Audi 100 1991 ➢

General body repairs

Edition 03.1996

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List of Workshop Manual Repair GroupsList of Workshop Manual Repair GroupsList of Workshop Manual Repair Groups

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Repair Group

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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
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66 - Exterior equipment
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70 - Trim/Insulation
72 - Seat frames
74 - Seats - Upholstery, Covers

Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

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01 - Self-diagnosis

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

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

1.2 - General

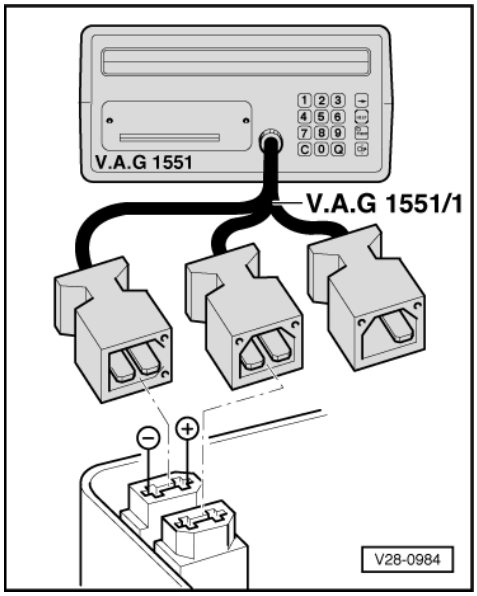
Notes

- 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 and front passenger airbag system distinguishes between 12 dissimilar faults after evaluating the information received =>fault table, Page 4 , 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 the V.A.G 1551 fault reader and are described in the V.A.G 1551 operating instructions.

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1.3 - Connecting V.A.G 1551 fault reader



- Switch off ignition.
- Connect V.A.G 1551/1 diagnostic line to the diagnostic connectors on the auxiliary relay carrier (I) in the plenum chamber as follows:
- -> Plug the black connector for the V.A.G 1551/1 diagnostic line onto the black diagnostic connector and plug the white connector onto the 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 the 1551 V.A.G fault reader.

-> Indicated on display:

```
V.A.G - SELF DIAGNOSIS     HELP
1 - Rapid data transfer 1)
2 - Flash code output 1)
```

1) appears alternatingly

Notes:

- Press the HELP key for the V.A.G 1551 for additional operating hints.
- Use the ⇒ key to move on to the next stage of the program.

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1.4 - Initiating airbag system self-diagnosis

Preconditions:

- Fuse 4 OK.
- V.A.G 1551 fault reader connected => Page 2 .
- 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".

-> Indicated on display:

```
Rapid data transfer      HELP
Enter address word XX
```

- Press keys 1 and 5 for "Airbag" address word.

-> Indicated on display:

```
Rapid data transfer      Q
15 - Airbag
```

- Acknowledge input with Q key.

-> Indicated on display:

```
Rapid data transfer
Tester sends address word 15
```

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- Wait approx. 5 seconds.

-> Indicated on Airbag II display:

```
4A0 959 655 C     Airbag II
```

- 4A0 959 655 C: Part no. for control unit
- Airbag II: Component designation

- Press ⇒ key to continue.

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

Press HELP to print out an overview of possible functions.

1.5 - Interrogating fault memory

Notes:

- Faults which occur only for a short time are indicated as "sporadic faults" with "/SP" on the right of the display.
- The fault memory must be erased before the repair is carried out in order to eliminate such sporadic faults.

- Press keys 0 and 2 for the "Interrogate fault memory" function.

-> Indicated on display:

```
Rapid data transfer      Q
02 - Interrogating fault memory
```

- Acknowledge input with Q key.

-> Indicated on display:

```
No fault detected!
```

- Press ⇒key.

or

-> Indicated on display:

```
X faults detected!
```

The stored faults are displayed and printed in sequence when the printer is switched on.

Note:

Press ⇒ key to display the next fault if the printer is switched off.

- Press ⇒key after the last fault is displayed and printed.

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

- Rectify printed faults according to fault table => Page 4 , then erase fault memory and interrogate the fault memory again as a check.

1.6 - Erasing fault memory

Preconditions:

- Fuse 4 OK.
- Fault memory interrogated => Page 3 .

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-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

- Press keys 0 and 5 for "Interrogate fault memory".

-> Indicated on display:

```
Rapid data transfer      Q
05 - Erase fault memory
```

- Acknowledge input with Q key.

-> Indicated on display:

```
Rapid data transfer
Fault memory is erased!
```

- Press ⇒ key to continue.

-> Indicated on display

```
Rapid data transfer      HELP
Select function XX
```

1.7 - Fault table

Notes:

- 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 faults only occur sporadically, or if the fault memory was not erased after a fault was rectified, such faults are shown as "sporadic faults". "/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.

=> Binder: "Circuit Diagrams, Electrical Fault Finding and Fitting Locations"

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00532 Supply voltage 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 printout	Possible fault cause	Possible effects	Fault rectification
00588 Triggering unit for airbag (driver's side) N95 Resistance value too high	- Line break - Coil spring defective - Driver airbag unit defective - Airbag control unit J234 defective	▪ Airbag unit (driver's side does not trigger)	- Rectify line break. Check coil spring => Page 304 . - 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 - Driver airbag unit defective - Airbag control unit J234 defective	▪ Airbag unit (driver's side does not trigger)	- Rectify line cross. Check coil spring => Page 304 . - Replace driver airbag unit Replace airbag control unit J234

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V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00589 Triggering unit 1 for front passenger airbag N131 Resistance value too high	- Line break - Front passenger side airbag unit defective - Resistance line defective (only in vehicles without front passenger airbag) - Airbag control unit J234 defective	▪ Triggering unit 1 for front passenger airbag does not trigger	- Rectify line break. 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) - Airbag control unit J234 defective	▪ Triggering unit 1 for front passenger airbag does not trigger	- Rectify line cross. Replace driver airbag unit - Replace wiring loom (only in vehicles without front passenger airbag). Replace airbag control unit J234

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00590 Triggering unit 2 for front passenger airbag N132	- Line break - Front passenger side airbag unit defective	▪ Triggering unit 2 for front passenger airbag does not trigger	- Rectify line break. Replace driver airbag unit

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
Resistance value too high	- Resistance line defective (only in vehicles without front passenger airbag) - Airbag control unit J234 defective		- 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) - Airbag control unit J234 defective	▪ Triggering unit 2 for front passenger airbag does not trigger	- Rectify line cross. Replace driver airbag unit - Replace wiring loom (only in vehicles without front passenger airbag). Replace airbag control unit J234

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00594 Airbag triggering circuits Short-circuit to earth	- Line damaged - Coil spring defective - Airbag unit defective - Airbag control unit J234 defective	▪ Triggering unit for airbag does not trigger	- Rectify line damage. - Check coil spring => Page 304 . Replace airbag unit Replace airbag control unit J234
00594 Airbag triggering circuits Short-circuit to positive	- Line damaged - Airbag control unit J234 defective	▪ Triggering unit for airbag does not trigger	- Rectify line damage. - Replace airbag control unit J234
00595 Crash data saved	- Frontal impact	▪ Airbag system already triggered	- Replace control unit, airbag unit and any damaged components, as required.

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
01025 Warning lamp activation defective Line break/short-circuit to earth	- Warning lamp defective - Line break - Line damaged - Dash panel insert defective - Airbag control unit J234 defective	▪ Warning lamp for airbag does not light/ permanently lit	- Replace warning lamp. Rectify line break. - Rectify line damage. Repair dash panel insert. Replace airbag control unit J234
65535 Control unit defective	- Airbag control unit J234 defective	▪ Airbag system does not function	- Replace airbag control unit J234

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

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

2.2 - General

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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 when fault-finding => Page 12 .

The airbag system is equipped with comprehensive self-diagnostic features. If malfunctions occur in system components, fault codes are stored in the fault memory of the control unit. The faults can be read out using the V.A.G 1551 or V.A.G 1552 fault reader.

Note:

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

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

- Interrogating fault memory
- Erase fault memory
- Code control unit

Safety instructions for self-diagnosis on the airbag system

Always observe the safety rules for airbag systems => Page 299

2.3 - Initiating airbag system self-diagnosis

Preconditions:

- Fuse 4 OK.
- Always check coding of airbag control unit
- V.A.G 1551 fault reader connected => Page 2 .
- Ignition on.

Note:

In mode 1, "Rapid data transfer", press key 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".

-> Indicated on display:

```
Rapid data transfer      HELP
Enter address word XX
```

- Press keys 1 and 5 for "Airbag" address word.

-> Indicated on display:

```
Rapid data transfer      Q
15 - Airbag
```

- Acknowledge input with Q key.

-> Indicated on display:

```
Rapid data transfer
Tester sends address word 15
```

- Wait approx. 5 seconds.

-> Indicated on display:

```
8A0959655C     Airbag V AUDI     D02
□
Coding 00127     WSC 06812
```

- 8A0 959 655 C: 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 12
- WSC 06812: Workshop code

- Press ⇒ key to continue.

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

Press HELP to print out an overview of possible functions.

Overview of function selection

	Page
01 - Interrogate control unit version (initiate airbag system self-diagnosis)	7
02 - Interrogating fault memory	3
05 - Erase fault memory	4
06 - End output	
07 - Code control unit	12
08 - Read measured value block	13

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

Notes:

- The following is a list of all faults which can be detected by the J234 airbag control unit.
- If a fault occurs continuously, the airbag warning lamp remains lit until the fault is rectified and the fault memory erased.
- If faults only occur sporadically, or if the fault memory was not erased after a fault was rectified, such faults are shown as "sporadic faults". "/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.

=> Binder: "Circuit Diagrams, Electrical Fault Finding and Fitting Locations"

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00532 Supply voltage 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	- Line break - Coil spring defective - Driver airbag unit defective - Airbag control unit J234 defective	▪ Airbag unit (driver's side does not trigger)	- Rectify line break. Check coil spring => Page 304 . - Replace driver airbag unit Replace airbag control unit J234

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00588 Triggering unit for airbag (driver's side) N95 Resistance value too low	- Line cross - Coil spring defective - Driver airbag unit defective - Airbag control unit J234 defective	▪ Airbag unit (driver's side does not trigger)	- Rectify line cross. Check coil spring => Page 304 . - Replace driver airbag unit Replace airbag control unit J234
00589 Triggering unit 1 for front passenger airbag N131 Resistance value too high	- Line break - Front passenger side airbag unit defective - Airbag control unit J234 defective	▪ Triggering unit 1 for front passenger airbag does not trigger	- Rectify line break. Replace driver airbag unit - Replace airbag control unit J234

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V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00589 Triggering unit 1 for front passenger airbag N131 Resistance value too low	- Line cross - Front passenger side airbag unit defective - Airbag control unit J234 defective	▪ Triggering unit 1 for front passenger airbag does not trigger	- Rectify line cross. Replace driver airbag unit - Replace airbag control unit J234
00594 Driver airbag Short-circuit to positive	- Lines damaged - Airbag control unit J234 defective	▪ Triggering unit for airbag does not trigger	- Rectify line damage. - Replace airbag control unit J234
00594 Front passenger airbag Short-circuit to positive	- Lines damaged - Airbag control unit J234 defective	▪ Triggering unit for airbag does not trigger	- Rectify line damage. - Replace airbag control unit J234

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00594 Driver airbag	- Line damaged	▪ Triggering unit for airbag does not trigger	- Rectify line damage.

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
Short-circuit to earth	- Coil spring defective - Driver airbag unit defective - Airbag control unit J234 defective		- Check coil spring => Page 304 . Replace driver airbag unit Replace airbag control unit J234
00594 Front passenger airbag Short-circuit to earth	- Line damaged - Front passenger side airbag unit defective - Airbag control unit J234 defective	▪ Triggering unit for airbag does not trigger	- Rectify line damage. - Replace driver airbag unit Replace airbag control unit J234

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00595 Crash data saved	- Frontal impact	▪ Airbag system already triggered	- Replace control unit, airbag unit and any damaged components.
00654 Triggering unit for driver belt tensioner N153 Resistance value too high	- Line break - Open connection in line to driver belt tensioner - Triggering unit for driver belt tensioner defective - Airbag control unit J234 defective	▪ Warning lamp for airbag lights up ▪ Driver belt tensioner not functioning	- Rectify line break. - Close connection. Replace driver belt tensioner Replace airbag control unit J234

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00654 Triggering unit for driver belt tensioner N153 Resistance value too low	- Line cross - Triggering unit for driver belt tensioner defective - Airbag control unit J234 defective	▪ Warning lamp for airbag lights up ▪ Driver belt tensioner not functioning	- Rectify line cross. Replace driver belt tensioner - Replace airbag control unit J234
00654 Triggering unit for driver belt tensioner -N153 Short-circuit to positive	- Line damaged - Airbag control unit J234 defective	▪ Warning lamp for airbag lights up ▪ Driver belt tensioner not functioning	- Rectify line damage. Replace airbag control unit J234
00654 Triggering unit for driver belt tensioner N153 Short-circuit to earth	- Line damaged - Triggering unit for driver belt tensioner defective - Airbag control unit J234 defective	▪ Warning lamp for airbag lights up ▪ Driver belt tensioner not functioning	- Rectify line damage. Replace driver belt tensioner - Replace airbag control unit J234

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00655 Triggering unit for driver belt tensioner N154	- Line break - Open connection in line to front passenger belt tensioner	▪ Warning lamp for airbag lights up ▪ Front passenger belt tensioner not functioning	- Rectify line break. Close connection.

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V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
Resistance value too high	- Triggering unit for driver belt tensioner defective - Airbag control unit J234 defective		- Replace front passenger belt tensioner Replace airbag control unit J234
00655 Triggering unit for driver belt tensioner N154	- Line cross - Triggering unit for driver belt tensioner defective	▪ Warning lamp for airbag lights up ▪ Front passenger belt tensioner not functioning	- Rectify line cross. Replace front passenger belt tensioner
Resistance value too low	- Airbag control unit J234 defective		- Replace airbag control unit J234

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
00655 Triggering unit for driver belt tensioner N154 Short-circuit to positive	- Line damaged - Airbag control unit J234 defective	▪ Warning lamp for airbag lights up ▪ Front passenger belt tensioner not functioning	- Rectify line damage. Replace airbag control unit J234
00655 Triggering unit for driver belt tensioner N154	- Line damaged - Triggering unit for driver belt tensioner defective	▪ Warning lamp for airbag lights up ▪ Front passenger belt tensioner not functioning	- Rectify line damage. Replace front passenger belt tensioner
Short-circuit to earth	- Airbag control unit J234 defective		- Replace airbag control unit J234

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
01025 Line break to earth Short-circuit to earth Short-circuit to positive Warning lamp activation defective	- Line break - Line damaged - Line damaged - Warning lamp defective - Dash panel insert defective - Airbag control unit 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 line break. Rectify line damage. Rectify line damage. Replace warning lamp. Repair dash panel insert. Replace airbag control unit J234

V.A.G 1551 printout	Possible fault cause	Possible effects	Fault rectification
65535 Control unit defective	- Airbag control unit J234 defective	▪ Airbag system does not function	- Replace airbag control unit J234
Control unit wrongly coded	- Coding wrong	▪ Warning lamp for airbag lights up ▪ Airbag system does not function	- Check coding => Page 7 .

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Note:

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

2.5 - Coding control unit

Notes:

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

If an incorrect coding 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:

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

- Press keys 0 and 7 for the "Code control unit" function.

-> Indicated on display:

```
Rapid data transfer      Q
07 - Code control unit
```

- Acknowledge input with Q key.

-> Indicated on display:

```
Code control unit
Enter code number       XXXX      06812
```

- Use keypad to enter airbag control unit coding based on coding table => Page 12 .

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

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.

-> Indicated on display:

```
Code control unit      Q
Enter code number      01022      06812
```

- Acknowledge input with Q key.

-> Indicated on display:

```
8A0959655C      Airbag V      AUDI D00
□
Coding       01022       06812
```

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- Press ⇒key.

Fault reader jumps to function mode.

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

- Press keys 0 and 6 to select "Terminate output".

-> Indicated on display:

```
Rapid data transfer      Q
06 - End output
```

- Acknowledge input with Q key.

Coding is completed, fault reader returns to basic function.

-> Indicated on display

```
Rapid data transfer      Q
Enter address word XX
```

2.6 - Reading measured value block

Notes:

- 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.

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- V.A.G 1551 fault reader connected => Page 2 .
- Select rapid data transfer.

-> Indicated on display:

```
Rapid data transfer      HELP
Enter address word XX
```

- Press keys 1 and 5 for "Airbag" address word.
- Acknowledge input with Q key.

-> Indicated on display:

```
8A0959655A     Airbag IV     AUDI D00

Coding     00254     06812
```

- Press ⇒ key to continue.

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

- Press keys 0 and 8 to read "Measured value block".

-> Indicated on display:

```
Rapid data transfer      Q
08 - Reading measured value block
```

- Acknowledge input with Q key.

-> Indicated on display:

```
Read measured value block     HELP
Enter display group number XX
```

- Press keys 0 and 1 for Display Group number 01 and confirm using the Q key.

The measured value block which has been selected will appear in the standard format. Evaluation => Page 14

-> Example of display

```
Read measured value block     1
1111     1111     1111     1111
```

- Press ⇒ key.

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Fault reader jumps to function mode.

-> Indicated on display

```
Rapid data transfer     HELP
Select function XX
```

Evaluate measured value block

Display Group 01:

Indicated on display	Display/ test value	Description
Read measured value block 1 1 2 3 4	1111 1)	1 = Driver airbag => Page 14
	1111 1)	2 = Front passenger airbag => Page 15
	1111 1)	3 = Driver belt tensioner => Page 15
	1111 1)	4 = Front passenger belt tensioner => Page 15

1) Example of display.

Display/test value table for driver airbag

Display/ test value	Possible fault cause	Fault rectification
1111 Resistance OK.		
0111 Resistance too high	- Line break - Coil spring defective - Driver airbag unit defective - Airbag control unit J234 defective	- Rectify line break. Check coil spring => Page 304 . Replace driver airbag unit Replace airbag control unit J234
1011 Resistance too low	- Line cross - Coil spring defective - Driver airbag unit defective - Airbag control unit J234 defective	- Rectify line cross. Check coil spring => Page 304 . Replace driver airbag unit Replace airbag control unit J234
1101 Short-circuit to earth	- Line damaged - Coil spring defective - Driver airbag unit defective - Airbag control unit J234 defective	- Rectify line damage. Check coil spring => Page 304 . Replace driver airbag unit Replace airbag control unit J234
1110 Short-circuit to positive	- Lines damaged - Airbag control unit J234 defective	- Rectify line damage. Replace airbag control unit J234

Display/test value table for driver airbag

Display/ test value	Possible fault cause	Fault rectification
1111 Resistance OK.		
0111 Resistance too high	- Line break - Front passenger side airbag unit defective - Airbag control unit J234 defective	- Rectify line break. Replace driver airbag unit Replace airbag control unit J234
1011 Resistance too low	- Line cross - Front passenger side airbag unit defective - Airbag control unit J234 defective	- Rectify line cross. Replace driver airbag unit Replace airbag control unit J234
1101 Short-circuit to earth	- Line damaged - Front passenger side airbag unit defective - Airbag control unit J234 defective	- Rectify line damage. Replace driver airbag unit Replace airbag control unit J234
1110 Short-circuit to positive	- Lines damaged - Airbag control unit J234 defective	- Rectify line damage. Replace airbag control unit J234

Display/test value table for driver belt tensioner

Display/ test value	Possible fault cause	Fault rectification
1111 Resistance OK.		
0111 Resistance too high	- Line break - Open connection in line to driver belt tensioner - Triggering unit for driver belt tensioner defective - Airbag control unit J234 defective	- Rectify line break. Close connection. Replace driver belt tensioner. Replace airbag control unit J234
1011 Resistance too low	- Line cross - Triggering unit for driver belt tensioner defective - Airbag control unit J234 defective	- Rectify line cross. Replace driver belt tensioner. Replace airbag control unit J234
1101 Short-circuit to earth	- Line damaged - Triggering unit for driver belt tensioner defective - Airbag control unit J234 defective	- Rectify line damage. Replace driver belt tensioner. Replace airbag control unit J234
1110 Short-circuit to positive	- Line damaged - Airbag control unit J234 defective	- Rectify line damage. Replace airbag control unit J234

Display/test value table for front passenger belt tensioner

Display/ test value	Possible fault cause	Fault rectification
1111 Resistance OK.		
0111 Resistance too high	- Line break - Open connection in line to front passenger belt tensioner - Triggering unit for driver belt tensioner defective - Airbag control unit J234 defective	- Rectify line break. Close connection. Replace front passenger belt tensioner. Replace airbag control unit J234
1011 Resistance too low	- Line cross - Triggering unit for driver belt tensioner defective - Airbag control unit J234 defective	- Rectify line cross. Replace front passenger belt tensioner. Replace airbag control unit J234
1101 Short-circuit to earth	- Line damaged - Triggering unit for driver belt tensioner defective - Airbag control unit J234 defective	- Rectify line damage. Replace front passenger belt tensioner. Replace airbag control unit J234

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Display/ test value	Possible fault cause	Fault rectification
1110 Short-circuit to positive	- Line damaged - Airbag control unit J234 defective	- Rectify line damage. Replace airbag control unit J234

3 - Programming or erasing vehicle keys for radio-operated remote control

3.1 - Programming or erasing vehicle keys for radio-operated remote control

Programming memory addresses

In vehicles with radio-operated remote control, every new or unprogrammed key must be programmed into the control unit for the central locking system.

- Switch on the ignition with a key without remote control, e.g., using the workshop key.
- Then mechanically lock the vehicle from outside using a key.
- Press the "Unlock" remote control button on the key once.
  A horn will briefly sound in vehicles equipped with an anti-theft system.

Note:

If the "Unlock" button is pressed twice, three times or four times at one second intervals, the key will be programmed onto the second, third or fourth memory address.

- Then press the "Unlock" remote control button after 6 seconds to confirm this programming procedure once again.

  This vehicle key is now programmed and the central locking should unlock the vehicle.

- Conclude by switching the ignition off.

This programming procedure can be repeated up to four times for other keys. The ignition must always be switched off in the meantime.

Erasing memory addresses

Note:

It is possible to erase all of the memory addresses, e.g., if the customer has misplaced a remote control key. Please proceed as follows:

- Switch on the ignition using a key.
- Then mechanically lock the central locking from outside using a key.
- Press the "Unlock" remote control button on the key five times at intervals of one second. A horn will sound briefly.
- Then press the "Unlock" remote control button after 6 seconds to confirm this erasing procedure once again.

  It should now no longer be possible to unlock the central locking system using the remote control.

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- Switch off ignition.

Up to four keys can now be re-programmed once again.

4 - Self-diagnosis of central locking

4.1 - Self-diagnosis of central locking

4.2 - General information

The new generation of central locking is equipped with self diagnosis features.
Using the fault memory, the final control diagnosis and the measured value blocks simplifies fault tracing.
In addition, the V.A.G 1551 fault reader can be used to code the associated central locking variant.

The new central locking system always permits the "Automatic open" or "Automatic close" functions.
The "Automatic close" permits all opened windows and an opened sliding roof to be closed by holding the key in the close position until everything is closed.
When using "Automatic open" hold the key in the open position until the windows are opened. The "Automatic close" function cannot be executed at the tailgate or boot lock.

The central locking has two pneumatic circuits. In central locking not equipped with remote control only the tank flap is connected to the first circuit and if radio-operated remote control is fitted the driver door and the tank flap are connected to the first circuit. The remaining locking positions are connected to the second circuit.

If security central locking is fitted, unlocking the driver or front passenger door once opens only this door and the first pneumatic circuit.
If a further unlock command occurs within 5 seconds, the second pneumatic control circuit is also activated and the entire vehicle opened.

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If the tailgate lock cylinder is actuated only once, all doors remain locked. The tailgate or boot lid re-locks automatically after approx. 5 seconds.

The interior lighting is dimmed on or off within approx. 1.5 seconds.

The boot lighting is controlled by the central locking pump via the tailgate or boot lid contact switch. If the tailgate is open, the lighting is switched off if a speed of (approx. 5 km/h) is exceeded or after 10 minutes.

The new remote control system is a radio-operated remote control system.
In vehicles with radio-operated remote control, the receiver is integrated in the central locking pump.
The antenna for the radio remote control is integrated in the wiring loom.

If radio remote control is fitted, the "Automatic open" function only affects the windows, press and hold the "Open button" to use this feature.

The "Automatic close" function can be used to for the windows and the sunroof, press and hold the "Close button" to use this feature.

The central locking system re-locks automatically if the doors or tailgate/ boot lid are not opened within 60 seconds of opening the central locking.

The central locking cannot be opened using the interior button if the anti-theft alarm system is armed.

Vehicles with anti-theft alarm systems are always equipped with an ultrasonic interior monitoring system.

The new central locking can also be re-coded to the USA door switching logic.
All window lifters are thereby disabled when the ignition is off and the driver door is open.

It is possible to confirm that the anti-theft alarm system has been armed when locking the central locking.
This can be confirmed by the ATWS horn sounding briefly or by the turn signal lamps flashing briefly. The central locking can also be coded so there is no confirmation.

Confirmation of the radio remote control can be indicated by flashing turn signal lamps.

4.3 - Initiating self-diagnosis of the central locking

Test requirements:

- Fuse OK (check using current flow diagram)
- Connect V.A.G 1551 fault reader => Page 31 .

Notes:

- If the display remains blank, check V.A.G 1551 voltage supply according to current flow diagram.
- Additional operating instructions can be called up with the fault reader HELP key.
- The ⇒ key serves to advance the programme sequence.
- If an incorrect entry is made, press key C to escape.
- In the operating mode 1 "Rapid data transfer" the function 00 "Automatic test sequence" can be carried out. Then all vehicle control units will be interrogated automatically.

- Switch on printer with the Print key (indicator lamp in key lights up).
- Press key 1 for "Rapid data transfer" mode.

-> Indicated on display:

```
Rapid data transfer      HELP
Enter address word XX
```

Address word for the central locking: 35

- Press keys 3 and 5.

-> Indicated on display:

```
Rapid data transfer      Q
```

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- Quit entry with Q key.

-> Appears on the display for example after 5 seconds:

```
8L0862257 CL-pump, ATWS, Radio
```

- 8L0862257: Control unit number for central locking
- CL-pump, ATWS, Radio: Component designation
- D04: Control unit software version for central locking
- Coding 10184: Control unit coding for central locking
- WSC 06812: Workshop code

Press ⇒ key.

-> If the display shows one of the messages reproduced here, run through the fault-finding procedure as described in the Fault-Finding Programme for diagnosis wiring.

```
Rapid data transfer      HELP
Control unit does not answer
```

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

```
Rapid data transfer      HELP
Fault in communication build up
```

```
Rapid data transfer      HELP
K wire not switching to earth
```

```
Rapid data transfer      HELP
K wire not switching to positive
```

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

- After the HELP key is pressed, a list of the possible functions is printed out.
- Press ⇒ key to advance the programme.

Self-diagnosis functions

The following functions are available:

02 - Interrogating fault memory => Page 19 .

03 - Final control diagnosis => Page 22 .

05 - Erasing fault memory=>Page 24 .

06 - Ending output =>Page 25 .

07 - Coding control unit =>Page 25 .

08 - Reading measured value block =>Page 29 .

4.4 - Interrogating fault memory

Note:

The displayed fault information is not constantly updated but only when initiating the self-diagnosis or with the function 05 "Erase fault memory".

- Switch on printer with the Print key (indicator lamp in key lights up).

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

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- Press keys 0 and 2. (02 selects the function "Interrogating fault memory".)

-> Indicated on display:

```
Rapid data transfer      Q
02 - Interrogate fault memory
```

- Quit entry with Q key.

-> The number of faults stored will appear on the display.

```
X faults recognised!
```

The stored faults are displayed and printed out one after the other.

- Check printout against fault table and rectify all faults as necessary => Page 20 .

-> If the message "No fault recognised" is displayed the programme can be returned to the starting point by pressing the ⇒ key.

```
No fault recognised!
```

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

If something else is displayed:

=> Fault reader operating instructions

- End output (function 06) => Page 25 .
- Switch off ignition and separate diagnostic connections.

4.5 - Fault table for the central locking

Notes:

- The following table lists all the faults, with the corresponding 5-digit code numbers, that can be recognised by the central locking control unit and printed out by the V.A.G 1551.
- Fault codes appear only on printout.
- If faults relating to switches or actuator elements are saved, extend the fault finding procedure by monitoring the measured value blocks => Page 29 .
- Before replacing a component shown as faulty, check wiring and connections to the component as well as earth connections according to current flow diagram.
- When repair has been carried out, the fault memory must always be interrogated again with the fault reader V.A.G 1551 and erased.
- The fault memory records all static and sporadic faults.
  When a fault occurs it is first identified as a static fault. If the fault is no longer present, it is saved as a sporadic fault. "/SP" appears on the right of the display.
- Sporadic faults which no longer occur after 50 driving cycles are erased automatically.

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V.A.G 1551 printout	Possible fault cause	Fault rectification
01360 Open switch for ATWS - Short-circuit to earth	- Short-circuit to earth in the line connection 1) - Door contact switch F2 defective	- Fault finding according to circuit diagram => Folder "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" Check switches and replace if necessary
01361 Close switch for ATWS - Short-circuit to earth	- Short-circuit to earth in the line connection 1) - Door contact switch F3 defective	- Fault finding according to circuit diagram => Folder "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" Check switches and replace if necessary

1) The fault is stored if the earth is applied for more than 1 minute, e.g., resulting from incorrect operation of the central locking. Only perform the fault rectification procedure if there are malfunctions; otherwise simply erase the fault memory => Page 24 .

V.A.G 1551 printout	Possible fault cause	Fault rectification
01362 Close tailgate switch F124 - Short-circuit to earth	- Short-circuit to earth in the line connection 1) - Switch F124 defective	- Fault finding according to circuit diagram => Folder "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" Check switch F124 and replace if necessary

1) The fault is stored if the earth is applied for more than 1 minute, e.g., resulting from incorrect operation of the central locking. Only perform the fault rectification procedure if there are malfunctions; otherwise simply erase the fault memory => Page 24 .

V.A.G 1551 printout	Possible fault cause	Fault rectification
01363 Central locking switch, driver door F59		

- Implausible signal	- This display can appear depending on the system. Switch F59 is not defective.	- Ignore fault display and erase the fault memory => Page 24
01364 Central locking switch, front passenger door F114 - Implausible signal	- This display can appear depending on the system. Switch F114 is not defective.	- Ignore fault display and erase the fault memory => Page 24

V.A.G 1551 printout	Possible fault cause	Fault rectification
01365 Lock/unlock internal switch/lock button - Short-circuit to earth	- Short-circuit to earth in the line connection 1) - Switch E150 defective	- Fault finding according to circuit diagram => Folder "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" Check switch E150 and replace if necessary
- Short-circuit to positive	- Short-circuit in the line connection - Switch E150 defective	- Fault finding according to circuit diagram => Folder "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" Check switch E150 and replace if necessary

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1) The fault is stored if the earth or positive is applied for more than 1 minute, e.g., resulting from incorrect operation of the central locking. Only perform the fault rectification procedure if there are malfunctions; otherwise simply erase the fault memory => Page 24 .

V.A.G 1551 printout	Possible fault cause	Fault rectification
01366 Opening though crash signal	- Final control diagnosis performed on airbag control unit J234 - Airbag control unit J234 has triggered	- Erase fault memory => Page 24 .
01367 Switching off central locking pump	- Insufficient pressure in the pneumatic lines - Central locking pump defective	- Check pneumatic lines for leaks Replace central locking pump Check all control elements of central locking and replace if necessary
01368 Alarm from boot switch	- ATWS has triggered as a result of unauthorised opening of the tailgate - Tailgate contact switch F123 is defective	- Erase fault memory => Page 24 . Replace contact switch F123

V.A.G 1551 printout	Possible fault cause	Fault rectification
01369 Alarm from bonnet switch	- ATWS has triggered as a result of unauthorised opening of the bonnet - Bonnet contact switch F120 is defective	- Erase fault memory => Page 24 . Replace contact switch F120
01370		

Alarm from interior monitor	- Perform final control test on control unit for ultrasonic sensors J347 - ATWS has triggered as a result of ultrasonic interior monitor triggering - Ultrasonic interior monitor defective	- Erase fault memory => Page 24 . Fault finding using the interior monitor diagnosis => Electrical system; Repair Group 01; self-diagnosis for ultrasonic interior monitor self-diagnosis for ultrasonic interior monitor

V.A.G 1551 printout	Possible fault cause	Fault rectification
01371 Alarm from driver's door contact switch	- ATWS has triggered as a result of unauthorised opening of driver's door - Door contact switch F2 defective	- Erase fault memory => Page 24 . Replace contact switch F2
01372 Alarm from front passenger door/rear door contact switch	- ATWS has triggered as a result of unauthorised opening of front passenger door and/or rear doors - Door contact switches F3, F10, F11 defective	- Erase fault memory => Page 24 . Replace contact switches F3, F10, F11
01373 Alarm from radio earth contact	- ATWS has triggered as a result of unauthorised removal of radio - Earth connection for ATWS is broken	- Erase fault memory => Page 24 . Make earth connection

V.A.G 1551 printout	Possible fault cause	Fault rectification
01374 Alarm from terminal 15	- ATWS has triggered as a result of unauthorised starting (short-circuiting) - Short-circuit between terminal 30 and terminal 15	- Erase fault memory => Page 24 . Fault finding according to circuit diagram => Folder "Current Flow Diagrams, Electrical Fault Finding and "Fitting Locations"
01389 Open tailgate switch F124 - Short-circuit to earth	- Short-circuit to earth in the line connection - Switch F124 defective	- Fault finding according to circuit diagram => Folder "Current Flow Diagrams, Electrical Fault Finding and Fitting Locations" Check switch F124 and replace if necessary

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4.6 - Final control diagnosis

Notes:

- The final control diagnosis may only be performed with the vehicle stationary and the engine not running.
- Any faults identified by the final control diagnosis must be traced and rectified.

The final control diagnosis activates the following elements in sequence:

- Trigger ATWS, i.e., the turn signal lamps and the ATWS horn are activated - only in vehicles equipped with ATWS - (vehicles with Swiss registration: only ATWS horn).
- Activate ultrasonic interior monitor, i.e., the ATWS horn and the LED are activated and the alarm can be activated after approx. 30 seconds (only for vehicles equipped with interior monitor).

- Simulate crash signal, i.e., the interior light and the hazard warning system are activated.

Performing final control diagnosis:

- Press keys 0 and 3.

-> Indicated on display:

```
Rapid data transfer      Q
03 - Final control diagnosis
```

- Confirm input with Q key.
  This will start the final control diagnosis for the interior monitor.

-> Indicated on display:

```
Final control diagnosis
Cause alarm to trigger
```

The turn signal lamps and the ATWS horn are activated by the ATWS.

- -Push ⇒ keyto cancel the alarm.

-> Indicated on display:

```
Final control diagnosis
Initiate next final control:
```

- Please lock the central locking from inside using an interior button or door button.
- Press ⇒ key.

-> Indicated on display:

```
Final control diagnosis
Interior monitor
```

The central locking control unit transmits a signal to activate the interior monitor:

- The ATWS horn is activated briefly for confirmation.
- The LED in the rear fog light switchis activated.
- The alarm is triggered after approx. 30 seconds have elapsed if there is movement within the vehicle.

- -Push ⇒ keyto cancel the alarm.

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Note:

Triggering the alarm places an entry in the fault memory which must be erased after the final control test is completed. Erase fault memory => Page 24 .

-> Indicated on display:

```
Final control diagnosis
next final control:      initiate
```

- Press ⇒ key.

-> Indicated on display:

```
Final control diagnosis
Simulate crash signal
```

The hazard warning system and the interior lighting are activated.

- Press ⇒ key.

-> Indicated on display:

```
Final control diagnosis
END
```

- Press ⇒ key to terminate the final control diagnosis.
- This returns the testing unit to the basic function mode.

-> Indicatedon display:

```
Rapid data transfer      HELP
Select function XX
```

4.7 - Erasing fault memory

Note:

After erasing the fault memory its contents will automatically be indicated. If the fault memory cannot be erased, interrogate fault memory again and repair faults.

Preconditions:

- Fault memory interrogated =>Page 19 .
- All faults repaired.

After fault memory has been successfully interrogated:

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

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- Press keys 0 and 5. (05 selects the function "Erasing fault memory".)

-> Indicated on display:

```
Rapid data transfer      Q
05 Erase fault memory
```

- Quit entry with Q key.

-> Indicated on display:

```
Rapid data transfer
Fault memory is erased!
```

The fault memory is now erased.

- Press ⇒key.

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

Notes:

-

```
Attention!
Fault memory was not interrogated
```

-> This message indicates an error in the test sequence:

-

```
Rapid data transfer
Fault memory was not interrogated
```

-> This message indicates an error in the test sequence:

Observe test sequence exactly: First interrogate fault memory, if necessary repair faults, then erase.

4.8 - Ending output

- Press keys 0 and 6. (06 selects the function "End output".)

-> Indicated on display:

```
Rapid data transfer      Q
06 End output
```

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- Quit entry with Q key.

-> Indicated on display:

```
Rapid data transfer      Help
Enter address word XX
```

- Switch off ignition.
- Disconnect fault reader V.A.G 1551.

4.9 - Encoding control unit

The four individual central locking variants can be encoded according to the available function/equipment versions using the code.

Central locking versions:

- Only central locking
- Central locking with radio remote control
- Central locking with anti-theft alarm system
- Central locking with radio remote control and anti-theft alarm system

Notes:

- The basic functions of the central locking versions are listed in the standard coding table => Page 25 .
- If a special individual central locking code is required (at customer request), the code must be determined using the coding questions => Page 26 .

Standard coding table

Notes:

- When working on Swiss-registered vehicles, the Swiss-version anti-theft alarm system must be activated. This is only permissible on these vehicles. Add a 1 to the associated standard code, e.g.,: 01416 + 1 = 01417.
- It must be determined whether the ultrasonic interior monitor is equipped with a self-diagnostic feature (see footnote).

Vehicle type	Central locking version	Standard coding
Audi A6	- Vehicles only equipped with central locking	00000
	- Vehicles with central locking and anti-theft alarm system	01416 or 01288 1)

Vehicle type	Central locking version	Standard coding
	- Vehicles with central locking and radio remote control	08768
	- Vehicles with central locking, anti-theft alarm system and radio remote control	10184 or 10056 1)

1) The vehicle has a self-diagnosing ultrasonic interior monitor, i.e., the control unit for the ultrasonic sensors -J347 registers with the address word 45.

Coding questions for individual central locking functions

Notes:

- Firstly, determine which central locking version is fitted to the vehicle, e.g., central locking and anti-theft alarm system.
- Copy the relevant table for the vehicle.
- Answer all questions in the table with "Yes" or "No" . Enter the associated number of the answer in the last column of your copy.
- If uncertain, ask the customer which central locking functions are required.
- Add together all numerical results from top to bottom. The total equals the valid control unit coding. As a check, add the numbers togetheragain.
- An example of calculating the coding can be found on Page 28 .

Table I for vehicles with central locking

Vehicles only equipped with central locking (CL):	Answer		
1.Should the vehicle be equipped with individual door opening and subsequent tailgate locking (security central locking)?	No = 0	Yes = 4	
2.Should the window lifters be switched off (USA door switching logic) if the driver door is open and the ignition is "Off"?	No = 0	Yes = 2048	
		Total (coding):	

Table II for vehicles with central locking and anti-theft alarm system

Vehicles with central locking (CL), anti-theft alarm system (ATWS):	Answer		
1.Should the vehicle be equipped with individual door opening and subsequent tailgate locking (security CL)?	No = 0	Yes = 4	
2.Should the window lifters be switched off (USA door switching logic) if the driver door is open and the ignition is "Off"?	No = 0	Yes = 2048	
3.Should the ATWS be activated?	No = 0	Yes = 264	
4.Is the vehicle registered in Switzerland?	No = 0	Yes = 1	
5.Should arming of the ATWS be confirmed by flashing the turn signal lamps? 1)	No = 0	Yes = 4096	
6.Should arming of the ATWS be confirmed by sounding the ATWS horn? 1)	No = 0	Yes = 1024	
7.Is the ultrasonic sensor control unit J347 (interior monitor) equipped with self-diagnosis , i.e., the ultrasonic sensor control unit registers with the address word 45	No = 128	Yes = 0	
		Total (coding):	

1) It is only permitted to answer one of the two questions with "Yes", however both can be answered with "No".

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Table III for vehicles with central locking and radio remote control

Vehicles with central locking (CL) and radio remote control	Answer	
1.Should the vehicle be equipped with individual door opening and subsequent tailgate locking (security CL)?	No = 0	Yes = 4
2.Should the window lifters be switched off (USA door switching logic) if the driver door is open and the ignition is "Off"?	No = 0	Yes = 2048
3.Should the radio remote control be activated?	No = 0	Yes = 8192
4.Should unlocking/locking of the CL using the radio remote control be confirmed by flashing the turn signal lamps?	No = 0	Yes = 512
5.Should it be possible to open/close the windows and/or sliding roof using the radio remote control?	No = 0	Yes = 64
6.Should it also be possible to open individual doors and subsequently lock the tailgate (security CL) using the radio remote control?	No = 16384	Yes = 0
		Total (coding):

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Table IV for vehicles with central locking, anti-theft alarm device and radio remote control

Vehicles with central locking (CL), radio remote control and anti-theft alarm system (ATWS):	Answer	
1.Should the vehicle be equipped with individual door opening and subsequent tailgate locking (security CL)?	No = 0	Yes = 4
2.Should the window lifters be switched off (USA door switching logic) if the driver door is open and the ignition is "Off"?	No = 0	Yes = 2048
3.Should the ATWS be activated?	No = 0	Yes = 264
4.Is the vehicle registered in Switzerland?	No = 0	Yes = 1
5.Should arming of the ATWS be confirmed by flashing the turn signal lamps? 1)	No = 0	Yes = 4096
6.Should arming of the ATWS be confirmed by sounding the ATWS horn? 1)	No = 0	Yes = 1024

1) It is only permitted to answer one of the two questions with "Yes", however both can be answered with "No".

Continued on the next page

Vehicles with central locking (CL), radio remote control and anti-theft alarm system (ATWS):	Answer	
7.Is the control unit for the ultrasonic sensors J347 (interior monitor) equipped with self-diagnosis , i.e., the ultrasonic sensor control unit registers with the address word 45	No = 128	Yes = 0
7.Should the radio remote control be activated?	No = 0	Yes = 8192
8.Should unlocking/locking of the CL using the radio remote control be confirmed by flashing the turn signal lamps?	No = 0	Yes = 512
9.Should it be possible to open/close the windows and/or sliding roof using the radio remote control?	No = 0	Yes = 64
10.Should it also be possible to open individual doors and subsequently lock the tailgate (security CL) using the radio remote control?	No = 16384	Yes = 0
		Total (coding):

Example of a special central locking coding:

Vehicles with central locking (CL), anti-theft alarm system (ATWS):	Answer		
1.Should the vehicle be equipped with individual door opening and subsequent tailgate locking (security CL)?	No = 0	Yes = 4	Yes = 4
2.Should the window lifters be switched off (USA door switching logic) if the driver door is open and the ignition is "Off"?	No = 0	Yes = 2048	No = 0
3.Should the ATWS be activated?	No = 0	Yes = 264	Yes = 264
4.Is the vehicle registered in Switzerland?	No = 0	Yes = 1	No = 0
5.Should arming of the ATWS be confirmed by flashing the turn signal lamps? 1)	No = 0	Yes = 4096	Yes = 4096
6.Should arming of the ATWS be confirmed by sounding the ATWS horn? 1)	No = 0	Yes = 1024	No = 0
7.Is the ultrasonic sensor control unit J347 (interior monitor) equipped with self-diagnosis, i.e., the ultrasonic sensor control unit registers with the address word 45	No = 128	Yes = 0	No = 128
		Total (coding):	04492

1) It is only permitted to answer one of the two questions with "Yes", however both can be answered with "No".

Perform coding

-> Indicated on display:

```
Rapid data transfer      HELP
Select function XX
```

- Press keys 0 and 7.
- Quit entry with Q key.

-> Indicated on display:

```
Encode control unit
Enter code number XXXXX     (0-32000)
```

- Enter the valid 5-digit coding using the keypad, e.g., 00004. Fill empty spaces with 0.

Note:

The valid coding for the associated central locking pump is determined using the standard coding table => Page 26 .

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```
Code control unit     Q
Enter code number 00004     (0-32000)
```

-> Indicated on display:

- Quit entry with Q key.

-> Indicated on display:

```
8L0862257E     CL-pump
Coding 00004     WSC 06812
```

- Press ⇒ key to terminate coding procedure.

Indicated on display:

```
Rapid data transfer     HELP
Select function     XX
```

- Press keys 0 and 6.

Indicated on display:

```
Rapid data transfer     Q
06 - End output
```

- Quit entry with Q key.

Note:

The central locking pump can be checked by reading the measured value block function 004 => Page 31 .

4.10 - Reading measured value block

Performing the function "Read measured value block"

-> Indicated on display:

```
Rapid data transfer     Help
Select function XX
```

- Press keys 0 and 8.

-> Indicated on display:

```
Rapid data transfer     Q
08     Read measured value block
```

- Quit entry with Q key.

-> Indicated on display:

```
Read measured value block     Help
Enter display group number     XXX
```

- Enter the display group number, e.g.,001 using the keypad and confirm with the Q key.

The measured value block which has been selected will appear in the standard format.

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Measured value block 001

Read measured value block 01 ⇒ 0100 100 0000 0000	◂ Indicated on display
X	▪ Tailgate: 1 = opened, 0 = closed
X	▪ Boot light: 1 = Light on, 0 = Light out
X	▪ Switch for tailgate release (only A8):
X	▪ 1 = actuated, 0 = Not actuated
	▪ Motor for tailgate release (only A8):
	▪ 1 = Engine running, 0 = Engine not running
XX	▪ Switch for actuator element or interior switch on front passenger door:
XX	▪ 00 = Not actuated, 01 = Lock, 10 = Unlock, 11 = Not permitted
	▪ Switch for actuator element or interior switch on driver door:
	▪ 00 = Not actuated, 01 = Lock, 10 = Unlock, 11 = Not permitted
X	▪ Front passenger door and rear doors: 1 = open, 0 = closed (USA: only rear doors)
X	▪ Driver door: 1 = open, 0 = closed (USA: Driver and front passenger airbag door)
X	▪ Bonnet: 1 = open, 0 = closed
X	Key position in the lock cylinders
X	▪ Unlock driver/ front passenger door: 1 = key actuated, 0 = key in centre position
X	▪ Lock driver/ front passenger door: 1 = key actuated, 0 = key in centre position
X	▪ Unlock tailgate: 1 = key actuated, 0 = key in centre position
	▪ Lock tailgate: 1 = key actuated, 0 = key in centre position

Measured value block 002

Read measured value block 02	⇒	◂ Indicated on display
0 1 0 0 1 0 0	0 0 0	
	X	▪ Terminal 15: 1 = Ignition on, 0 = Ignition off
	X	▪ S-contact: 1 = S-contact on, 0 = S-contact off
	X	▪ Earth signal from radio: 1 = Radio installed, 0 = Radio removed
	X	▪ "Unlock" radio remote control button: 1 = actuated, 0 = not actuated
	X	▪ "Lock" radio remote control button: 1 = actuated, 0 = not actuated
	X	▪ "Tailgate" open radio remote control button (only A8): 1 = actuated, 0 = not actuated
	X	▪ "Panic" radio remote control button (only USA): 1 = actuated, 0 = not actuated
X		▪ Interior light control: 1 = Interior light on, 0 = Interior light out
X		▪ Control line for window lifter/sunroof:
X		▪ 1= Terminal 87 (maintaining the supply voltage), 0 = Earth
X		▪ "Automatic close" function: 1 = Automatic close actuated, 0 = not actuated
		▪ "Automatic open" function: 1 = Automatic open actuated, 0 = not actuated

Measured value block 003

Read measured value block 03	⇒	◂ Indicated on display
0 0 0 0 1 0	0 0 0 0	
	X	▪ "Unlock" radio remote control button: 2)
	X	▪ 1 = actuated, 0 = not actuated
	X	▪ "Lock" radio remote control button: 2)
	X	▪ 1 = actuated, 0 = not actuated
		▪ "Tailgate" open radio remote control button (only A8):2)
		▪ 1 = actuated, 0 = not actuated
		▪ "Panic" radio remote control button (only A8 USA): 2)
		▪ 1 = actuated, 0 = not actuated
	X	▪ Ignore measured value
X		▪ Radio remote control-key memory address 41): 1 = Address occupied, 0 = not occupied
X		▪ Radio remote control-key memory address 31): 1 = Address occupied, 0 = not occupied
X		▪ Radio remote control-key memory address 21): 1 = Address occupied, 0 = not occupied
X		▪ Radio remote control-key memory address 11): 1 = Address occupied, 0 = not occupied
X		▪ Ignore measured value

1) The corresponding-key memory address for the radio remote control flashes if the the radio remote control is actuated.

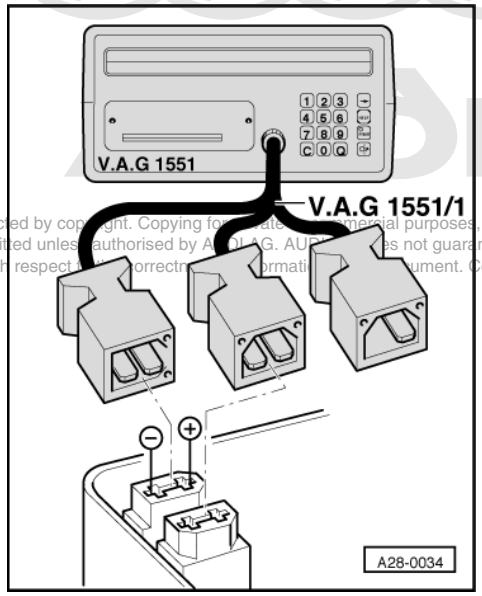
2) In addition, this measured value block does not display stored radio remote control-key, e.g., relating to the function check of the radio remote control-key.

Measured value block 004

Read measured value block 04			⇒	◂ Indicated on display
0 1 0	1 0 0 1	0 0 0 0	0 0 0 0	
			X	▪ Anti-theft alarm system activated: 0 = No, 1 = Yes
			X	▪ Security CL activated: 0 = No, 1 = Yes
			X	▪ Ignore measured value: Coding always 0
			X	▪ Vehicle with Swiss registration: 0 = No, 1 = Yes
		X		▪ Anti-theft alarm system activated: 0 = No, 1 = Yes
		X		▪ Interior monitor is equipped withself-diagnosis features: 0 = Yes, 1
		X		= No
		X		▪ Ignore measured value: Coding always 0
				▪ Vehicle is a Cabrio: 0 = No, 1 = Yes
	X			▪ USA door logic 1) activated: 0 = No, 1 = Yes
	X			▪ Confirming the anti-theft alarm system using the turn signal lamp: 0 = No, 1 = Yes
	X			▪ Confirming the anti-theft alarm system using the ATWS horn: 0 = No, 1 = Yes
	X			▪ Confirming the radio remote control using the turn signal lamp: 0 = No, 1 = Yes
X				▪ Radio remote control activated: 0 = No, 1 = Yes
X				▪ Operating the security CL also possible using the radio remote control: 0 = Yes, 1 = No
X				▪ Automatic closing also using the radio remote control: 0 = No, 1 = Yes

1) All window lifters are thereby disabled when the ignition is off and the driver door is simultaneously open.

4.11 - Connecting V.A.G 1551 fault reader



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Note:

The vehicle system tester V.A.G 1552 can be used instead of the fault reader V.A.G 1551; however a printout is not possible.

Test conditions

- Battery voltage at least 11 V
- Earth connections on engine and gearbox OK.

- Fuse OK.

- -> Connect V.A.G. 1551 fault reader with diagnostic line V.A.G 1551/1 to diagnostic connector.

-> Indicated on display:

```
V.A.G - SELF-DIAGNOSIS     HELP
     1 - Rapid data transfer*
     2 - Flash code output*
```

* Appears alternately

Note:

If the display remains blank:

=> Fault reader operating instructions

- Switch on ignition
- Switch on printer with the Print button (Warning lamp in button lights up).
- Press key 1 for "Rapid data transfer".

-> Indicated on display:

