.

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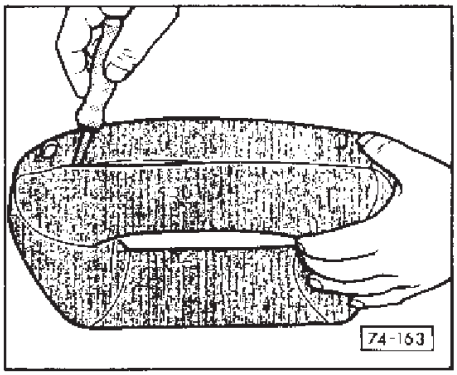
- Lightly position the plastic strip at 3 corners, as previously described.



Note:

When fitting the head restraint cover, ensure the seams of the cover are located in the grooves provided in the foam elements.

– Carefully lever the fourth corner of the plastic clamping strip into the fixing channel, using the tool.



– Only now press the plastic clamping strip firmly into the fixing channel all the way round, using the tool.

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