```
Rapid data transfer     HELP
Enter address word XX
```

Note:

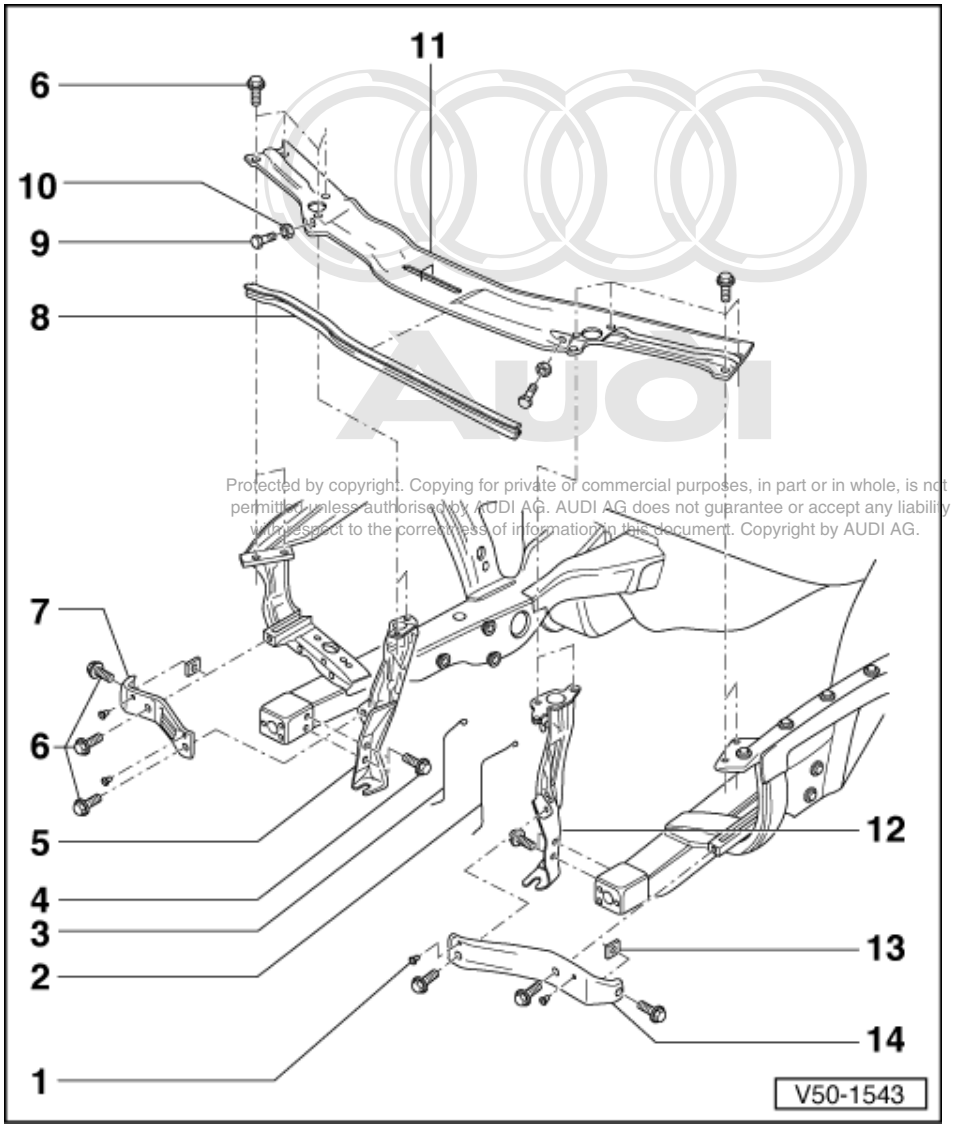
Address word 00 is used to carry out the automatic test sequence, i.e. interrogation of the fault memory via rapid data transfer for all vehicle systems with self-diagnosis feature.

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50 - Body front

1 - Body, front

1.1 - Body, front



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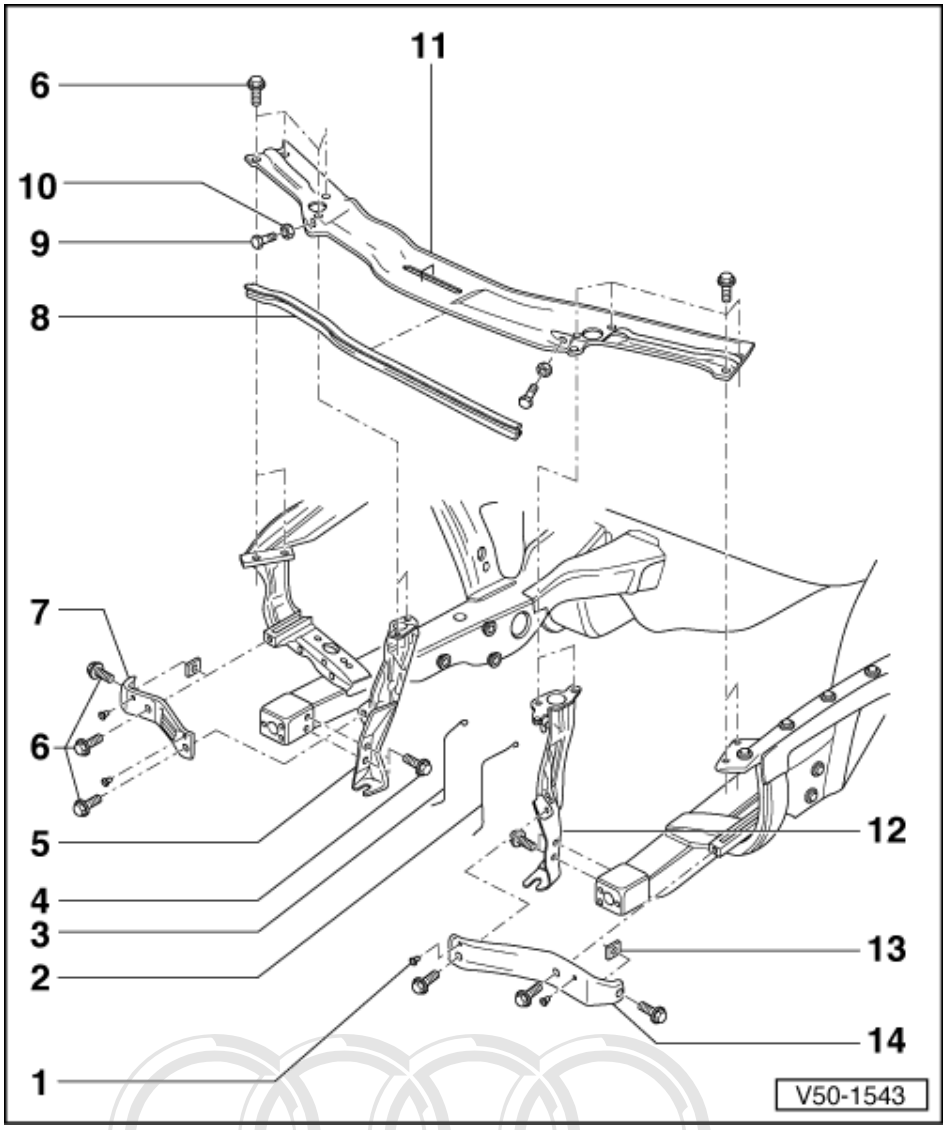
1.2 - Removing and installing lock support with ancillary components

Removal

- Remove front bumper => Page 154 .
- Remove headlights

=> Electrical system; Repair group 94; Removing and installing headlights Removing and installing headlights

- Unscrew fixing screws from radiator and lower radiator.
- Remove Bowden cable from lock support -item 11 -.



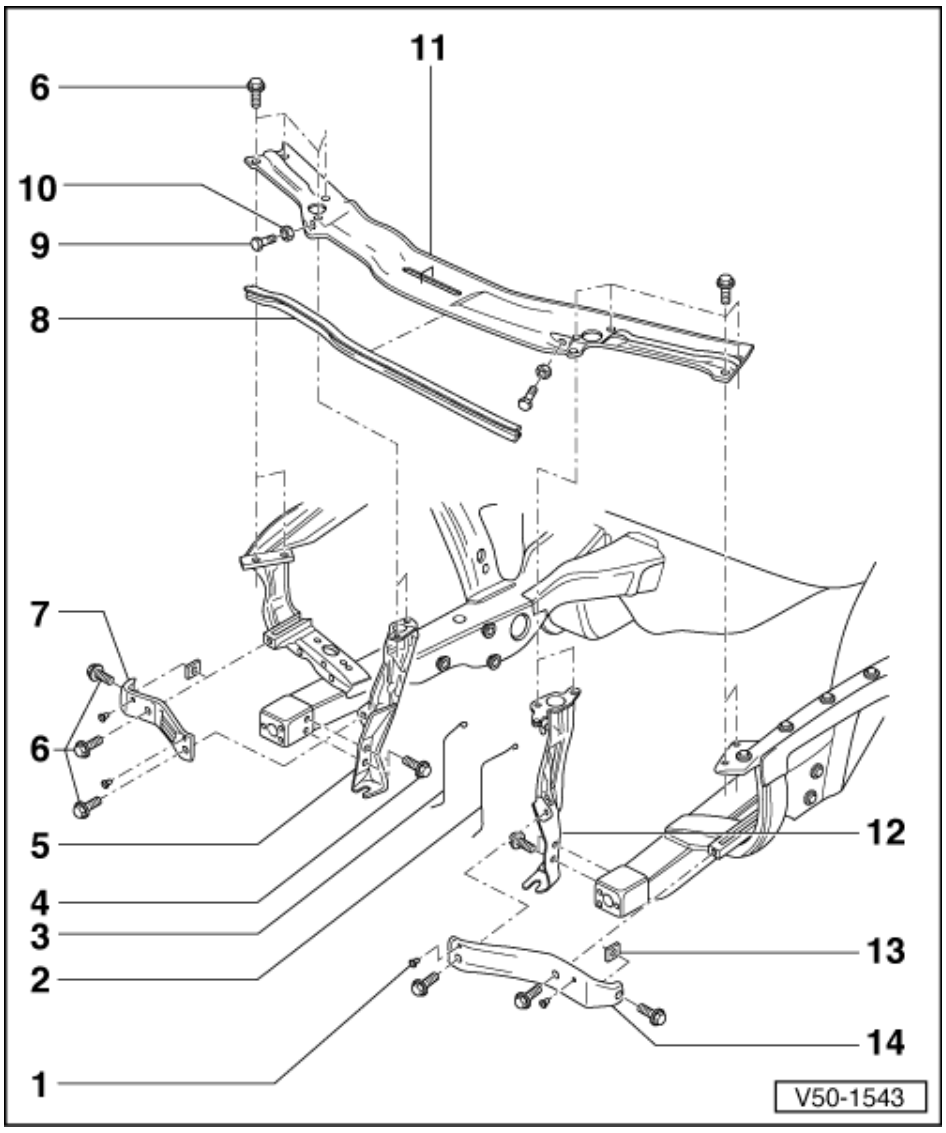
1 Plug-in nut
2 Locking lever
- For lock pin, left

3 Locking lever
- For lock pin, right

4 Combi screw - 23 Nm
5 Support, right
6 Combi self-tapping screw - 7.5 Nm
7 Mounting
- For right headlight

8 Seal
- Detach from lock support

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9 Adjusting buffer

- Adjusting => Page 44

10 Hexagonal nut - 15 Nm

11 Lock support

12 Support, left

13 Speed nut

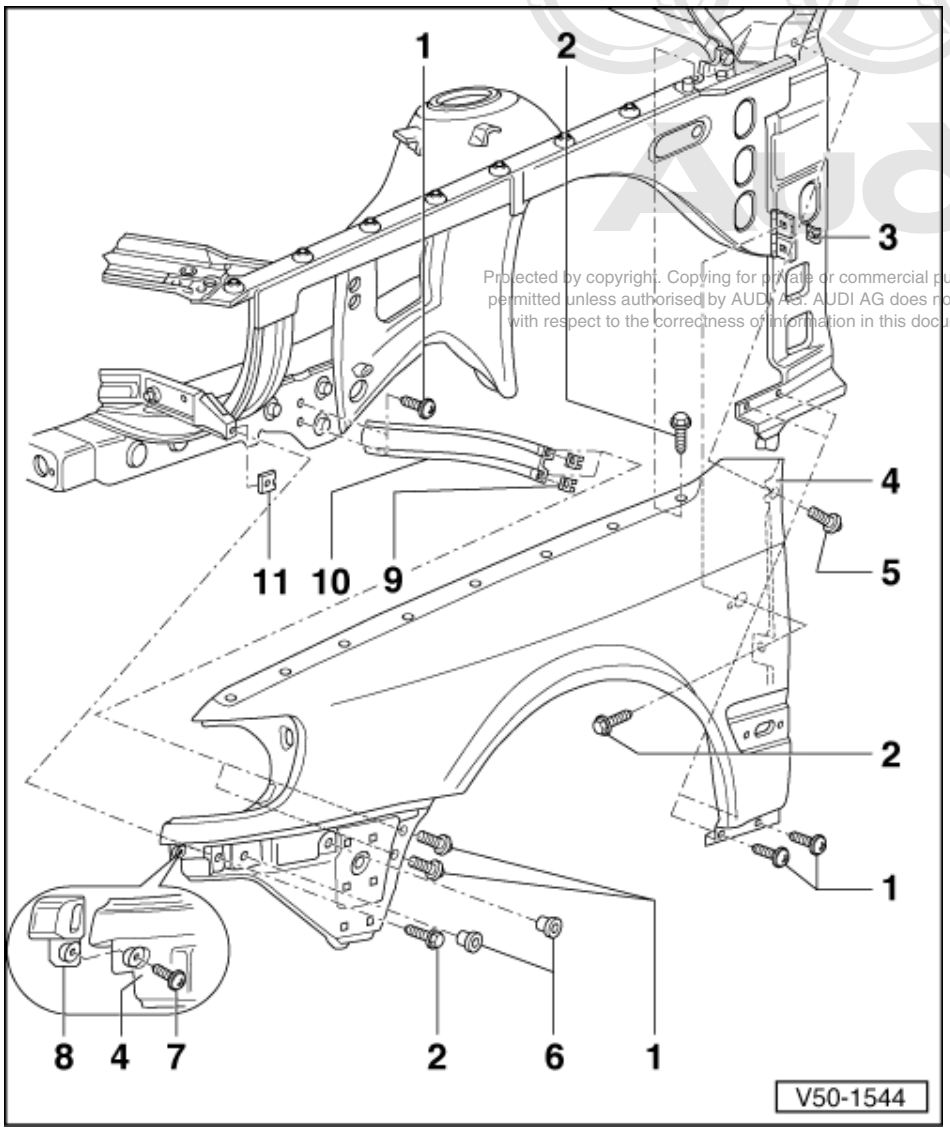
14 Mounting

- For left headlight

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2 - Removing and installing front wing

2.1 - Removing and installing front wing



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1 Combi self-tapping screw - 4 Nm

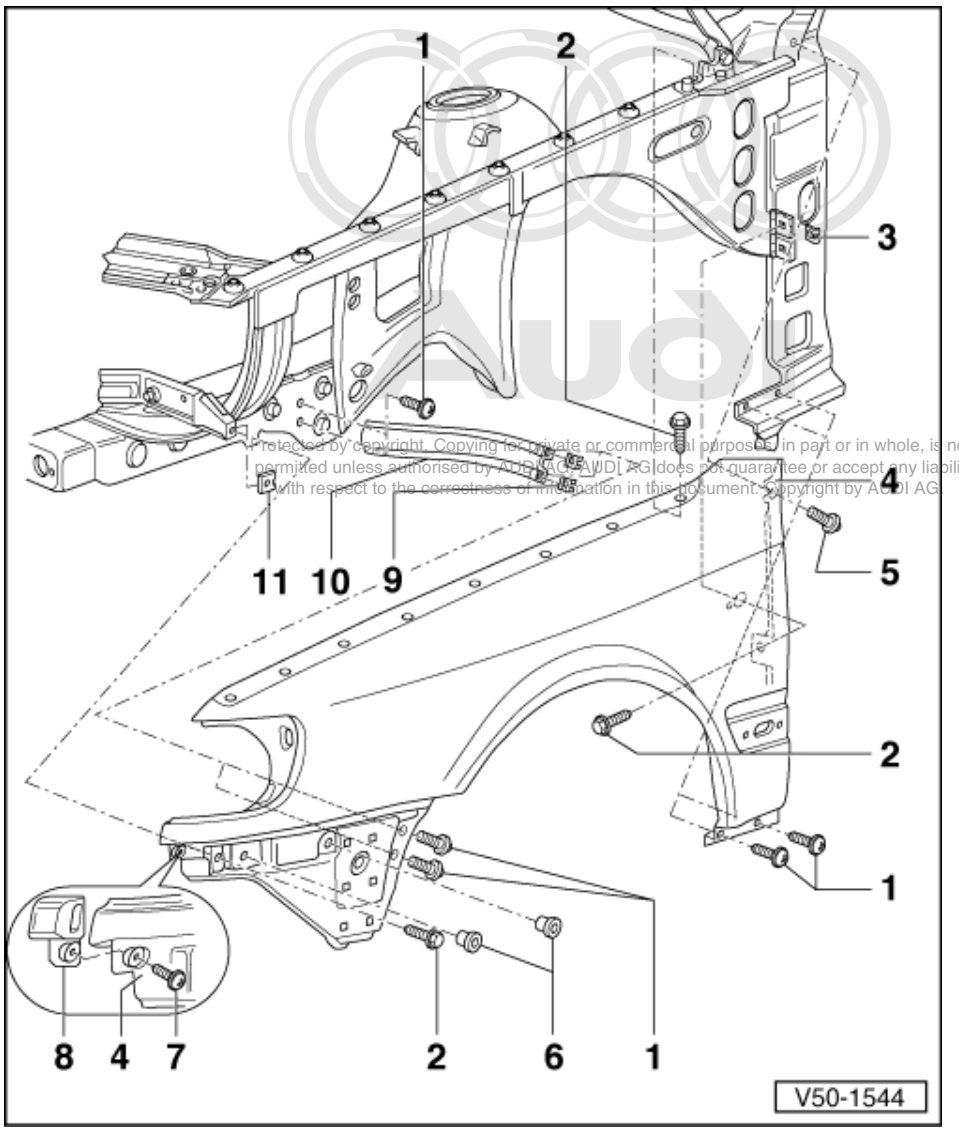
2 Combi self-tapping screw - 7 Nm

3 Snap-on nut

4 Wing

- ◆ Removal:
- Remove front bumper => Page 154 .
- Removing front wheel housing liner => Page 207 .
- Remove blanking plate => Fig. 1 .
- Remove wing cover => Fig. 2 .
- Remove turn signal lamp

=> Electrical system; Repair group 94; Repairing headlights; removing and installing front turn signal lamp
Repairing headlights removing and installing front turn signal lamp



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- Unscrew screw -item 1 , 2 , 5 and 7 -.
- Remove wing.
- Adjust joint gap => Fig. 3 .

5 Combi self-tapping screw - 3 Nm

6 Blind rivet nut

- For USA vehicles only
- Can be riveted in with V.A.G 1618

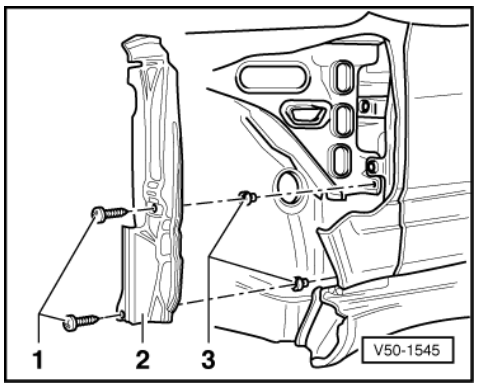
7 Self-tapping screw - 3 Nm

8 Cover mounting

9 Snap-on nut

10 Strut

11 Snap-on nut



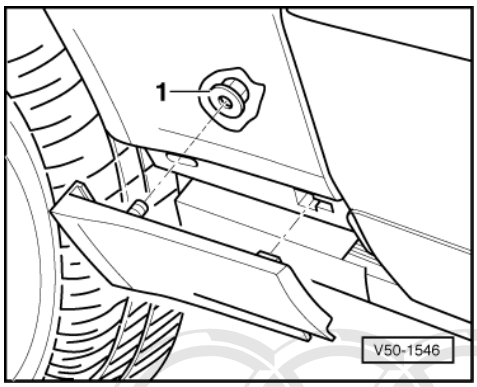
-> Fig.1 Removing blanking plate

- Removing front wheel housing liner => Page 207 .
- Unscrew combi self-tapping screw -1- (5 Nm).
- Remove blanking plate -2-.

3 - Adjuster nut

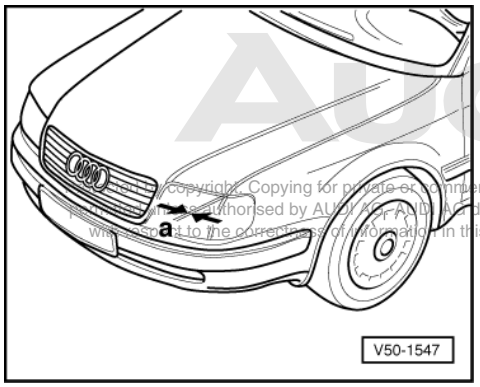
Note:

Detach old butyl cord from blanking plate and attach new butyl cord AKL 450 005 05.



-> Fig.2 Removing cover from wing

- Unscrew hexagonal nut -1- (2 Nm).
- Push wing cover forwards to end stop and remove.



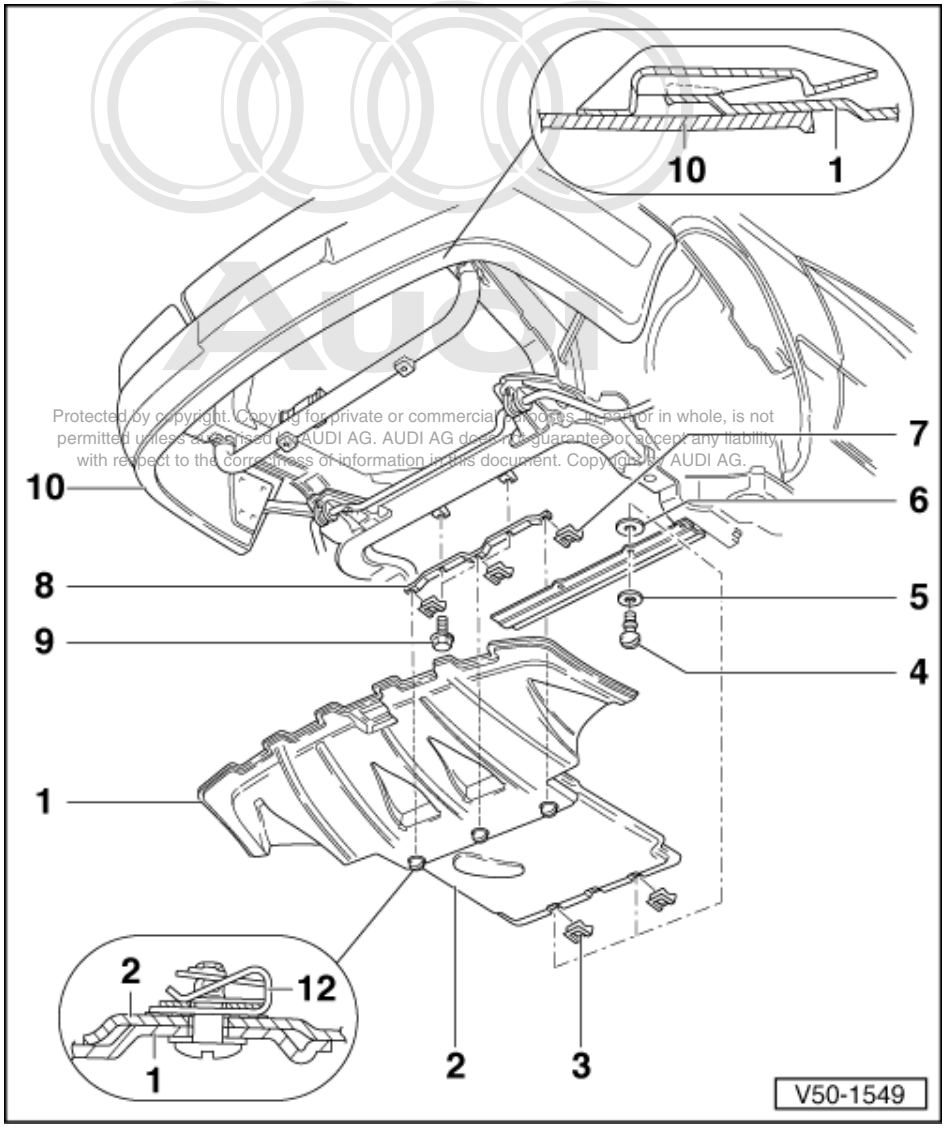
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-> Fig.3 Adjusting bonnet/wing joint gap

- Loosen wing bolts and adjust joint gap by sliding wing.
  - Dimension a = 4 + 1 mm

3 - Removing and installing noise insulation

3.1 - Removing and installing noise insulation



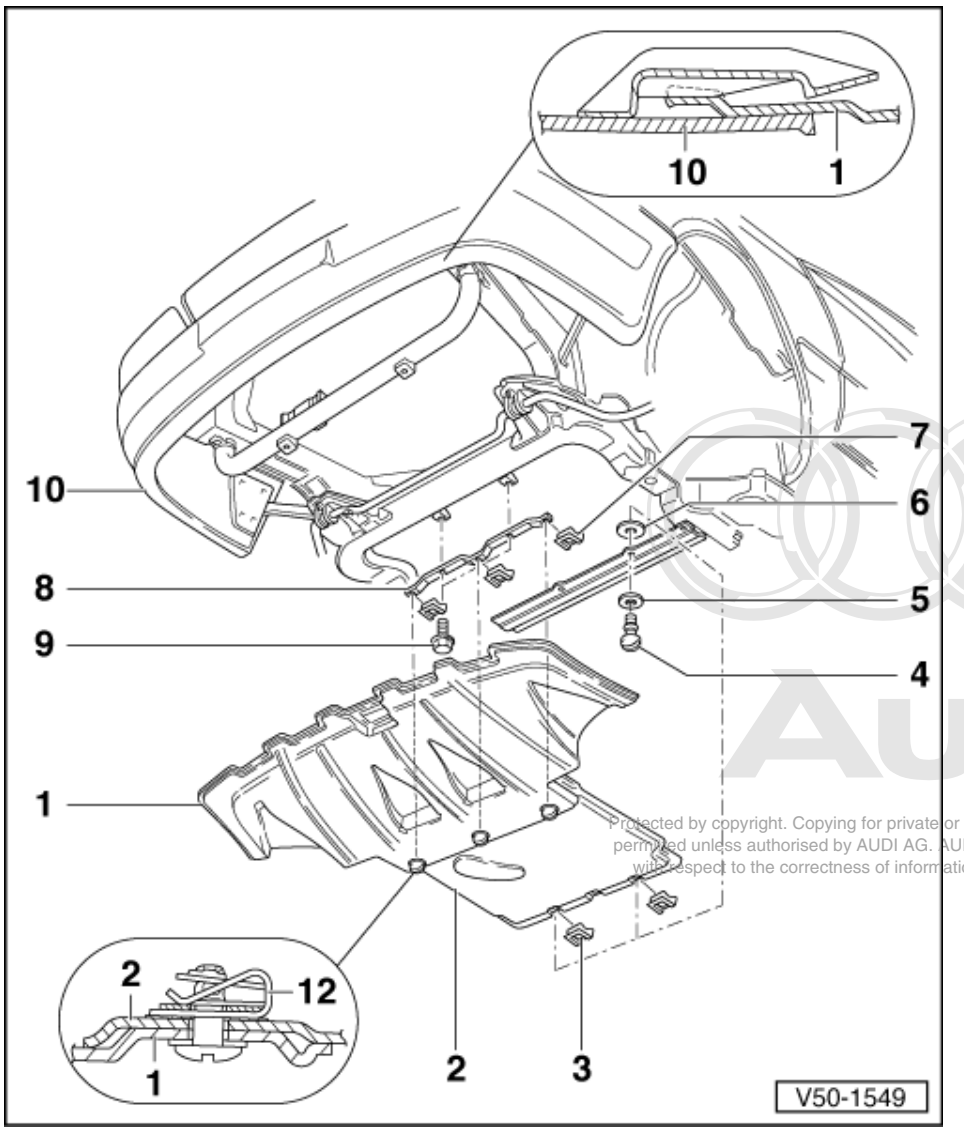
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1 Front-end noise insulation
- Removal: Rotate the retaining pins (3 off) through 180oand withdraw noise insulation towards the rear.
- When installing, ensure front-end noise insulation is inserted in bumper skin.

2 Rear-end noise insulation
- Removal: Rotate the retaining pins -item 4 - through 180o and withdraw noise insulation towards the rear.

3 Snap-on nut

4 Retaining pin



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5 Washer
- Installation essential; otherwise no retention.

6 Washer

7 Snap-on nut

8 Bracket
- For noise insulation

9 Hexagon screw - 7 Nm
- 2 off

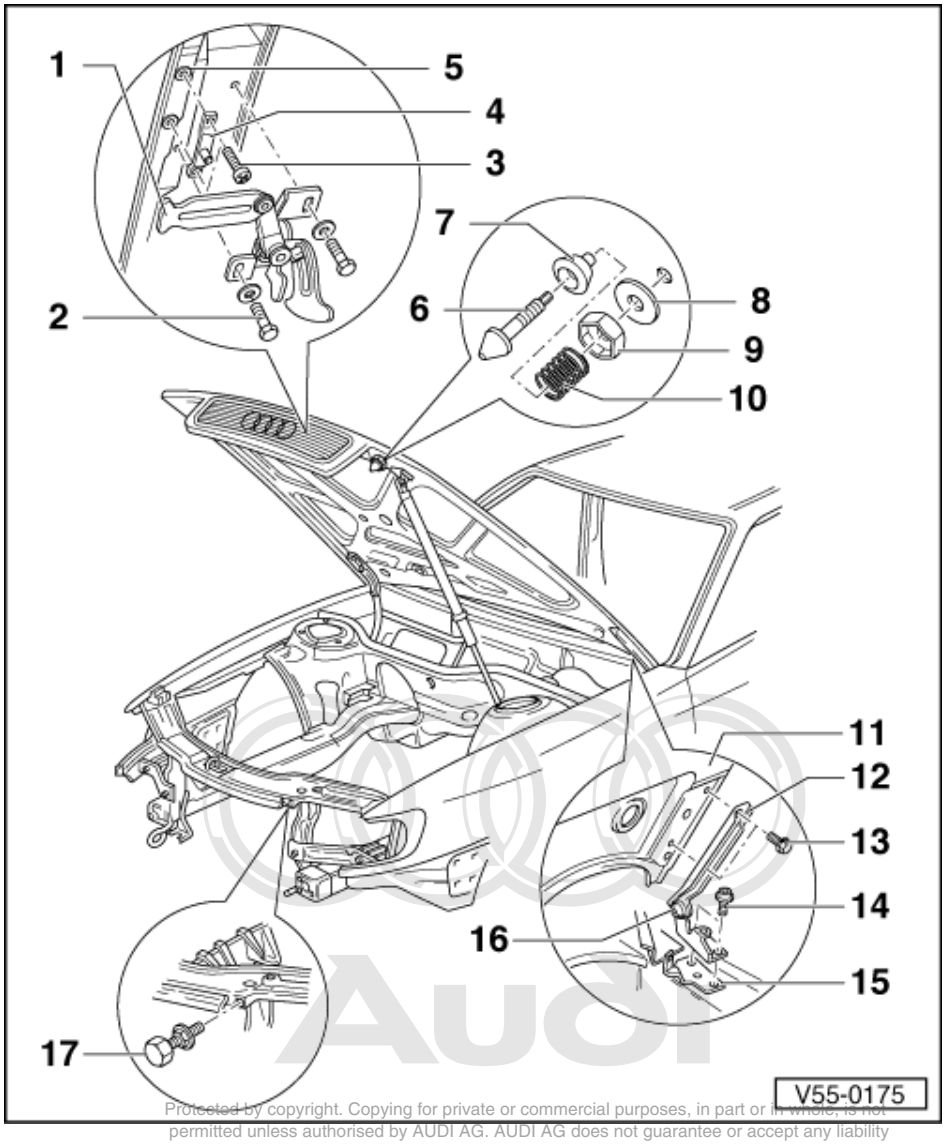
10 Bumper

12 - Snap-on nut

55 - Bonnet, Flaps

1 - Bonnet

1.1 - Bonnet



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1.2 - Removing and installing bonnet

1 **Arrester**
- Installing => Fig. 4
- Adjusting => Fig. 5

2 **Combi screw - 8 Nm**

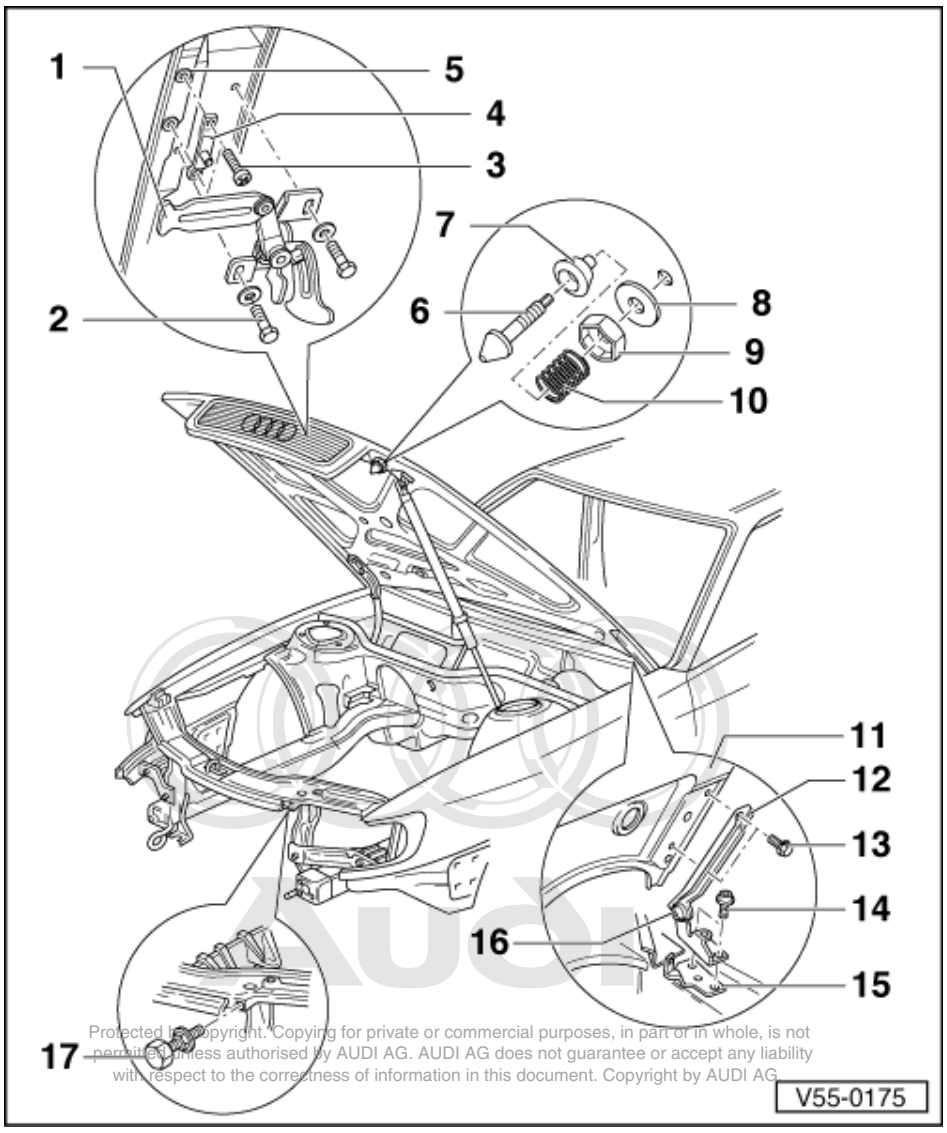
3 **Combi self-tapping screw - 6 Nm**

4 **Bracket**

5 **Blind rivet nut**

6 **Lock pin**
- Adjusting => Fig. 6

7 Locating bush

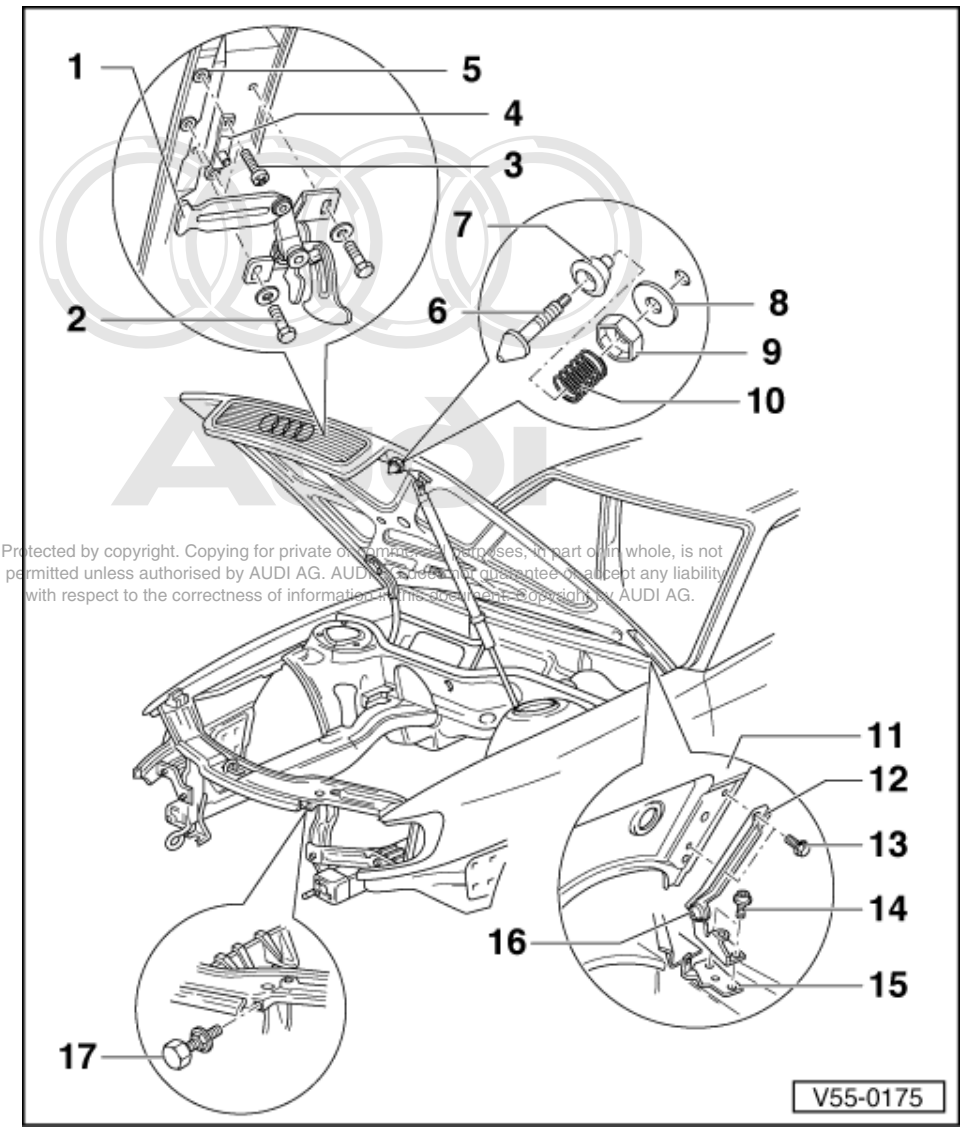


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8 Washer
9 Castle nut
10 Compression spring
11 Bonnet

- Adjusting Bowden cable
  => Fig. 1
- Radiator grille attachment
  => Fig. 2
- Adjusting => Page 47
- Adjusting gap
  => Fig. 3
- Removal:

- Open bonnet and hold with arrester.
- Detach hose to windscreen washer jets, disconnect connector.



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- Remove telescopic strut => Page 47 .
- Unscrew combi screw -item 13 - on both sides.
- Remove bonnet.

◆ Degassing telescopic strut => Page 48

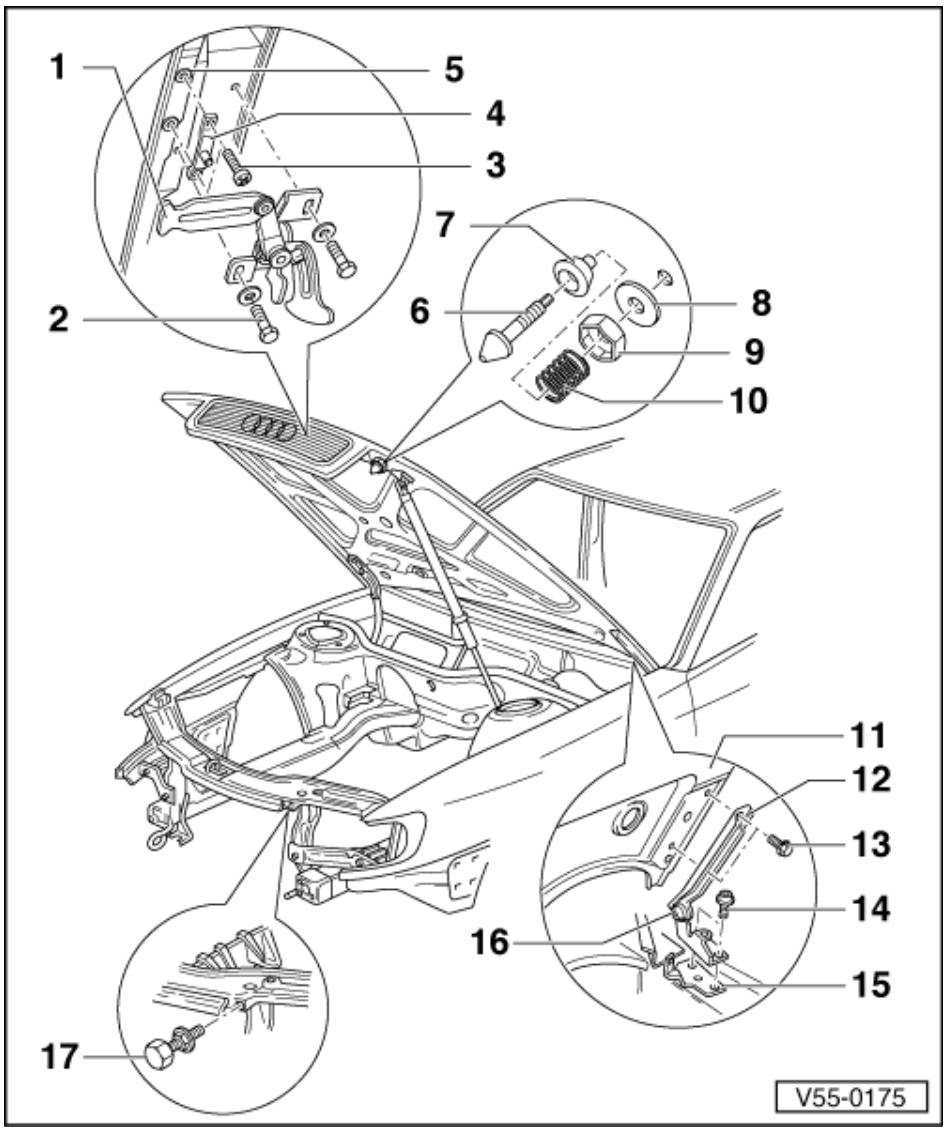
12 Bonnet hinge

13 Combi screw - 21 Nm

14 Hexagon socket screw - 21 Nm

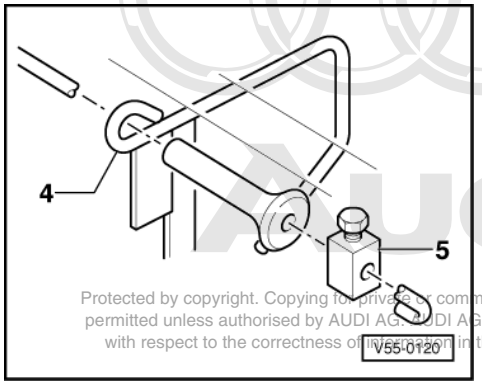
15 Side bracket

16 Hexagon socket screw - 15 Nm



17 Adjusting buffer

- ◆ Adjusting:
- Screw in adjusting buffer as far as nut in lock bearer.
- Align bonnet to contour of wings.
- Affix plasticine to adjusting buffer, close and open bonnet.
- Check thickness of plasticine and loosen adjusting buffer accordingly.
- Lock nut with 15 Nm.



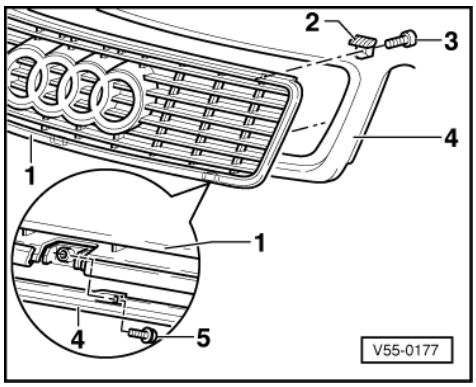
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-> Fig.1 Adjusting bonnet Bowden cable

- Secure Bowden cable in clamp -5- without preloading locking lever -4-.

Note:

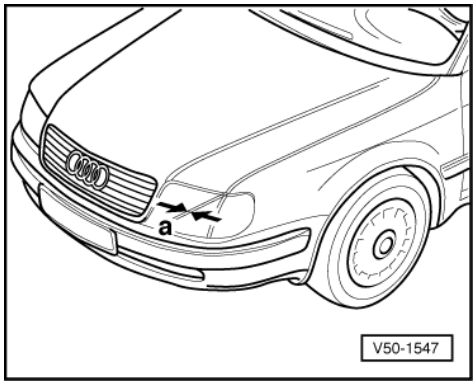
Ensure that end of wire is bent after securing.



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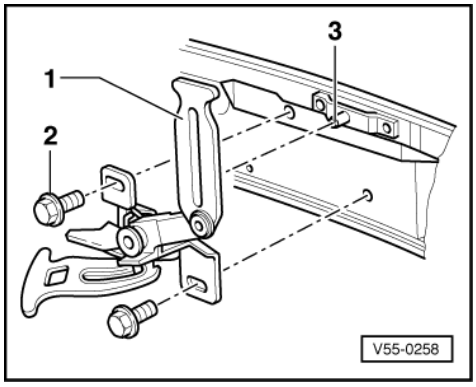
-> Fig.2 Radiator grille/bonnet attachment

1 - Radiator grille
2 - Fixing clip
3 - Hexagon socket screw (6 Nm)
4 - Bonnet
5 - Combi screw (6 Nm)



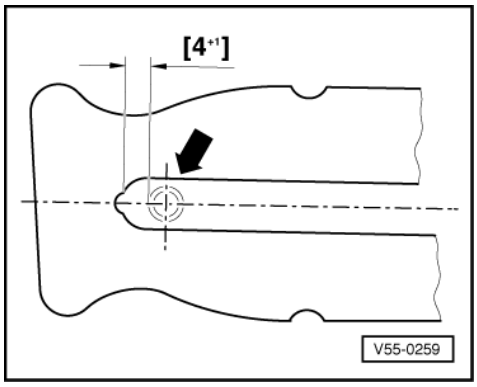
-> Fig.3 Adjusting bonnet/wing gap

- Loosen wing bolts and adjust gap by shifting wing.
  - Dimension a = 4 + 1 mm



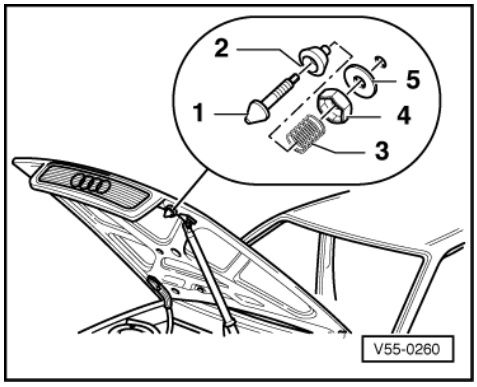
-> Fig.4 Installing arrester

- Install arrester -1- so that bracket is located by retaining pin -3-.
- Hand tighten two hexagon screws -2- of arrester.
- Adjust arrester and tighten hexagon screws (8 Nm).



-> Fig.5 Adjusting arrester

- Adjust arrester longitudinally so that, when bonnet is open, there is a gap of 4 + 1 mm between slot and retaining pin -arrow- as shown in the fig.



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-> Fig.6 Adjusting lock pin

Note:

If the bonnet does not latch shut when it drops from the raised position, the two lock pins are screwed too far into the bonnet.

- Loosen castle nut -4- and unscrew lock pin -1- as far as necessary.
- If the setting is OK, secure lock pin against rotating with a screwdriver and tighten castle nut (10 Nm).

2 - Locating bush
3 - Compression spring
5 - Washer

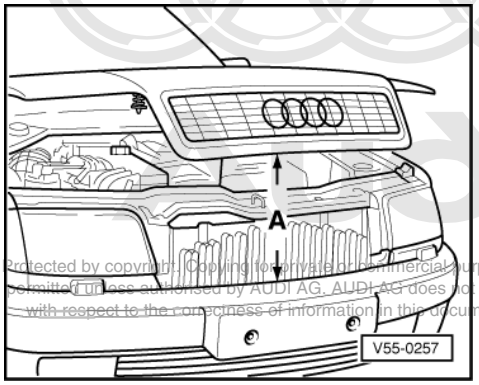
Note:

The lock pin must engage centrally in the lock bearer.

Adjusting bonnet

Note:

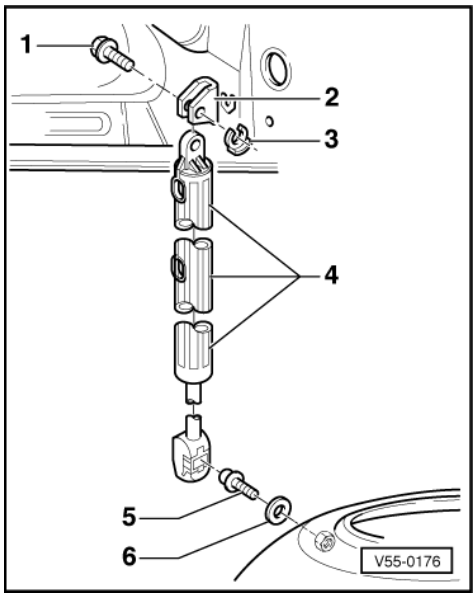
After adjusting the bonnet to the body contour, perform check to ensure that it closes properly.



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- -> Raise bonnet as shown in fig.
  - Dimension A = approx. 300 mm
- When dropped from this position the bonnet must latch securely into the lock and arrester.
- Check latching by pulling sharply on the bottom edge of the bonnet at right and left sides above the headlights.
- Adjust lock pin as necessary => Fig. 6 .

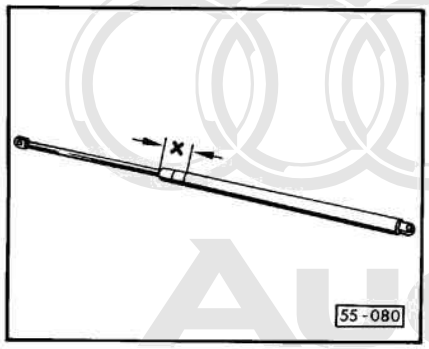
Removing and installing telescopic strut with casing tube



- Support bonnet
- -> Remove lock washer -3- and unscrew bolt -1-.
- Lever strut from ball-head pin -5-.
- Remove strut together with casing tube.

1 - Bolt
2 - Top fixing
3 - Lock washer
4 - Telescopic strut with casing tube
5 - Ball-head pin (10 Nm)
6 - Retaining ring

1.3 - Degassing telescopic strut



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- Remove casing tube from strut.
- Clamp strut in vice in area x = 50 mm.

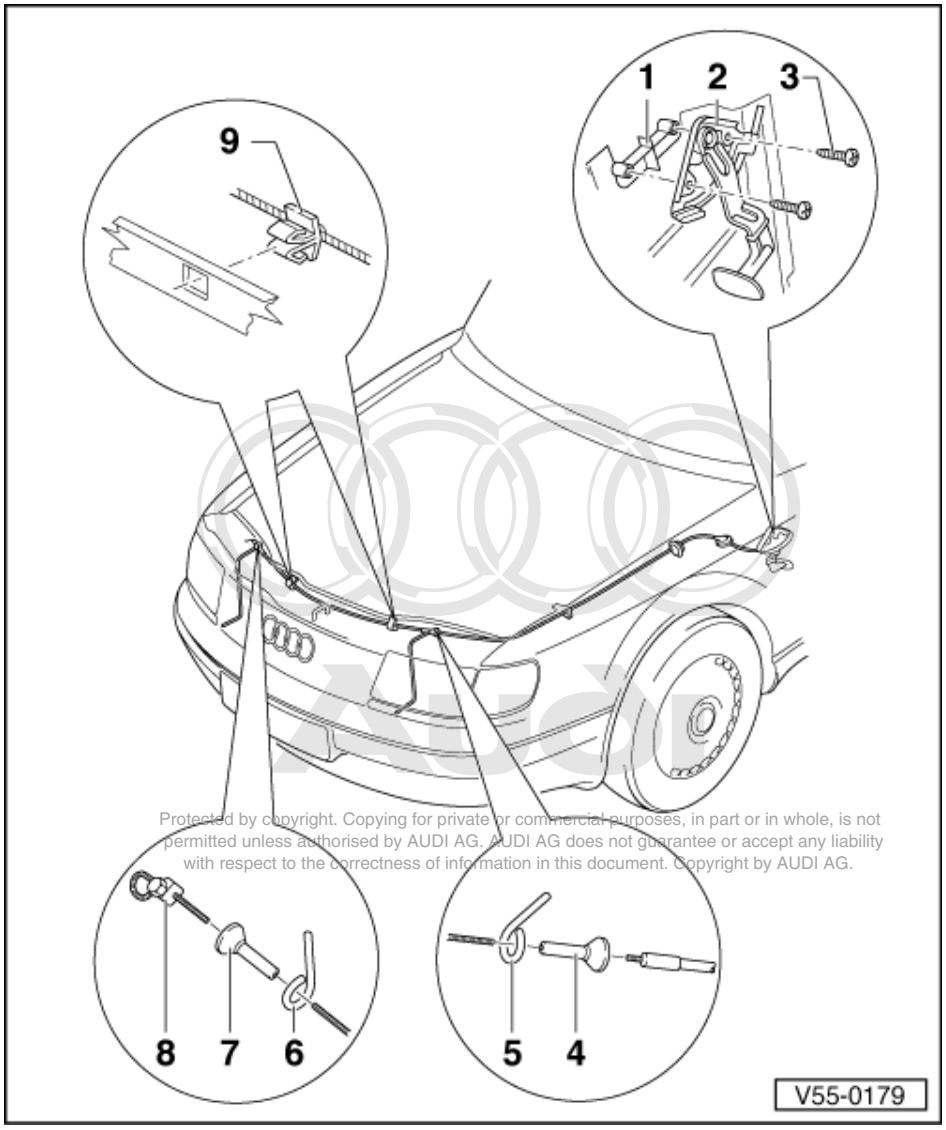
Important!
Only clamp the strut in this area. Otherwise there is risk of accident!

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

Important!
Wear goggles during sawing.

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

1.4 - Removing and installing bonnet Bowden cable



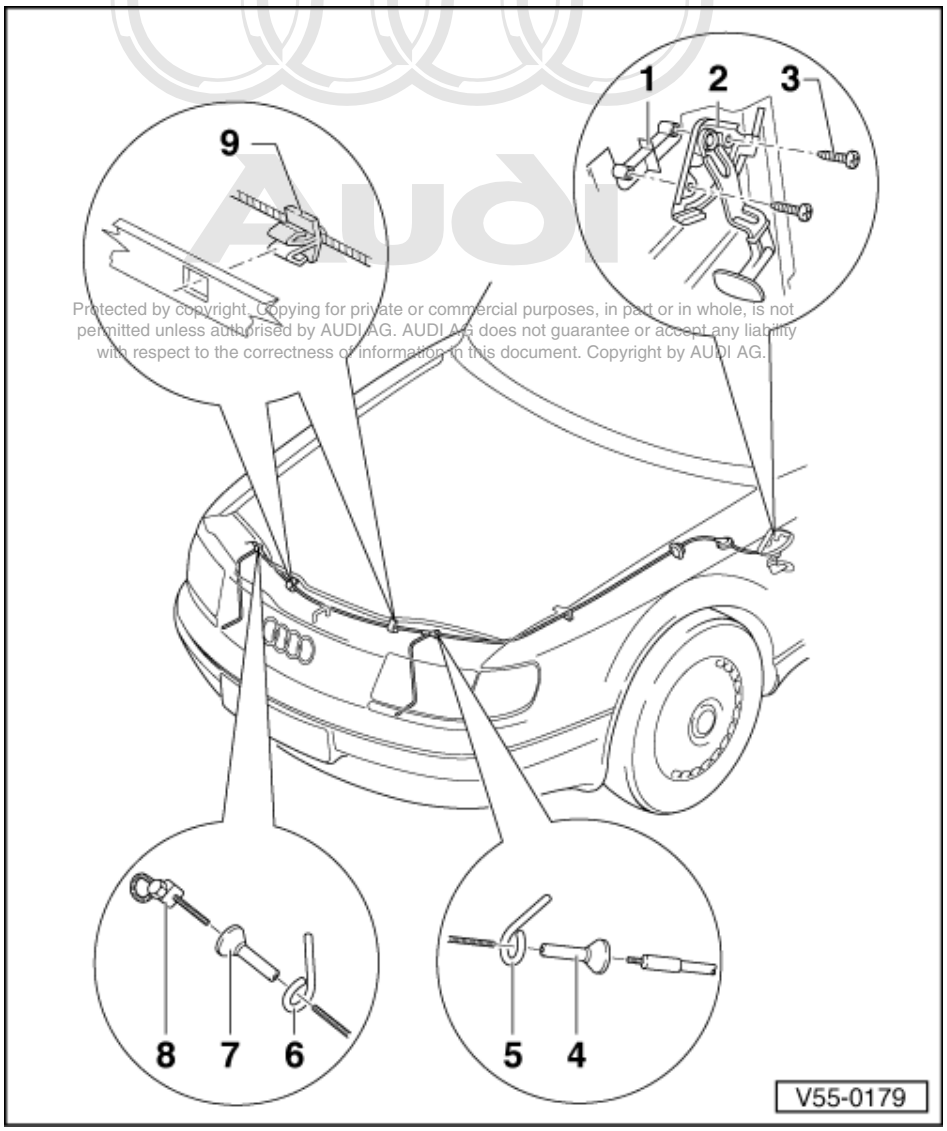
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1 Spacer
2 Actuator
- Attach Bowden cable

3 Self-tapping screw - 4 Nm
4 Locating sleeve
5 Locking lever
- For lock pin, left

6 Locking lever
- For lock pin, right

7 Locating sleeve



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8 Clamp

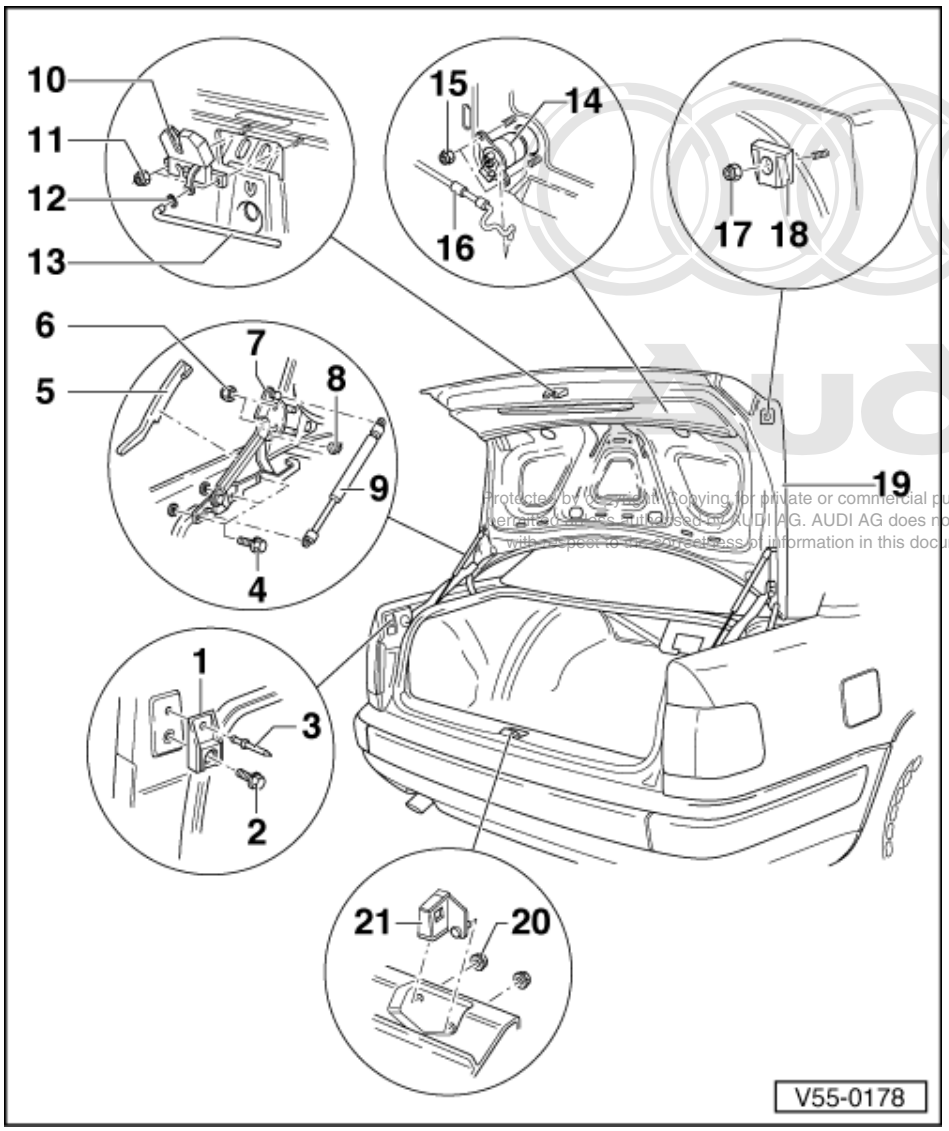
- Bend Bowden cable after passing through clamp

9 Clip

- For Bowden cable

2 - Boot lid, tailgate

2.1 - Boot lid, tailgate

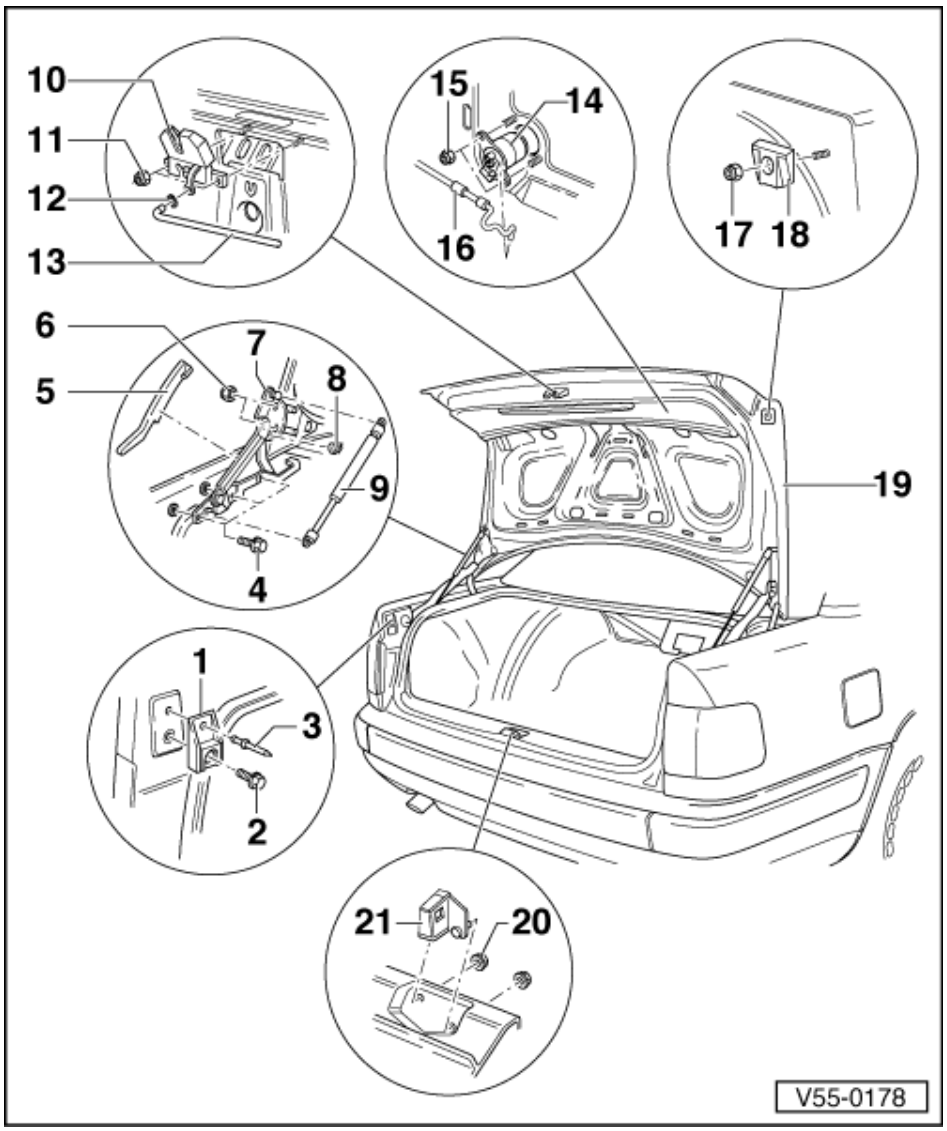


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2.2 - Removing and installing boot lid (Saloon)

1 Adjusting buffer
2 Combi screw - 6 Nm
3 Hollow rivet
4 Combi screw - 21 Nm
5 Cable gland
- Different versions left/right

6 Hexagon nut- 21 Nm
7 Boot lid hinge
8 Stop



9 Telescopic strut

- Lever from boot lid hinge
- Degassing => Page 48

10 Lock

11 Hexagonal nut - 6 Nm

12 Hinged bush

13 Actuator rod

14 Lock cylinder

15 Nut - 4 Nm

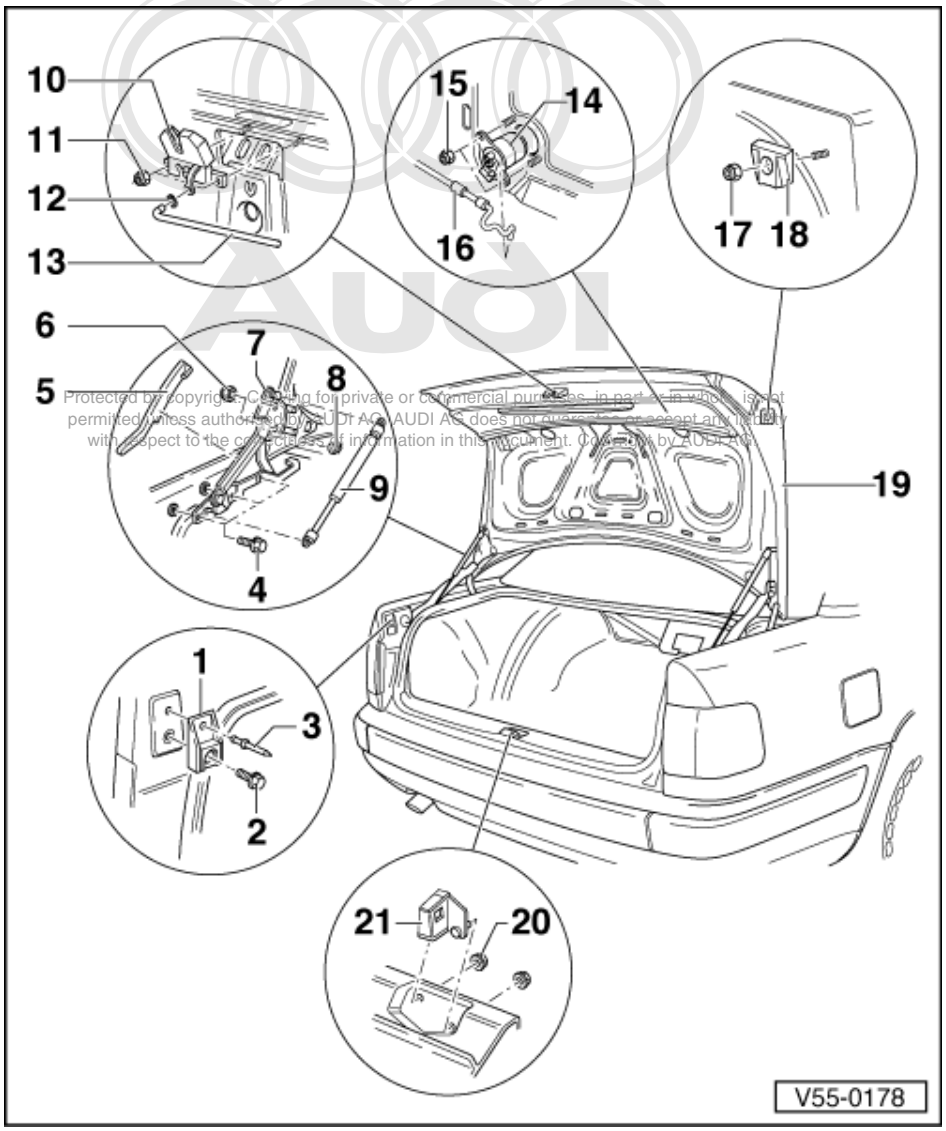
- Self-locking, replace

16 Actuator rod

17 Hexagon nut- 6 Nm

18 Adjusting buffer

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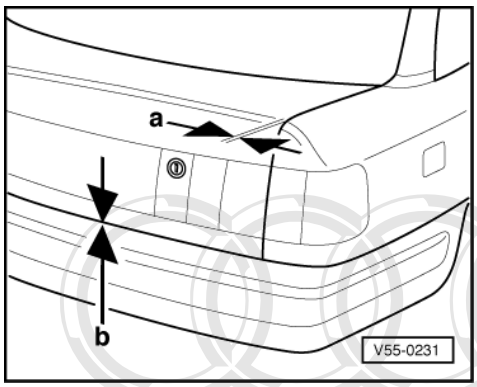
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19 Boot lid

- ◆ Adjusting boot lid gap => Fig. 1
- ◆ Removal:
- - Open boot lid and hold with arrester.
- - Detach cover from boot lid.
- - Disconnect connectors and remove wiring loom from boot lid.
- - Lever telescopic strut -item 9 - from boot lid hinge -item 7 - at both sides.
- - Unscrew hexagon nuts -item 6 -.
- - Remove boot lid.

20 Hexagon nut - 6 Nm

21 Locking wedge



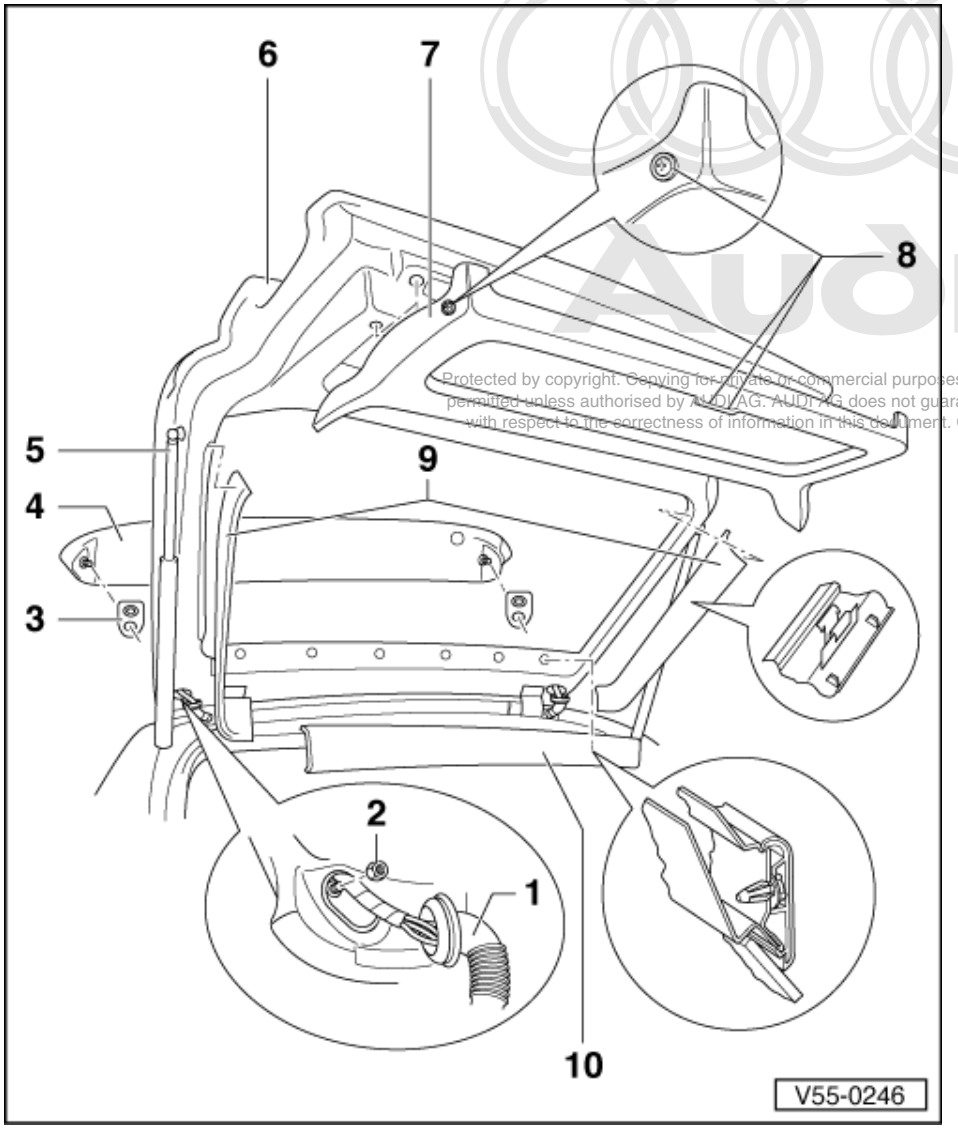
-> Fig.1 Adjusting boot lid gap

- The gap is adjusted at the hinge.

- When replacing side panel, the following dimensions must be observed:
  - Dimension a = 4 + 1 mm
  - Dimension b = 6.5 + 1 mm

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2.3 - Removing and installing tailgate (Avant)



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1 Bellows

2 Hexagon nut - 21 Nm

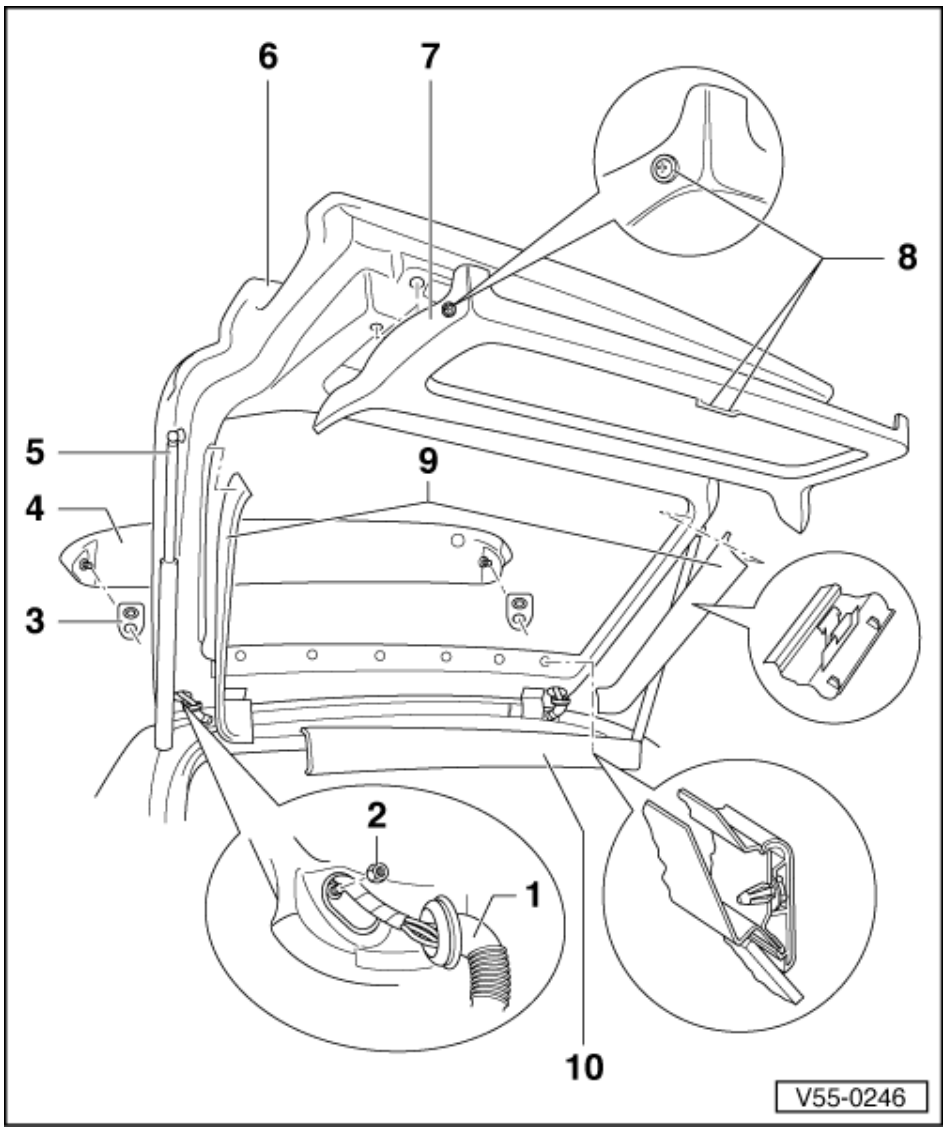
3 Shim

4 Spoiler

5 Telescopic strut
- ◆ Removing => Page 59
- ◆ Degassing => Page 48

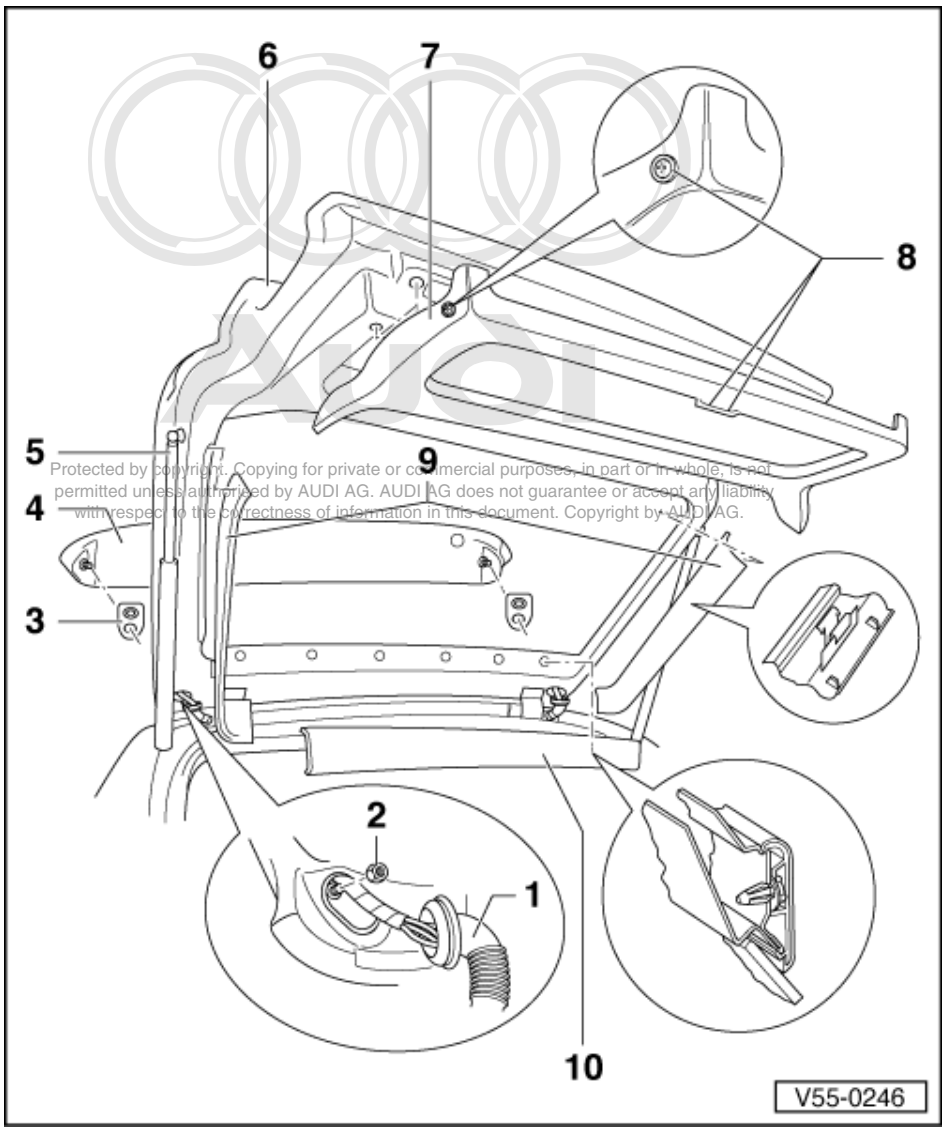
6 Tailgate
- ◆ Removal:

- Open tailgate and support.



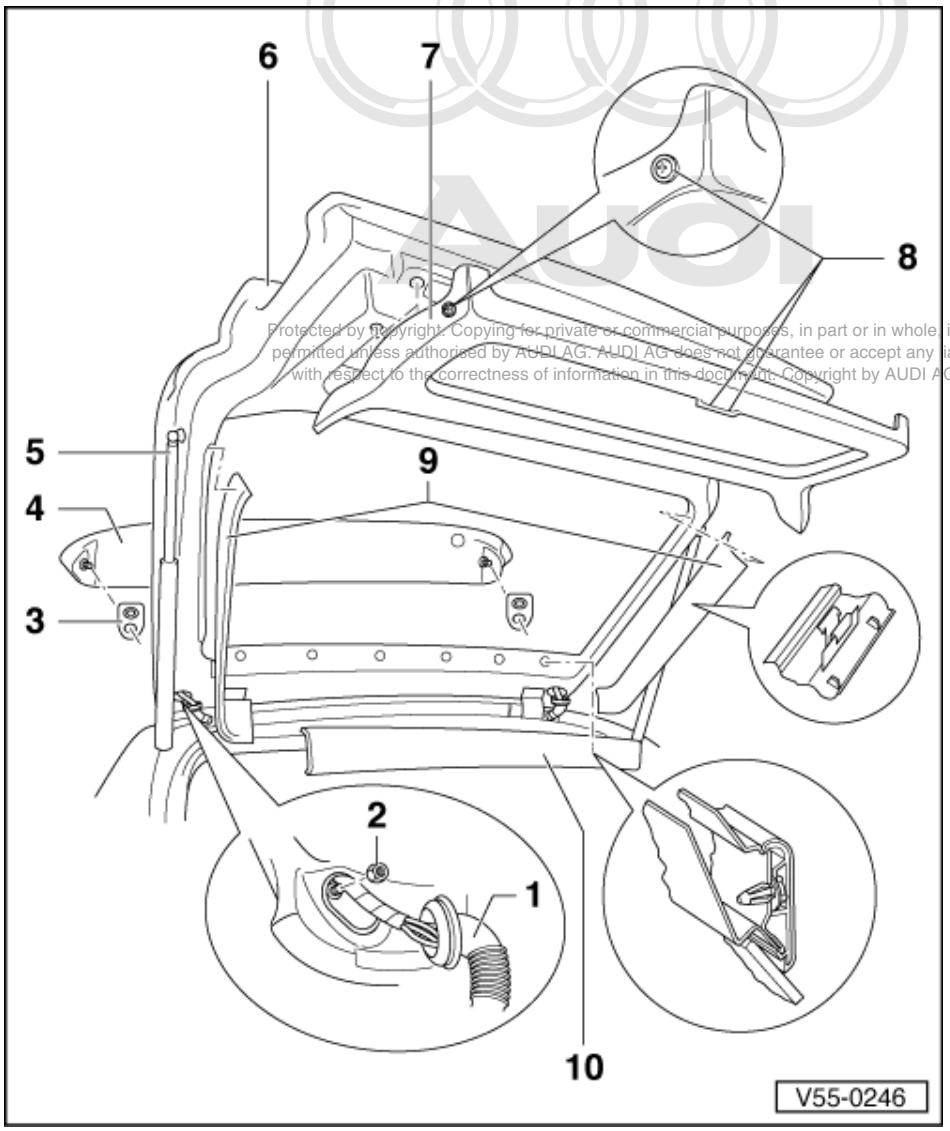
- Unbutton bellows -item 1 - from tailgate at both sides.
- Draw back trim at top -item 10 - towards rear.
- Draw back side trim -item 9 - at both sides, towards centre of vehicle.
- Loosen self-tapping screws -item 8 - at sides and in grip recess of bottom trim -item 7 -.
- Pull off bottom trim downwards.
- Disconnect/detach connectors and hose line for central locking and hose line for rear window washer.

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- Release wiring loom and hose lines from fixings, and from adhesive tape where necessary.
- Remove sealing around cable passage through tailgate.
- Detach wiring loom and hose lines from tailgate.
- Loosen hexagon nuts -item 2 - at both sides.
- Remove spoiler -item 4 -.
- Detach shims -item 3 - at both sides.
- Lever telescopic strut -item 5 - from ball-head pin on tailgate.



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Notes:

- Before fitting tailgate, ensure tailgate seal is present at both sides.
- When installing trim panels in the tailgate, ensure that all clips and retaining pins latch into place and that the hose lines for the window washer and central locking are not trapped.

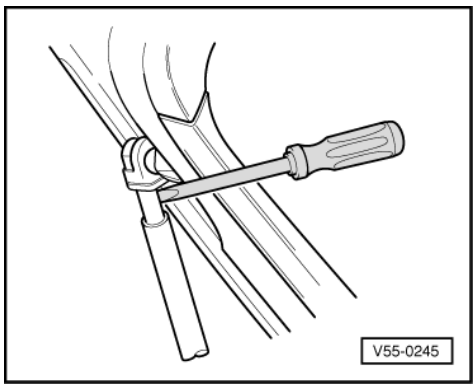
7 Bottom trim

8 Self-tapping screw

9 Side trim

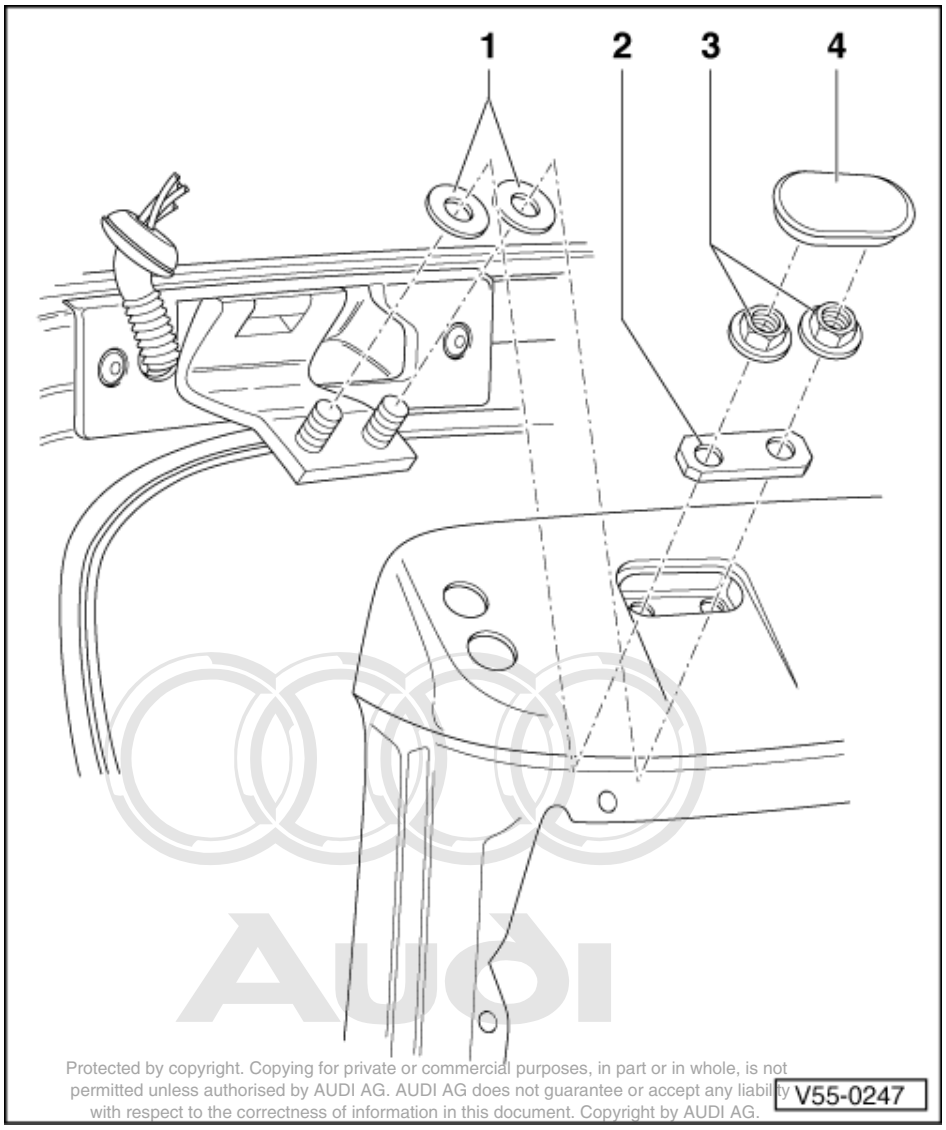
10 Top trim

Removing and installing telescopic strut



- Lift tailgate and support.
- Use a screwdriver to lever strut from ball-head pin on tailgate and from body.

2.4 - Unhinging tailgate (Avant)

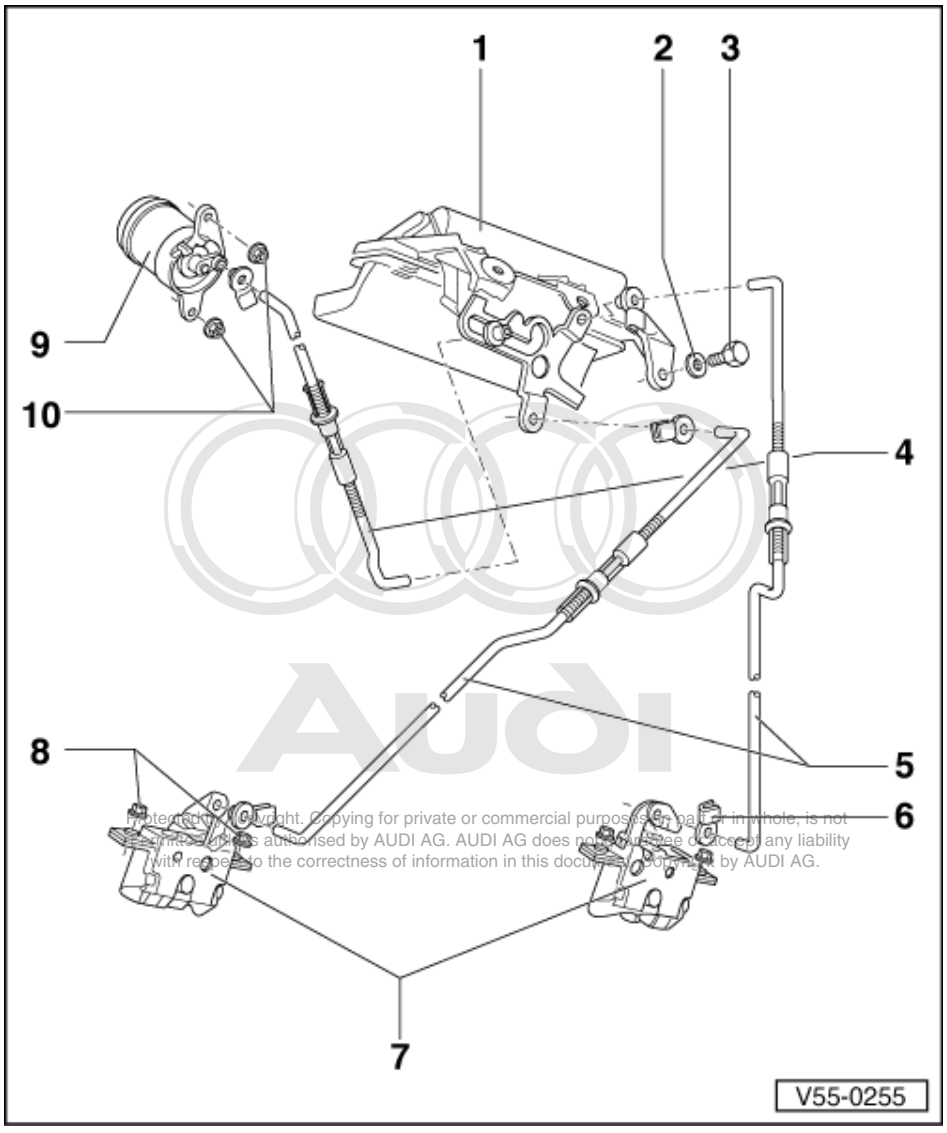


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Note:
Tailgate must not be latched into lock.
- Lever off cap -item 4 - at both sides.
- Loosen hexagon nut -item 3 - at both sides.
- Withdraw shim -item 2 - upwards at both sides.
- Lift tailgate off hinges upwards.

1 Washers
2 Shim
3 Hexagon nuts
4 Cap

2.5 - Tailgate lock with operating components (Avant)

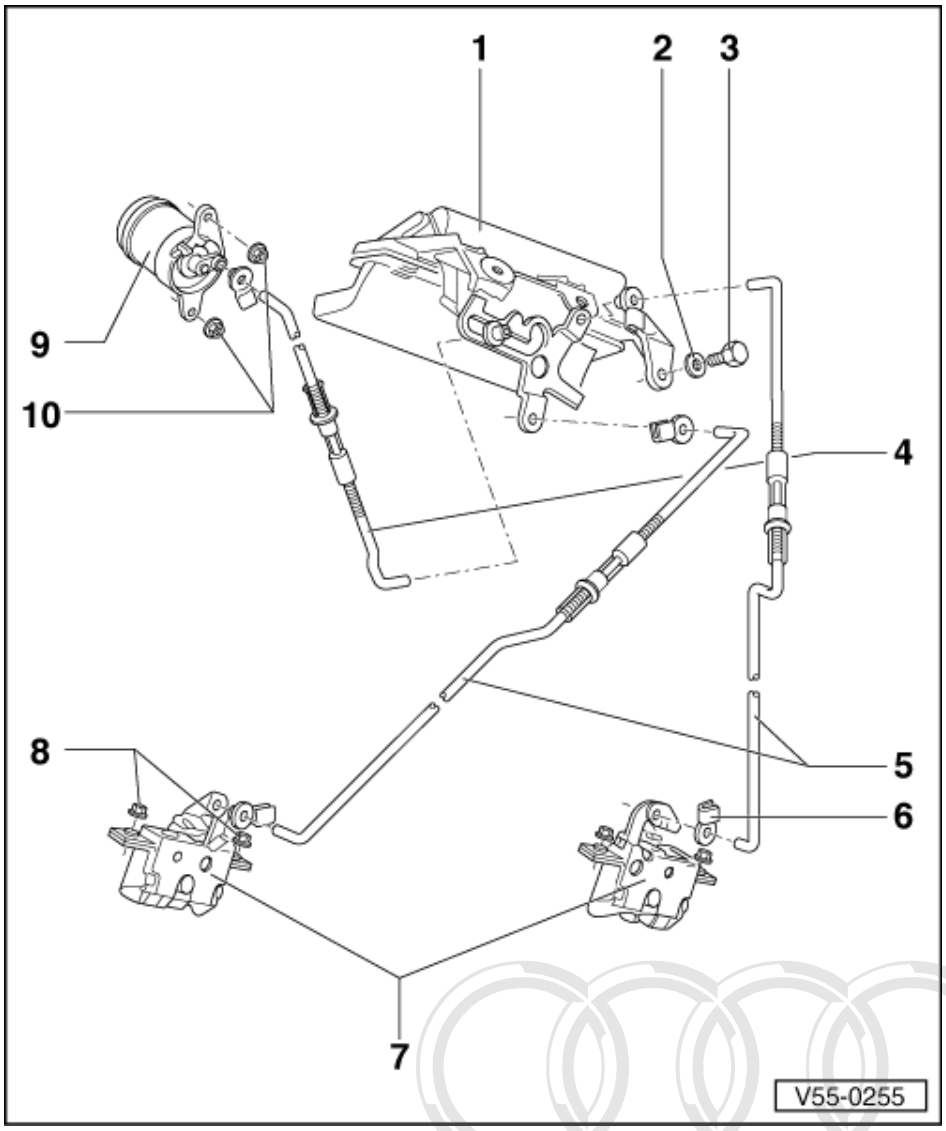


1 Handle
- Removing and installing => Page 63
- Adjusting handle to number plate holder and tailgate => Page 64

2 Washer
3 Hexagon screw 10 + 0.5 Nm

4 Lock cylinder/handle connecting rod

- ◆ Removal:
- Release connecting rod from hinged bush on lock cylinder -item 9 - and from handle locating clip -item 1 -.

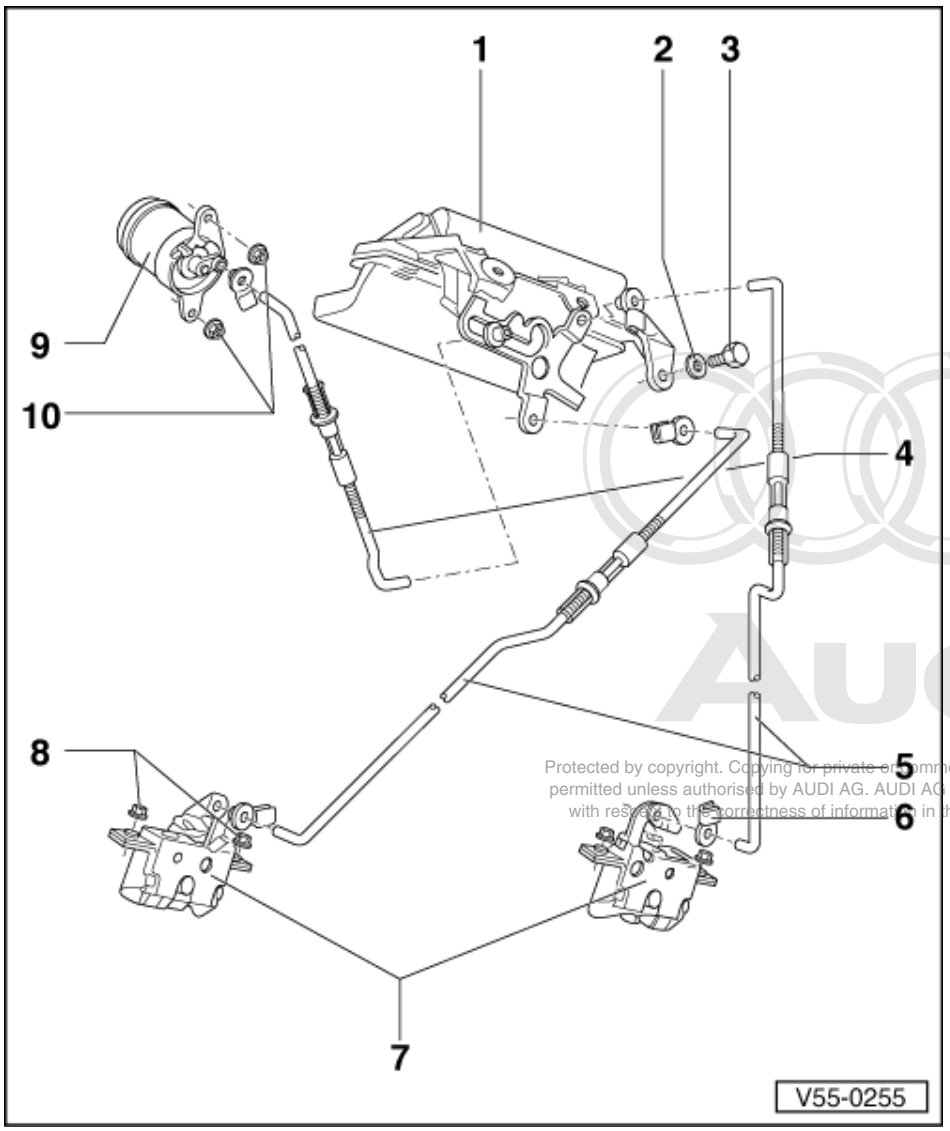


- Disconnect connecting rod =>Page 65 .
- ◆ Adjusting:
- Lock cylinder -item 9 - must be tightened to specified torque with lock nuts -item 10 -.
- Set lock cylinder release lever to open position.
- Lock locating clip to transfer lever.
- Engage connecting rod in threaded link and secure =>Page 65 .

5 Locks/handle connecting rod

- Release connecting rod from hinged bushes -item 6 - from handle -item 1 - and from locks -item 7 -.
- Disconnect connecting rod =>Page 65 .

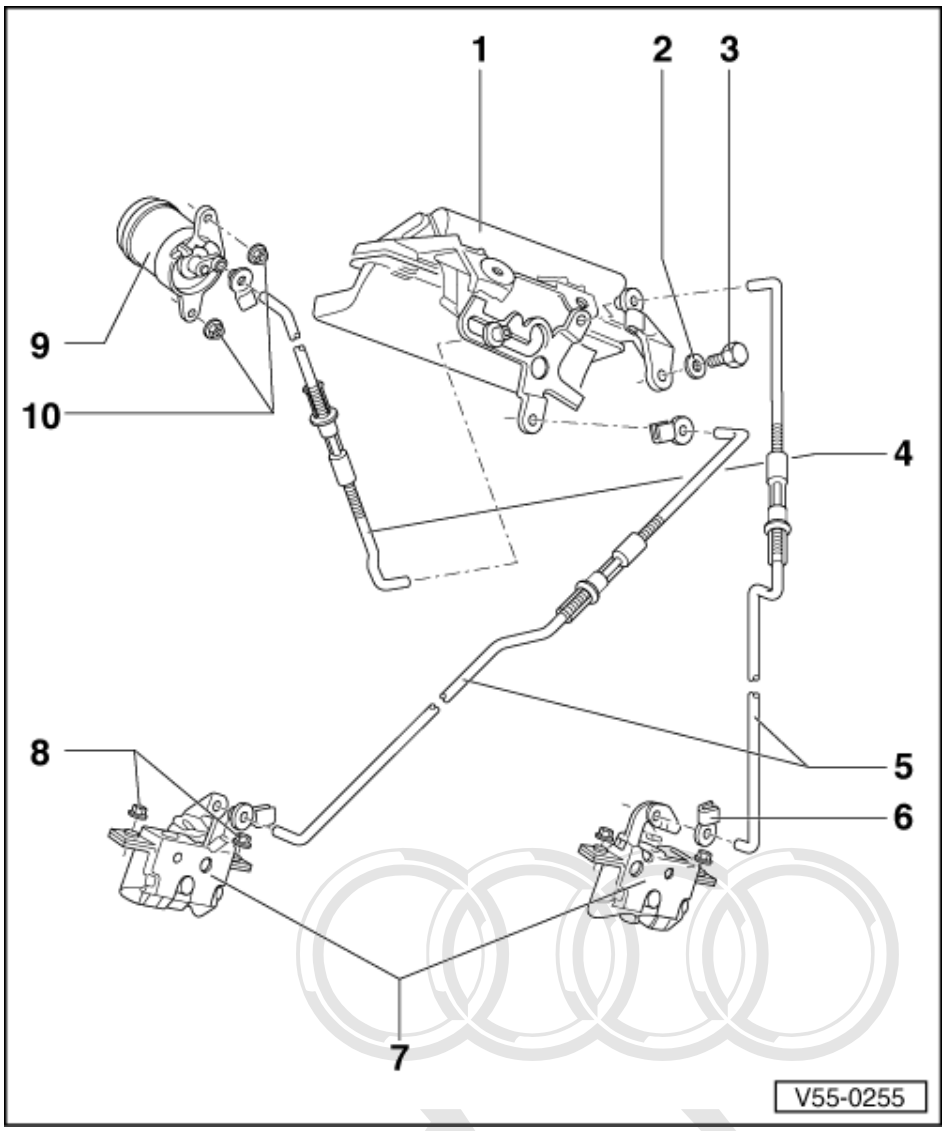
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- ◆ Adjusting:
- Lock cylinder -item 9 - must be tightened to specified torque with lock nut -item 10 -.
- Connecting rods must be attached to hinged bushes -item 6 - on handle transfer lever.
- Engage locks -item 7 - in end position.
- Attach connecting rod with hinged bush -item 6 - to release lever for locks -item 7 -.
- Engage connecting rod in threaded link and secure =>Page 65 .

6 Hinged bush



7 Locks, left and right
- Removing and installing => Page 66

8 Hexagon nut - 8 Nm

9 Lock cylinder
- Removing and installing => Page 67

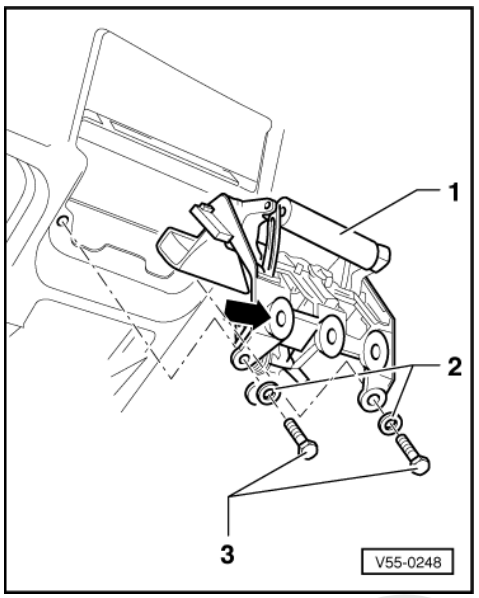
10 Lock nuts - 4 Nm

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Removing and installing handle

Removal:

- Remove tailgate bottom trim => Page 58 .
- Release connecting rod from handle locating clip.
- Release connecting rods from handle transfer lever.



- -> Loosen hexagon screws -3- with washers -2-.
- Unscrew handle -1-.

Installation:

- Insert handle assembly from boot centrally and parallel through rectangular aperture in bottom panel of tailgate.

Note:

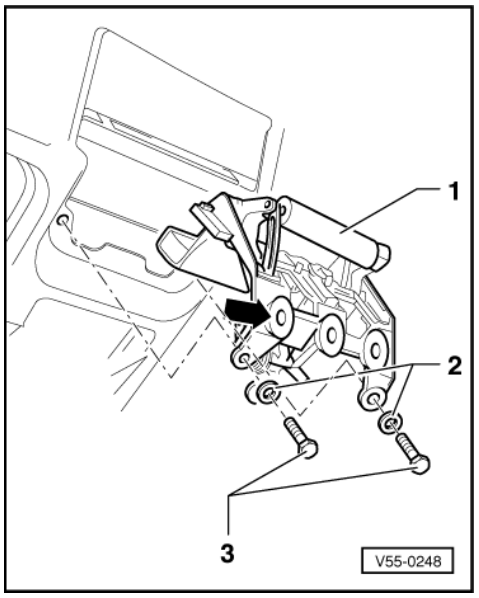
Stop and grooved gasket must contact outside of tailgate bottom panel.

- Swivel handle until through-holes and fixing holes in tailgate bottom panel align.

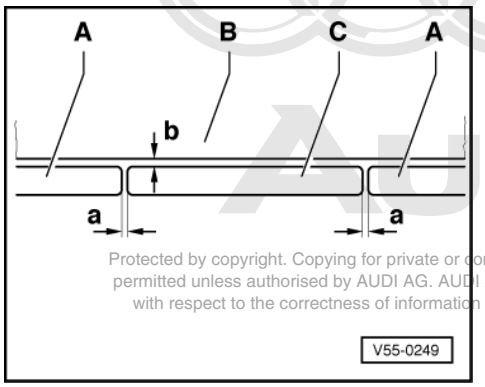
- Tighten handle with washer and hexagon screw to 10 ± 0.5 Nm.
- Attach connecting rod to handle locating clip.
- Attach connecting rod to handle transfer lever.

Audi
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Adjusting handle to number plate holder and tailgate



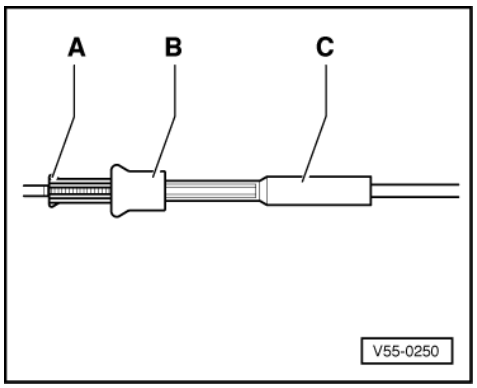
- Raise handle
- -> Turn hexagon socket screw in or out as necessary to adjust depth of handle -arrow-.
- After adjusting, secure against rotation with hexagon nut.
- Secure height setting by means of hexagon socket nut via slots on left side.
  - Tightening torque: 2.5 ± 1 Nm



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-> Gaps:

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



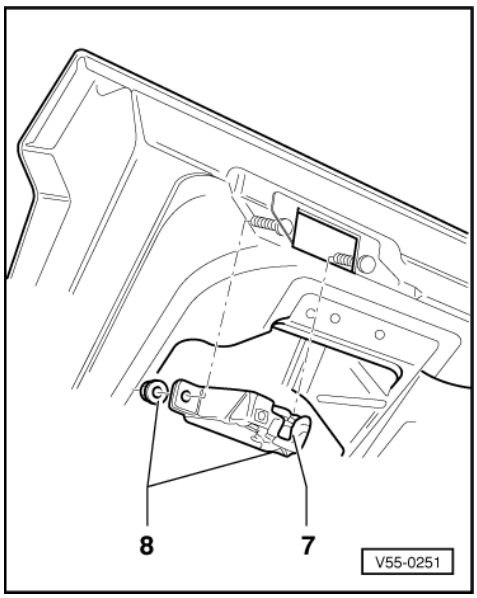
Detaching/engaging connecting rods

Detaching:

- -> Shift knob -B- in direction of threaded link -C-.

Engaging:

- Engage connecting rods in threaded link -C-.
- To secure, shift knob -B- to stop -A-.



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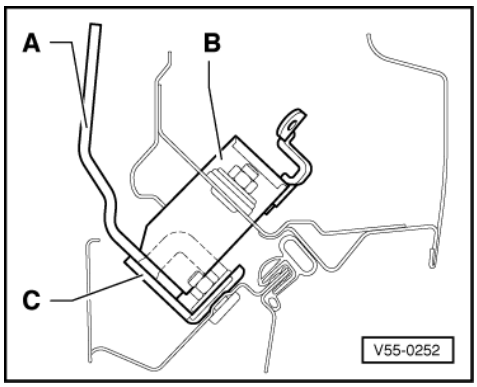
Removing and installing lock

Removal:

- -> Detach connecting rods from release lever of lock -7-.
- Loosen hexagon nuts -8-.
- Push lock out towards interior.

Installation:

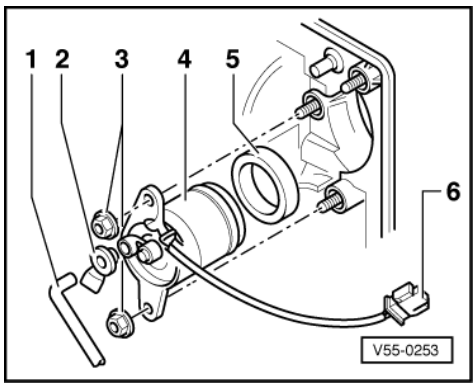
- Lightly tighten lock with hexagon nuts; align fixing points centrally.
- Close tailgate.



- -> From boot, insert 3.0 mm thick spacer -A- between lock -B- and striker -C-.
- Set lock to main latch and align tailgate under tension.
- Align gaps according to specified dimensions and fix. The gap between the top edge of the bumper and the bottom edge of the tailgate must be maintained.

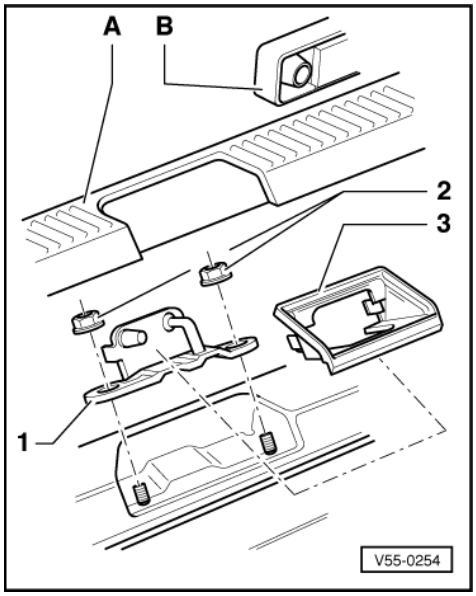
- Tighten hexagon nut at lock (8 Nm).
- Tighten striker => Page 67 .
- Remove spacer.
- Unlock locks, open tailgate.

Removing and installing lock cylinder



- -> Loosen lock nuts -3-.
- Release hinged bush -2- with connecting rod -1- from lock cylinder -4-.
- In vehicles with central locking and/or anti-theft alarm system, disconnect connector -6-.
- Withdraw lock cylinder and seal ring -5-.
- Adjust connecting rod => Page 61 .

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Removing and installing striker

Removal:

- -> Remove central loading floor fixture -B-.
- Remove rear apron trim -A-.
- Unclip cap -3-.
- Loosen hexagon nuts -2- at both sides.
- Detach striker -1- from threaded bolt.

Installation:

- Hand-tighten striker with hexagon nuts at both sides. Align fixing points approximately with centre.
- Align and fix locks => Page 66 .
- Tighten hexagon nuts to 8 Nm, starting with nut on right.
- Unlock locks, open tailgate.
- Clip cap onto striker.

- Refit rear apron trim and central loading floor fixture.

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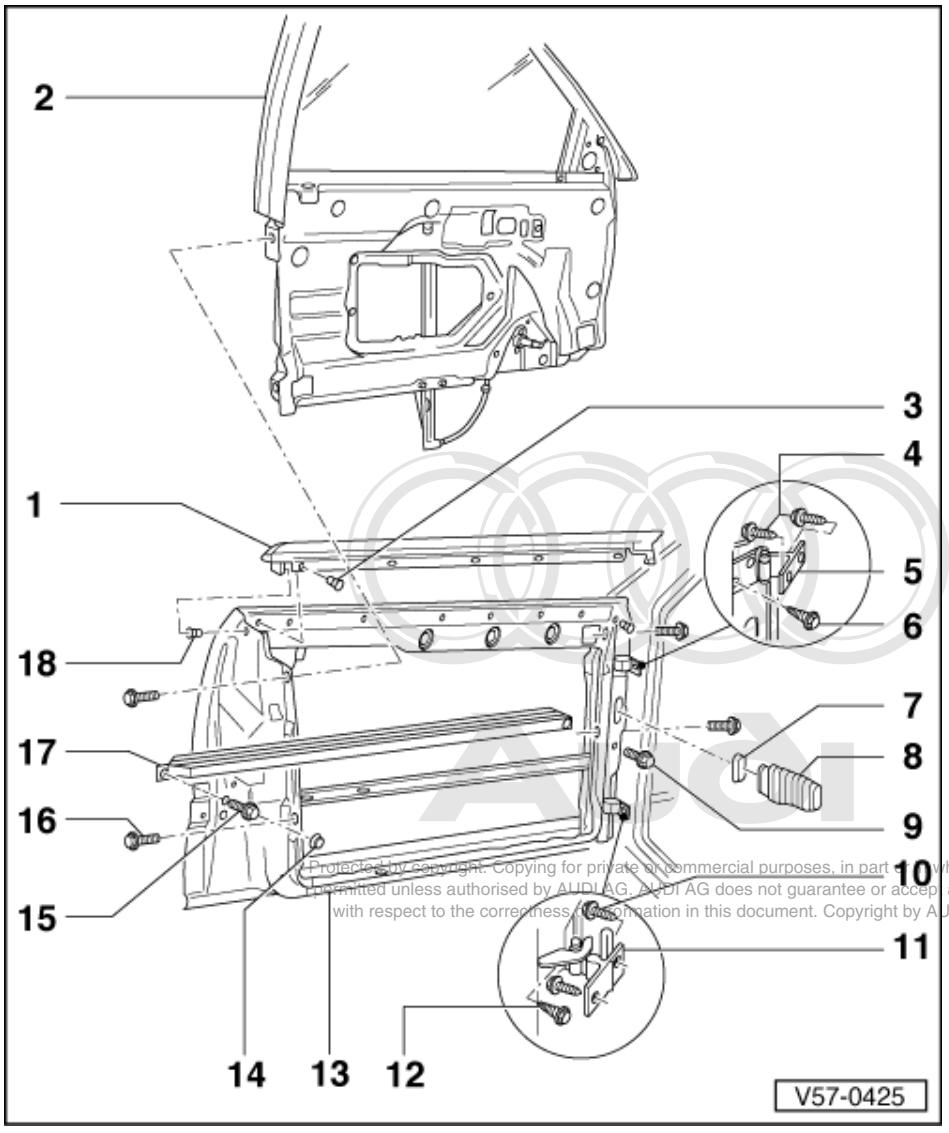
57 - Front doors/Door components/Central locking system

1 - Front door

1.1 - Front door

Notes:
- The window lifter attachment has been changed from a screw fixing to a rivet fixing (phased introduction).
- Once the door component and window lifter carriers have all been used up, only parts for riveting will then be delivered.
- When combining new window lifters (electric or manual without threaded rivet) with old door component carriers, use screws from the range supplied to affix the components.
- Nuts must always be fitted on the carrier side.
- Tightening torque 9.5 Nm.

1.2 - Removing and installing door shell and door component carrier



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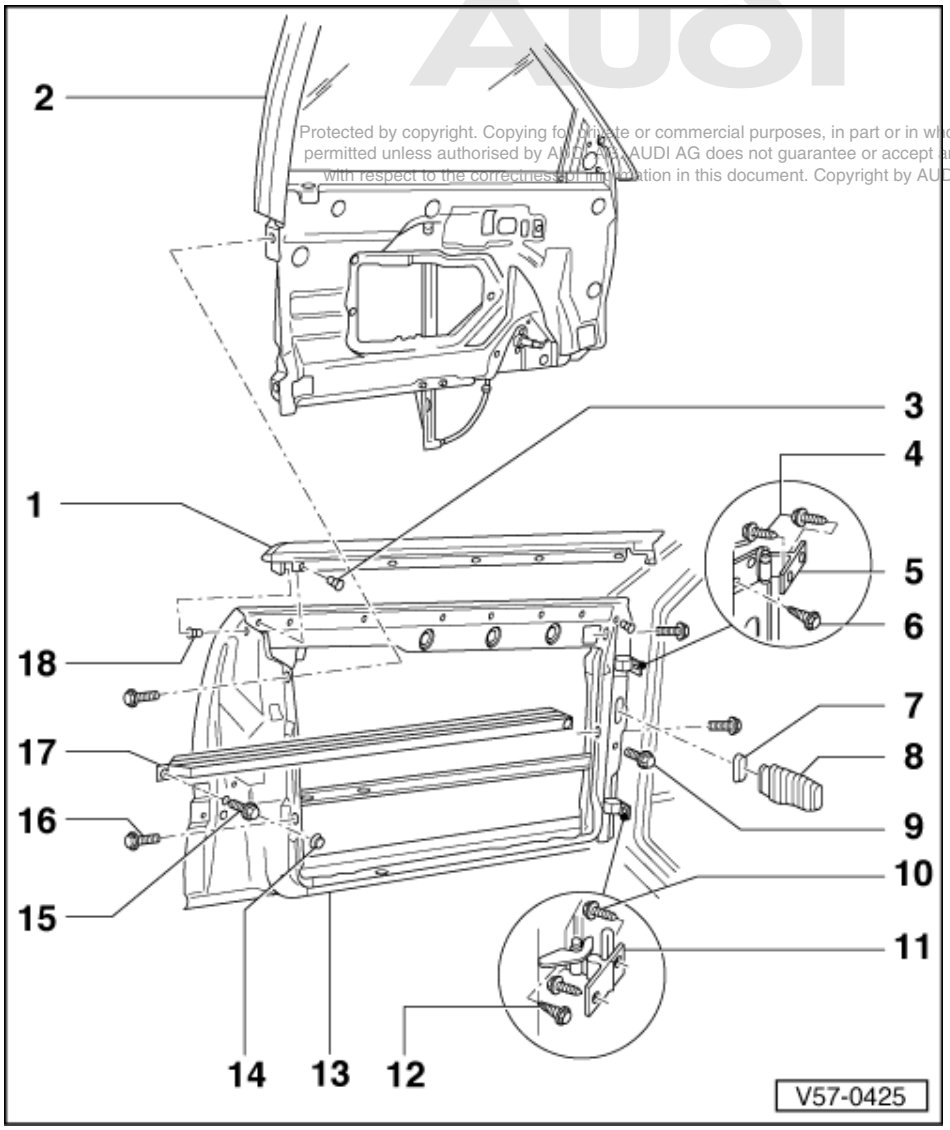
1 Outer window slot seal

- Removing and installing => Page 230

2 Door component carrier

- Removal:
- Remove front door trim => Page 318 .
- Unclip Bowden cable for interior door control.
- In vehicles with electric windows and/or adjustable exterior mirrors, disconnect connectors.

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- Unscrew hexagon screws -item 16 - and withdraw door component carrier upwards.
- Adjusting => Page 92
- After installing door component carrier always check upper stop limit of door window and adjust as necessary=> Page 78

3 Clip

- 6 off

4 Hexagon screw - 30 Nm

- 2 off

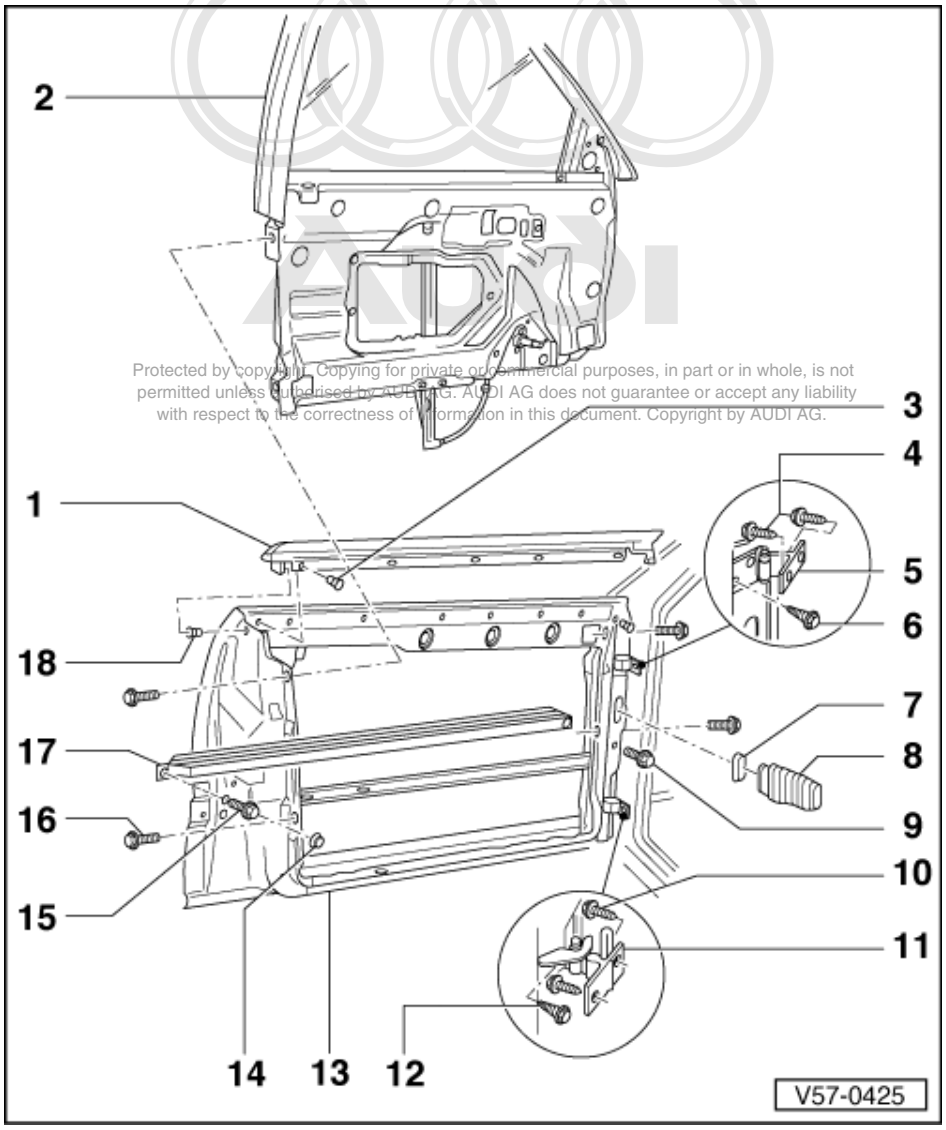
5 Top door hinge

6 Hexagon screw - 30 Nm

- 2 off

7 Grommet

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8 Bellows

9 Combi screw - 6 Nm

10 Hexagon screw - 30 Nm

- 2 off

11 Bottom door hinge

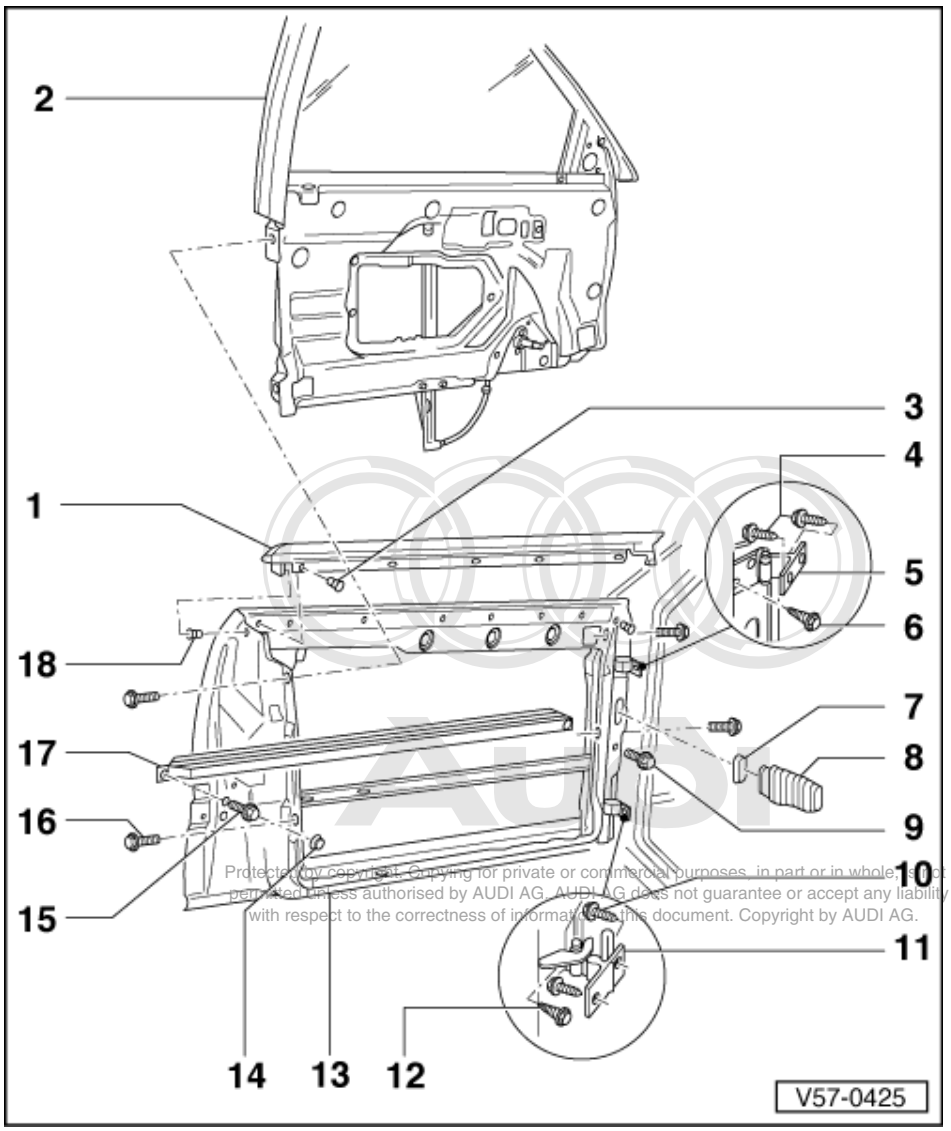
- Grease new part; greasing points => Fig. 1

12 Hexagon screw - 30 Nm

- 2 off

13 Door shell

- Removal:
- Disconnect connectors.
- Detach and unclip hose line for central locking from door lock.
- Unscrew screws -item 6 - and -item 12 -
- Adjusting => Page 92



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14 Screw head cap

15 Combi screw - 8 Nm

16 Hexagon screw - 30 Nm

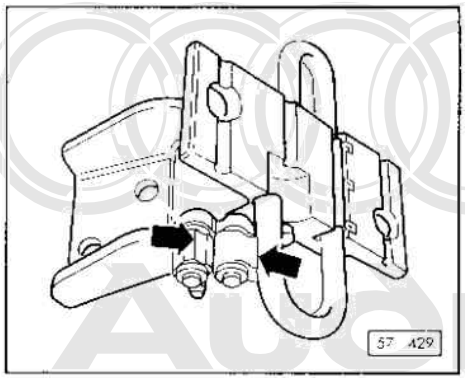
- 4 off

17 Impact bar

- Removing and installing impact absorber => Page 73

18 Grommet

- 2 off

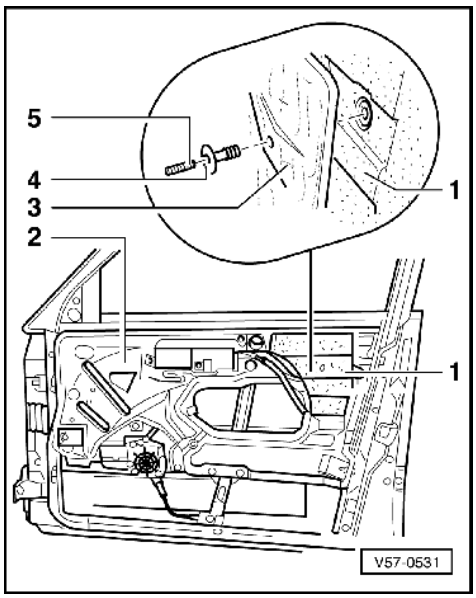


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-> Fig.1 Bottom door hinge - greasing points

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

1.3 - Removing and installing impact absorber for front door component carrier

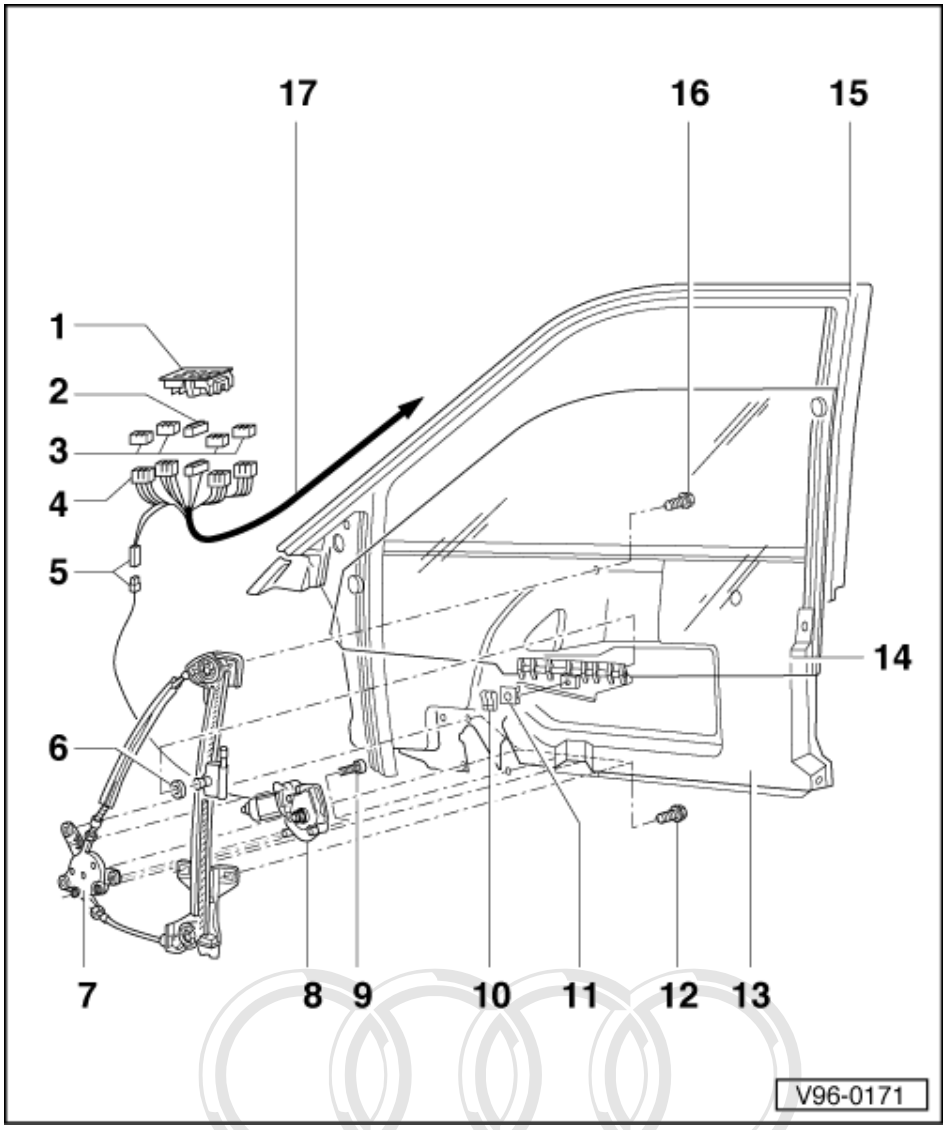


- Remove front door trim => Page 318 .
- -> Unclip -4- clips.
- Detach impact absorber -1- from door component carrier -2-.
- Clean adhesive residues from bonding surface on door component carrier.
- Clean bonding surface with cleaning solution.
- Detach adhesive protection strip and affix impact absorber.
- Press clip through insulating mat -3- into door component carrier using a ø 4 mm punch -item 5-.

Note:

Press in clip catch by catch until it is securely seated. The applied pressure should not damage the impact absorber as the clip is being pressed in.

1.4 - Front window lifter and door window - exploded view



Note:

Electrical components for front window lifters

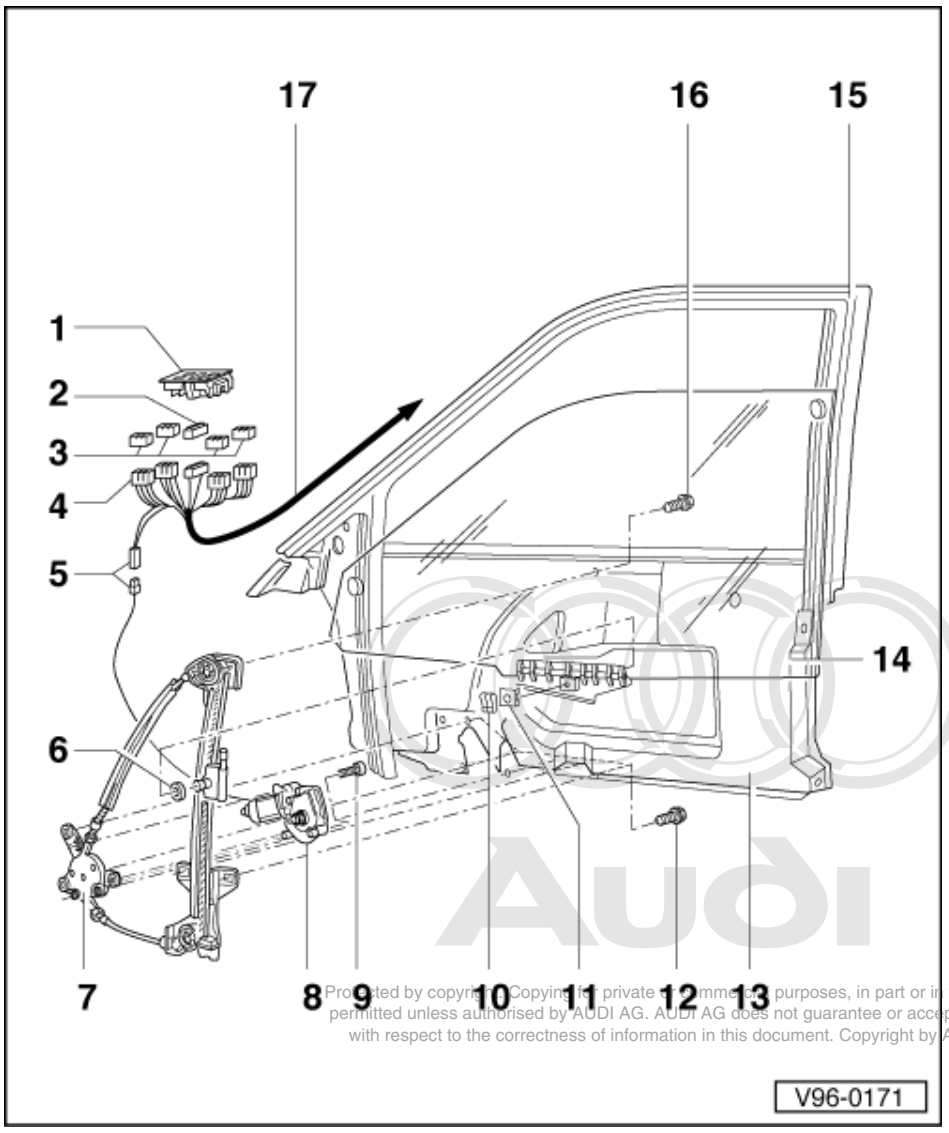
=> Electrical system; Repair Group 96; electric window lifters; front electric window lifters - exploded view
electric window lifters front electric window lifters - exploded view

1 Console
- With switch unit

2 Lock switch
- For rear window lifters

3 Operating switch
- For window lifters

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4 Connectors

- For switch unit

5 Connector

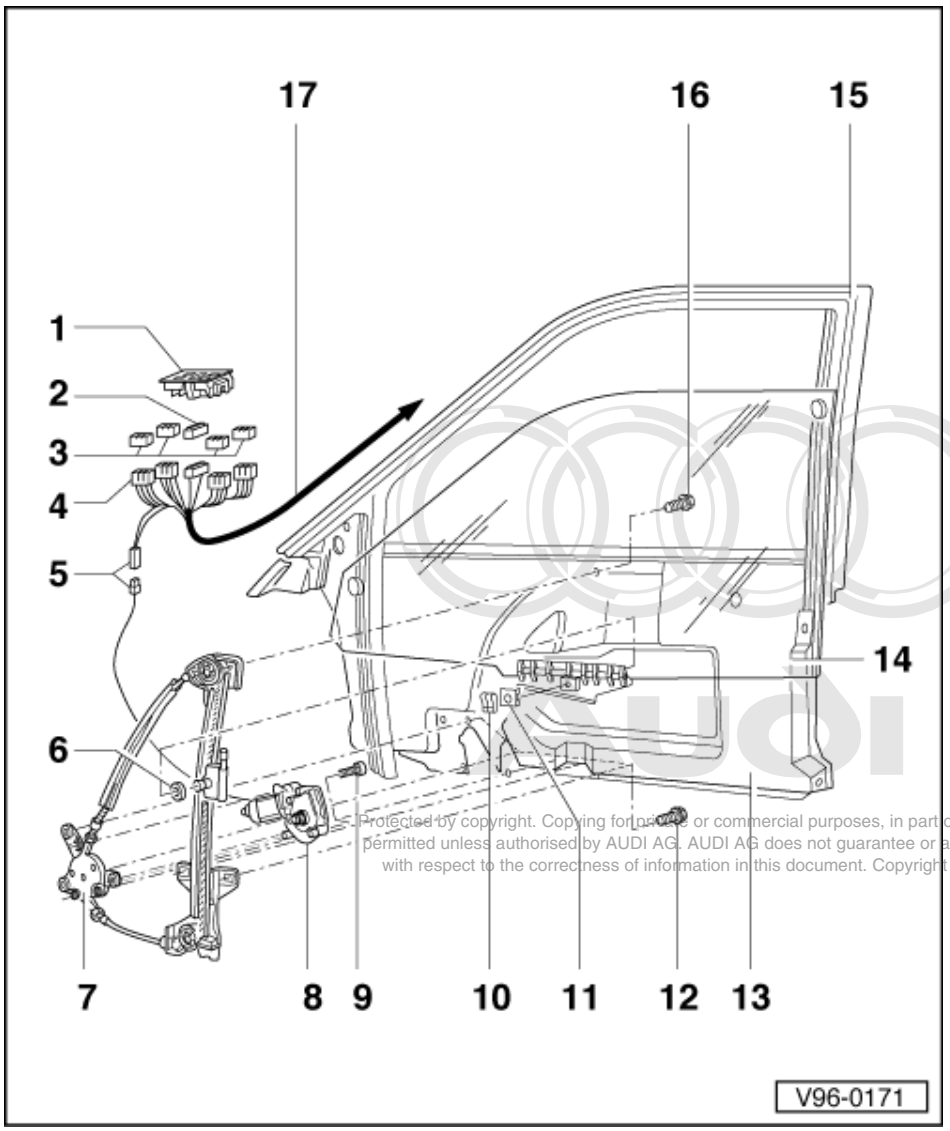
- For window lifters

6 Damping washer (rubber)

- Layout or fitting position => Page 80

7 Window lifter

- Removing and installing front door component carrier => Page 79
- Attachment changed from screw fixing to rivet fixing (sliding insert). Removing and installing => Page 80



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8 Motor for window lifter

9 Torx screw - 4.5 Nm

- 3 off

10 Lock washer

- For door window
- Layout or fitting position => Page 79

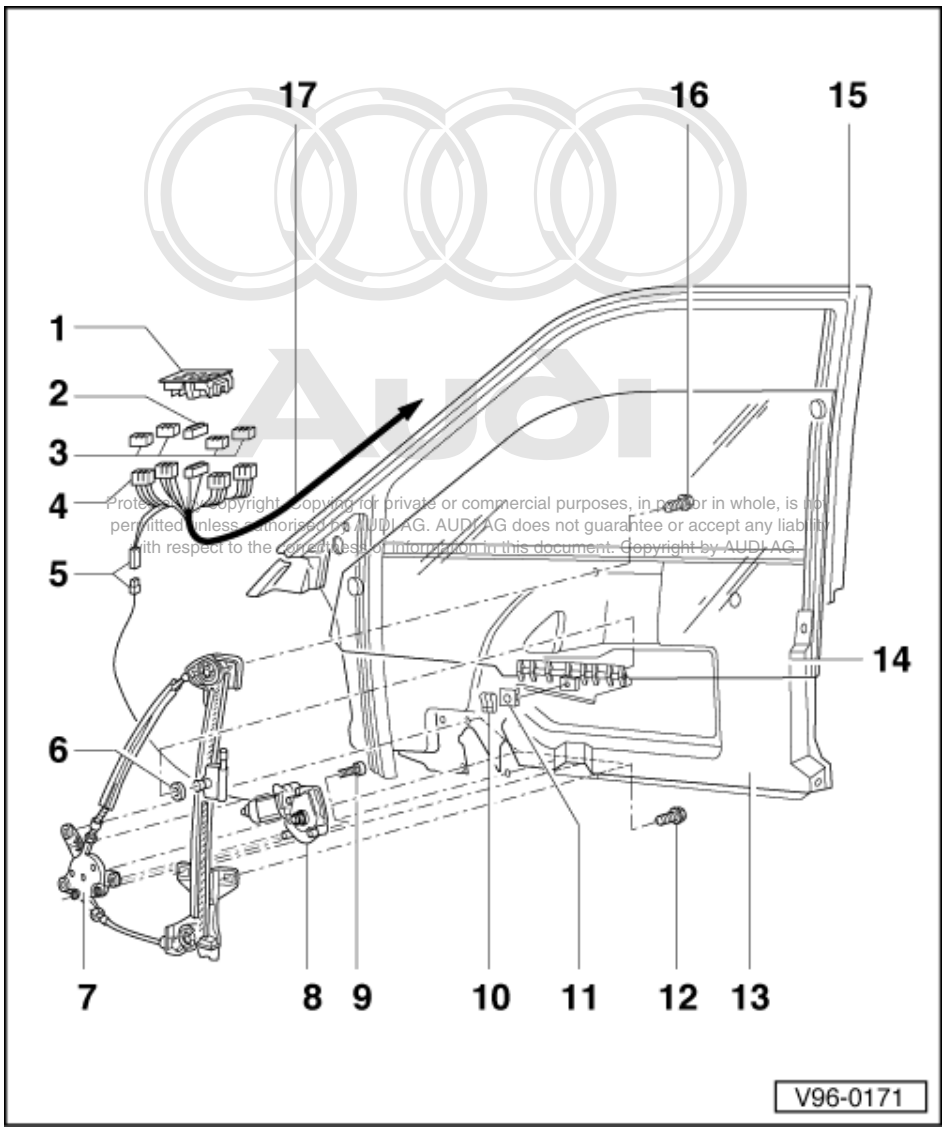
11 Washer

- Layout or fitting position => Page 79

12 Hexagon screw - 10 Nm

13 Door component carrier

- Fixing points different for manual/electric window lifters =>Fig. 1



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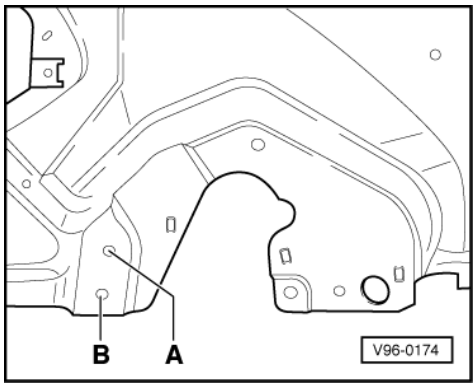
14 Front left door window

- Removing and installing => Page 79

15 Window channel (door window seal)

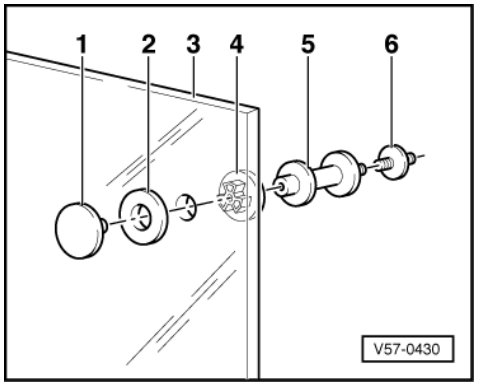
16 Hexagon screw - 10 Nm

17 Wiring loom



-> Fig.1 Fixing points for window lifter

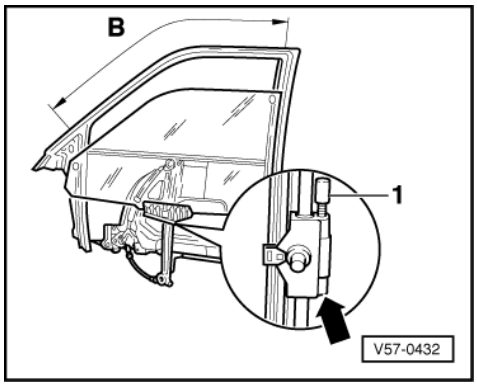
A - for mechanical window lifter
B - for electrical window lifter



-> Fig.2 Removing and installing locating pin

- Remove door window => Page 79 .
- Drill centre of screw -1- with a ø 5 mm drill bit until the locating pin -5- falls off.
- Coat thread of new screw with locking compound AMV 197 000 01.
- Screw in new locating pin with centre bush -4-, door window -3-, washer -2- and screw, tightening torque 2 Nm.
- Fit cap -6-.

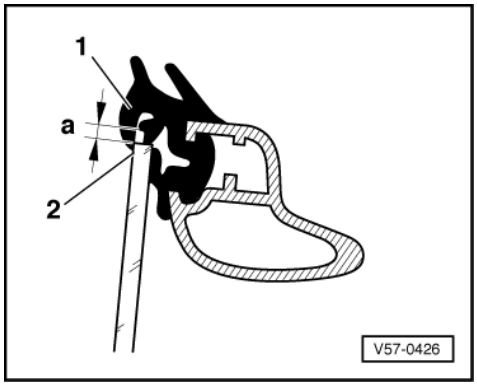
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-> Fig.3 Adjusting door window

- Adjust upper stop of window lifter -1- with external torx socket E6.
- Adjust upper edge of door window to inner sealing lip => Fig. 4 .

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



-> Fig.4 Adjusting door window

- Adjust door window -2- with door closed.
- Adjust upper stop of the window lifter so that inner sealing lip of door window seal -1- contacts over the entire area -B- => Fig. 3 on the upper edge of the window under pre-loading.
  - Dimension a = min. 0.5 mm
- Do not set door too high, otherwise door closing force will increase.

Note:

Sealing is only guaranteed when the sealing lip contacts the door window with min. 0.5 mm pre-loading.

1.5 - Removing and installing window lifter and door window from/on door component carrier

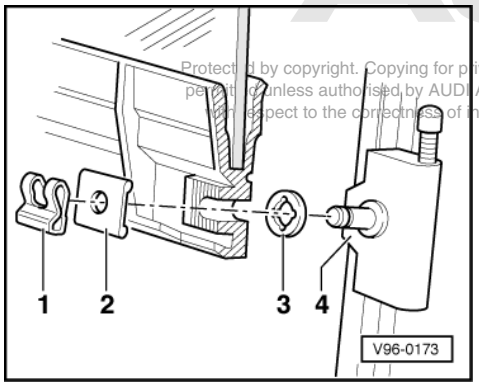
- Door component carrier removed => Page 70 .

Notes:

- The window lifter attachment has been changed from a screw fixing to a rivet fixing (phased introduction). Removing and installing =>Page 80 .
- After installing door component carrier always check upper stop limit of door window and adjust as necessary =>Page 78 .

Removing window lifter

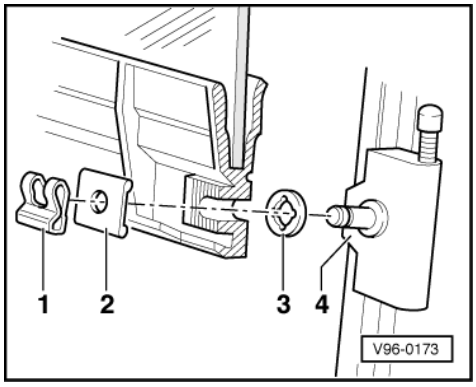
- Half-open door window.



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- Place carrier on workbench with soft surface.
- Unscrew 6 screws for window lifter.
- Turn carrier on workbench, holding door window and window lifter firmly.
- -> Slightly lift lock washer -1- with small screwdriver pushing it out of the groove of the locating pin -4-.
- Remove washer -2-.

- Slightly raise door window and hold steady.
- Detach window lifter from retaining clip, pull downwards and remove.



- -> Remove damping washer -3-.

Removing and installing door window

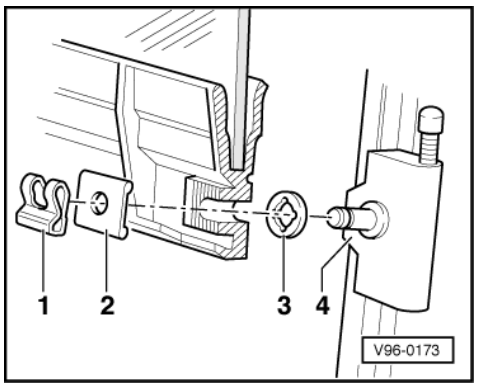
- Window lifter removed.

- Remove door window downwards. The locating pin => Fig. 78 pushes the stopper out of the door window channel at the same time.
- When installing, align slot of door window centrally to locating pin -4-, while ensuring contact area is not damaged -B- => Fig. 78 .

Note:

The stopper is a seal and noise absorber. It must be re-inserted into the B-pillar window channel when the door has been installed.

Installing window lifter



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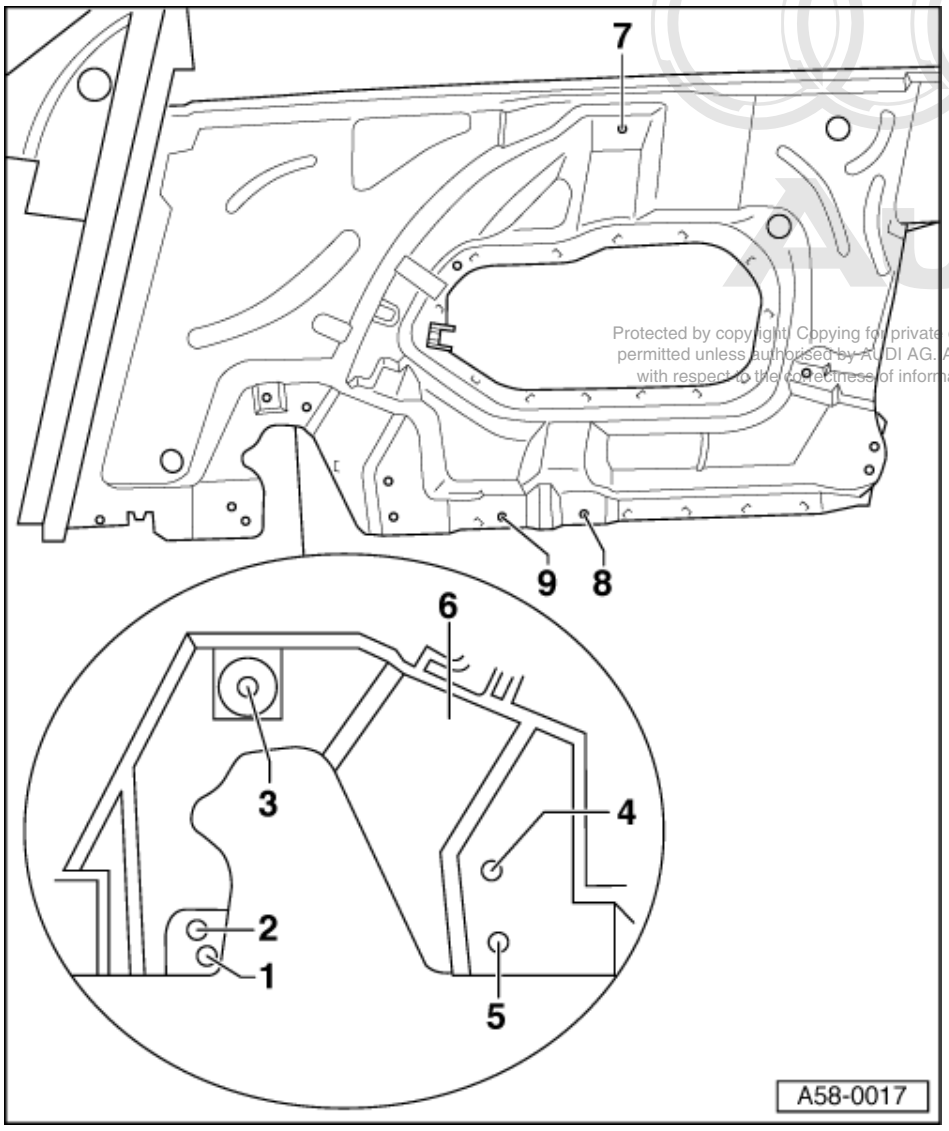
- -> Fit damping washer -3- onto locating pin -4-, stick on lightly if necessary.
- Slightly lift door window.
- Guide in window lifter from below and insert in the door window with locating pin.
- Attach window lifter to retaining clip.
- Fit washer -2-.
- Fit lock washer -1-
- Note dissimilar fixing points => Fig. 78 .
- Screw in screws from below.
- Turn carrier on workbench. Tighten screws to 10 Nm.

1.6 - Removing and installing front window lifters (riveted)

Notes:

- The window lifter attachment has been changed from a screw fixing to a rivet fixing (phased introduction).
- Use only original rivet as per parts catalogue.
- The new window lifter (riveted) can only be installed in vehicles with new door component carriers.
- Once the window lifters with threaded rivet in the base plate have all been used up, the window lifter supply range will include the necessary fixing material for the old design.

- Remove window lifter => Page 79 .
- For riveted parts: drill out rivet head and remove part.

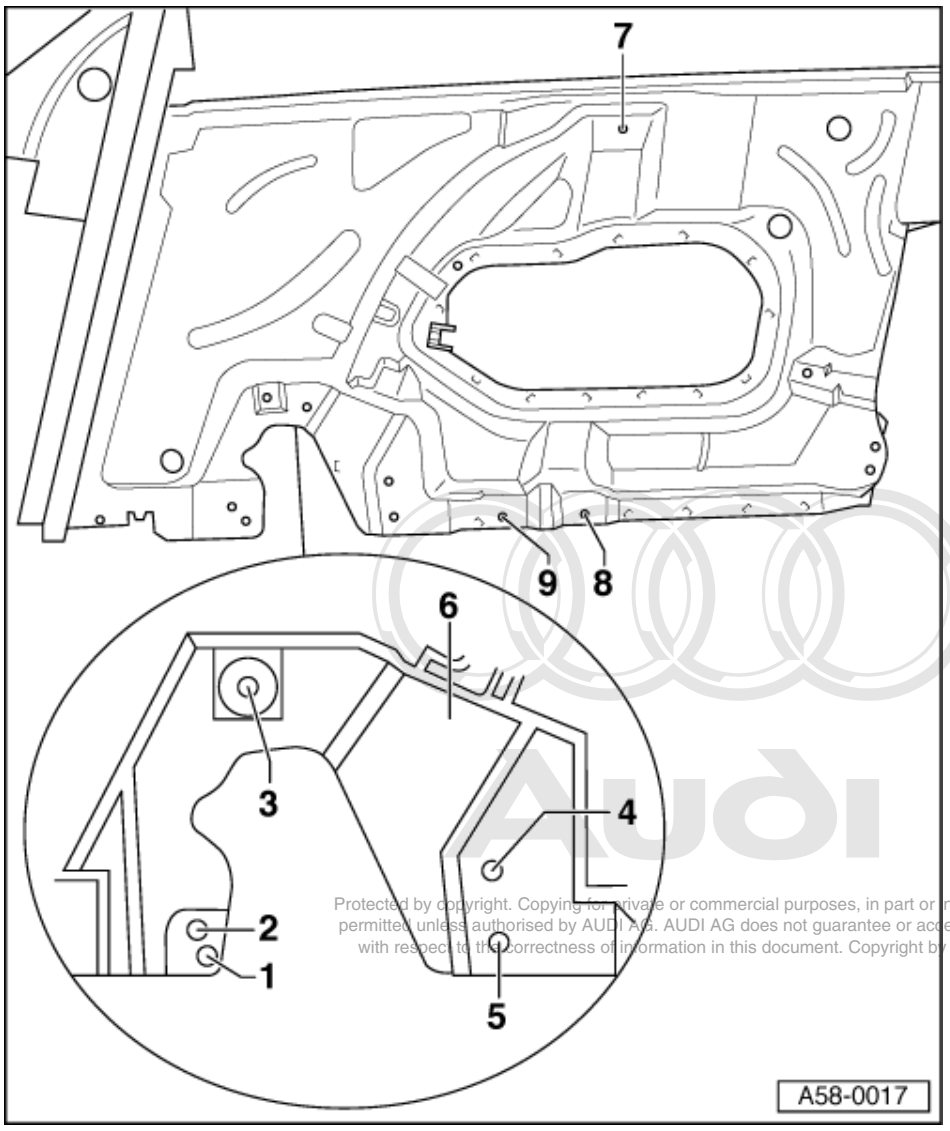


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Electric window lifter, old design

- Front electric window lifter (old design) with new door component carrier -6-:

- Drill holes -3, 5, 7, 8, 9- ø 6.2 ± 0.1 mm to attach window lifter on door component carrier.
- Secure window lifter with M6 screws.



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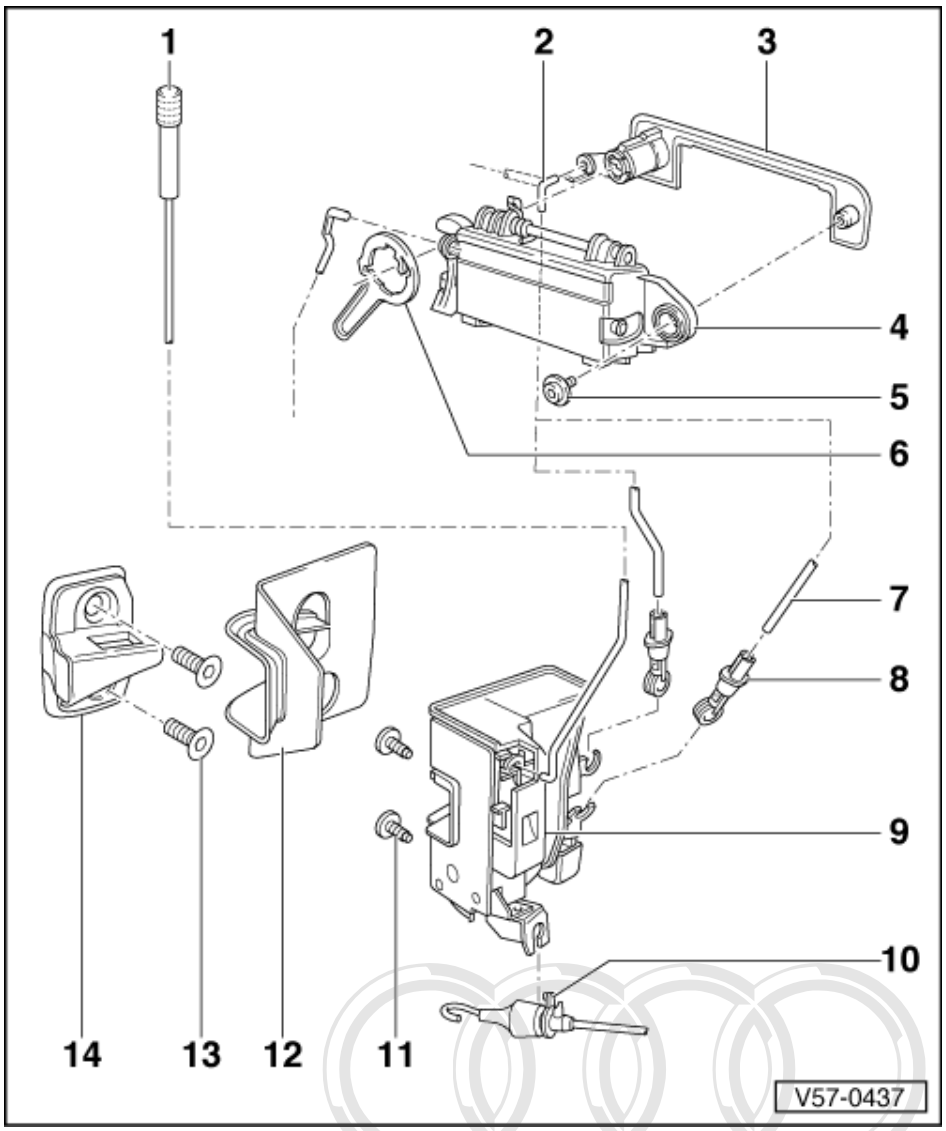
Manual window lifter, old design

- Manual window lifter (old design) with new door component carrier -6-:

- Drill holes -3, 7, 8, 9- ø 6.2 ± 0.1 mm to attach window lifter on door component carrier.
- Secure window lifter with M6 screws.

2 - Door lock with operating components - exploded view

2.1 - Door lock with operating components - exploded view



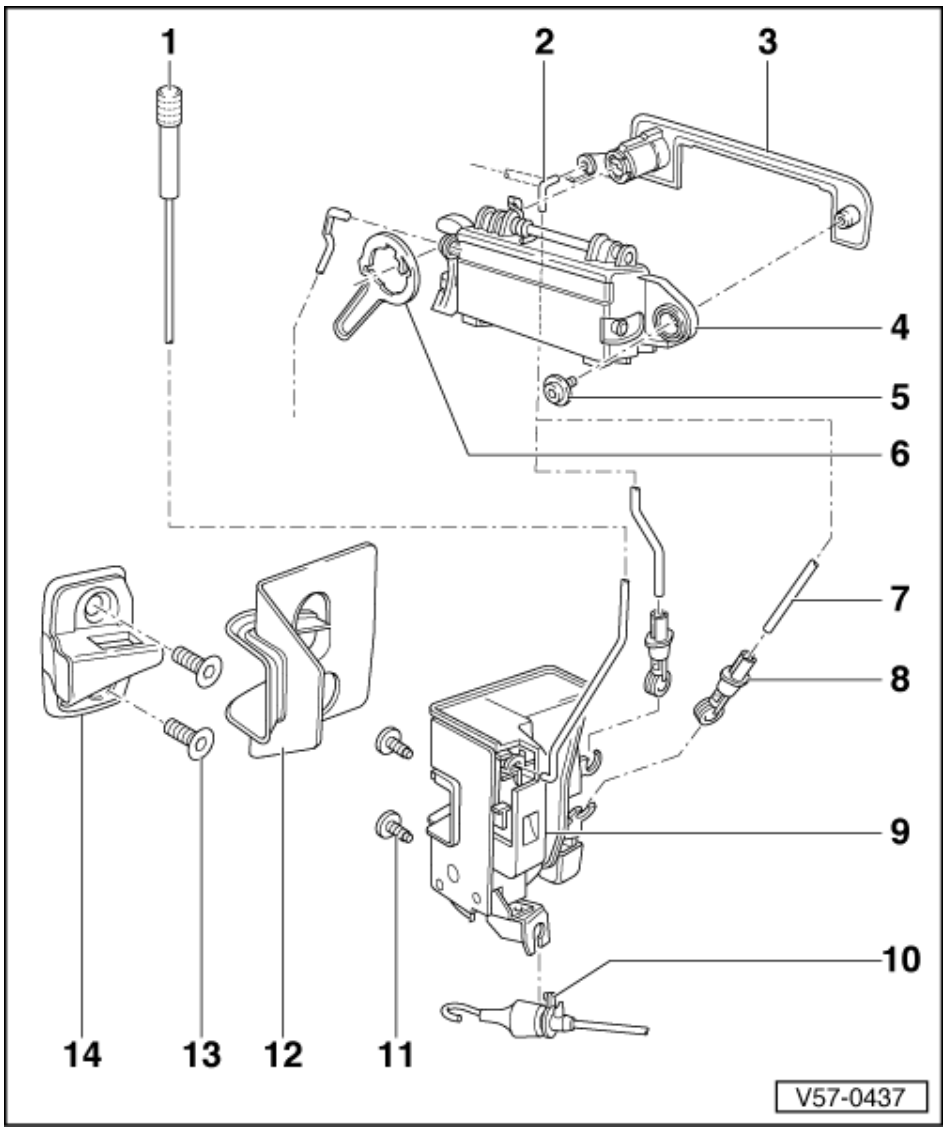
- Front door trim removed => Page 318 .
- Door component carrier removed => Page 70 .

1 Securing rod
- Removal: Unclip from blanking plate

2 Lock cylinder securing rod
- Installing => Fig. 1

3 Exterior blanking plate
- Remove lock cylinder => Page 90

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4 Door handle
- Removing and installing => Page 88

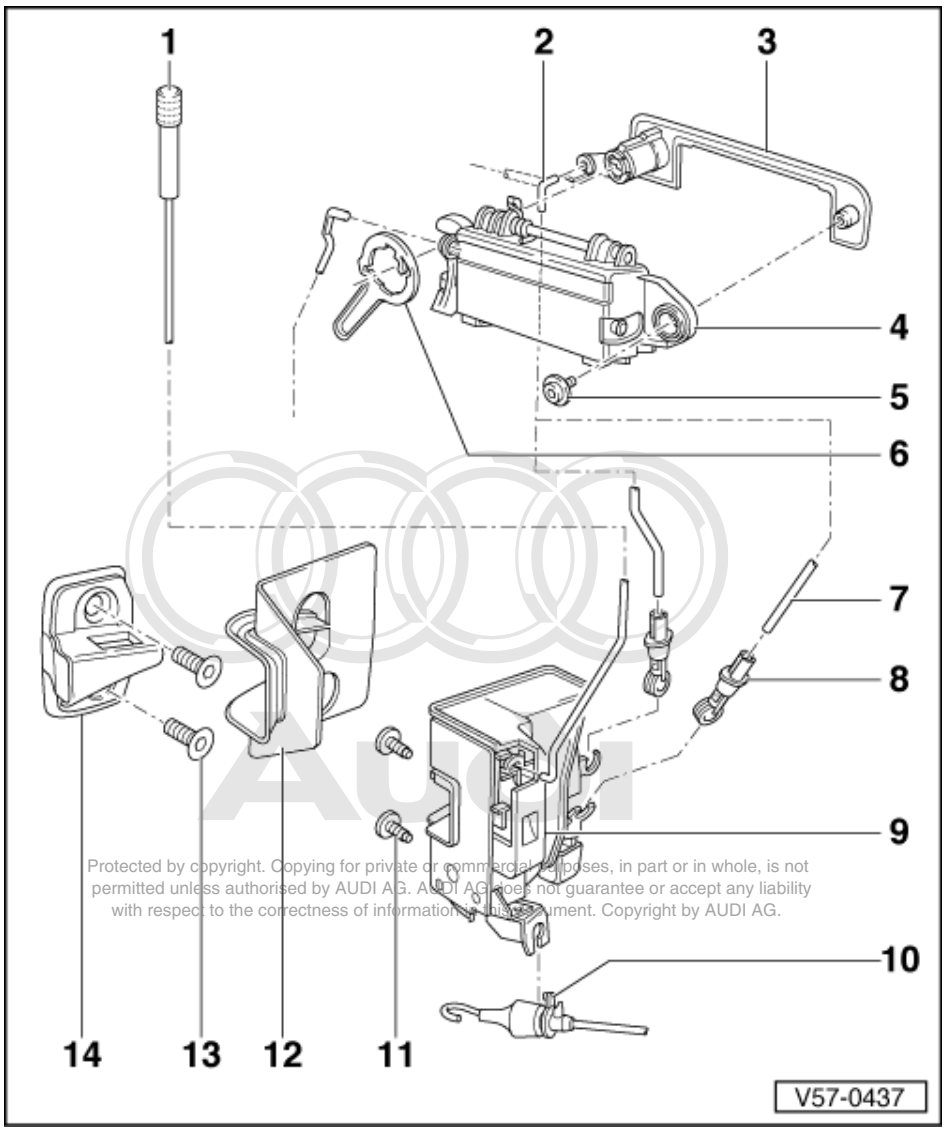
5 Combi screw - 5 Nm

6 Twist clamp
- Swivel rearwards to release (towards rear of vehicle)

7 Lock operating rod
- Installing => Fig. 1

8 Operating clip
- 2 off
- Detach lock operating rod/lock cylinder securing rod (push sleeve downwards to do so).

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9 Door lock

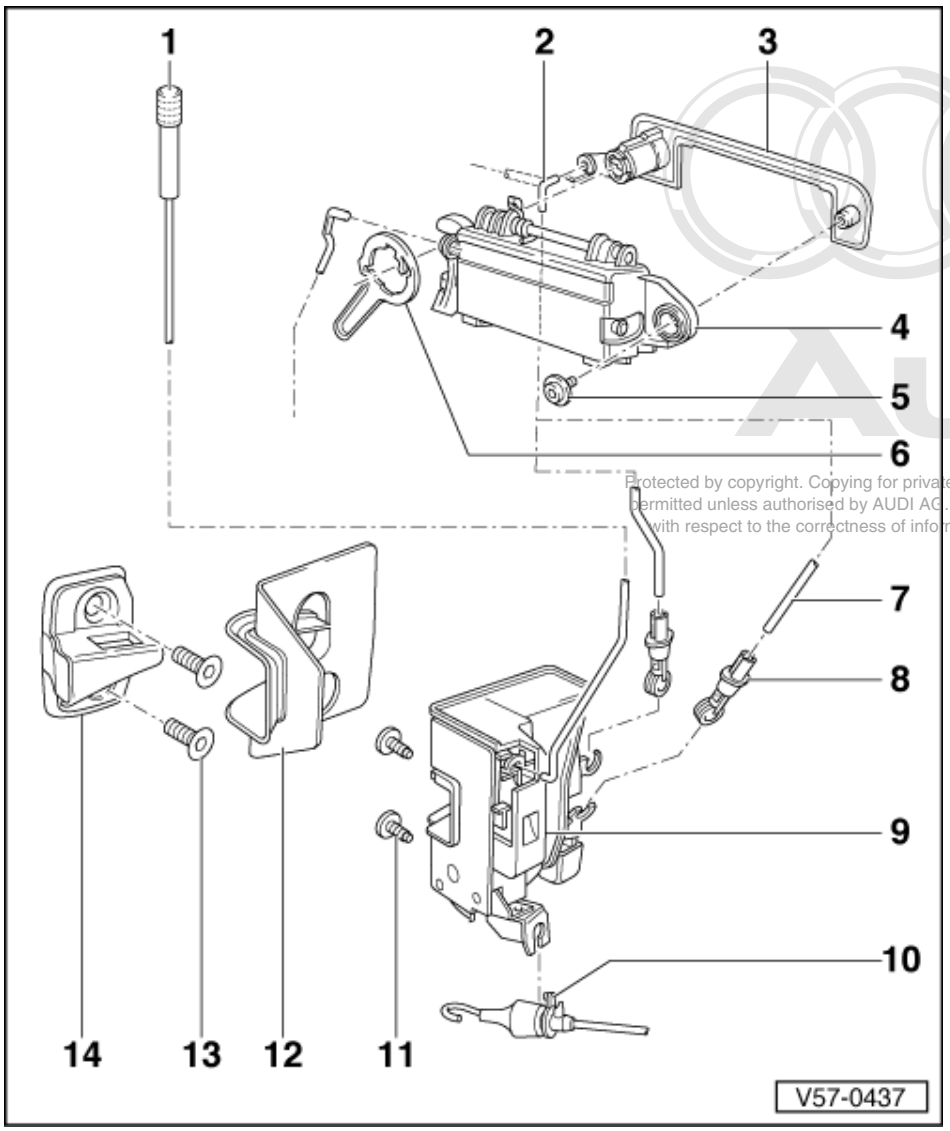
- ◆ Removal:
- Detach securing rod, lock operating rod and lock cylinder securing rod.
- Unscrew combi screws -item 11 - (8 Nm).
- Detach hose line from control element in vehicles with central locking.
- Detach Bowden cable for interior door control => Fig. 2 .

10 Bowden cable for interior door control

- ◆ Removing and installing => Page 2

11 Combi screw - 8 Nm

- ◆ 2 off



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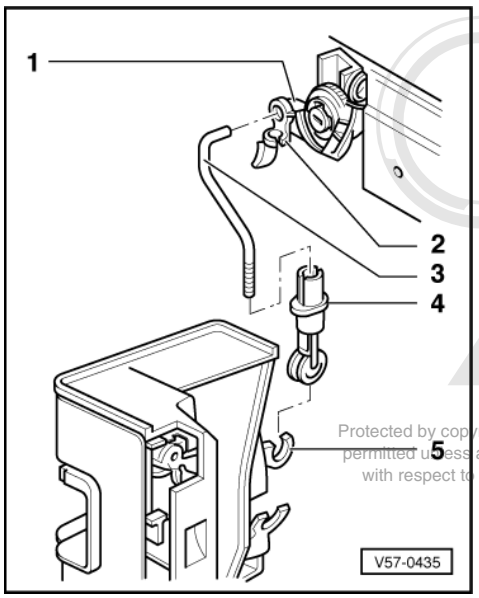
12 Lock base plate

13 Oval-head screw - 16 Nm

- 2 off

14 Locking wedge

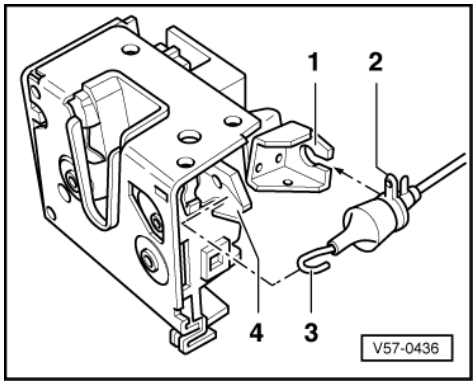
- Adjusting => Page 92



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-> Fig.1 Installing lock cylinder securing rod

- Clip hinge bush -2- into release lever -1-.
- Insert lock cylinder securing rod -3- into hinged bush and clip in position.
- Swivel operating clip -4- 1/4 turn (90o), insert into door lock release lever -5- and swivel back upwards.
- Clip lock cylinder securing rod firmly into operating clip leaving no play, and without tensioning the door lock release lever (play = max. 1 mm).
- Push sleeve on operating clip upwards.

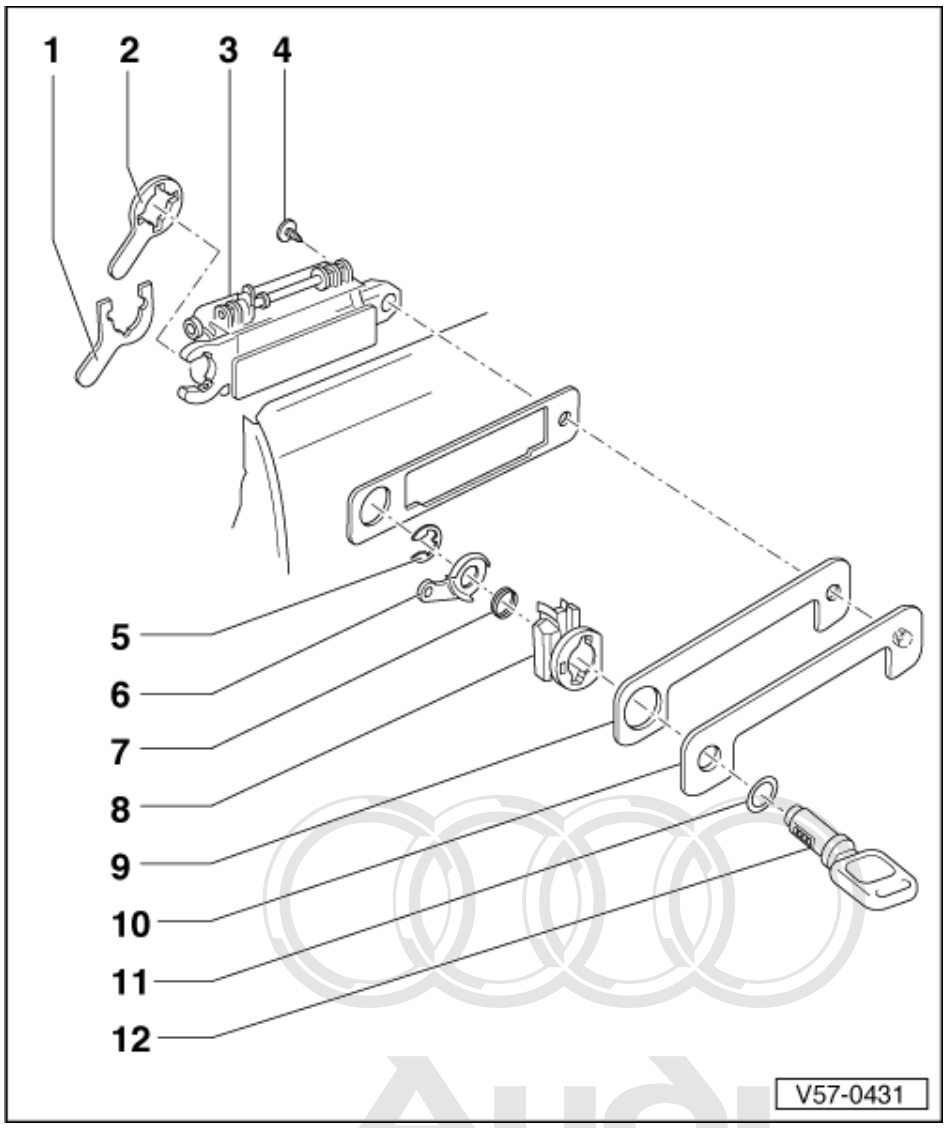


-> Fig.2 Removing and installing Bowden cable for interior door control

- Detach hook -3- from release lever -4-.
- Rotate end piece of Bowden cable 1/4 turn (90o) (lug -2- disengages) and withdraw downwards out of the bracket -1-.
- When installing, note attachment direction of Bowden cable.

3 - Front door handle - exploded view

3.1 - Front door handle - exploded view



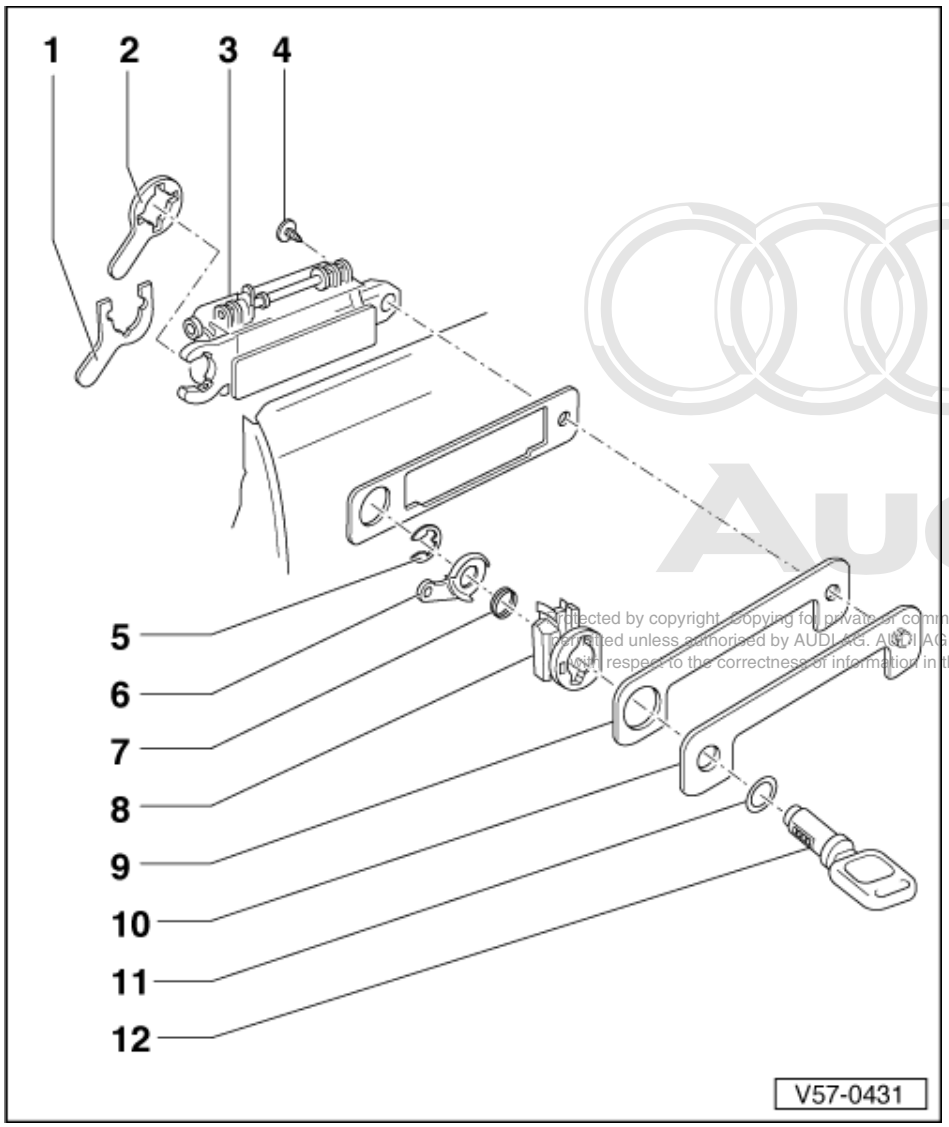
- Front door trim removed => Page 318 .
- Door component carrier removed => Page 70 .

- Detach lock cylinder securing rod and lock operating rod.

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1 Twist clamp

- Only with heated lock cylinder and/or anti-theft alarm system
- Swivel rearwards to release (towards rear of vehicle)



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2 Twist clamp

- Swivel rearwards to release (towards rear of vehicle)

3 Door handle

- To remove: Take off twist clamp to remove -item 1 - (or -item 2 -) and unscrew combi screw -item 4 -

Note:

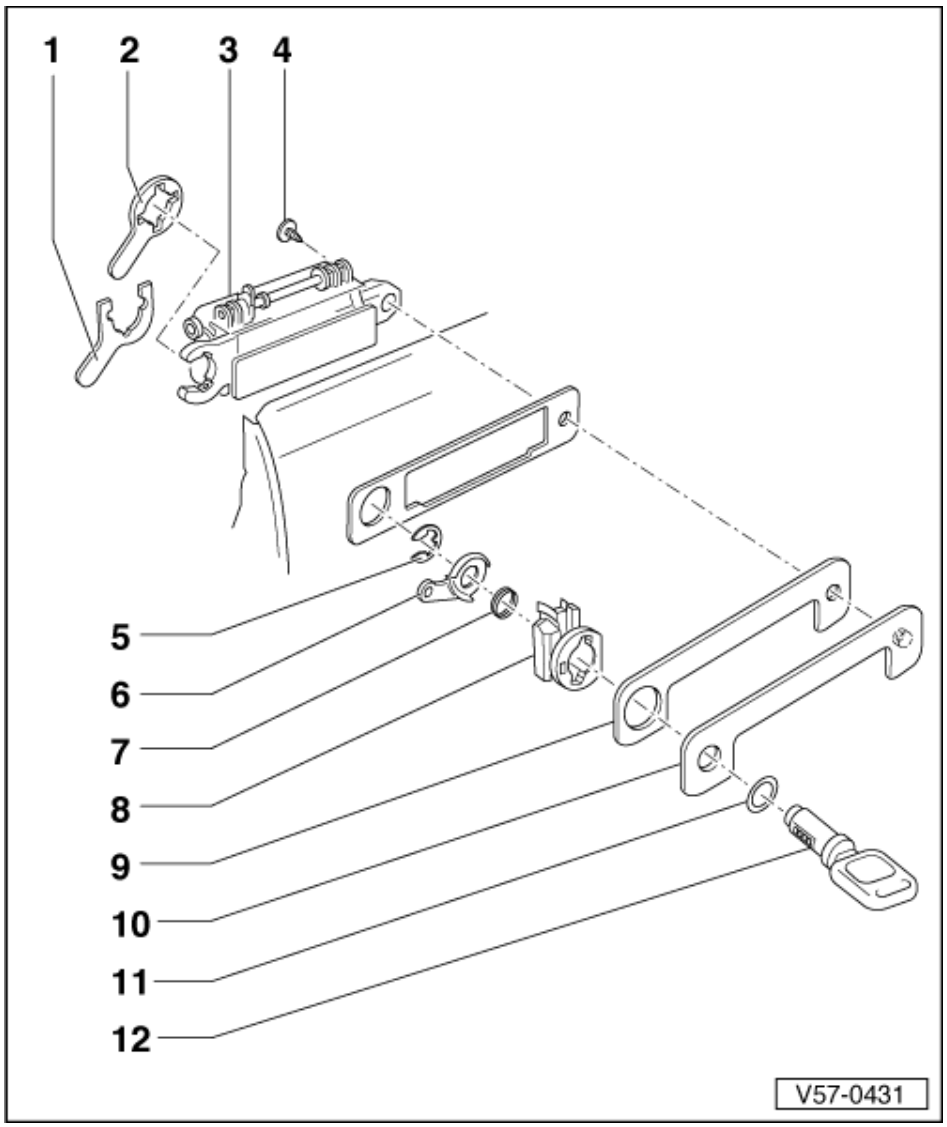
To avoid damage to the paintwork on the handle cover, remove it before removing the door handle => Fig. 2 .

4 Combi screw - 5 Nm

5 Circlip

6 Driver

- Fitting position => Page 98



7 Spring

- Fitting position => Fig. 1

8 Housing

- To remove: Remove door handle -item 3 - and lock cylinder -item 12 -

9 Shim

10 Cover

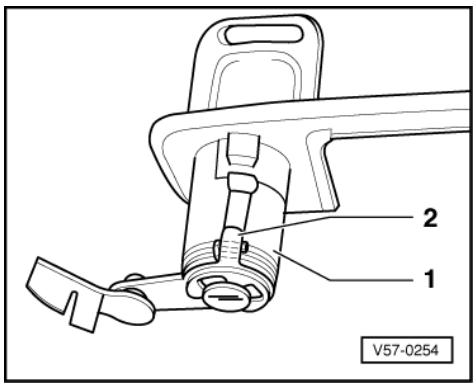
11 Seal ring

12 Lock cylinder

- Only remove with key inserted
- Removal:

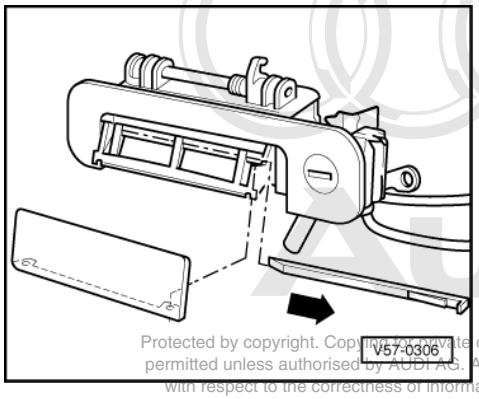
- Lever circlip -item 5 - out of groove of the lock cylinder.
- Detach driver -item 6 - with spring -item 7 -.
- Withdraw lock cylinder with key.

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-> Fig.1 Fitting position of spring

- 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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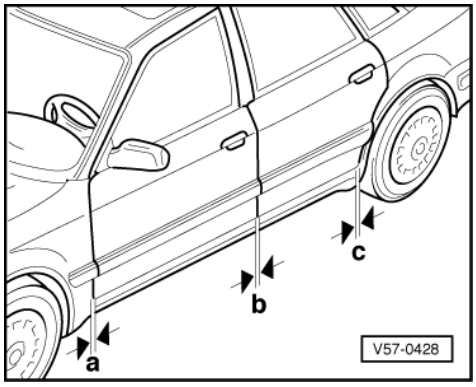
-> Fig.2 Remove cover for door handle

- Lift door handle.
- Lever fastening strip out of door handle using small screwdriver in direction of arrow and remove.
- Remove cover for door handle.

4 - Adjusting door - adjustment sequence

4.1 - Adjusting door - adjustment sequence

4.2 - Adjusting door shell



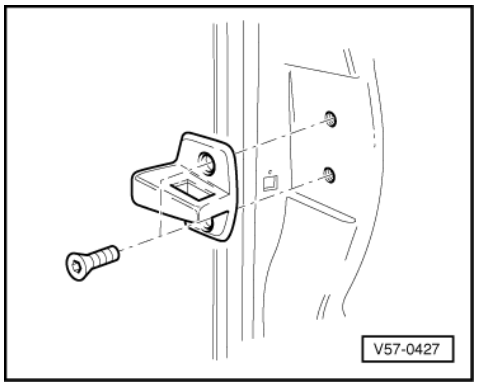
Joint gaps

The gaps are adjusted by releasing the hinge screws on the A-pillar and sliding the door (oversized drilled holes in hinge).

- -> Dimension a = 4 + 1 mm
- Dimension b = 4.5 + 1 mm
- Dimension c = 3.5 + 1 mm

Adjusting to the body contour

The adjustment at the front of the door is made by releasing the hinge screws on the door shell and sliding the door (oversized drilled holes in hinge) until the door shell in flush with the door contour.

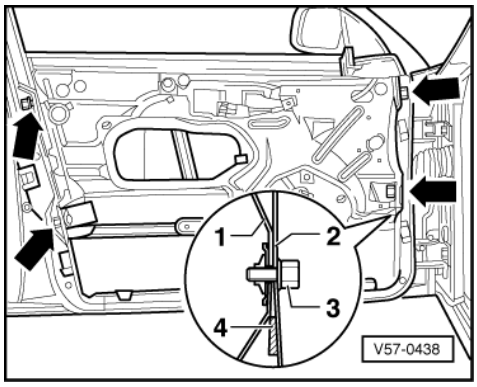


The adjustment at the rear of the door is made by sliding the locking wedge.

- -> Release oval-head screws.
- Slide locking wedge until door shell is flush with body contour.
- Tighten oval-head screws to 16 Nm.

4.3 - Adjusting door component carrier

Note:

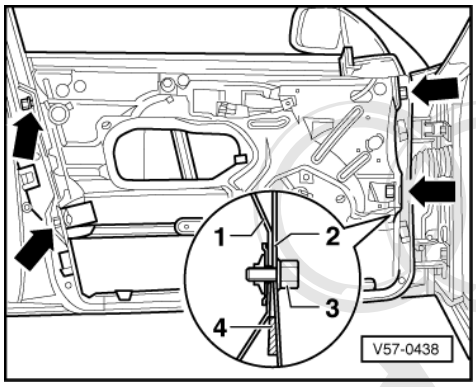


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The inclination of the door in the vicinity of the B-pillar can be adjusted by sliding the adjusting wedge. For example, if the door protrudes too far at the back, the adjusting wedge must be pushed further up. The bottom of the door consequently slopes towards the centre of the vehicle and the top of the door leans outwards.

- Door shell must be adjusted.
- -> Adjusting wedge -4- must always be installed.

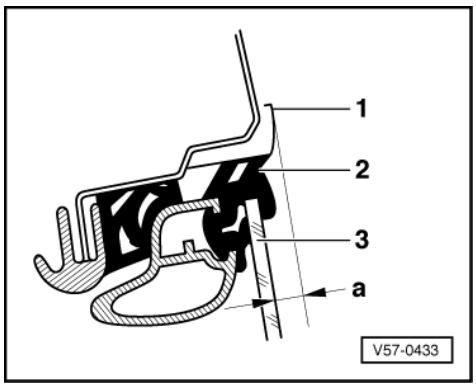
- Release -3- bolts -arrows-.
- Close door.



- Slightly tighten the top screws from inside while a second fitter presses the door component carrier against the roof and the pillar (the force used to push the carrier must overcome the counteracting forces resulting from the rubber seal).
- -> Push adjusting wedge -4- upwards, until it contacts the surfaces of the door shell -2- and the door component carrier -1-.
- Tighten screws to 30 Nm.

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Check dimension for door component carrier



-> The outer sealing lip -2- must be flush along the pillar and roof trim strip -1-.

Distance between roof trim strip and door window -3-:

- Dimension a = 6.5 ± 1 mm

5 - Central locking

5.1 - Central locking

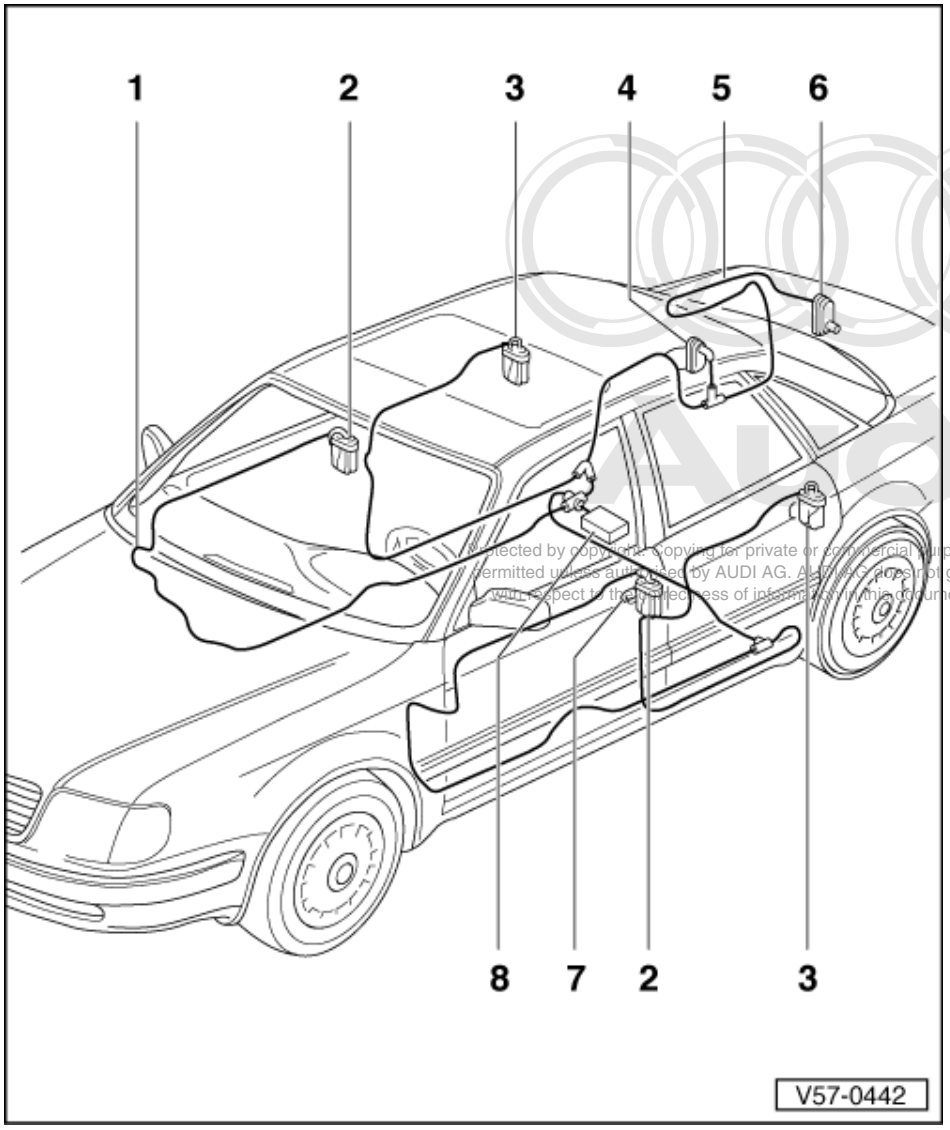
Notes:

- 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, the system is leaking. If the system is leaking, the pump is only permitted to run for a max. of 30 seconds before the control unit in the central locking pump shuts down the pump.

- 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

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

5.2 - Central locking >05.94 - exploded view



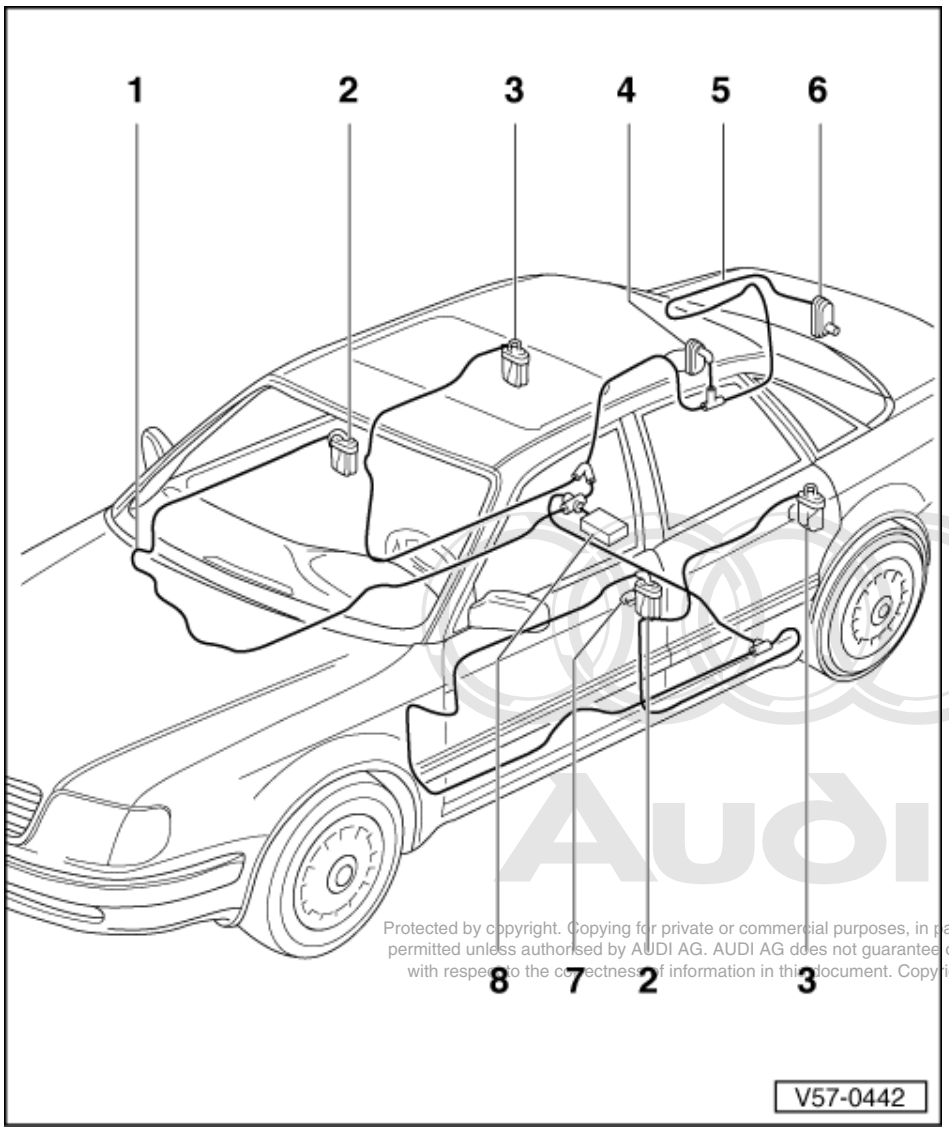
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1 Vacuum line
2 Control element for front door - left/right
- Removing and installing => Fig. 1

3 Control element for rear door - left/right
- Removing and installing => Fig. 2

4 Control element for tank flap
- Removing and installing => Fig. 3

5 Vacuum line for boot lid
6 Control element for boot lid
- Removing and installing => Fig. 4



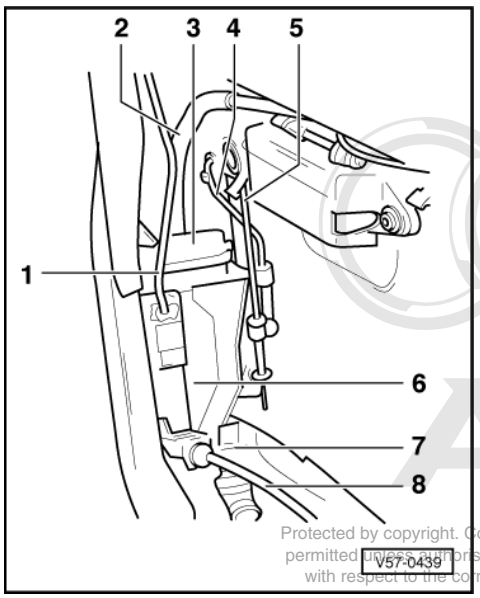
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7 Door handle

- Microswitch only with central locking and/or anti-theft alarm system
- Driver fitting position => Fig. 5

8 Central locking pump

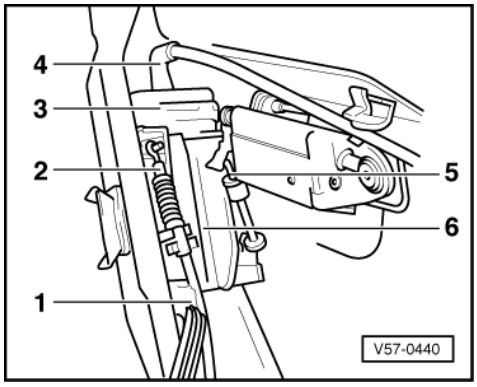
- Removing and installing => Fig. 6



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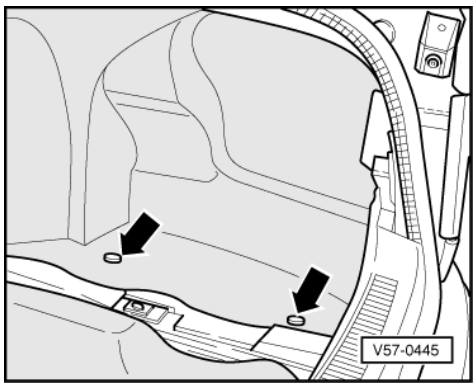
-> Fig.1 Removing and installing control element for front door

- Remove front door trim => Page 318 .
- Remove door component carrier => Page 70 .
- Detach securing rod -1-.
- Unclip lock operating rod -5-.
- Unclip securing rod for lock cylinder -4-.
- Unscrew combi screws from door lock -6- (8 Nm).
- Detach hose -2- from control element -3-.
- Disconnect connection -7-.
- Detach Bowden cable for interior door control -8- => Page 87 .



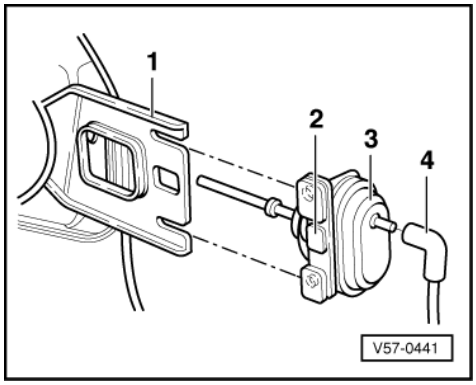
-> Fig.2 Removing and installing control element for rear door

- Remove rear door trim => Page 322 .
- Remove door component carrier => Page 103 .
- Unclip and detach lock operating rod -5- => Page 87 .
- Unclip Bowden cable -2-.
- Unscrew combi screws from door lock -6- (8 Nm).
- Detach hose -4- from control element -3-.
- Detach Bowden cable for interior door control -1- => Page 87 .

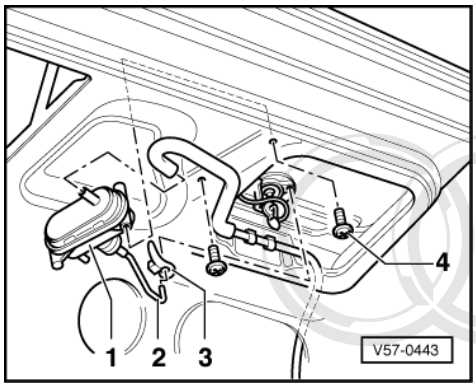


-> Fig.3 Removing and installing control element for tank flap

- Lift boot lining.
- Detach clip nuts -arrows-.
- Push trim aside.



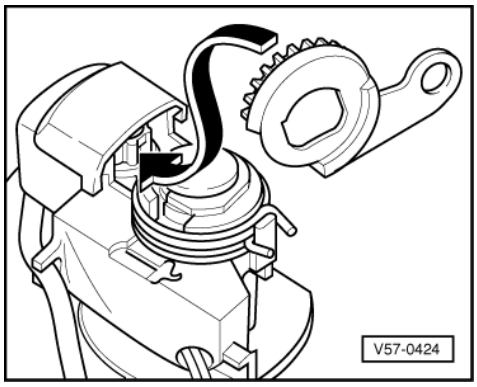
- -> Detach hose -4- from control element -3-.
- Detach control element by pushing lug -2- from bracket -1-.



-> Fig.4 Removing and installing control element for boot lid

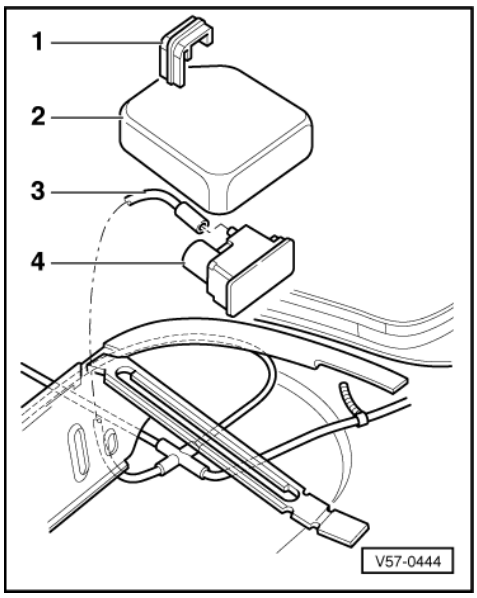
- Unclip interior cover for boot lid.
- Detach operating rod -2- from clip -3-.
- Unscrew crosshead screws -4- (2 Nm).
- Detach hose from control element -1-.

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-> Fig.5 Driver fitting position

To ensure operation of the central locking and/or anti-theft alarm system, the half-closed pitch of the driver must match the half tooth of the microswitch gearing.



-> Fig.6 Removing and installing pump for central locking

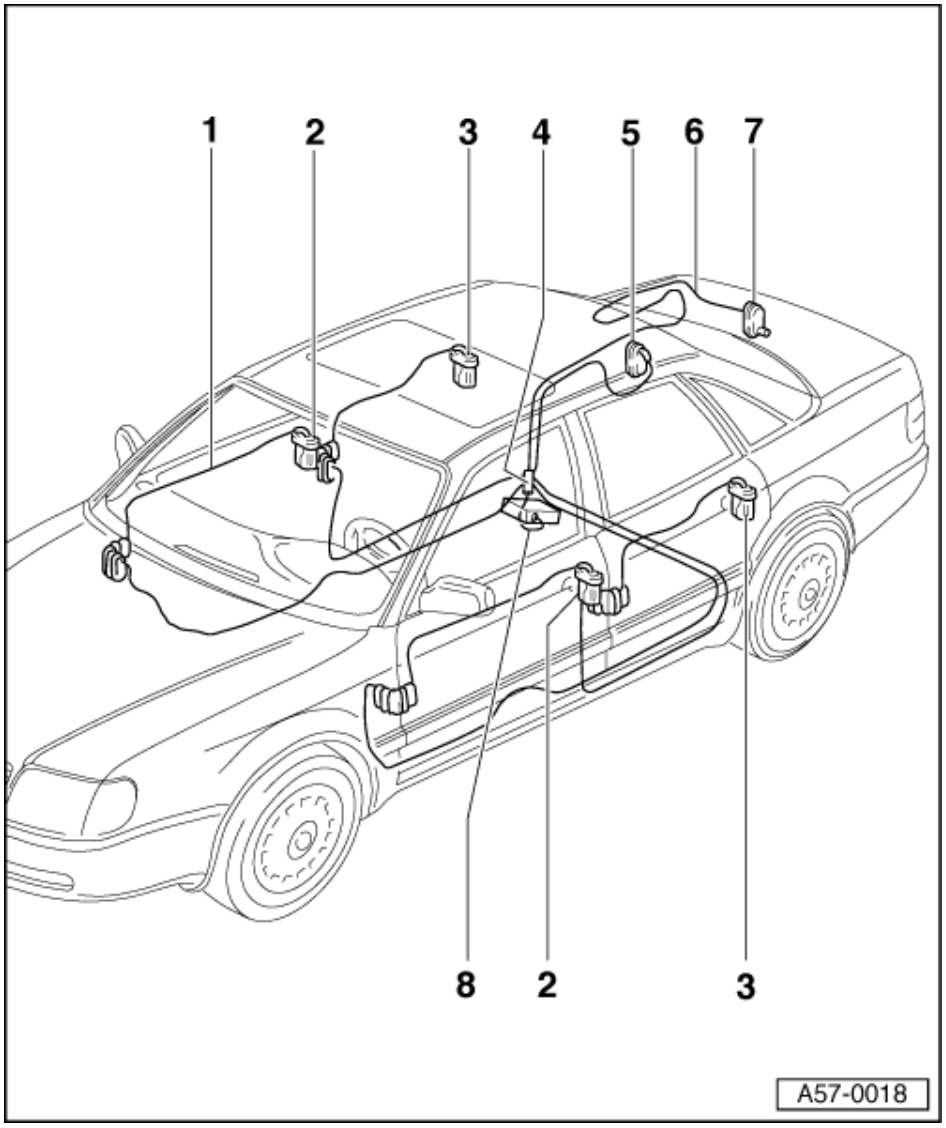
Note:

The central locking pump is located at the rear right under the rear seat.

- Remove rear seat bench => Page 376 .
- Lever off retaining clip -1-.
- Lift damper -2-.
- Lever out pump -4-.
- Detach hose -3-.
- Disconnect connectors.

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5.3 - Central locking 06.94 >- exploded view

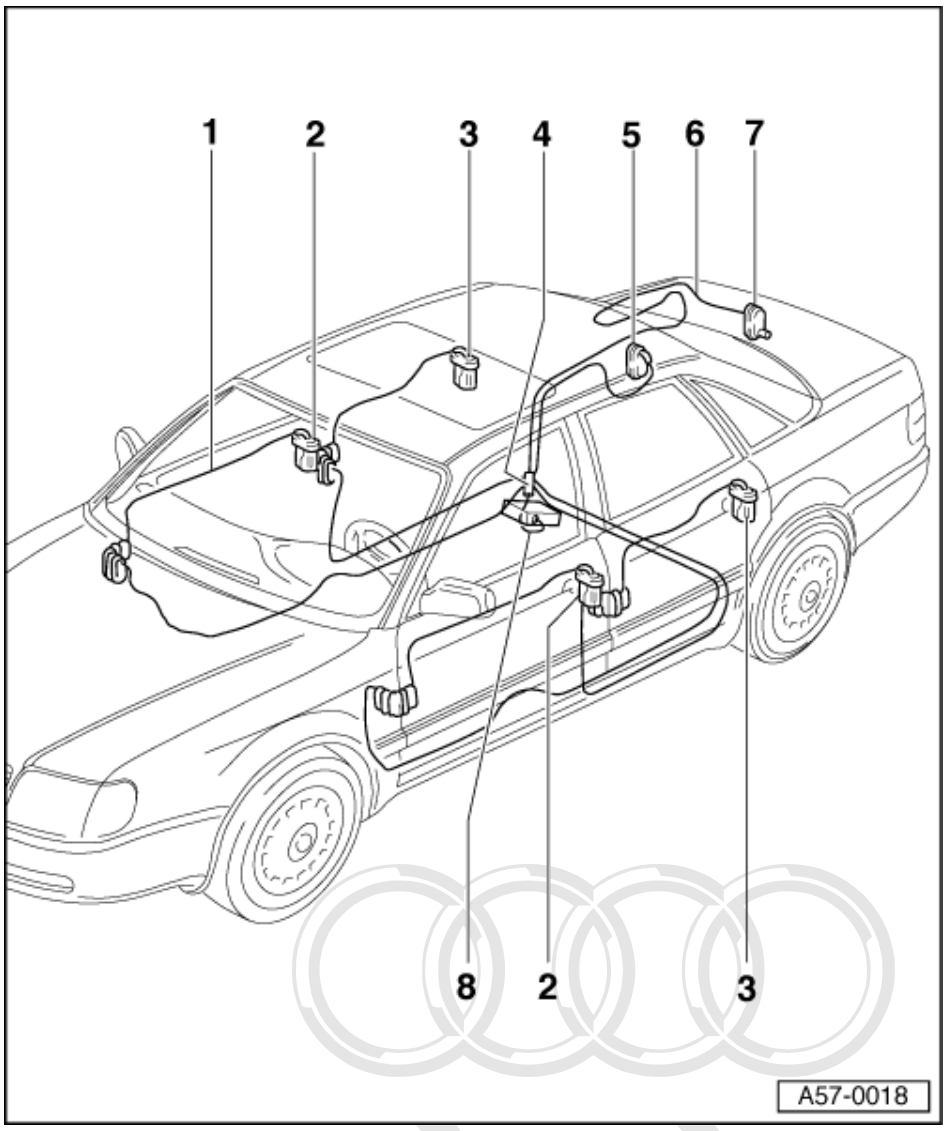


Note:

As of model year 1995 the line routing has been changed.

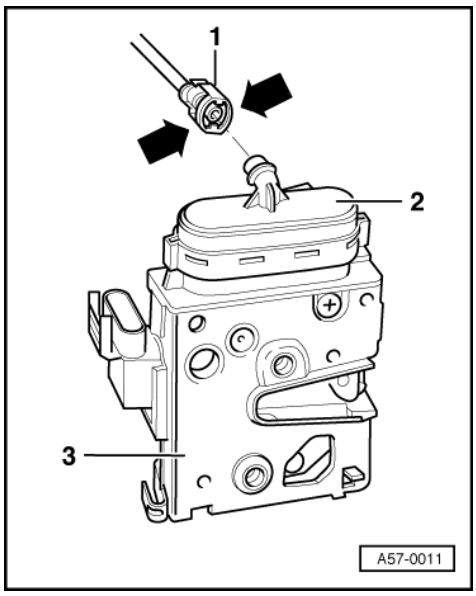
1 Vacuum line
2 Control element for front door - left/right
3 Control element for rear door - left/right
4 Distributor unit
- Permanently connected to lines, except line to boot lid
- Detaching connector to boot lid => Fig. 1

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5 Control element for tank flap
6 Vacuum line for boot lid
7 Control element for boot lid
8 Central locking pump

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-> Fig.1 Detaching connector

Note:

Connectors -1- on control elements -2- and on connector at points indicated by arrows are secured by a locking mechanism.

- To release locking mechanism, press on connector at points indicated by arrows.
- Detach connector.

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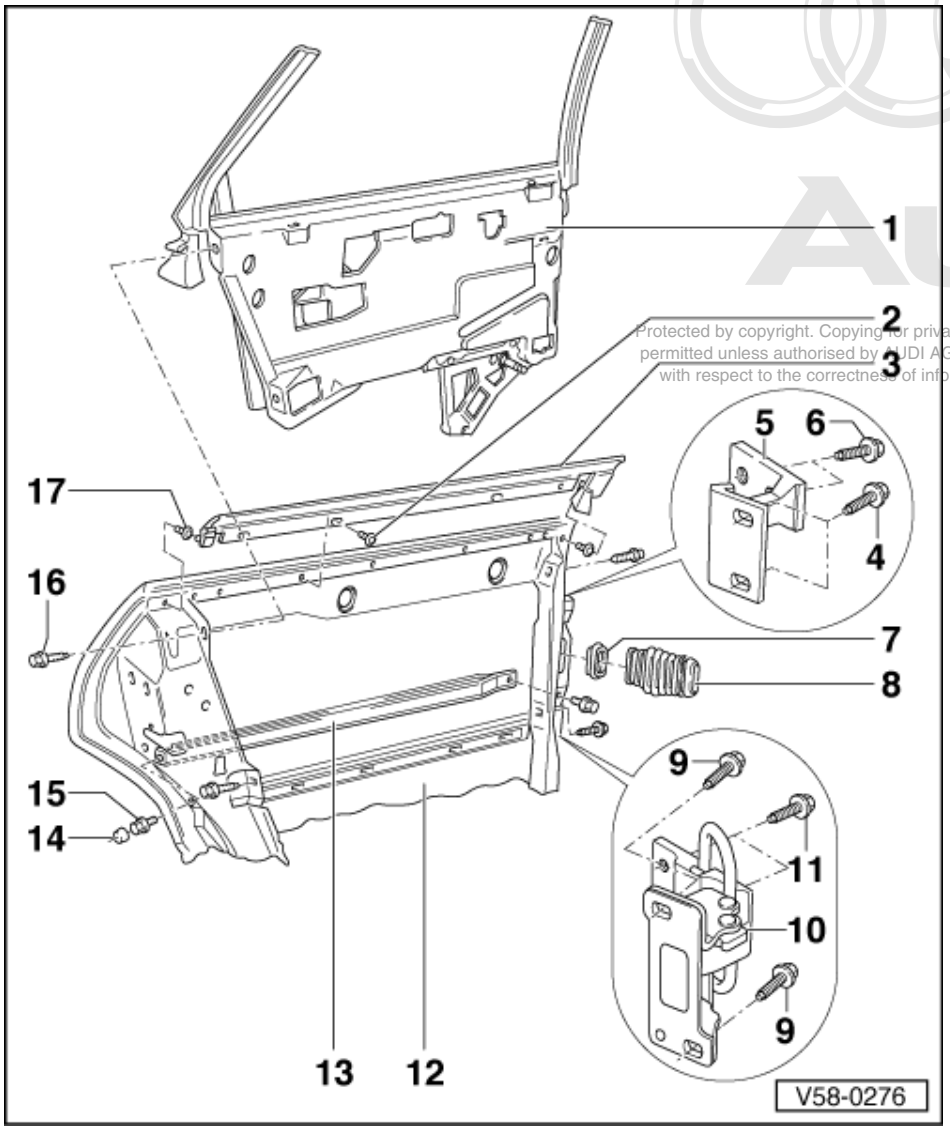
58 - Rear doors/Door components

1 - Rear door

1.1 - Rear door

Notes:
- The window lifter attachment has been changed from a screw fixing to a rivet fixing (phased introduction).
- When supplies of door component and window lifter carriers have been exhausted, only parts for rivet fixing will be delivered.
- When combining new window lifters (electric or manual without threaded rivet) with old door component carriers, use screws from the range supplied to affix the components.
- Nuts must always be fitted on the carrier side.
- Tightening torque 9.5 Nm.

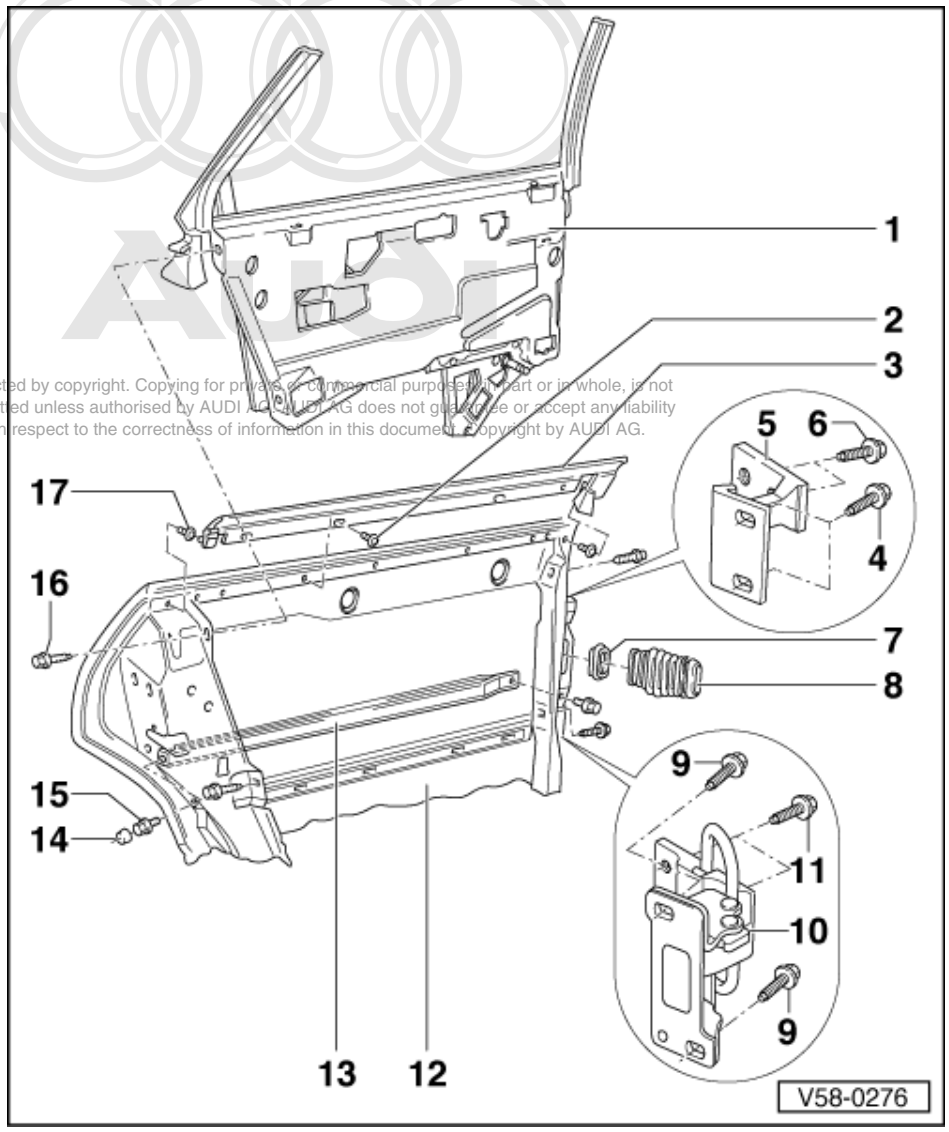
1.2 - Door shell and door component carrier - exploded view



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1 Door component carrier

- Removal:
- Remove rear door trim => Page 322 .
- Unclip Bowden cable for interior door control.
- Detach and unclip Bowden cable for door locking => Page 117 .
- In vehicles with electric windows, disconnect connectors.
- Unscrew hexagon screws -item 16 - and withdraw door component carrier upwards.



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- Adjusting => Page 122
- After installing door component carrier always check upper stop limit of door window and adjust as necessary=> Page 113
- Removing and installing impact absorber => Page 106

2 Clip

- 5 off

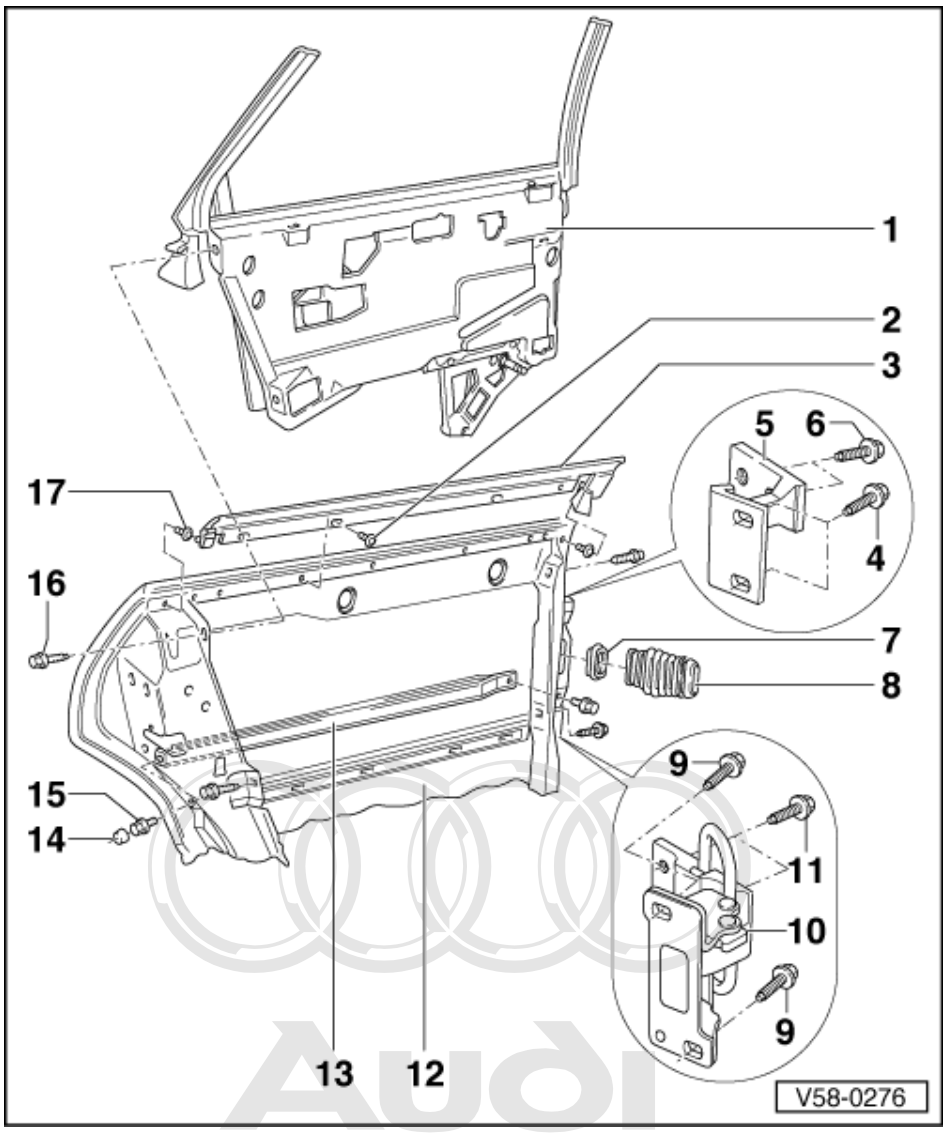
3 Outer window slot seal

- Removing and installing => Page 230

4 Hexagon screw - 30 Nm

- 2 off

5 Top door hinge



6 Hexagon screw - 30 Nm

- 2 off
- To loosen screws, remove B-pillar trim => Page 332

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7 Grommet

8 Bellows

9 Hexagon screw - 30 Nm

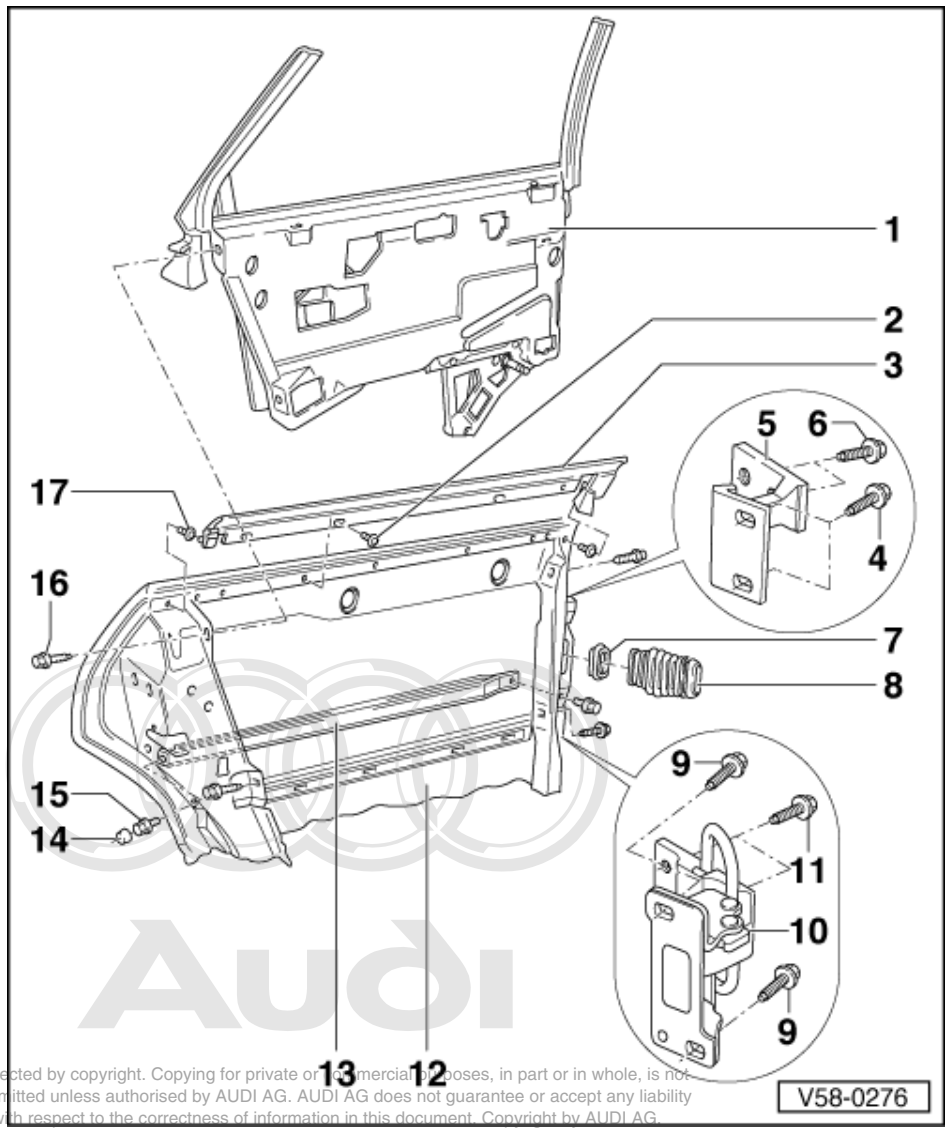
- 2 off

10 Bottom door hinge

- Grease new part; greasing points => Fig. 1

11 Hexagon screw - 30 Nm

- 2 off
- To loosen screws, remove B-pillar trim => Page 332



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12 Door shell

- ◆ Removal:
- - Disconnect connectors.
- - Detach and unclip hose line for central locking from door lock.
- - Unscrew hexagon screws -item 4 - and -item 9 -.
- ◆ Adjusting => Page 121

13 Side impact bars

- ◆ Removing and installing impact absorber => Page 107

14 Screw head cap

15 Combi screw - 8 Nm

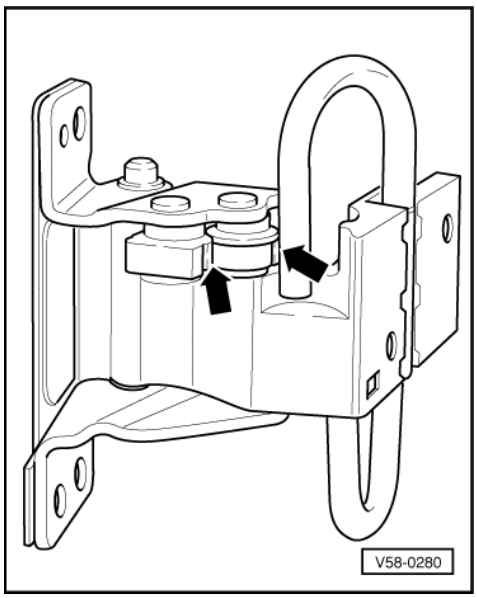
- ◆ 2 off

16 Hexagon screw - 30 Nm

- ◆ 4 off

17 Grommet

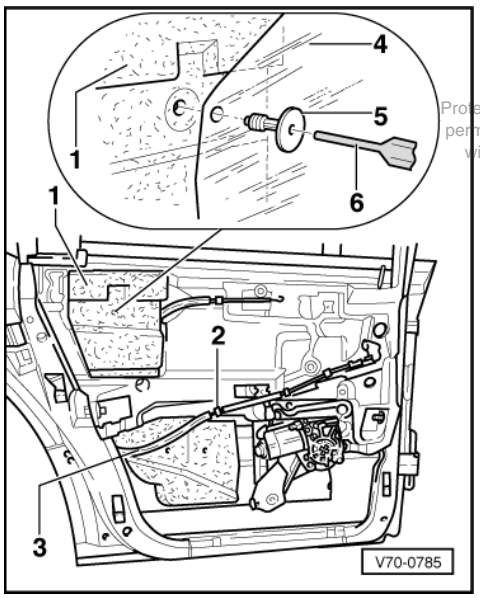
- ◆ 2 off



-> Fig.1 Bottom door hinge - greasing points

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

1.3 - Removing and installing impact absorber for rear door component carrier



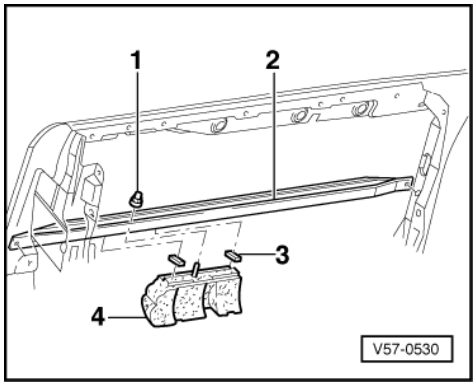
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- Remove rear door trim => Page 322 .
- -> Unclip clips -5-.
- Detach impact absorber -1- from door component carrier.
- Clean adhesive residues from bonding surface on door component carrier.
- Clean bonding surface with cleaning solution.
- Detach adhesive protection strip and affix impact absorber.
- Press clip through insulating mat -4- into door component carrier using a ø 4 mm punch -item 6-.
- Attach Bowden cable -3- to clips -2-.

Note:

Press in clip catch for catch until it is securely seated. The applied pressure should not damage the impact absorber as the clip is being pressed in.

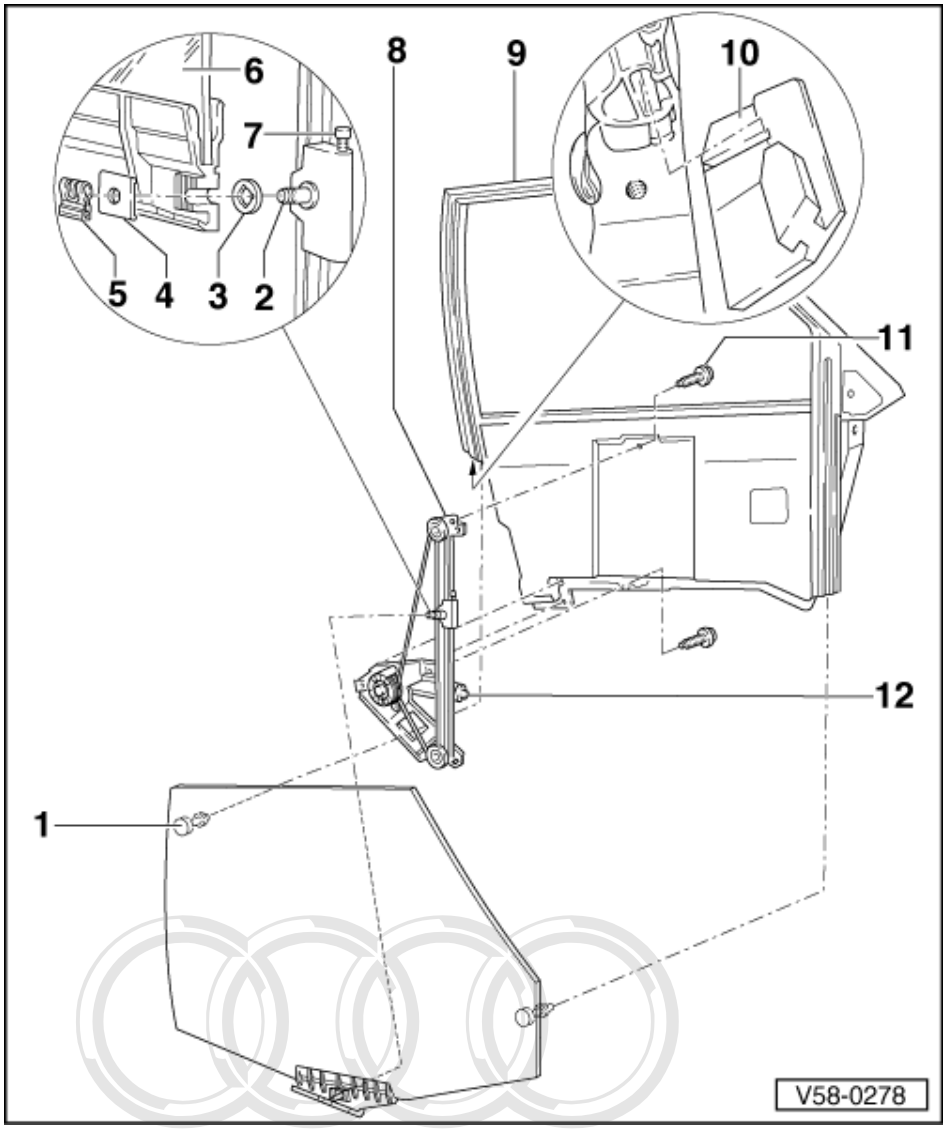
1.4 - Removing and installing impact absorber for rear side impact bar



- Remove rear door trim => Page 322 .
- -> Unscrew nut -1- from side impact bar -2-.
- Remove impact absorber -4- downwards.
- On installation, the two buffers -3-, must be positioned as shown in the fig.
- Use new washer and nut (6 Nm).

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1.5 - Rear window lifter and door window - exploded view



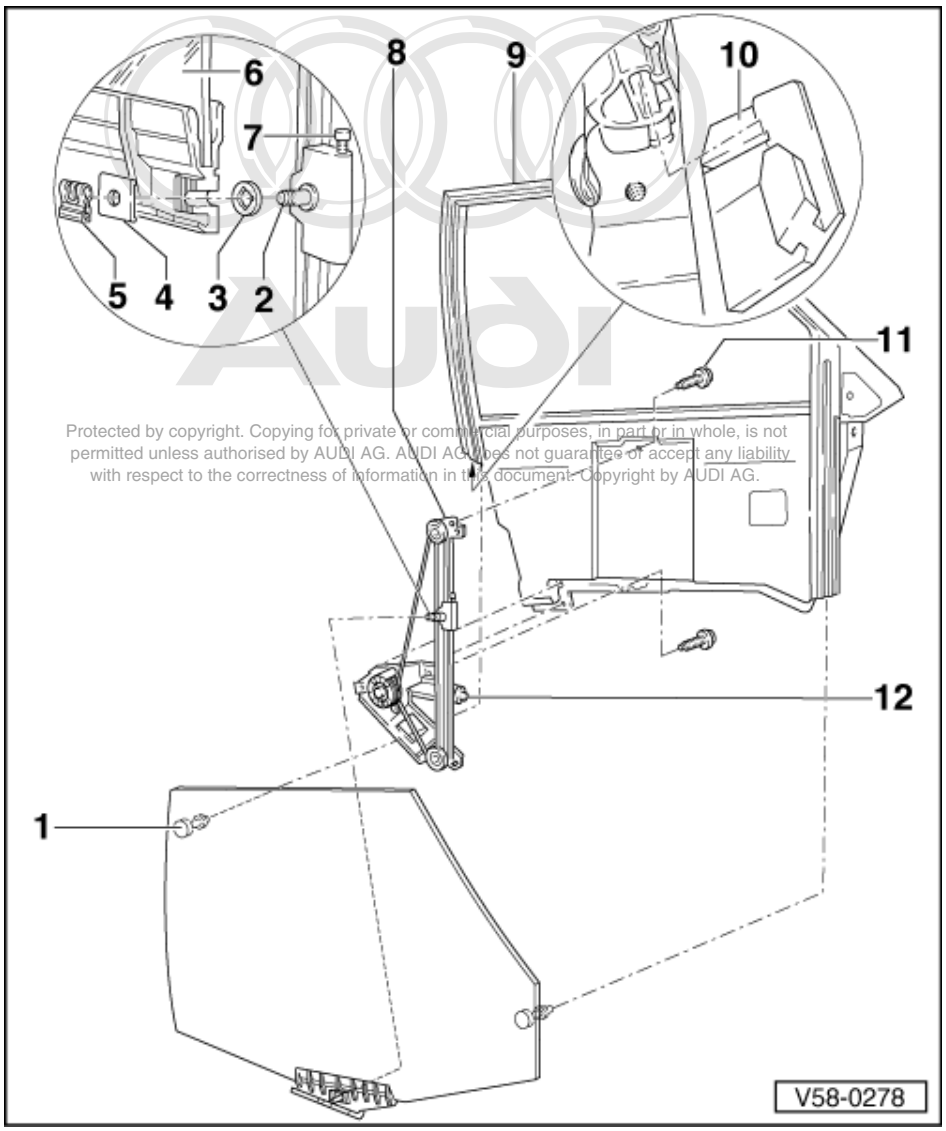
- Door component carrier removed => Page 103 .

Note:

After installing door component carrier always check upper stop limit of door window and adjust as necessary =>Fig. 1 .

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1 Locating pin
◆ Removing and installing => Page 78
2 Locating pin
3 Damping washer
4 Shim plate



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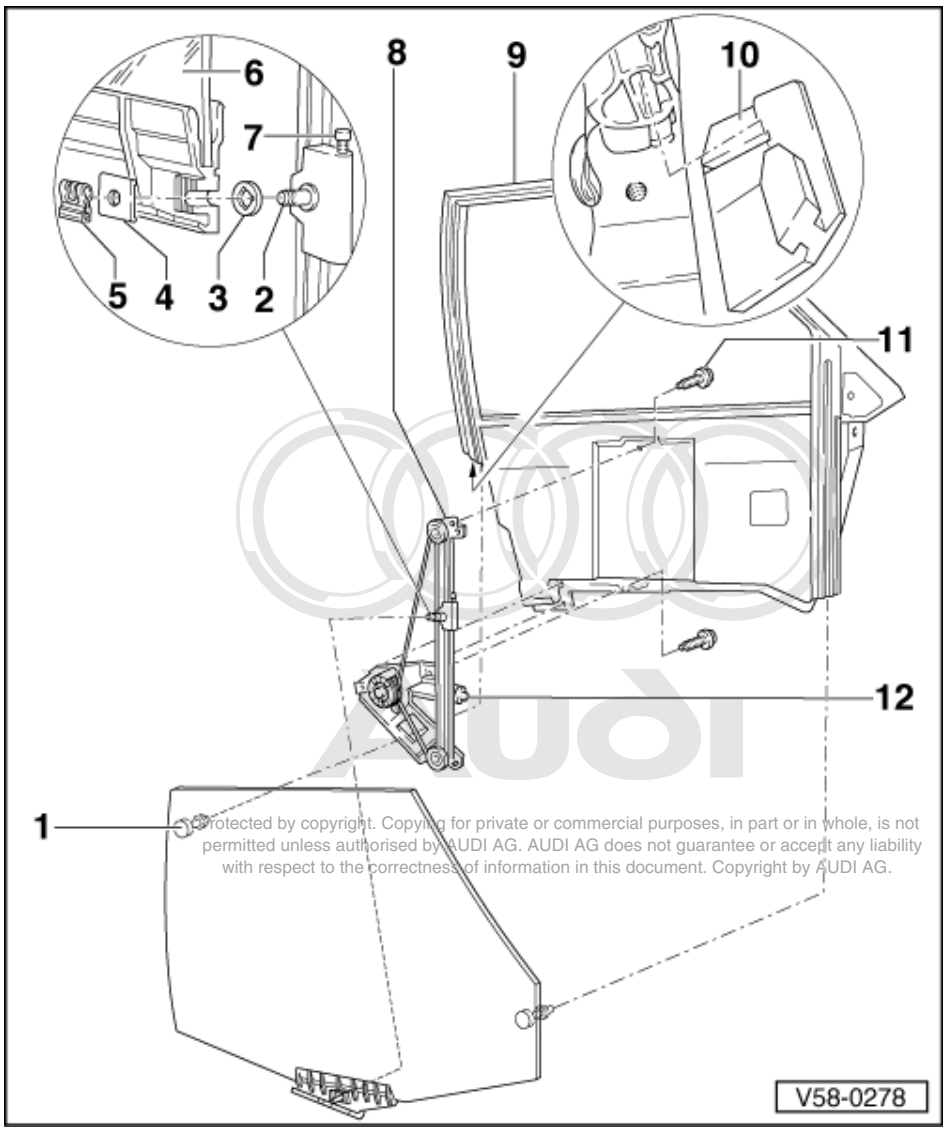
5 Lock washer

6 Door window

- ◆ Removal:
- Remove window lifter.
- Withdraw door window downwards. The locating pin -item 1 - pushes the stopper - item 10 - out of the door window channel at the same time.
- ◆ Installation:
- Push from below into door window channel with locating pin -item 1 -.
- Push stopper -item 10 - from below fully into door window channel.
- Adjusting door window => Fig. 1

7 Door window stop

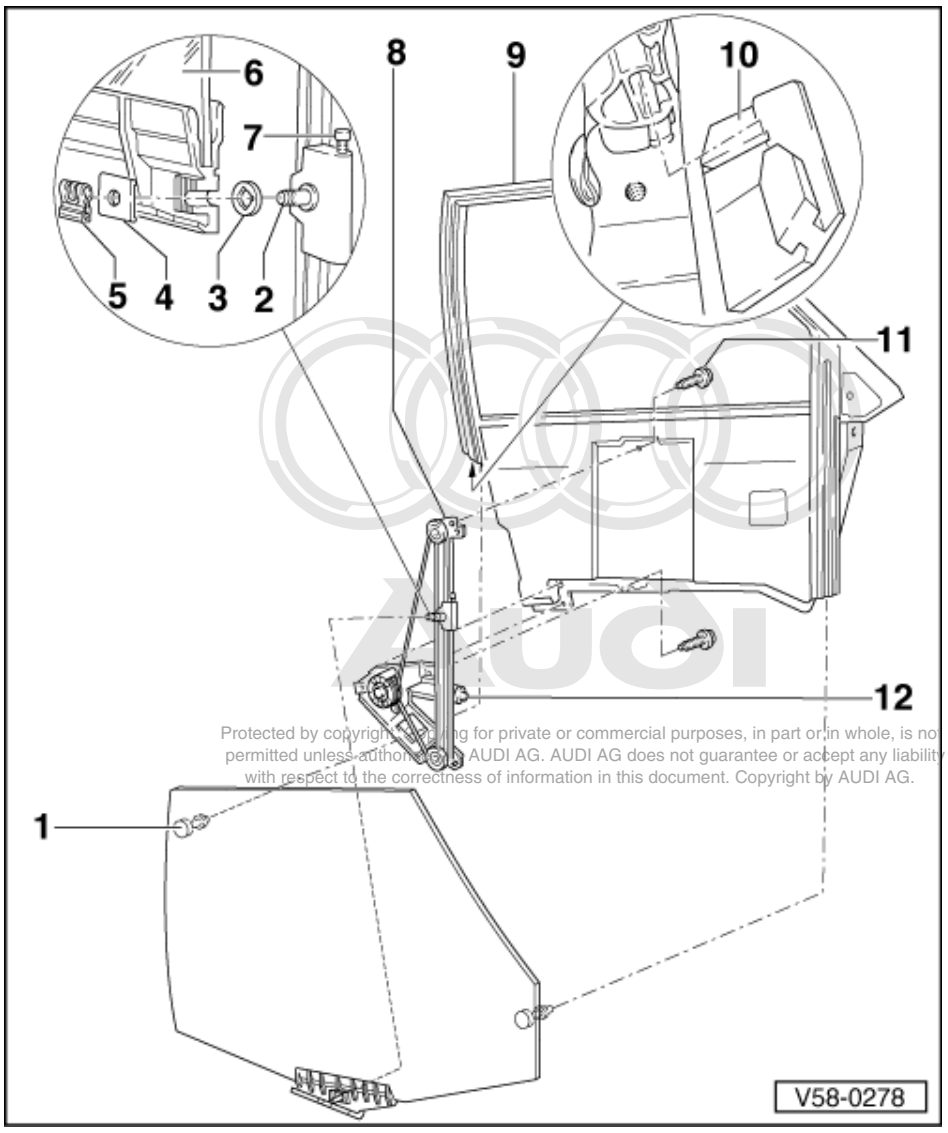
- ◆ Adjusting => Fig. 2



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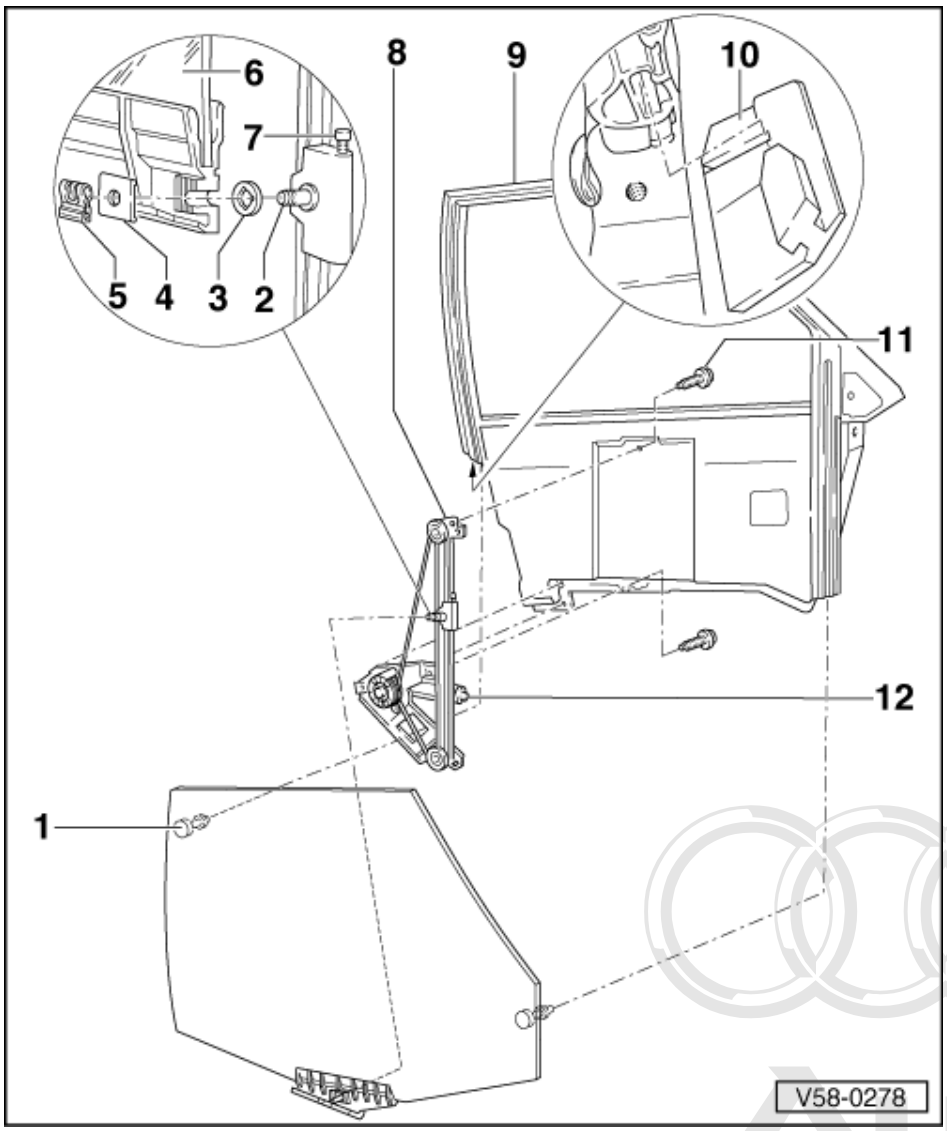
8 Window lifter

- ◆ Removal:
- Half-open door window.
- Place carrier on workbench with soft surface.
- Unscrew combi screws -item 11 -.
- Turn carrier on workbench, holding door window and window lifter firmly.
- Raise lock washer -item 5 - slightly using a small screwdriver, pushing it out of the groove in the locating pin -item 2 -.
- Remove shim plate -item 4 -.
- Slightly raise door window and hold steady.
- Pull window lifter downwards and remove.
- Remove damping washer -item 3 -.



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◆ Installation:
- Fit damping washer -item 3 - onto locating pin -item 2 -.
- Slightly lift door window.
- Introduce window lifter from below and insert into door window -item 6 - with the locating pin -item 2 -.
- Align slot of door window centrally to locating pin, paying attention to contact area -B- => Fig. 1 .
- Fit shim plate -item 4 -.
- Fit lock washer -item 5 -.
- Screw in combi screws -item 11 - from below.
- Turn carrier on workbench. Tighten screws to 10 Nm.



9 Door component carrier

- Removing and installing => Page 103

10 Stopper

- Serves as seal and as noise absorber. Must be re-inserted into door window channel when door window has been installed.

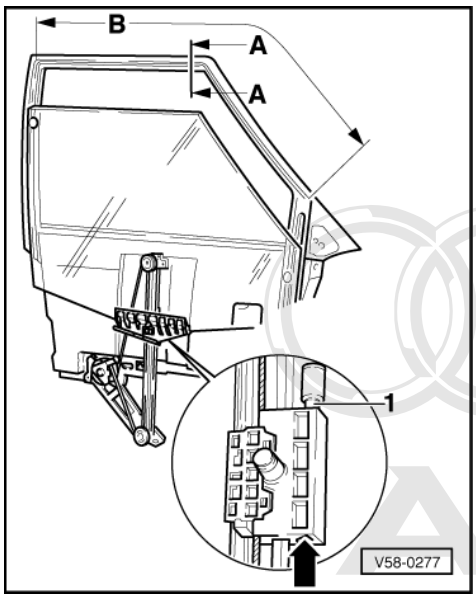
11 Combi screw - 10 Nm

- 4 off

12 Motor for window lifter

=> Electrical system; Repair Group 96; electric window lifters; rear electric window lifters - exploded view electric window lifters rear electric window lifters - exploded view

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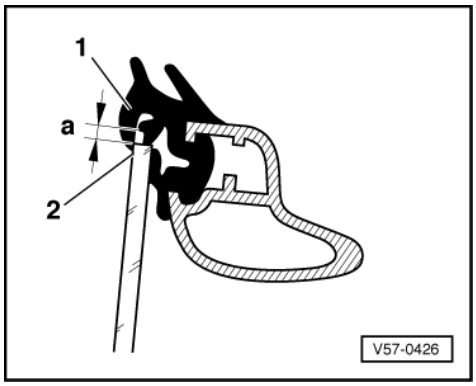


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-> Fig.1 Adjusting door window

- Adjust upper stop limit of window lifter -1- with external torx socket E6.

- Section A - A => Fig. 2
B - Contact area of door window on inner sealing lip.



-> Fig.2 Adjusting door window

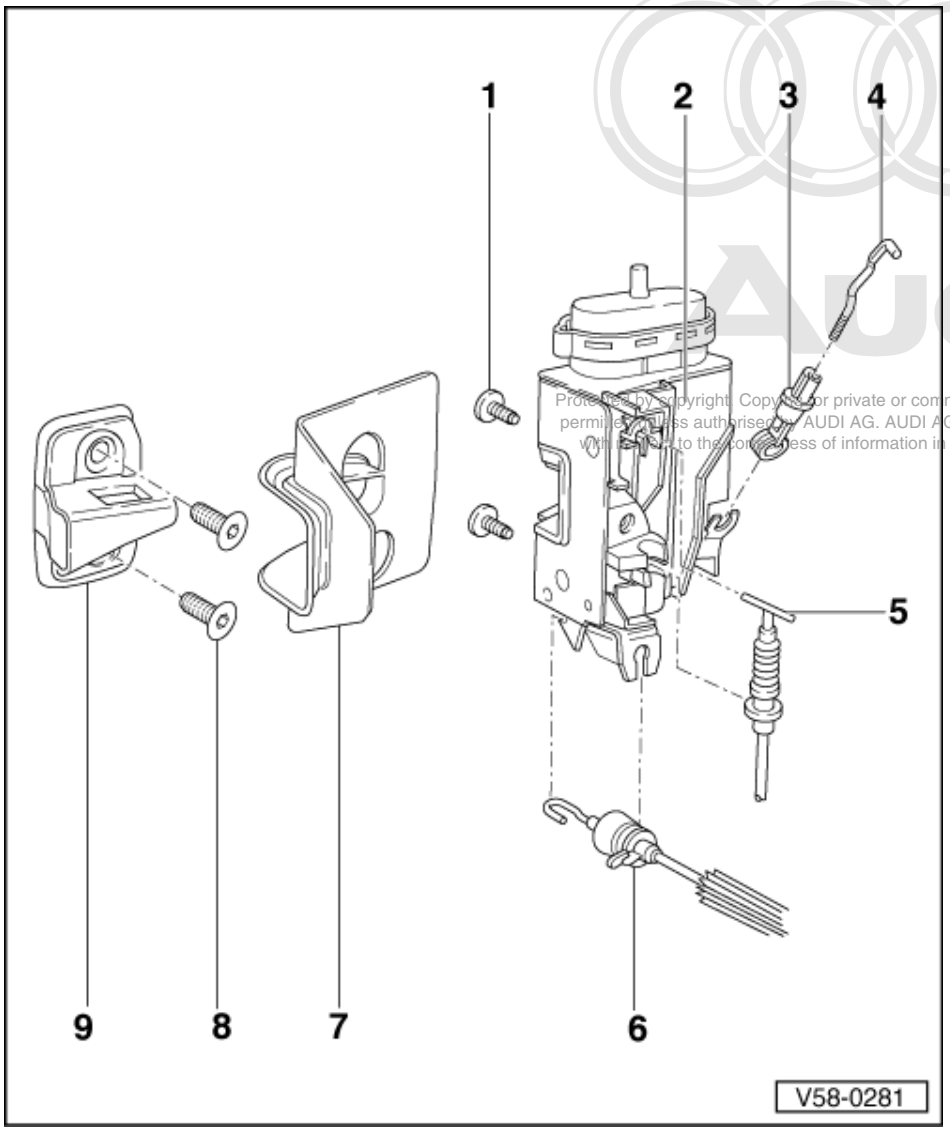
- Adjust door window -2- with door closed.
- Adjust upper stop limit of the window lifter so that inner sealing lip of door window seal -1- contacts over the entire area -B- => Fig. 1 on the upper edge of the window under preload.
  - Dimension a = min. 0.5 mm
- Do not set door window too high, otherwise door closing force will be increased.

Note:

Sealing is only guaranteed when the sealing lip contacts the door window with min. 0.5 mm preload.

2 - Rear door lock with operating components - exploded view

2.1 - Rear door lock with operating components - exploded view



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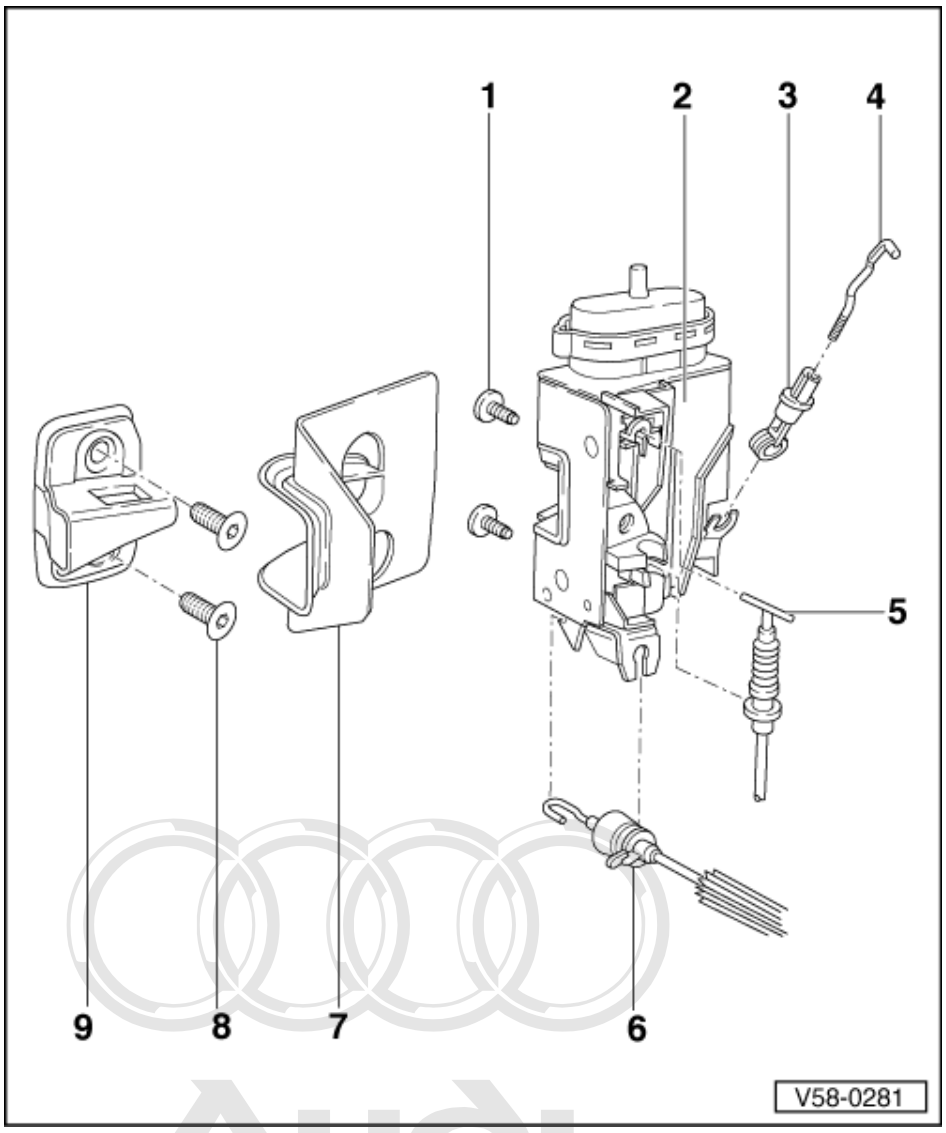
- Rear door trim removed => Page 322 .
- Door component carrier removed => Page 103 .

1 Combi screw - 8 Nm

- 2 off

2 Door lock

- Removal:
- Detach operating rod -item 4 -.
- Detach Bowden cable -item 5 -.
- Unscrew combi screws -item 1 - (8 Nm).



- Detach hose line from control element in vehicles with central locking.
- Detach Bowden cable for interior door control -item 87 .

3 Operating clip

4 Actuator rod

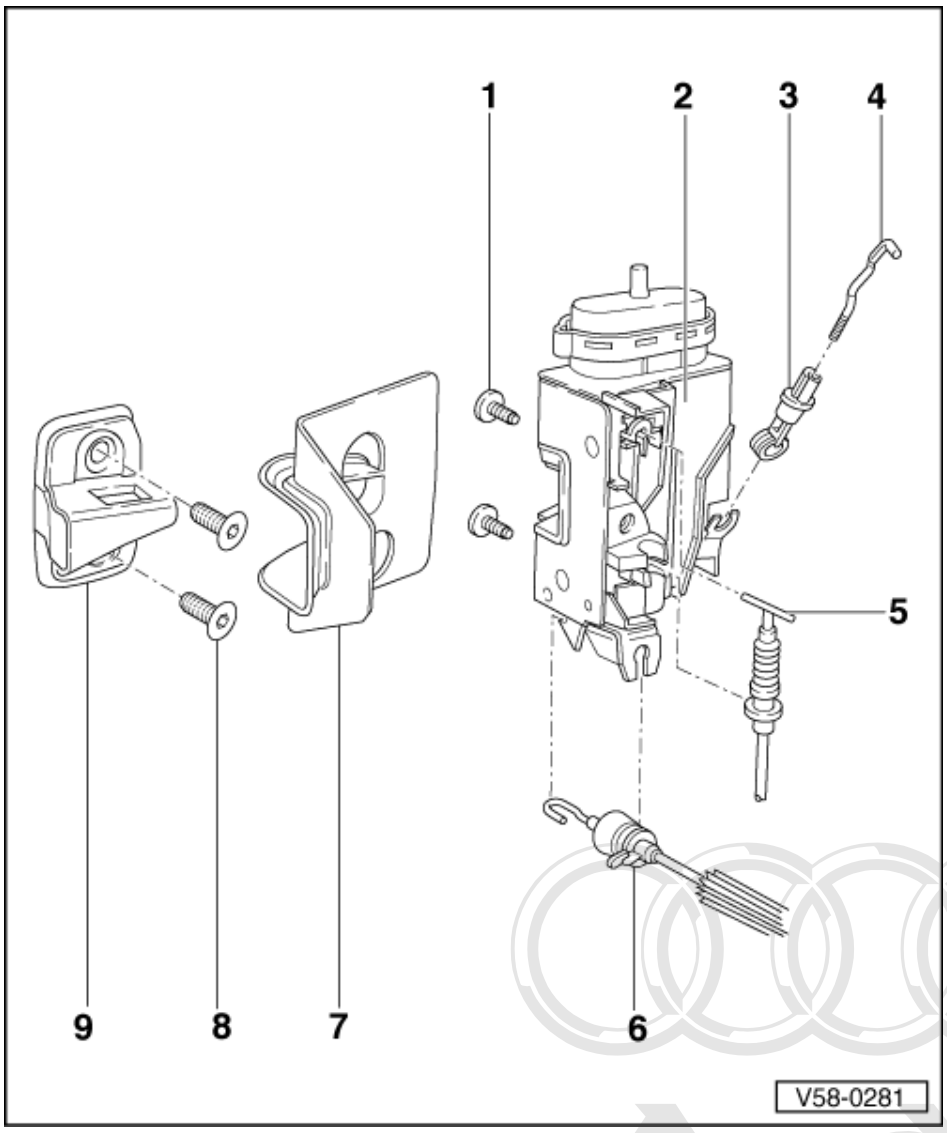
- To detach, push sleeve on operating clip upwards.

5 Bowden cable

6 Bowden cable for interior door control.

- Removing and installing => Fig. 87

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7 Lock base plate

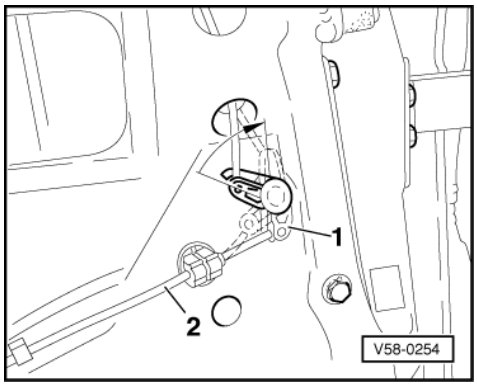
8 Oval-head screw - 16 Nm

- 2 off

9 Locking wedge

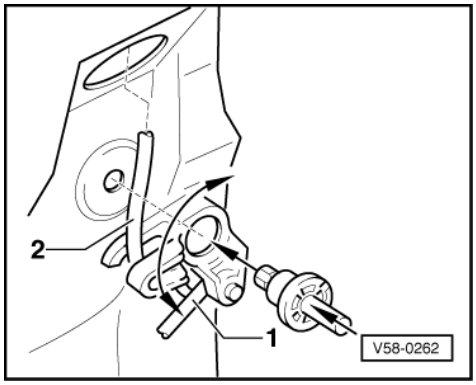
- Adjusting => Page 121

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-> Fig.1 Detaching Bowden cable for door locking from hinged lever

- Unclip Bowden cable -2- from clips.
- Rotate hinged lever -1- approx. 45o in direction of arrow and detach Bowden cable.



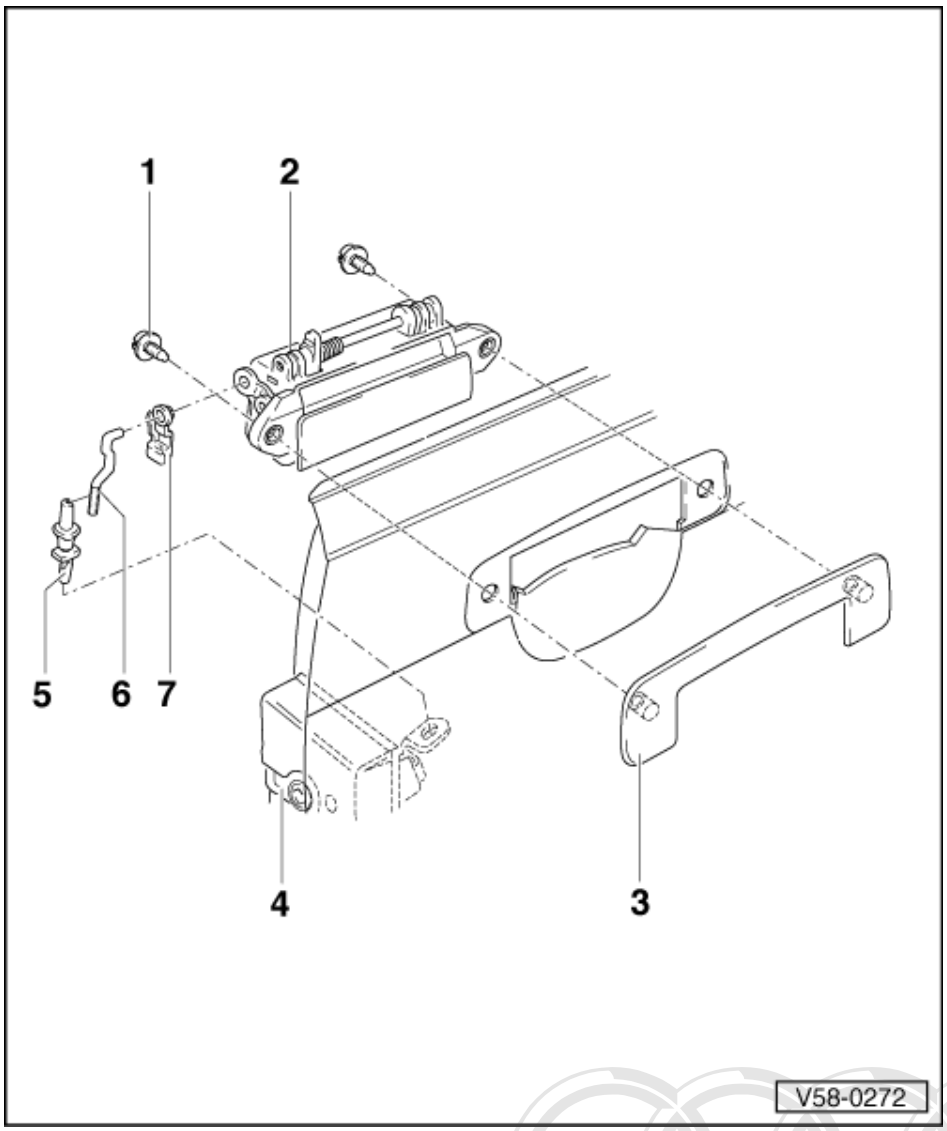
-> Fig.2 Removing hinged lever

- Swivel hinged lever in direction of arrow.
- Detach Bowden cable -1- and securing rod -2-.
- Push pin out of spreader clip.
- Remove hinged lever.

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3 - Rear door handle - exploded view

3.1 - Rear door handle - exploded view



- Rear door trim removed => Page 322 .
- Door component carrier removed => Page 103 .

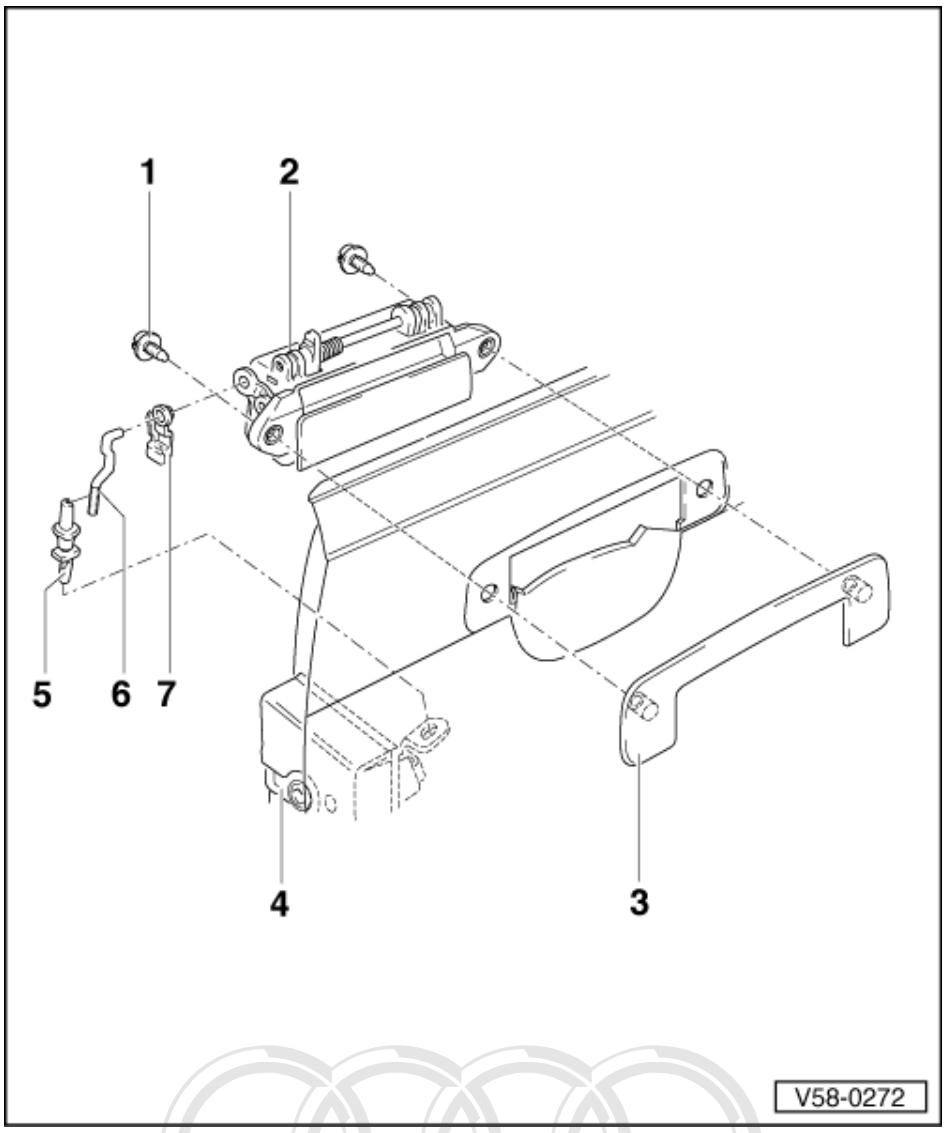
1 Oval-head screw - 3 Nm

- 2 off

2 Door handle

- Detach operating rod -item 6 - from operating clip -item 5 - and hinged bush -item 7-.
- Unscrew oval headed screws -item 1 - and remove cover -item 3 - and door handle.

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Note:

To avoid damage to the paintwork on the handle cover, remove it before removing the door handle => Fig. 91 .

3 Cover

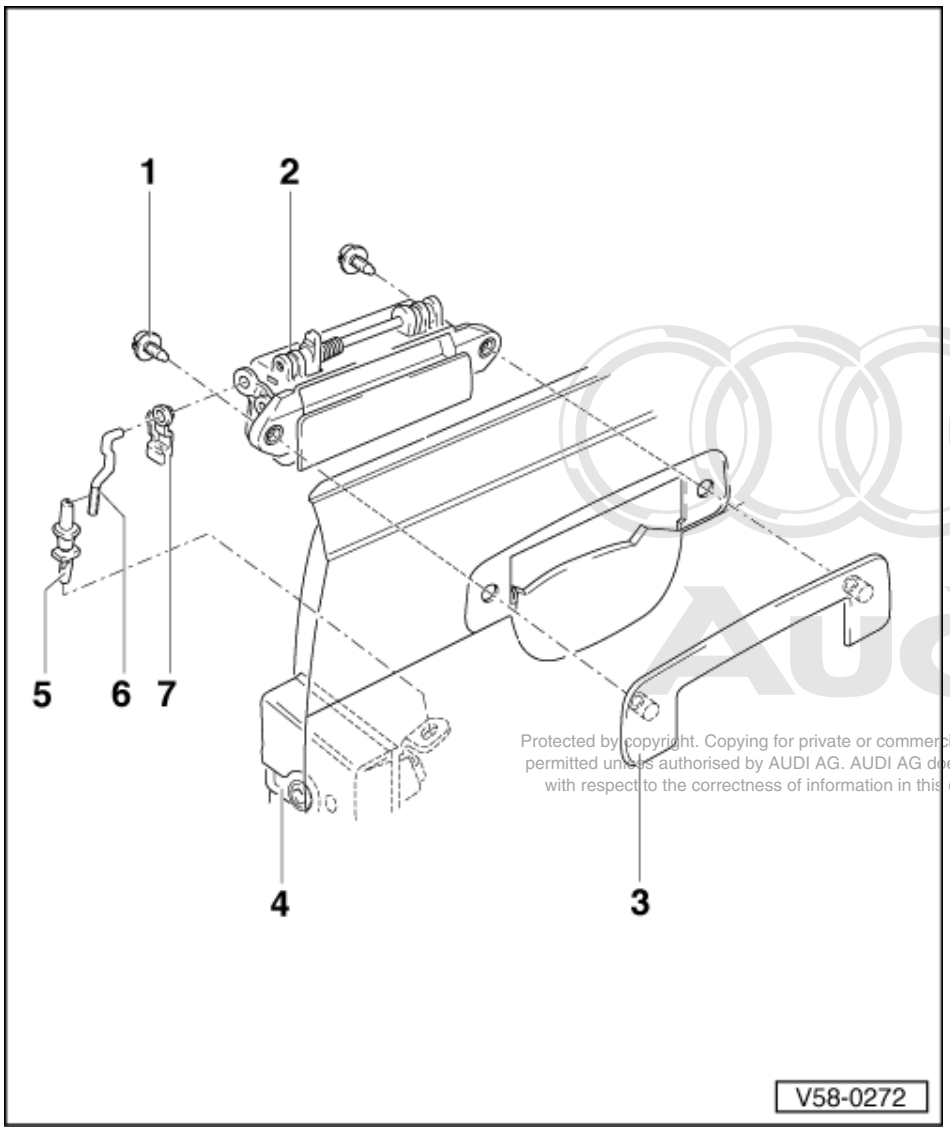
4 Door lock

5 Operating clip

6 Operating rod

- ◆ Removal:
- Swivel hinged bush -item 7- and detach operating rod.
- Push sleeve on operating clip -item 5 - downwards. Push out operating rod.

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- ◆ Installation:
- Adjust play between door handle and door lock by rotating operating rod in operating clip.
- The release lever must not be pre-tensioned during adjustment. Play between release lever and operating element max. 1 mm.

7 Hinged bush

4 - Adjusting door - adjustment sequence

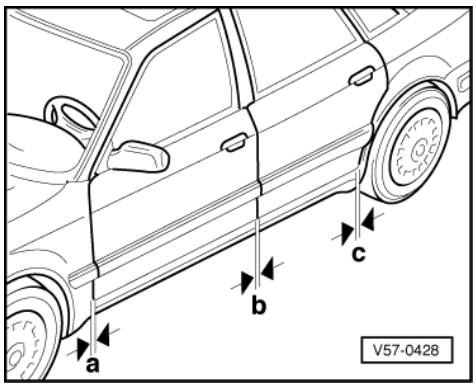
4.1 - Adjusting door - adjustment sequence

4.2 - Adjusting door shell

Gaps

The gaps are adjusted by loosening the hinge screws on the B-pillar and shifting the door (oversized drilled holes in hinge).

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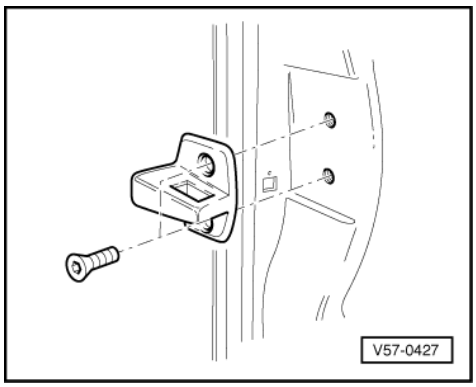
Note:

To loosen hinge screws, remove B-pillar trim => Page 332 .

- -> Dimension a = 4 + 1 mm
- Dimension b = 4.5 + 1 mm
- Dimension c = 3.5 + 1 mm

Adjusting to the body contour

The adjustment at the front of the door is made by releasing the hinge screws on the door shell and shifting the door (oversized drilled holes in hinge) until the door shell is flush with the door contour.



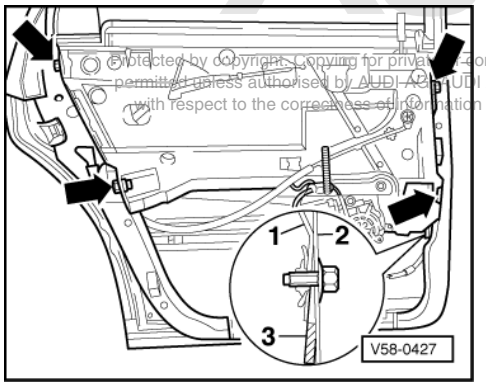
The adjustment at the rear of the door is made by shifting the locking wedge.

- -> Loosen oval-head screws.
- Shift locking wedge until the door shell is flush with the body contour.

- Tighten oval-head screws to 16 Nm.

4.3 - Adjusting door component carrier

Note:

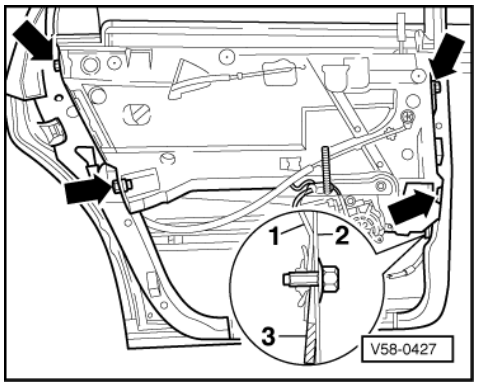


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The inclination of the door in the vicinity of the C-pillar can be adjusted by moving the adjusting wedge. For example, if the door protrudes too far at the back, the adjusting wedge must be pushed further up. The bottom of the door consequently slopes towards the centre of the vehicle and the top of the door leans outwards.

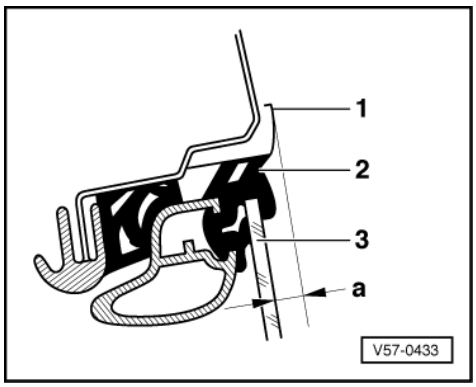
- Door shell must be adjusted.
- -> Adjusting wedge -3- must always be installed.

- Loosen screws -arrows-.
- Close door.



- Slightly tighten the top screws from inside while a second fitter presses the door component carrier against the roof and the pillar (the force used to push the carrier must overcome the counteracting forces resulting from the rubber seal).
- -> Push adjusting wedge -3- upwards, until it contacts the surfaces of the door shell -2- and the door component carrier -1-.
- Tighten screws to 30 Nm.

Check dimension for door component carrier



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-> The outer sealing lip -2- must be flush along the pillar and roof trim strip -1-.

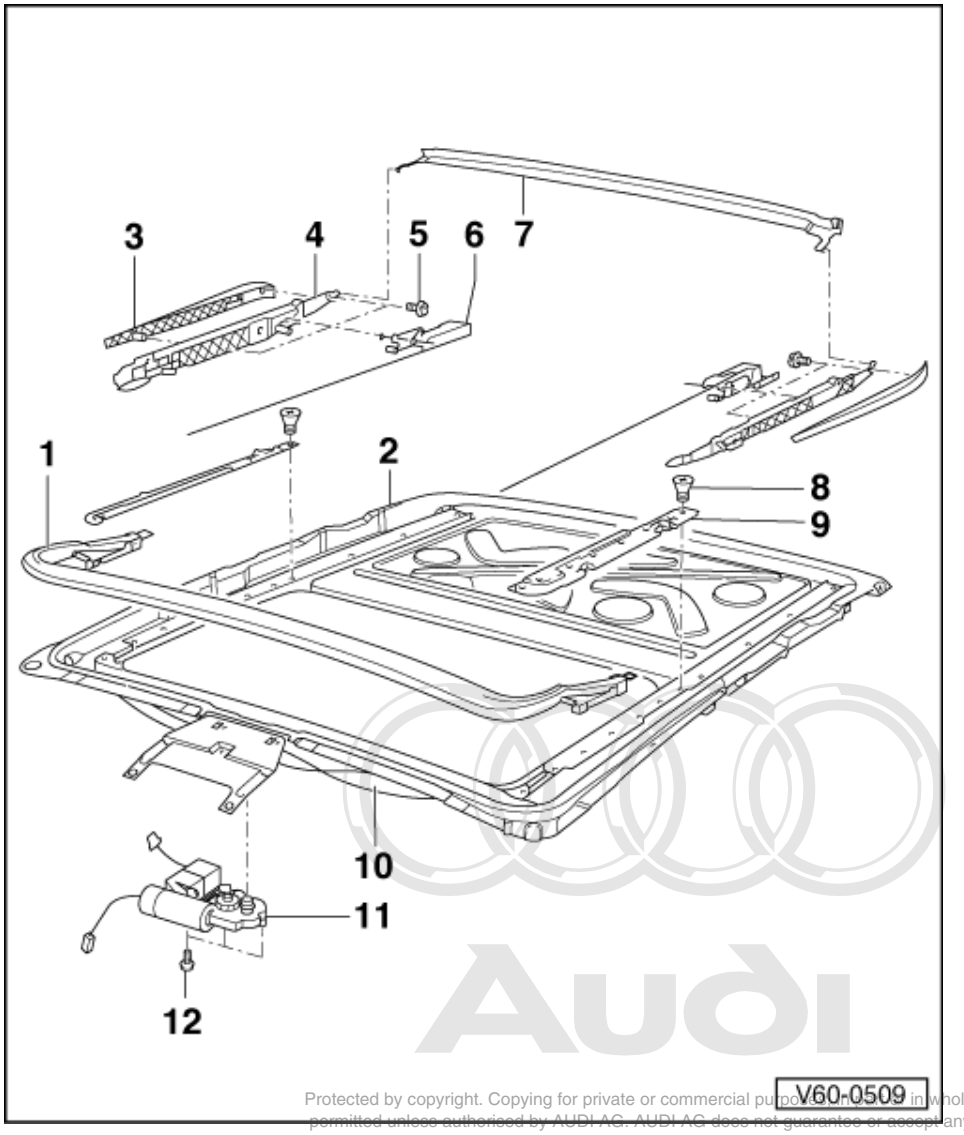
Distance between roof trim strip and door window -3-:

- Dimension a = 6.5 ± 1 mm

60 - Sliding/tilting roof

1 - Sliding/tilting roof

1.1 - Sliding/tilting roof



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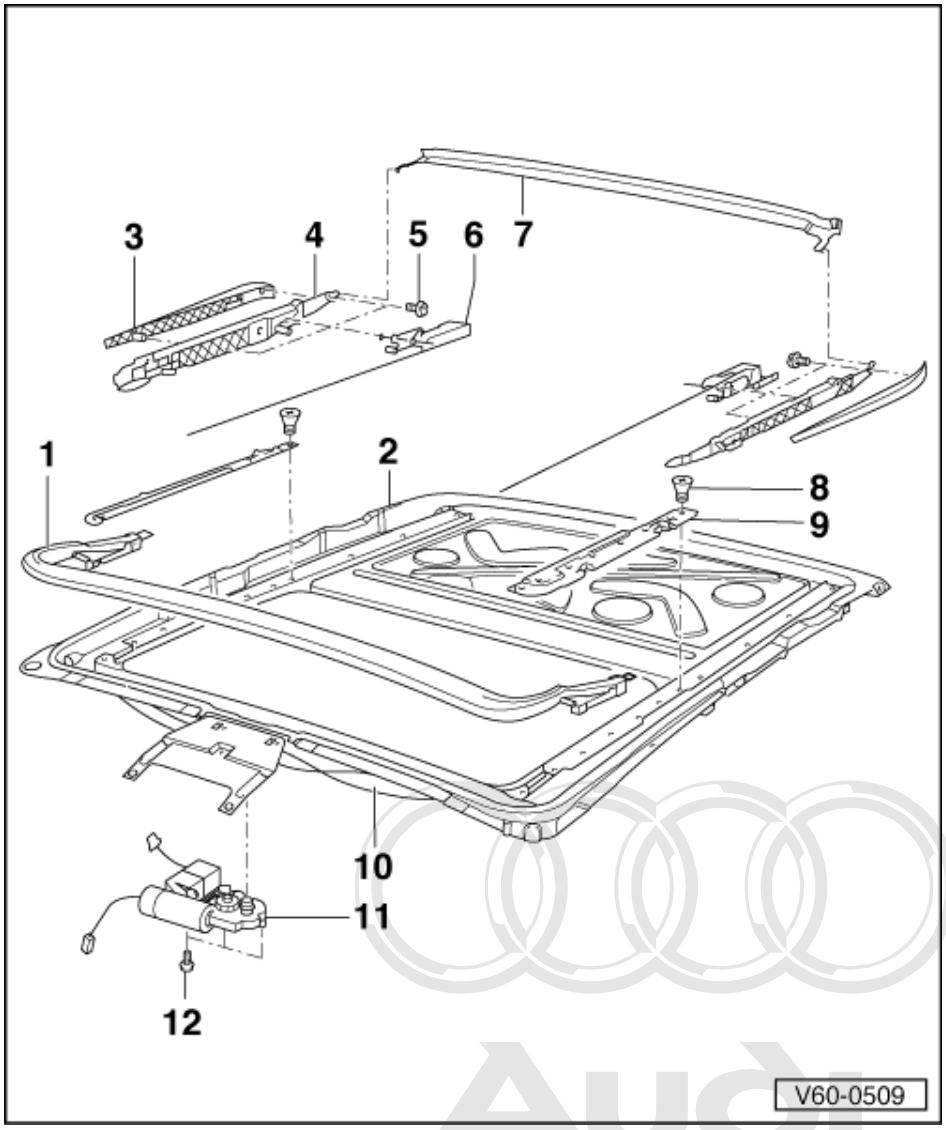
1.2 - Sliding/tilting roof - exploded viewä 03.94

1 **Draught deflector**
- Removing and installing
  => Page 127

2 **Frame**
- Removing and installing only possible with moulded headliner removed
  => Page 343
- Removal => Page 138 .

3 **Cover**

- To adjust, tilt sliding roof and press cover upwards to rest on panel seal. Tighten screws, item - 5 - to 1 Nm.



4 Guide plate

- Removing and installing => Page 131
- To remove, it is not necessary to remove the draught deflector.

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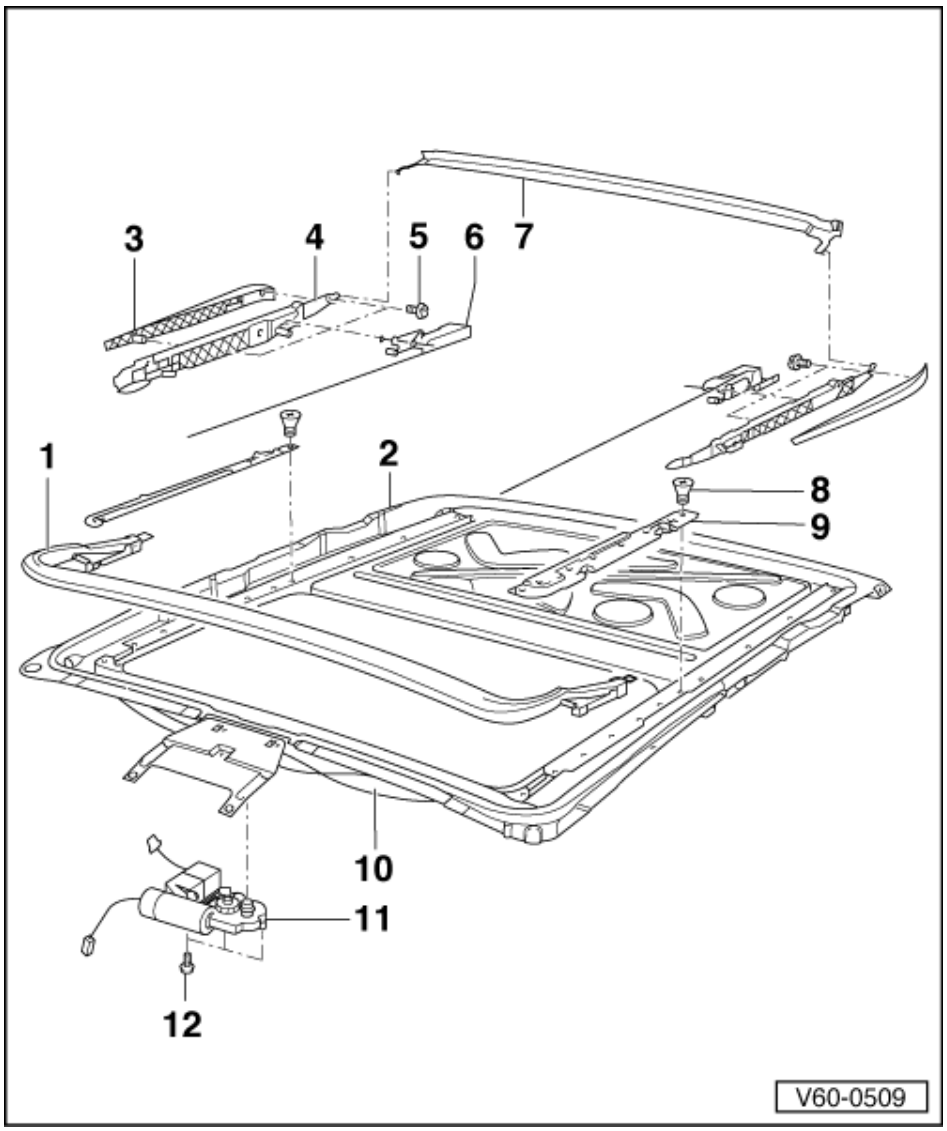
5 Oval-head screw

6 Rear locator with cable

- To remove, remove sliding roof panel =>Page 128 and remove guide profile, item - 9 -.
- Remove rear locator from guide plate => Page 128

7 Rain channel

- Only remove after removing guide plate.



8 Countersunk screw
- 7 off

9 Guide profile
- Remove in order to remove guide plate.

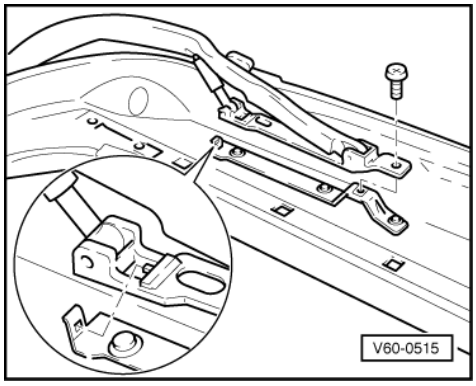
10 Guide tube
- To remove, drill off rivet heads.

11 Sliding roof motor
- Removing and installing => Page 130
- Only install at zero position

12 Combi screw - 3 Nm
- 3 off

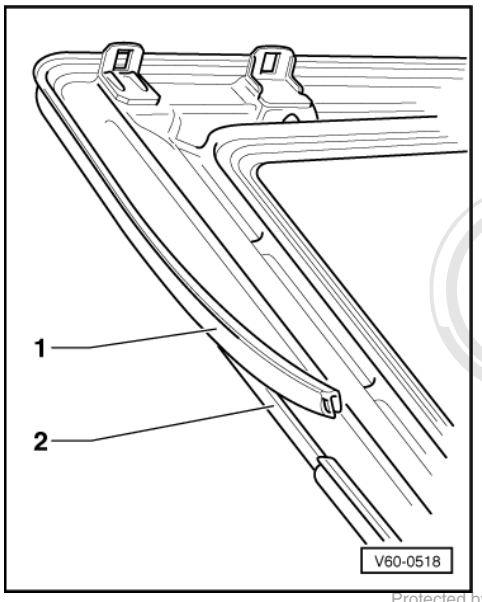
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1.3 - Removing and installing draught deflector



- -> Unscrew oval-head screws at both sides.
- Slant draught deflector and remove to the rear.
- When installing, ensure retaining lug engages in square hole, as shown in the inset diagram.
- Tighten oval-head screws to 2 Nm.

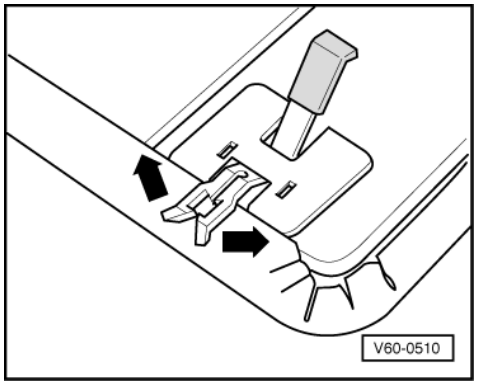
1.4 - Replace sliding/tilting roof panel seal



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

1.5 - Removing and installing sliding roof panel



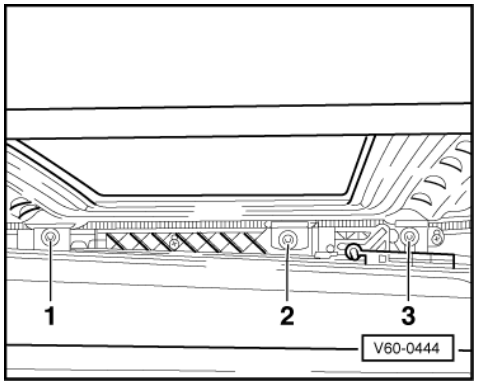
- Open sliding/tilting roof approx. 10 cm towards the rear.
- -> Open retaining clips at left and right -arrows- and push sliding roof headliner towards the rear.

Note:

The fig. shows the retaining clip from the inside of the sliding roof headliner.

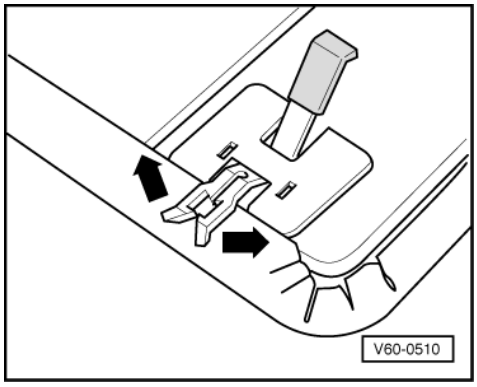
- Close sliding/tilting roof.

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- -> Fully unscrew screws -1-, -2- and -3- on both sides of tilt mechanism (4.5 Nm).
- Remove sliding roof panel upwards.
- Remove sliding roof headliner.

1.6 - Removing and installing sliding roof headliner



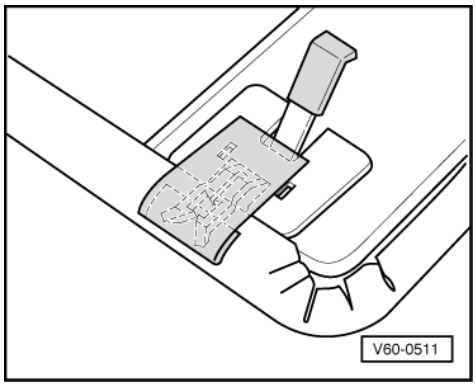
- Sliding roof panel installed.

Removal:

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

Note:

The fig. shows the retaining clip from the inside of the sliding roof headliner.



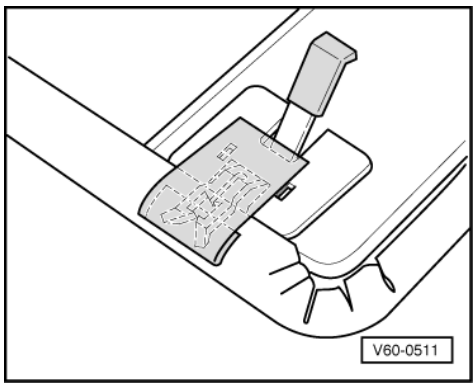
- -> Wind adhesive tape around retaining clips at left and right so that the clips cannot engage in the sliding roof panel when the roof is tilted.

Note:

When the sliding/tilting roof is tilted, the retaining clips on the sliding roof headliner must not engage in the sliding roof panel as this would mean that the sliding/tilting roof could no longer be closed without damaging the mechanism.

- Close sliding/tilting roof; tilt and push headliner forwards.
- Press headliner over rain channel and remove towards rear out of the sliding roof opening.

Installation:



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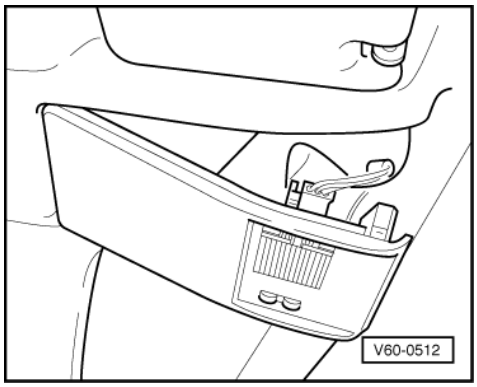
Note:

-> Before installing the sliding roof headliner when the sliding roof panel is installed, the retaining clips on the headliner must first be covered with adhesive tape.

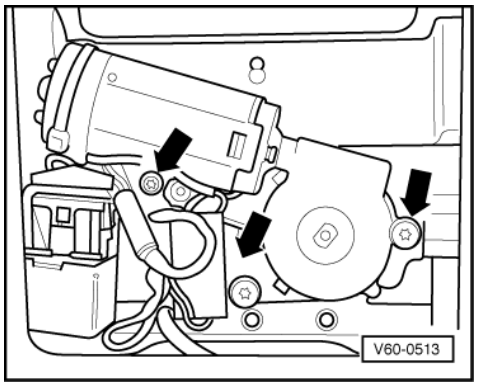
- Tilt sliding/tilting roof.
- Insert headliner through roof opening, push fully forwards into the guides and press over rain channel at rear.
- Push headliner towards rear.
- Remove adhesive tape.
- Close sliding/tilting roof.

- Push headliner forwards until retaining clips engage in sliding roof panel.

1.7 - Removing and installing sliding roof motor



- -> Unclip cover at front, disconnect connectors and remove cover.

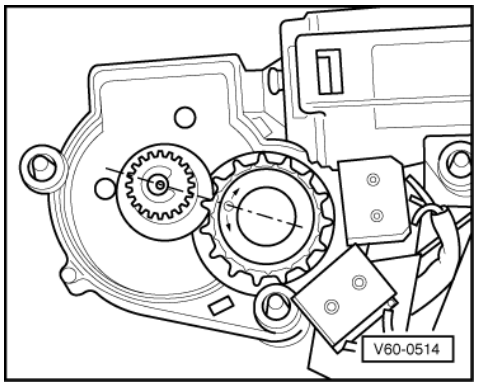


- -> Unscrew screws -arrows- (3 Nm).
- Remove sliding roof motor.

Note:

Only install the motor with the roof closed, i.e. only when the cable drive and roof motor are in zero position.

1.8 - Testing and adjusting motor zero setting

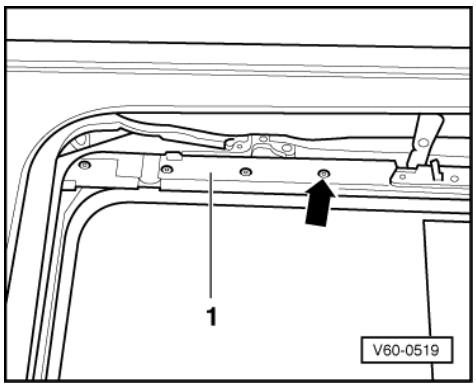


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-> The motor is at zero when the drill hole on the drive cogwheel aligns with the centre of the drive pinion and the drive cogwheel. In this position the microswitch cuts out automatically.

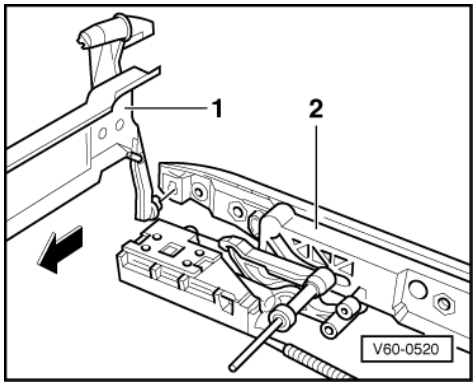
- Adjust zero setting with a 4 mm hexagon socket wrench if necessary.

1.9 - Removing and installing guide plate with cable



Removal:

- Remove motor.
- Push the guide plate evenly on both sides towards the rear into the guide rail.
- -> Unscrew screws on guide profile (2 Nm).
- Remove guide profile.
- Push guide plate forwards out of guide rail.

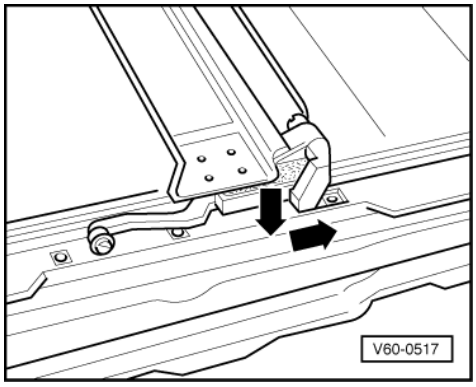


- -> Raise rain channel -1- in guide plate -2- and withdraw in direction of arrow.

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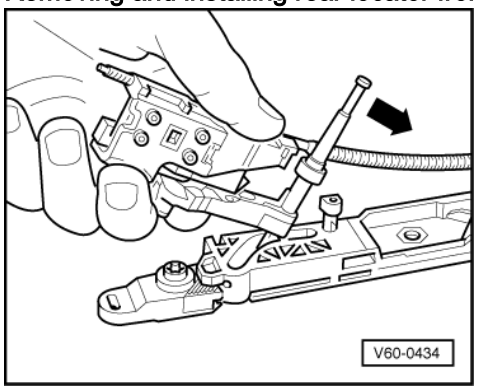
Note:

Fit rain channel before installing guide plates.

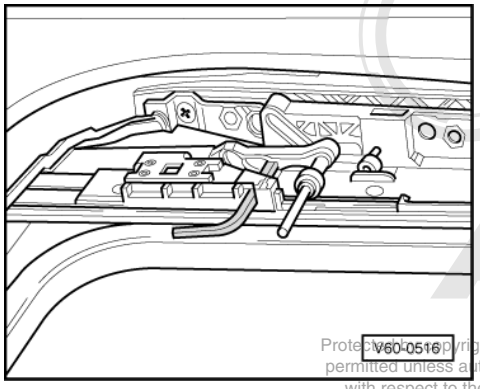


Installation:
- -> Insert rain channel into frame in direction of arrow and push in towards rear.

Removing and installing rear locator from/in guide plate



- -> Set rear locator to centre position and press off in direction of arrow.
- To install, insert rear locator straight, in centre position of guide plate and drive in with light hammer blow.



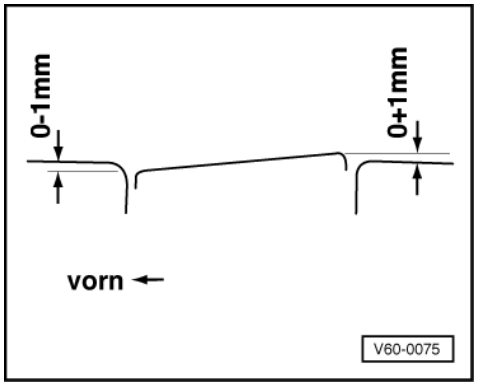
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Testing and adjusting guide plate zero setting
- Sliding roof motor removed.

- Push the guide plate from front towards rear on both sides.
- -> With the cable in zero setting, lock the guide plate and rear locator using a 4 mm hexagon socket wrench.

Note:
With hexagon socket wrenches inserted left and right, push rear locator and guide plate back to stop limit to prevent play.
- Install motor at zero setting.

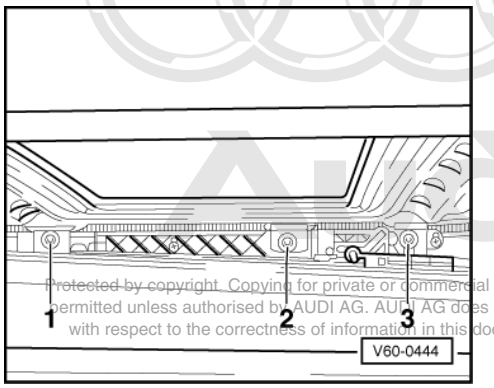
1.10 - Adjusting height of sliding roof panel



- -> To prevent wind noise, adjust height at front and rear as shown in fig.
- Check height adjustment at each radius of roof cutout towards centre of vehicle.

Note:

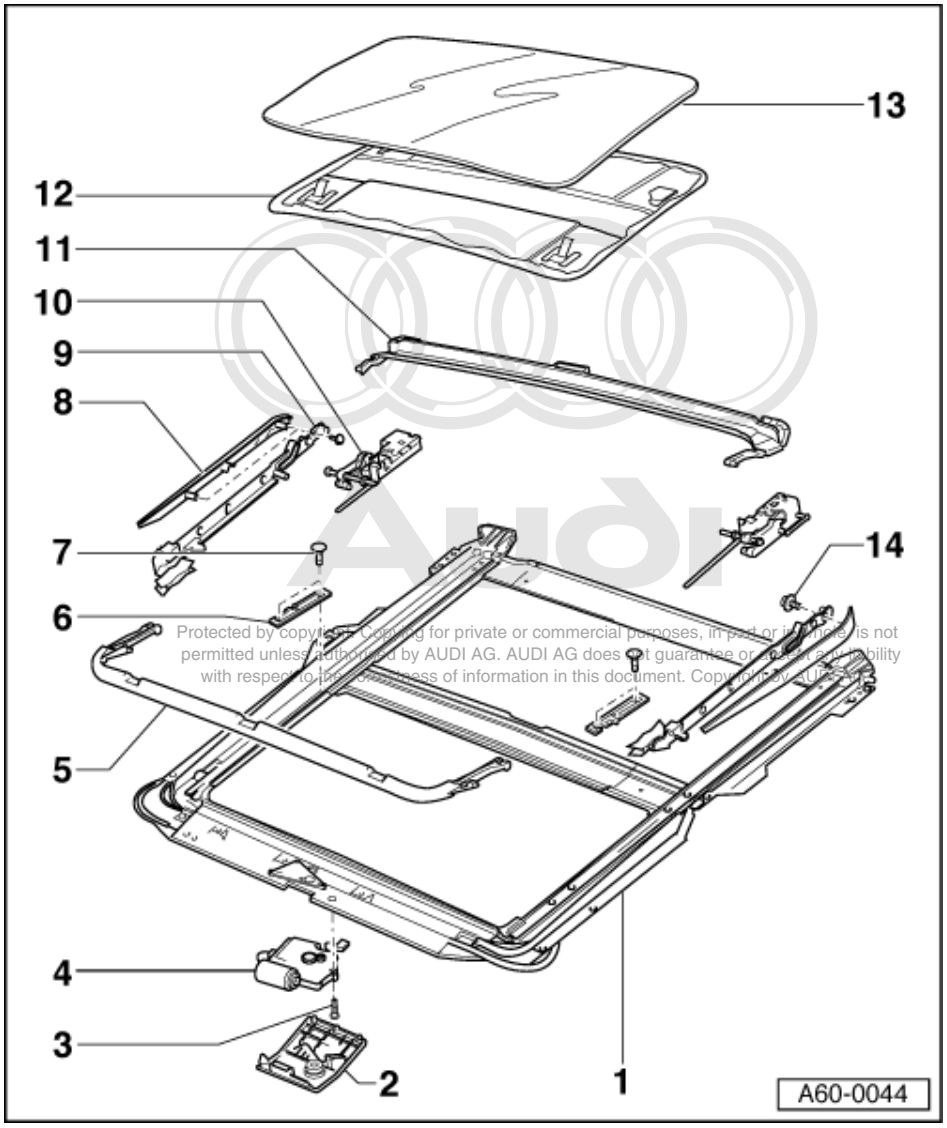
The sliding roof panel should at no point be higher at the front or lower at the back than the roof.



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- -> 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. above

1.11 - Sliding/tilting roof 04.94 >exploded view



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1 **Frame**
- Removing and installing only possible with moulded headliner removed => Page 343
- Removal => Page 138 .

2 **Cover**
- Removal => Page 136 .

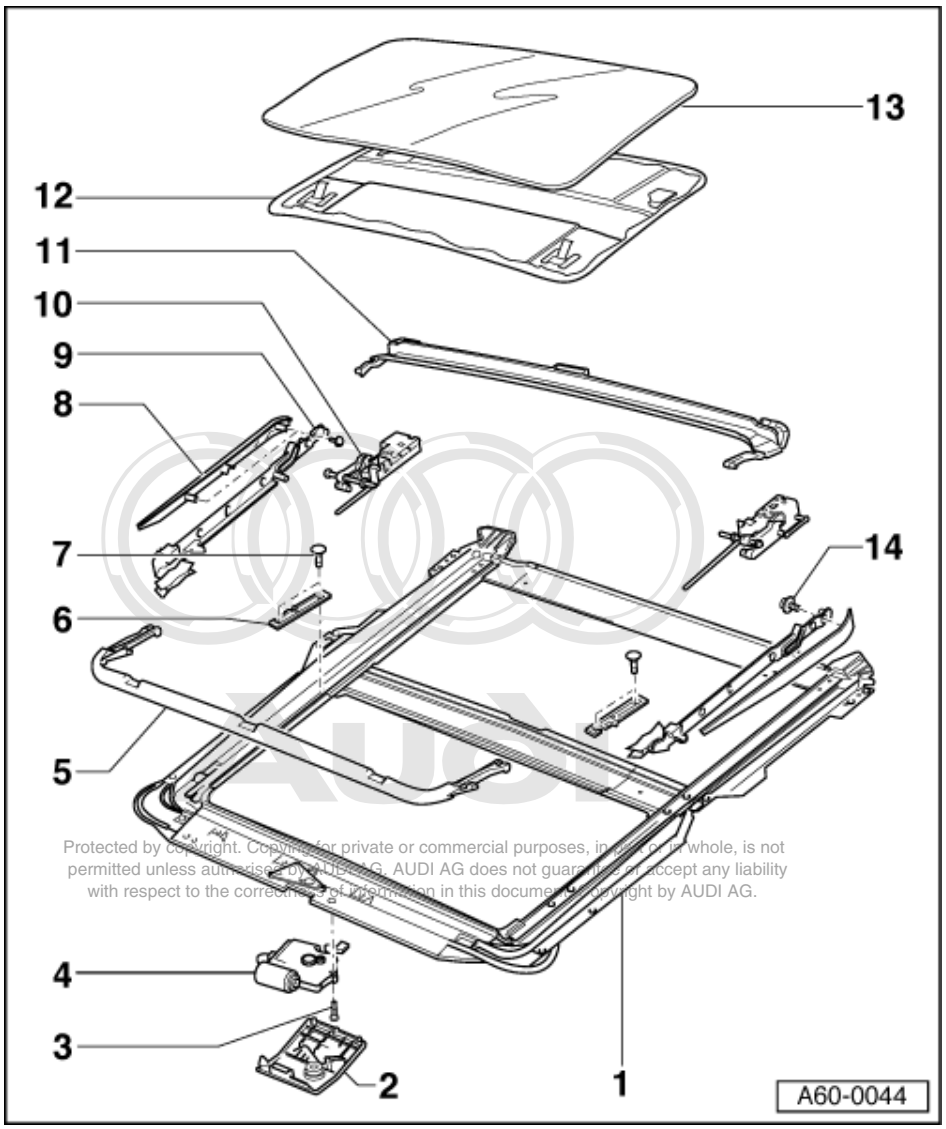
3 **Combi screw - 3 Nm**
- 3 off

4 **Sliding roof motor**
- Only removeand install in zero position.

5 **Draught deflector**
- Removing => Page 139

6 **Guide profile**
- Remove in order to remove guide plate.

7 **Countersunk screw - 2 Nm-**
- 3 off



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8 Cover

- To adjust, tilt sliding/tilting roof panel and press cover upwards against panel seal. Tighten screws, -item 14- to 1 Nm.

9 Guide plate

- Removing => Page 141

10 Rear locator with cable

- To remove, remove sliding/tilting roof panel =>Page 128 and remove guide profile -item 9 -

11 Rain channel

- Removing => Page 140

12 Sliding roof headliner

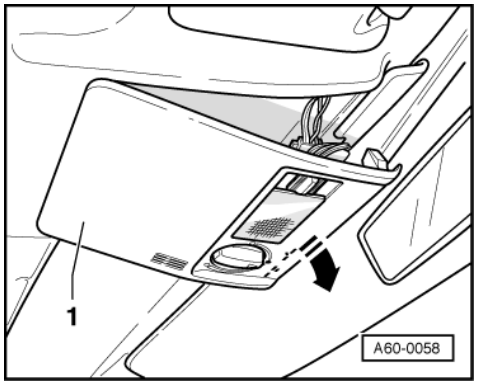
- Removing => Page 128

13 Sliding roof panel

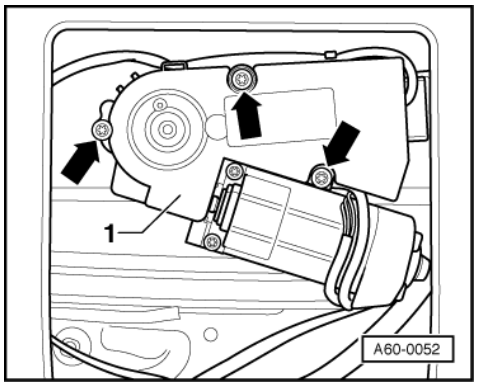
- Removing => Page 128

14 Oval-head screw

1.12 - Removing and installing sliding roof motor



- Unclip cover -1- at front from headliner in direction of arrow; disconnect electrical connectors and remove cover.



- -> Unscrew screws -arrows- (3 Nm).
- Remove sliding roof motor -1-.

Note:

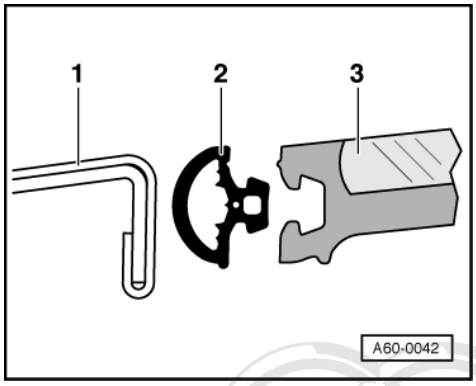
Only remove and install sliding roof motor with roof closed, i.e. only with cable drive and sliding roof motor in zero position.

1.13 - Adjusting zero position (motor)

- Motor removed; electrical connections connected.
- Select "roof closed" with rotary control.
- Motor runs into zero position and cuts out automatically.
- Install motor in this position with sliding roof closed.

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1.14 - Replacing panel seal



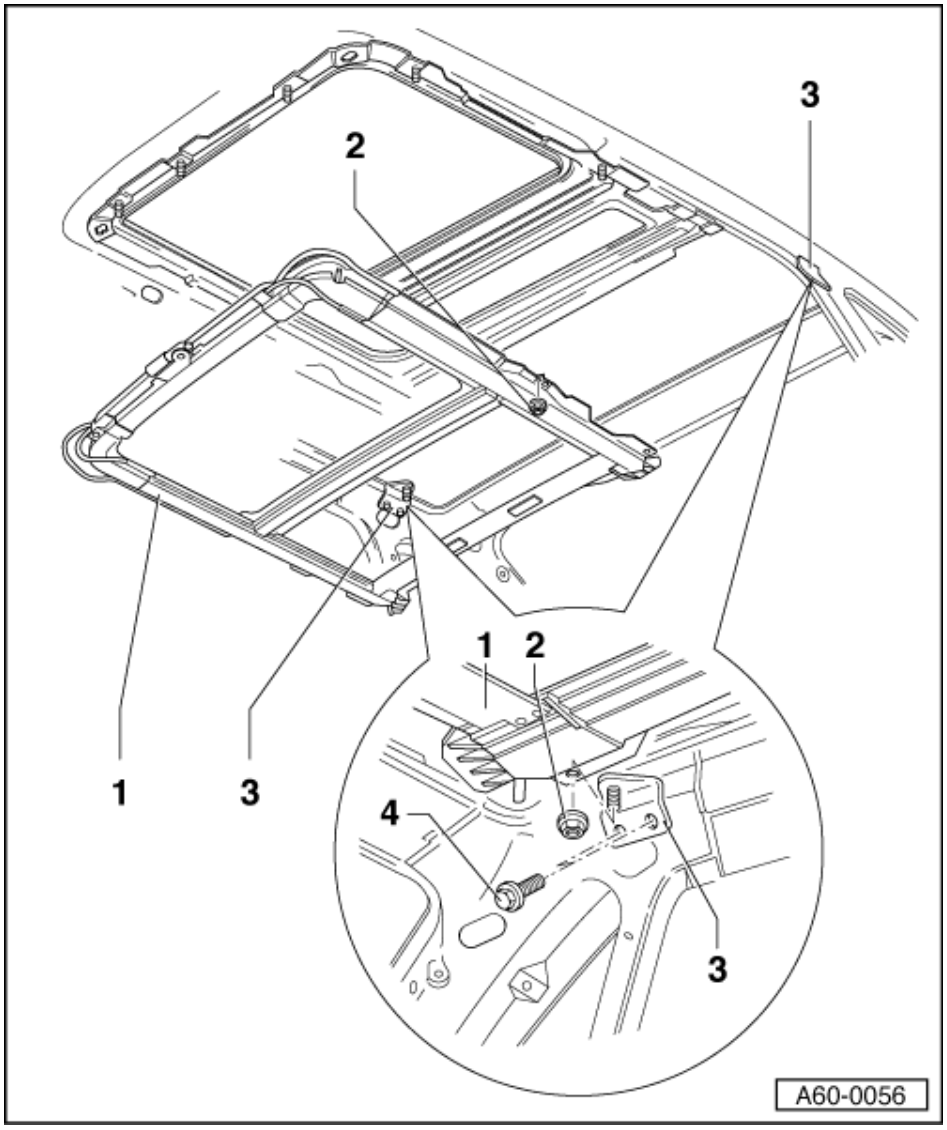
- Sliding roof panel -3- removed.
- Pull seal -2- out of sliding roof panel -3-.
- -> Press new panel seal into sliding roof panel -3-starting from centre of rear edge of panel.

Note:

For easier installation of seal, lubricate edge of sliding roof panel with soap solution.

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1.15 - Removing and installing frame

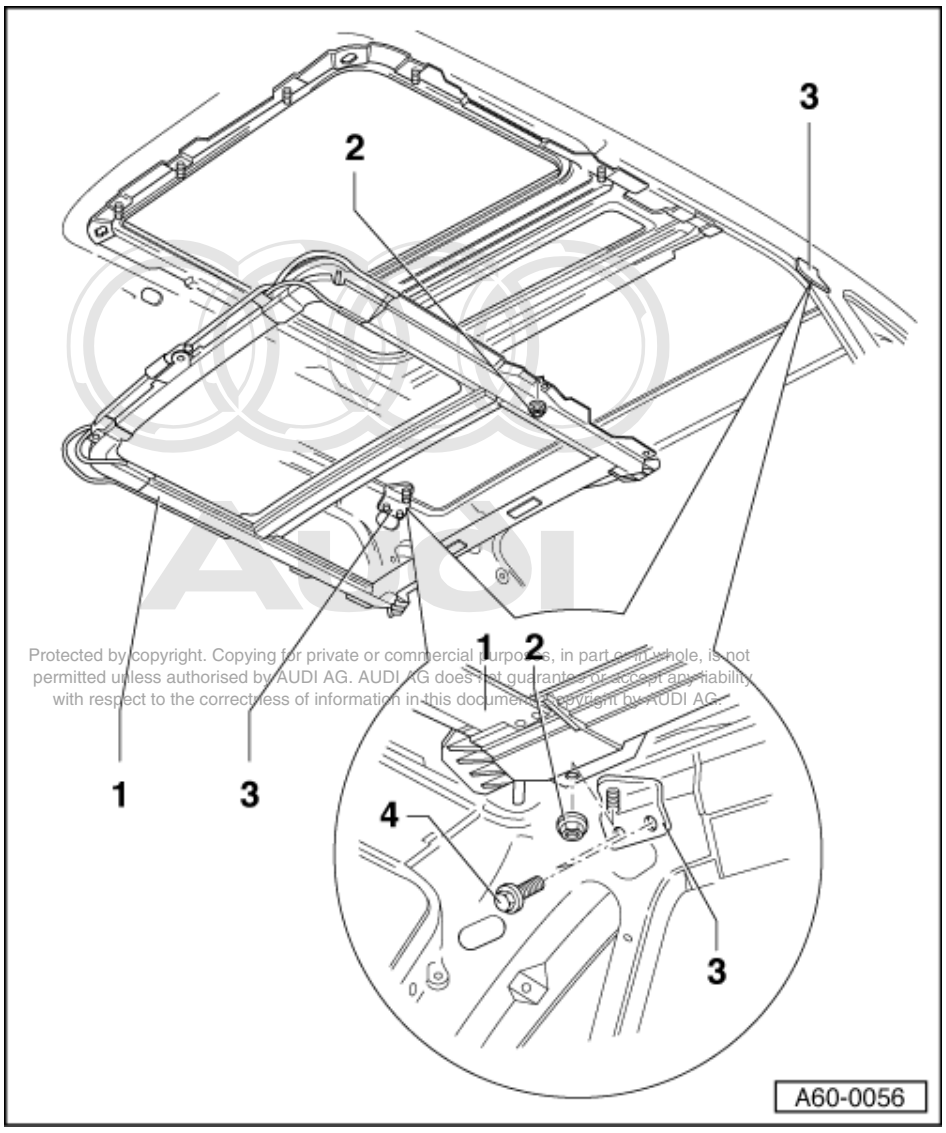


1 Frame

Note:

- A second fitter is required for the removal of the frame.
  - Removal:
  - Headliner removed => Page 343 .
  - Sliding roof panel removed.
  - Sliding roof motor removed.
  - Detach rear water drainage tubes.
  - Unscrew hexagon nuts -2- from rear towards front.
  - Lower frame slightly, detach the front water drainage tubes and remove the frame from the vehicle.

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- ◆ Installation:
- Before installation, loosen screws -4- at angle bracket -3-.
- Lift the frame onto the roof reinforcing frame and connect the front water drainage tubes.
- Centre the frame on the reinforcing frame and tighten the hexagon nuts -2- starting at the front towards the rear.
- Connect the rear water drainage tubes and tighten the hexagon screws -4-.

2 Hexagon nut

- ◆ 8 Nm

3 Angle bracket

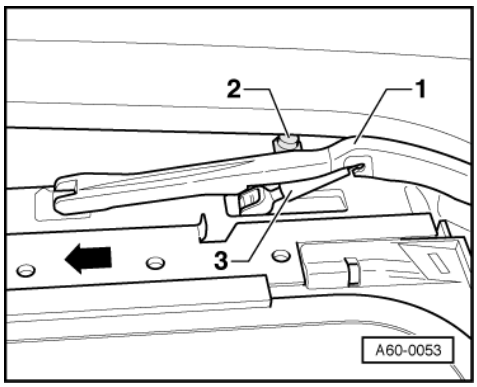
- First fasten to roof frame with hexagon screws -4-, then to frame with hexagon nuts -2-.

4 Hexagon screw

- ◆ 8 Nm

1.16 - Removing and installing draught deflector

- Drive the sliding roof panel fully to the rear.

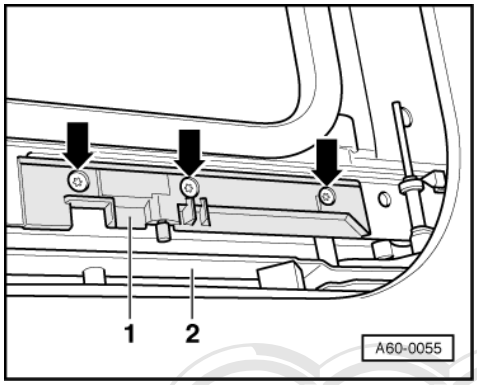


- -> Push the draught deflector -1- towards rear in direction of arrow and press out of bracket.
- Push draught deflector so far towards the centre of the vehicle until the stop -2- is visible in the sliding roof cutout and the draught deflector can be removed upwards together with the spring -3-.

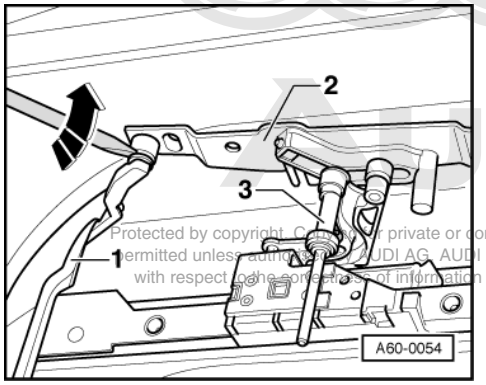
Note:

- When installing, please ensure that the spring -3- engages fully in the frame.

1.17 - Removing and installing rain channel



- Sliding roof panel removed.
- -> Drive the guide plates so far towards the rear until the screws -arrows- are accessible.
- Unscrew screws and remove guide profile -1-.



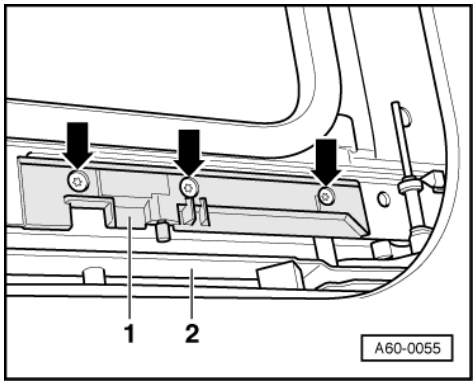
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- -> Drive guide plates into "tilted sliding roof" position.
- Using a screwdriver, lever the rain channel -1- out of the guide plate -2- in direction of arrow.
- Pull the rain channel towards the front and remove upwards.

Note:

- In vehicles with glass panel, detach arrester from rain channel.

1.18 - Removing and installing guide plate

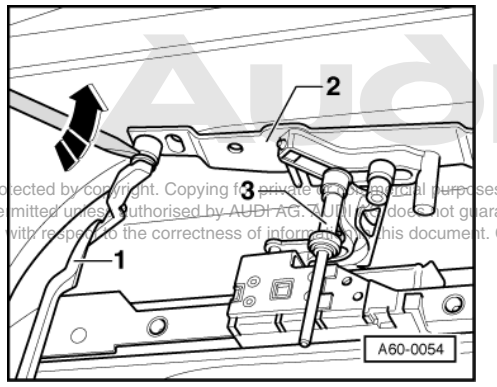


Removal:

- -> Guide profile -1- removed.
- Rain channel removed.
- Remove sliding roof motor => Page 136 .
- Pull guide plate with cable out of frame.

Note:

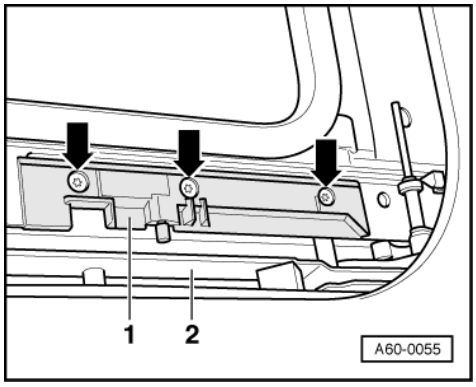
Always replace guide plates in pairs.



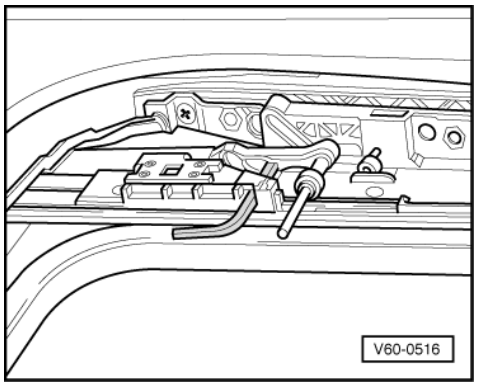
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Installation:

- Insert rain channel -1- into frame and push in towards rear.
- Push cables forwards into the frame and insert guide plates -2- into the frame.
- Engage rain channel pin in the guide plate.



- -> Push guide plate -2- with rain channel towards rear into the frame.
- Insert guide profile -1- into frame.
- Tighten screws -arrows- to 3 Nm.
- Pull guide plate forwards.



- -> Then push the guide plate at both sides from the front towards the rear into the zero position and lock at both sides, as shown, using a 4 mm hexagon socket wrench.

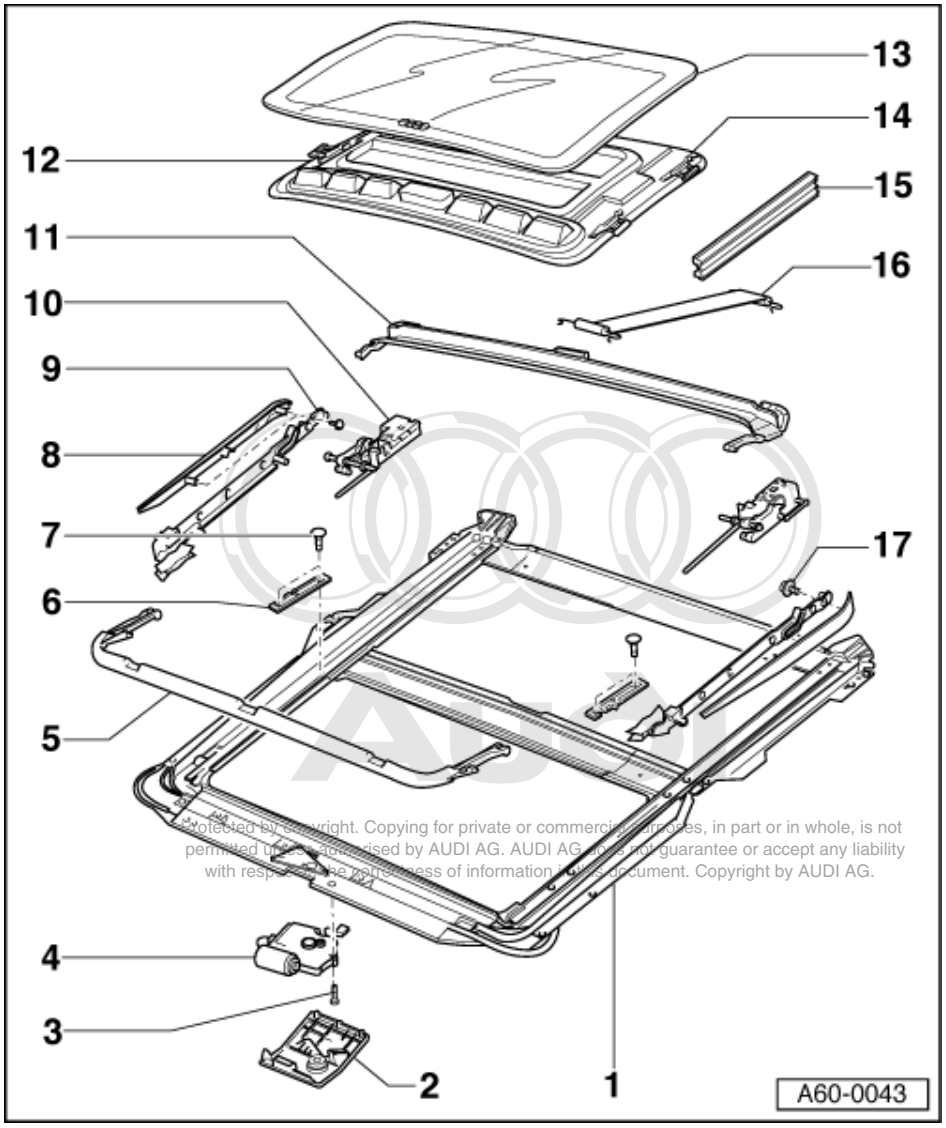
Note:

With hexagon socket wrenches inserted left and right, push rear locator and guide plate back to stop limit to prevent play.

- Install motor at zero setting.
- Install sliding roof panel.

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1.19 - Sliding/tilting roof - exploded view Glass panel 04.94 ä



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1 Frame
- Removing and installing only possible with moulded headliner removed => Page 343

2 Cover

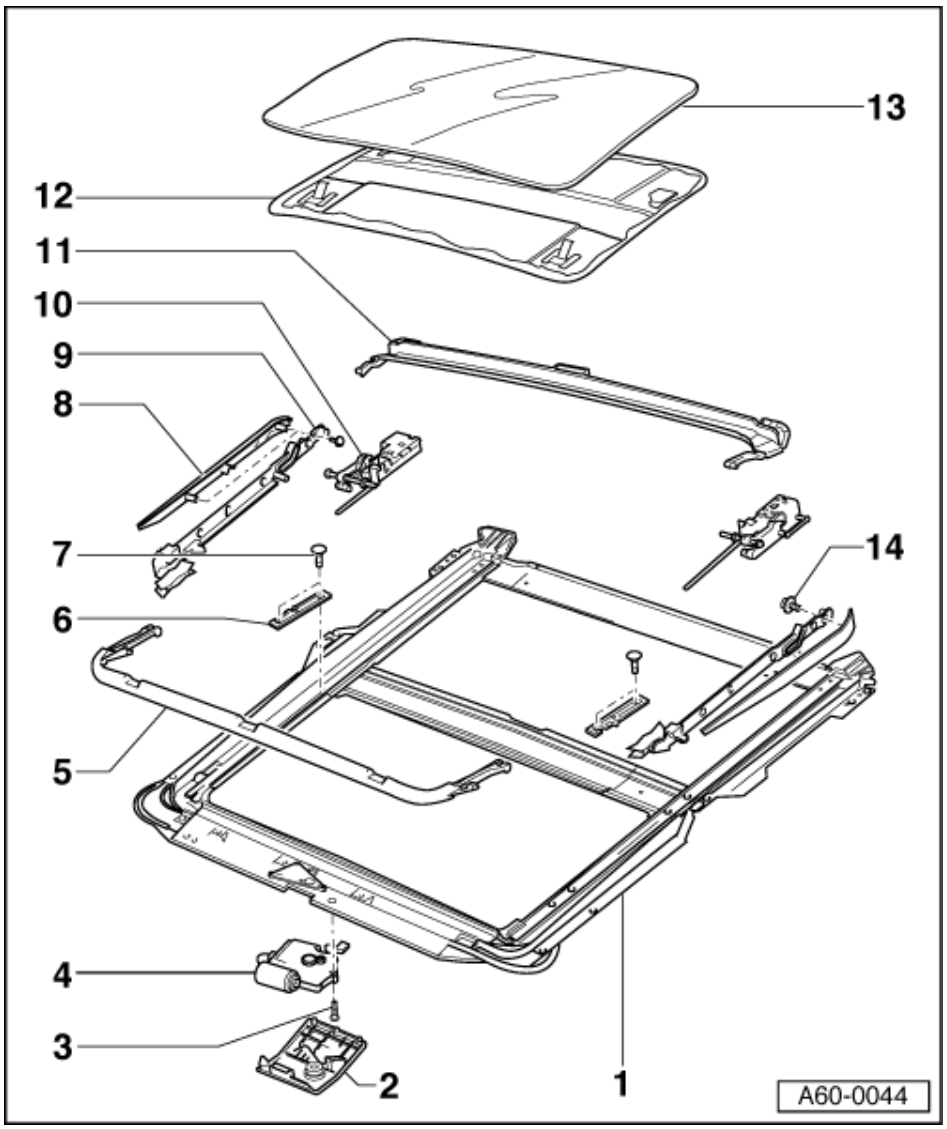
3 Combi screw - 3 Nm
- 3 off

4 Sliding roof motor
- Only removeand install in zero position.

5 Draught deflector
- Removing => Page 139

6 Guide profile
- Remove in order to remove guide plate.

7 Countersunk screw - 2 Nm-
- 3 off



8 Cover

- To adjust, tilt sliding/tilting roof panel and press cover upwards against panel seal. Tighten screws, -item 14- to 1 Nm.

9 Guide plate

- Removal => Page 141 .

10 Rear locator with cable

- To remove, remove sliding/tilting roof panel =>Page 128 and remove guide profile -item 6-.

11 Rain channel

- Removal => Page 140 .

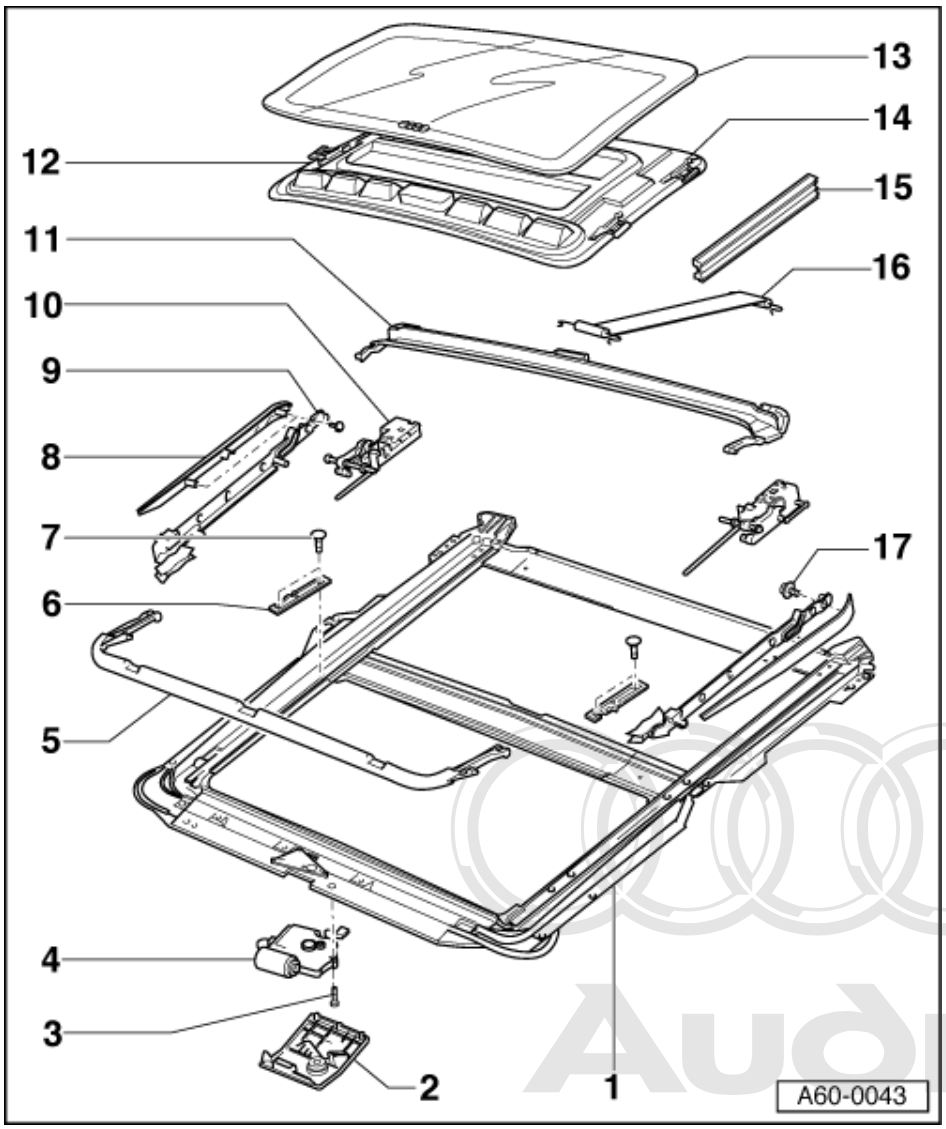
12 Sliding roof headliner

- Removal => Page 147 .

13 Glass panel

- Removal => Page 146 .

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14 Slider

- To remove, pull out of clips on sliding roof headliner.

15 Cover

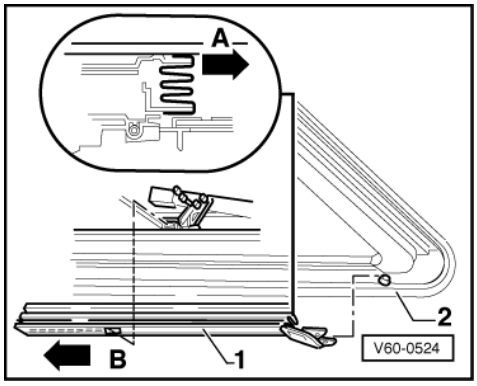
- Removing => Page 146

16 Arrester

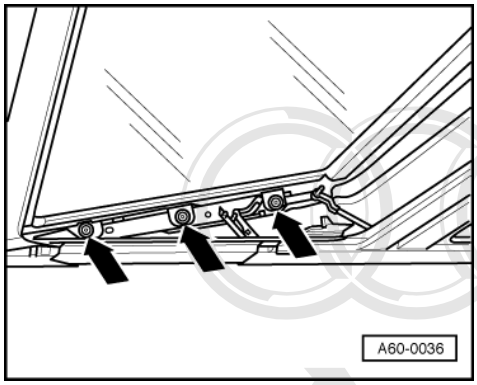
- No spare part
- Installation => Page 147 .

17 Oval-head screw

1.20 - Removing and installing sliding roof panel



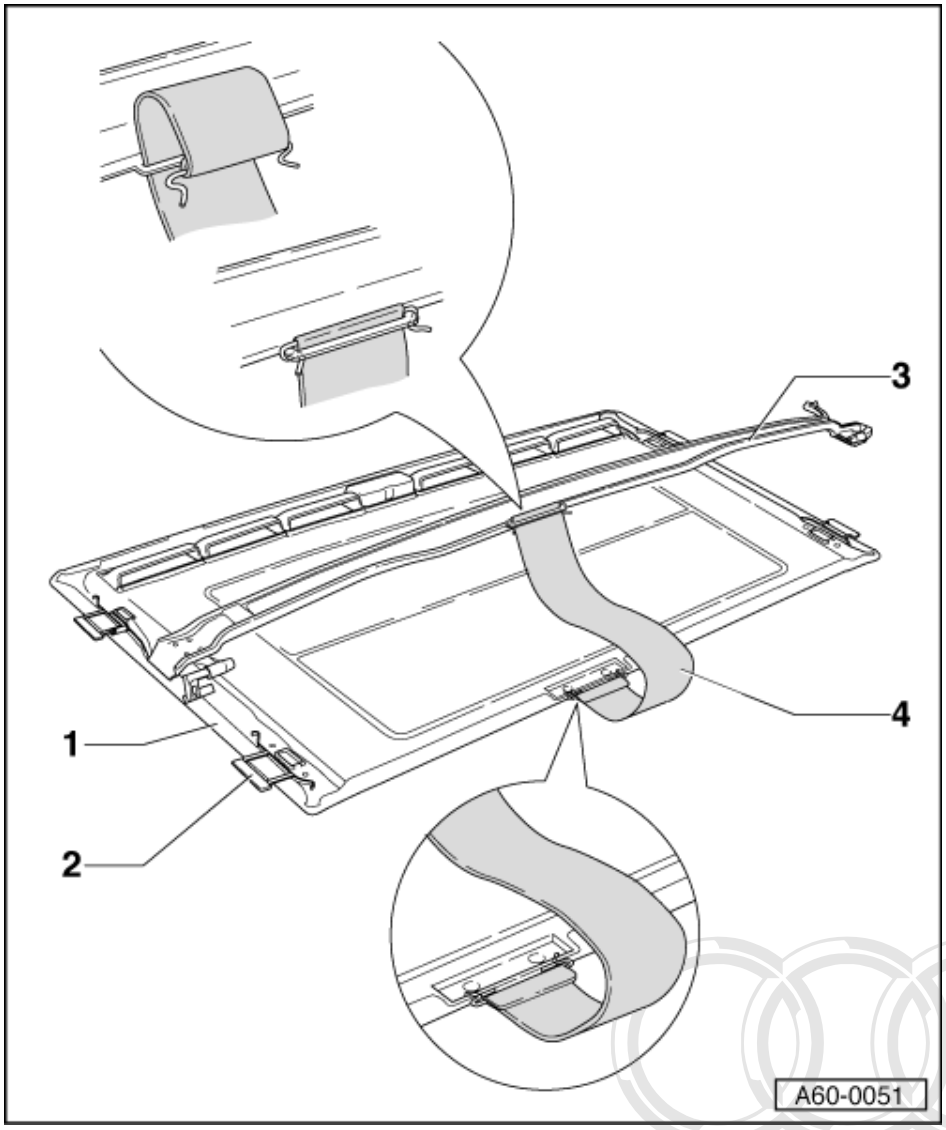
- Push the sliding roof headliner fully to the rear.
- Tilt sliding roof.
- -> Pull out inner cover -1- above the panel, between glass and inner sheet metal in direction of arrow -A-.
- Then unclip the inner cover at the front of the panel -2- from the studs and push out of the clip guide towards the rear -arrow B-.
- Detach the inner cover towards the centre of the vehicle.



- -> Unscrew torx bolts (T25) -arrows- on both sides and lift out panel upwards.
- When installing, tightening torque 4.5 +0.5 Nm.
- Adjusting sliding roof panel => Page 132 .

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1.21 - Removing and installing sliding roof headliner



1 Sliding roof headliner

- Sliding roof panel removed.
- Press sliders on one side out of guide towards centre of vehicle and remove the sliding roof headliner upwards.

2 Slider

- To remove, pull out of clips on sliding roof headliner.

3 Rain channel

- Removing and installing => Page 140 .

4 Check arm

- At the rain channel -3-, push the arrester through the eye from below and attach the springs as shown.
- Insert the springs in the sliding roof headliner -1-.

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2 - Cleaning water drainage tubes

2.1 - Cleaning water drainage tubes

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 performed from the sliding/tilting roof cutout.

Rear water drainage tubes

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.

Notes:

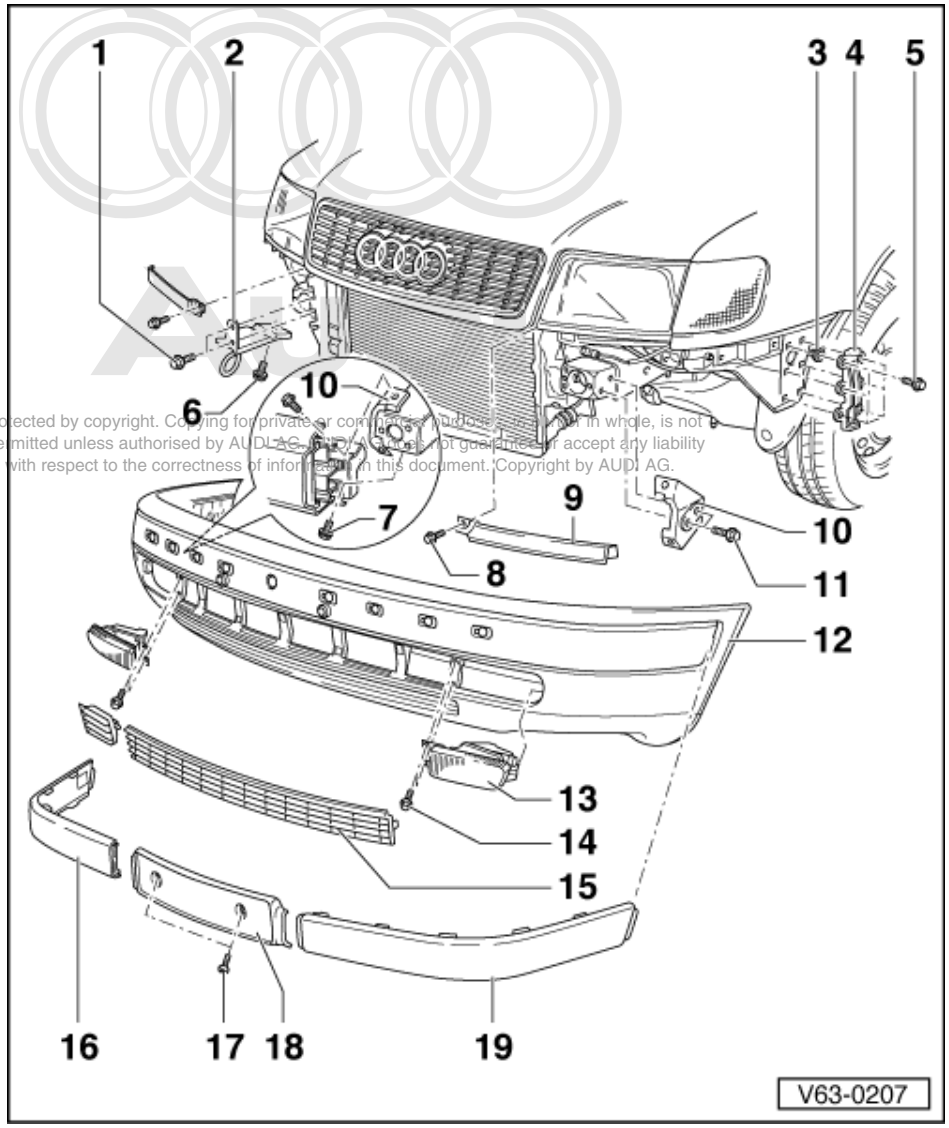
A shop-built tool made from a speedometer drive cable (forming an approx. 2300 mm long probe) is suitable for cleaning purposes. This should be fully rotated.

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63 - Bumpers

1 - Front bumper

1.1 - Front bumper



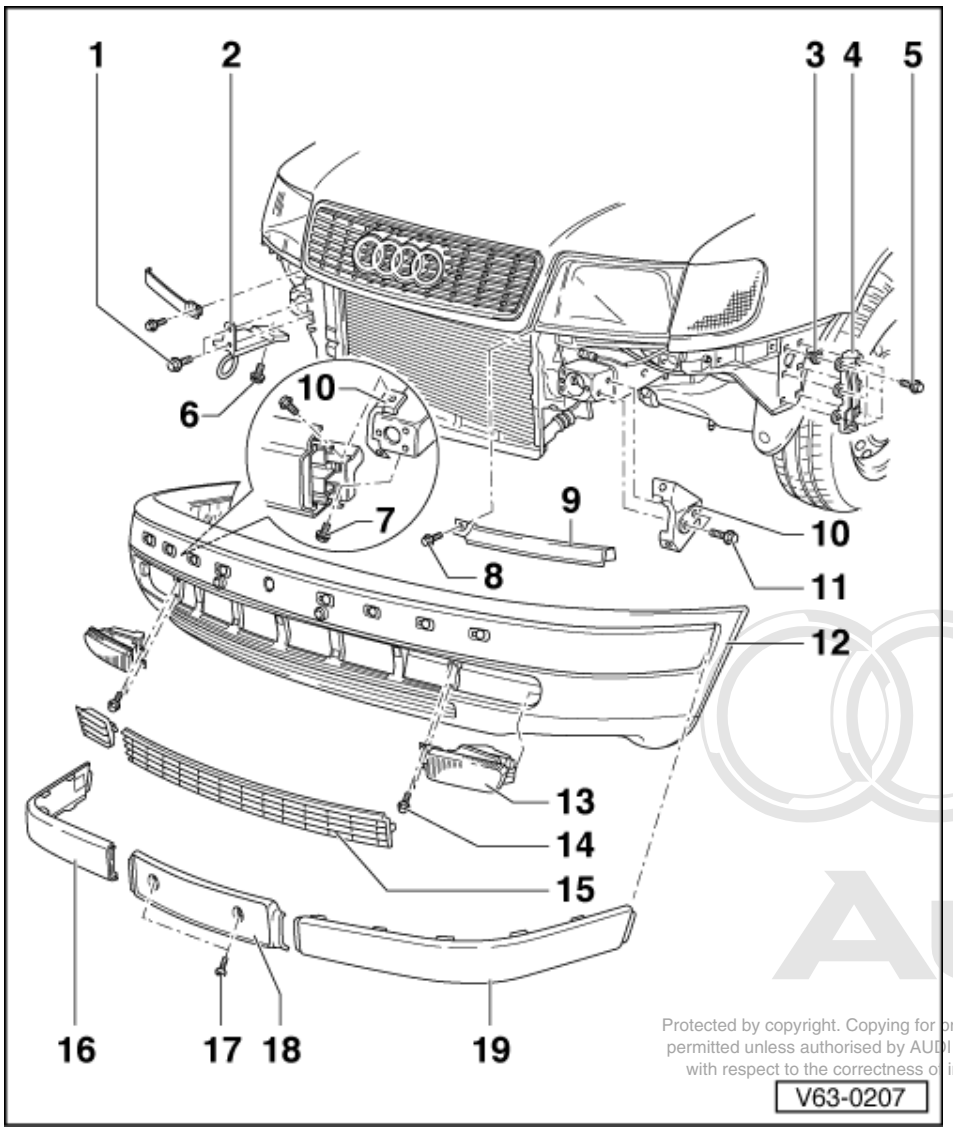
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1.2 - Front bumper >03.92 - exploded view

1 Combi screw - 23 Nm
2 Towing lug
3 Plug-in nut
4 Side bracket

- ◆ Removal:
- Remove fog lamp if necessary
- Unscrew combi screws -item 7 -.
- Detach front bumper from brackets at left and right sides.

- Installation: First mount front bumper in bottom of bracket, then engage at top.

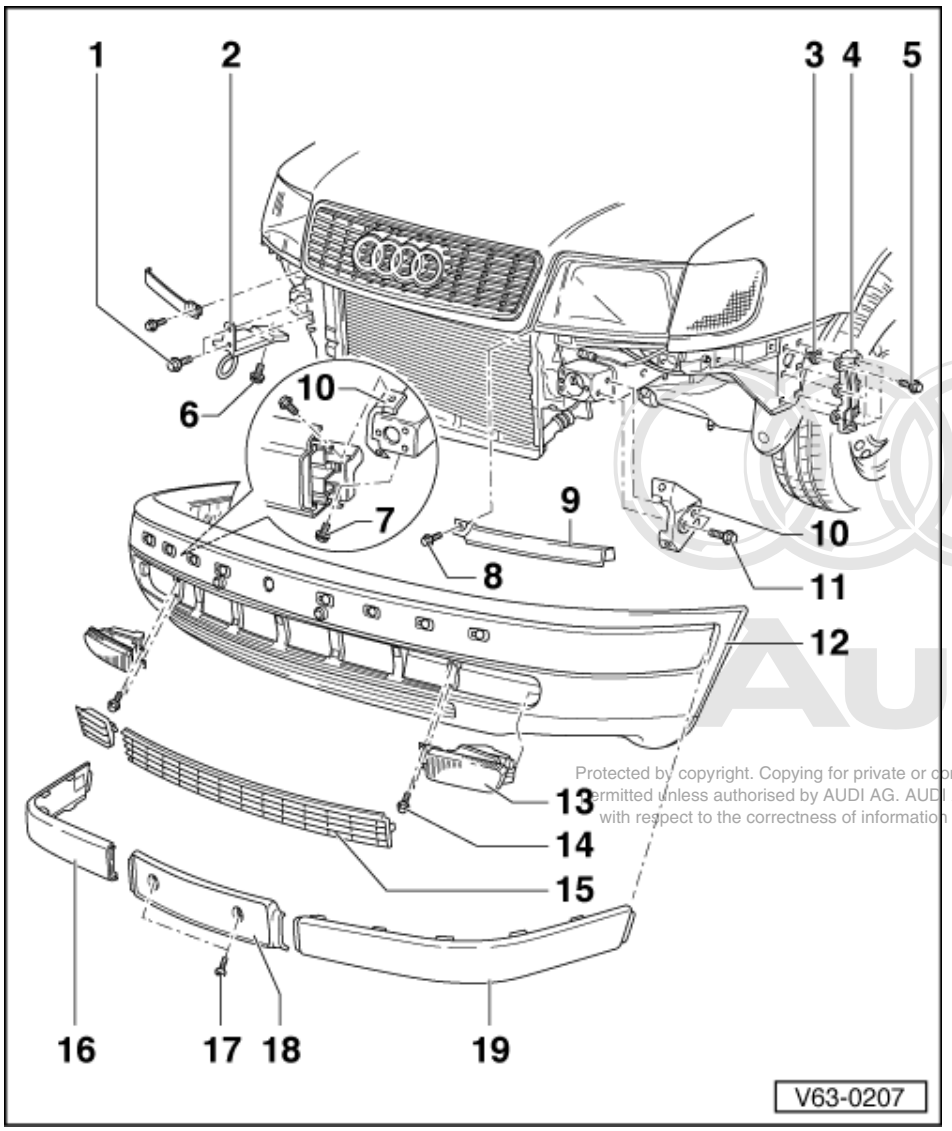


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5 Combi self-tapping screw - 1.5 Nm
6 Combi self-tapping screw - 23 Nm
7 Combi screw - 23 Nm
8 Combi self-tapping screw - 1.5 Nm
9 Cd-strip
- Remove in order to remove bumper

10 Bracket
- Different versions left/right

11 Combi screw - 27 Nm
12 Front bumper
- Removal:
- Remove Cd strip left and right.
- Remove trim grille from bumper.



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13 Fog lamp

- Remove in order to remove bumper

14 Self-tapping screw - 1.5 Nm

15 Trim grille

- Different versions for vehicles with/without fog lamps

16 Bumper cover front right

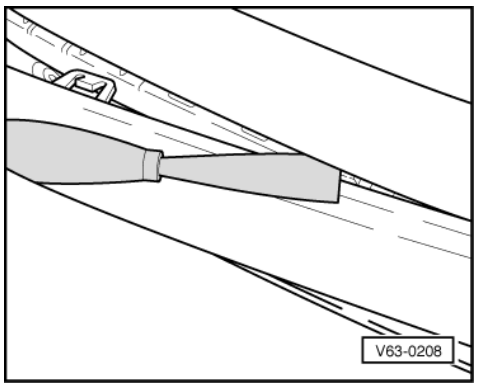
- Removing => Fig. 1

17 Self-tapping screw - 1.5 Nm

18 Bumper cover front centre

19 Bumper cover front left

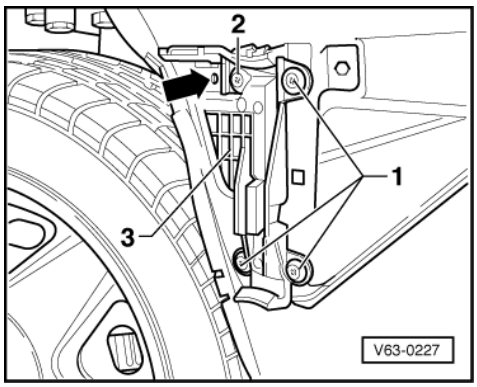
- Removing => Fig. 1



-> Fig.1 Remove bumper cover

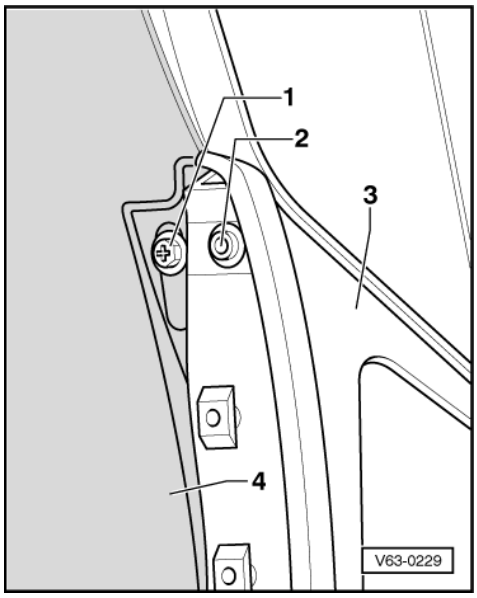
- Detach bumper cover by releasing with a plastic stopping knife.

1.3 - Removing and installing front bumper 04.92 >05.94



-> From vehicle-ident-no. 4A-NN 108 155 a new bracket -3- is fitted with a modified bolting point.

Bolting point -2- is moved to the drill hole -arrow-. Bolting points -1- remain unchanged.



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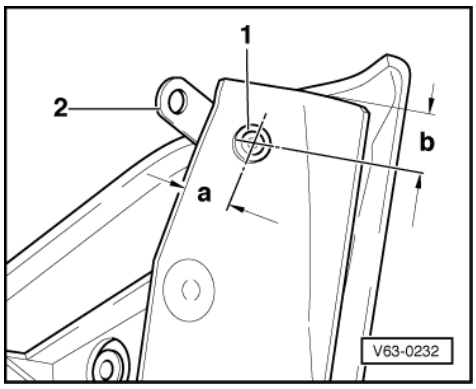
-> In these vehicles the spacer (represented by a dotted line in the diagram) has been removed.

1 - Screw for spacer
2 - Rivet with washer
3 - Bumper
4 - Wheel housing liner

Note:

When a new bracket is fitted to a vehicle without modified bolting point, the spacer must be additionally mounted on the bumper => Page 153 .

Installing spacer



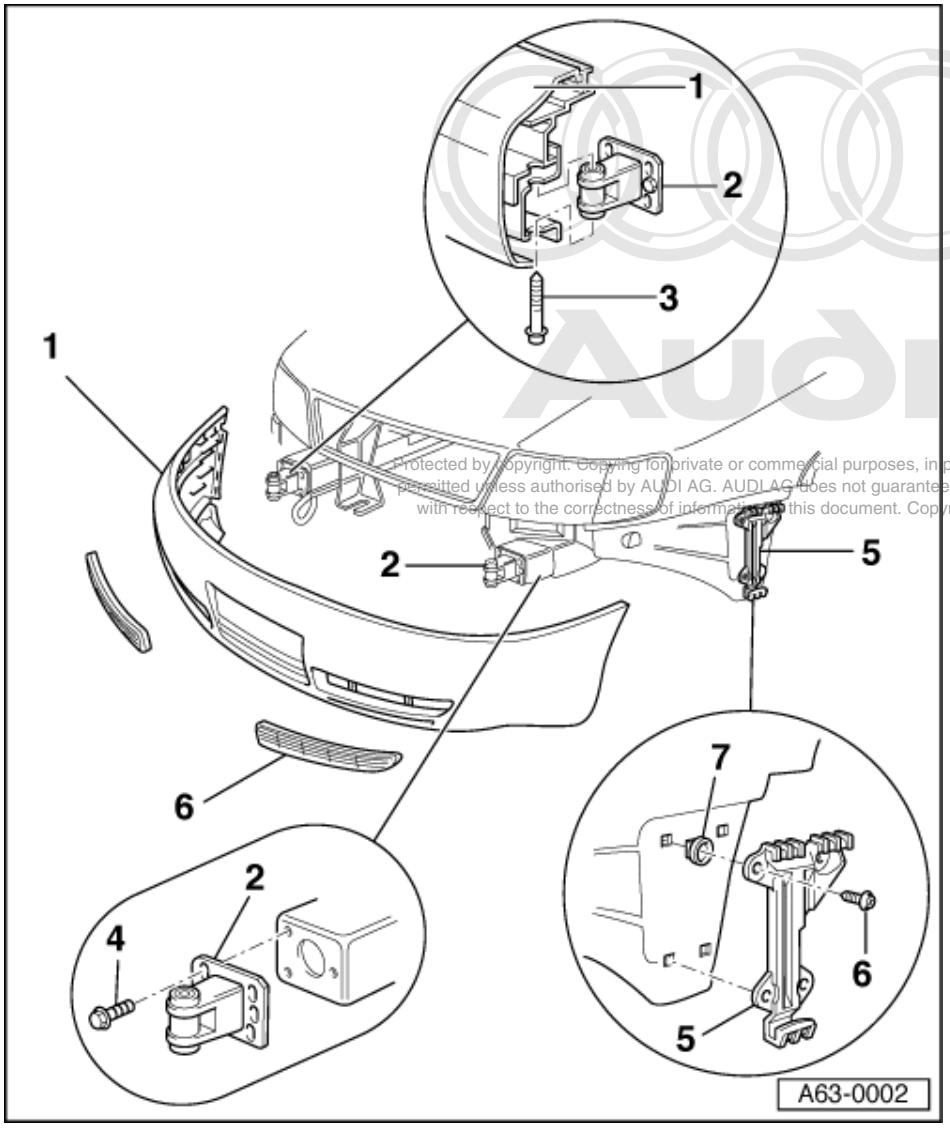
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- -> Drill 4 mm dia. holes in bumper:
  - Dimension a = 16 mm
  - Dimension b = 20 mm
- Attach spacer -2- with rivet with washer -1- to bumper as shown in the illustration.

Note:

The spacer must be fitted behind the wheel housing liner.

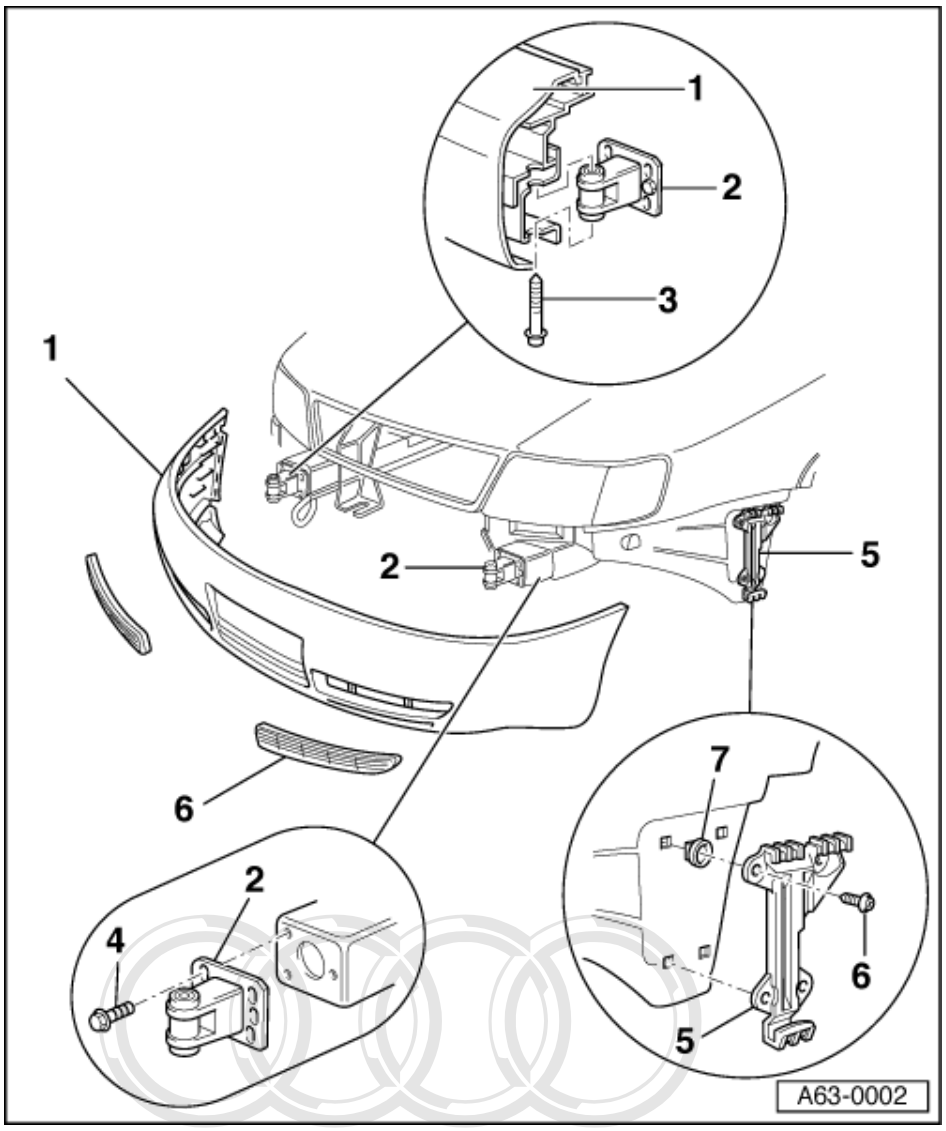
1.4 - Front bumper 06.94 > - exploded view



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1 Front bumper

- ◆ Removal:
- Detach trim grille -item 8 - by pulling out to the front.
- Unscrew crosshead screw on upper wheel housing liner and combi screw -item 3 -.
- Unclip bumper from side brackets -item 5 - by pressing down on it, and detach from vehicle by pulling to the front.
- ◆ Installation: First mount front bumper in bottom of side bracket -item 5 -, then engage at top.



2 Bracket
- To adjust height of bumper, adjust threaded sleeve in bracket.
- If the adjustment travel is insufficient, the bracket can be additionally shifted in the slots.

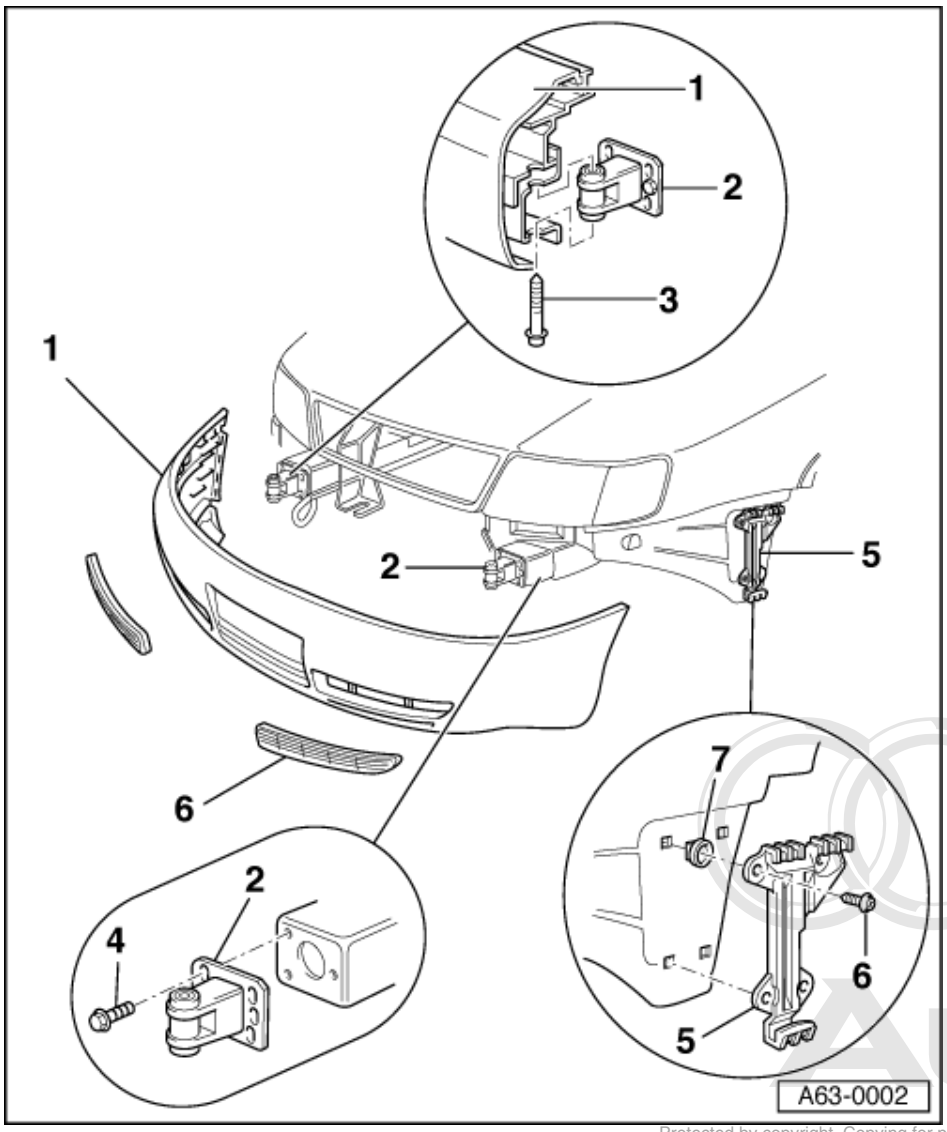
3 Hexagon socket screw - 23 Nm

4 Hexagon screw - 23 Nm

5 Side bracket
- To remove, unscrew combi screws -item 6-

6 Combi screw - 1.5 Nm

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7 Body-bound rivet

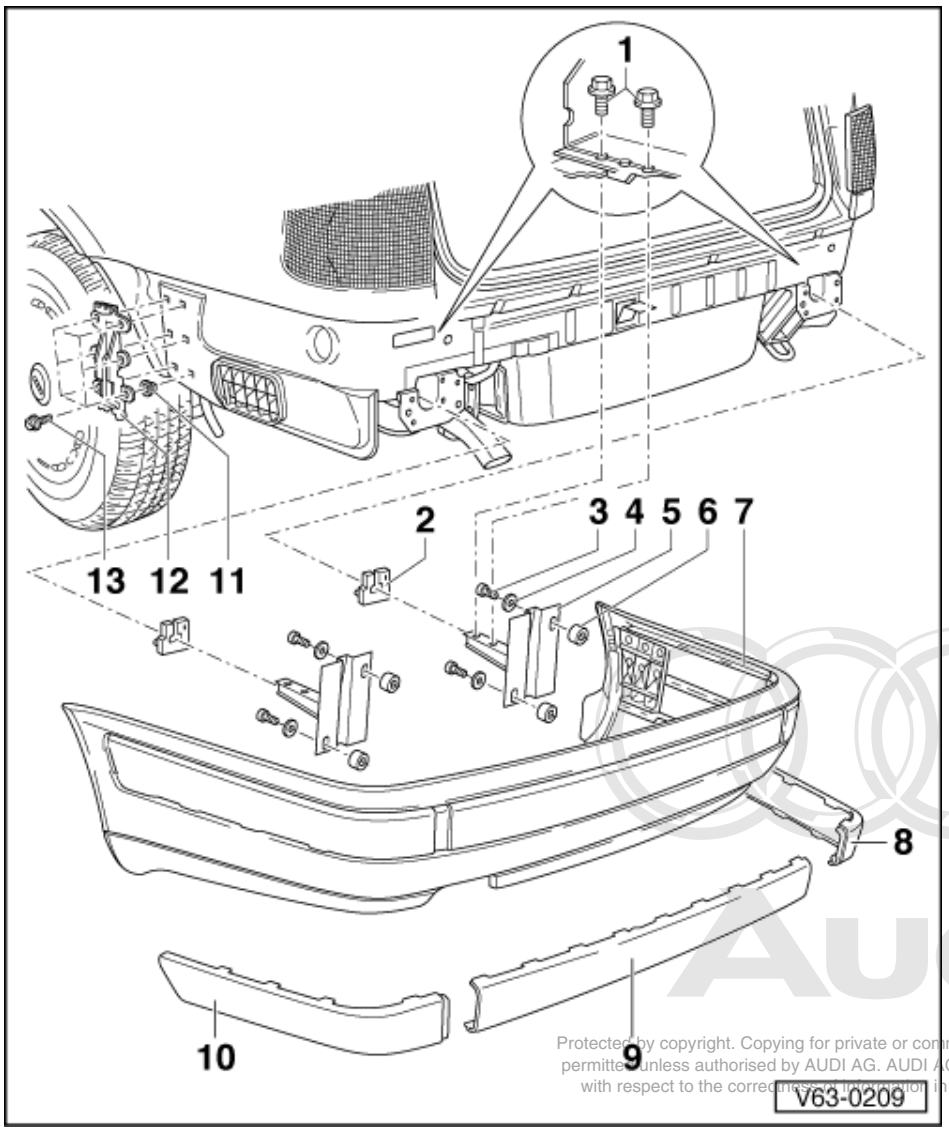
8 Trim grille

- Removal: Detach by pulling out to the front.

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2 - Rear bumper

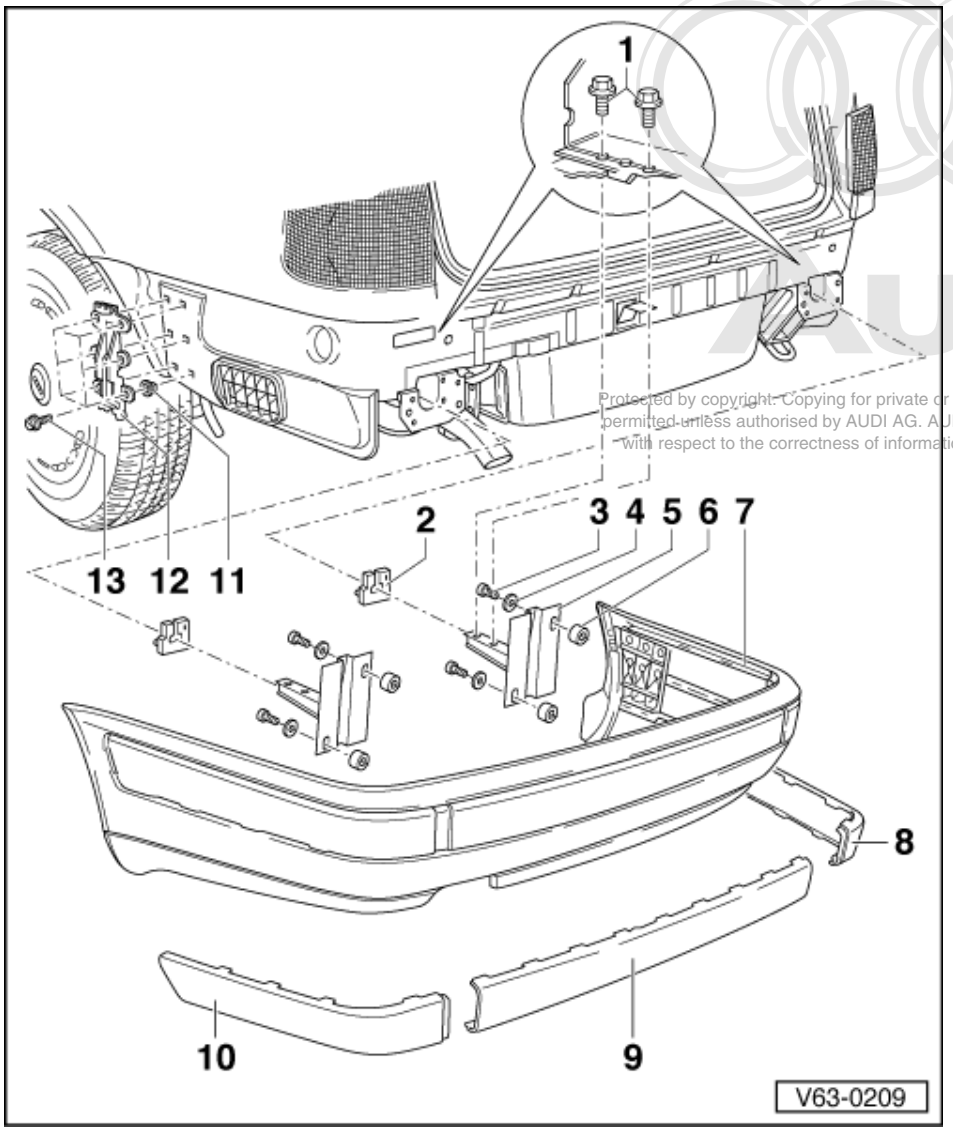
2.1 - Rear bumper



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2.2 - Rear bumper, Saloon >03.92 - exploded view

1 Combi screw - 15 Nm
2 Rear cover plate
3 Hexagon socket screw - 25 Nm
4 Washer
5 Bracket
6 Spacer



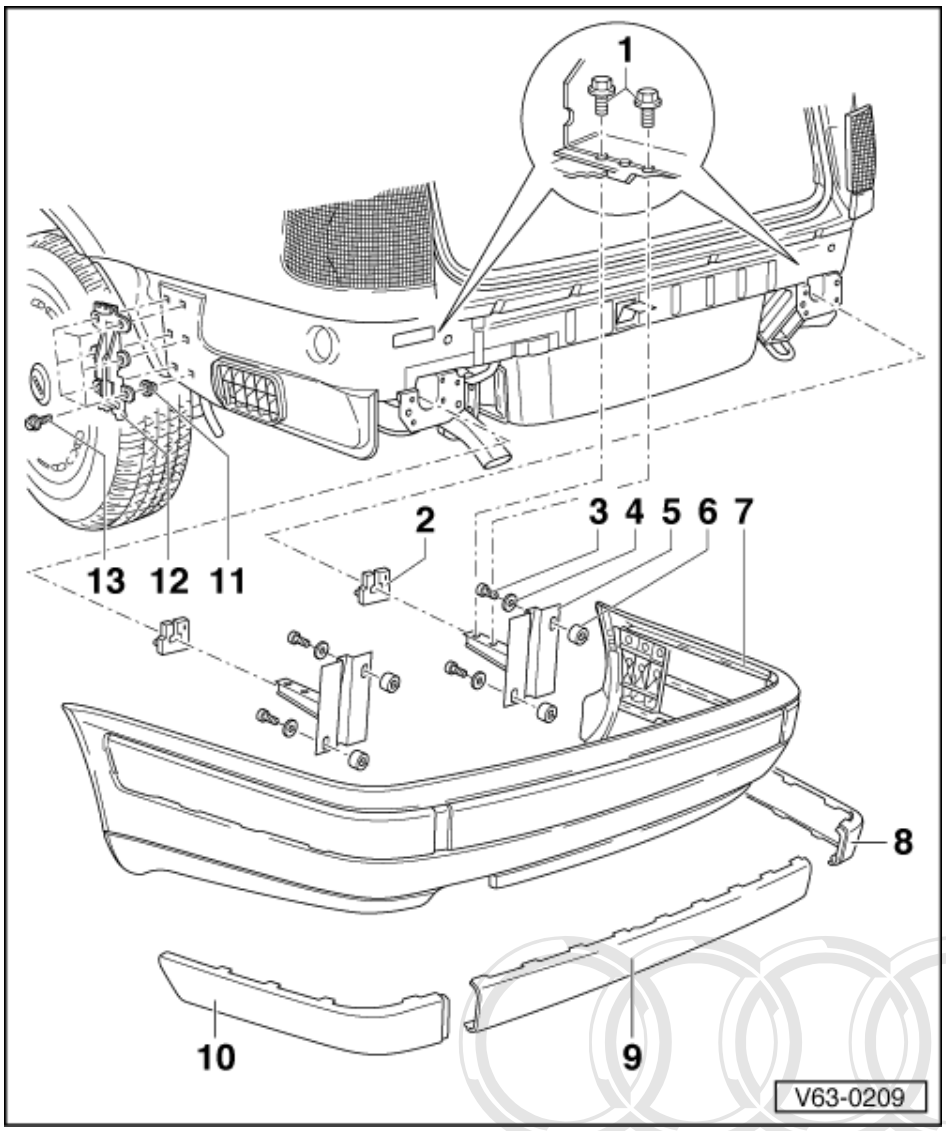
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7 Rear bumper

- ◆ Removal:
- - Lift boot floor covering, unscrew screws -item 1 -.
- - Detach rear bumper from bracket at right and left side -item 12 -.
- - Detach bumper by pulling it out to the rear.
- ◆ Installation: First mount rear bumper in bottom of side bracket -item 12 -, then engage at top.

8 Bumper cover rear right

- ◆ Removing => Fig. 152



9 Bumper cover rear centre

- Removing => Fig. 152

10 Bumper cover rear left

- Removing => Fig. 152

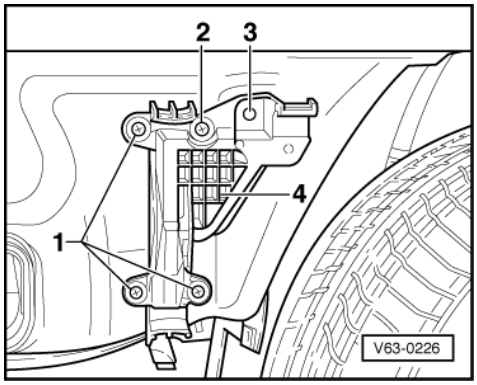
11 Plug-in nut

12 Side bracket

13 Combi self-tapping screw - 1.5 Nm

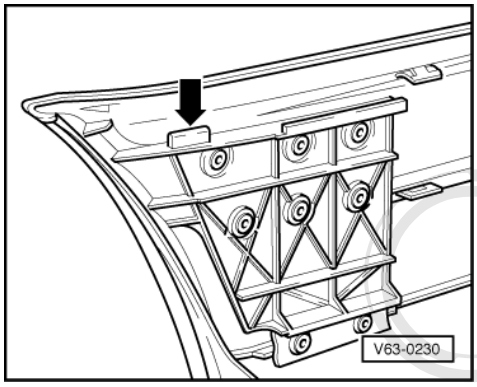
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2.3 - Removing and installing rear bumper, Saloon 04.92 >05.94



-> From vehicle-ident-no. 4A-NN 128 892 a threaded stud -3- is welded onto the side panel and the new bracket -4- is secured by an additional combi nut.

Screw -2- has been eliminated. Bolting points -1- remain unchanged.



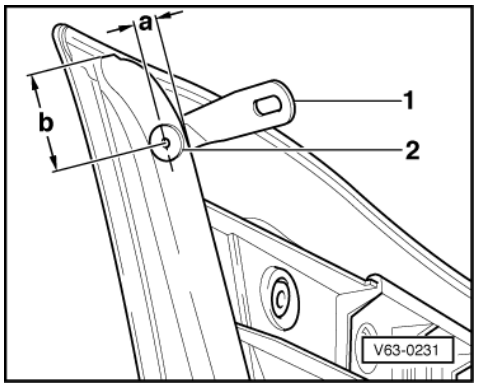
-> In vehicles without wheel housing liner the bumper must be fitted with a new slider -arrow- because bumpers with old sliders cannot be guaranteed to be securely attached without spacers.

Note:

In vehicles with front-wheel drive the wheel housing liner is omitted as from vehicle ident. no. 4A-NN 131 000.

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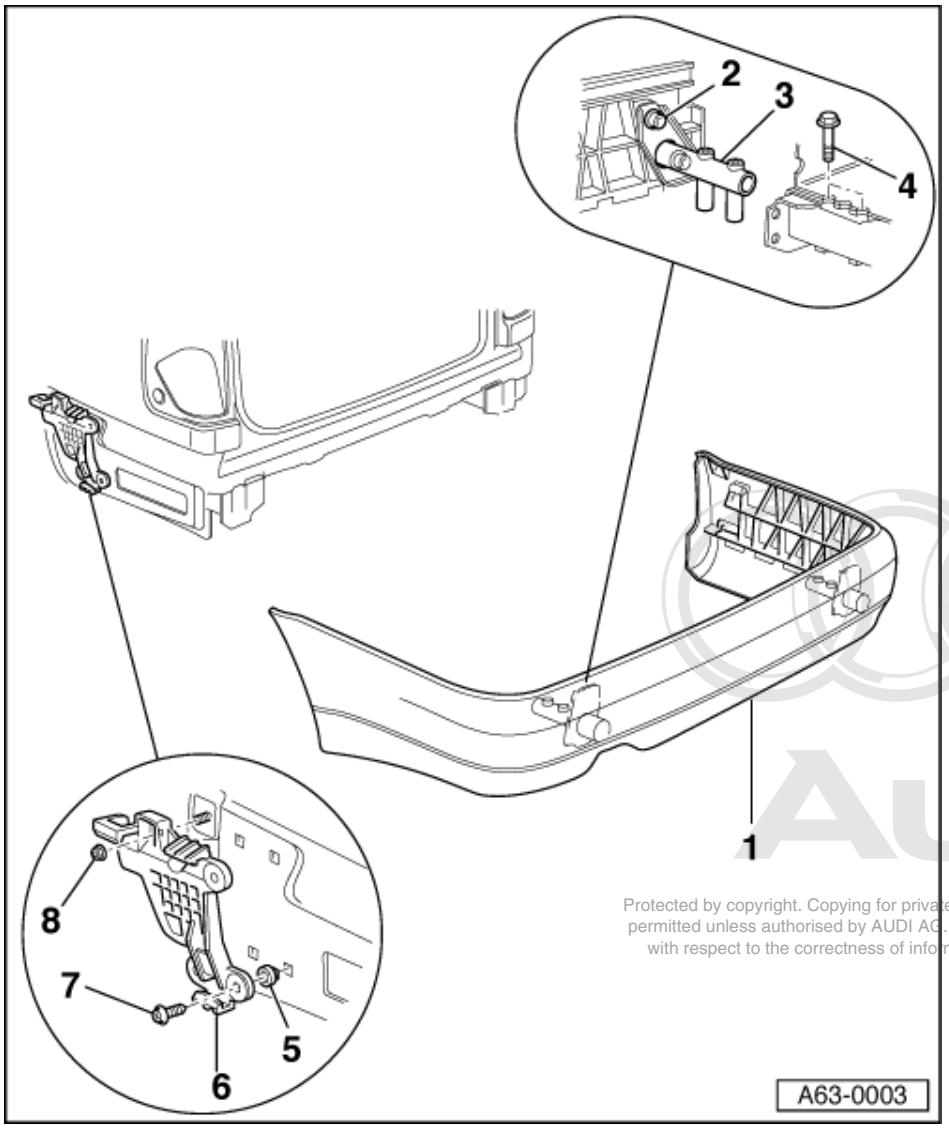
Installing spacer



- -> Drill 4 mm dia. holes in bumper:
  - Dimension a = 8 mm
  - Dimension b = 32 mm

- Attach spacer -1- with rivet -2- to bumper as shown in the illustration.

2.4 - Rear bumper, Saloon 06.94>-exploded view

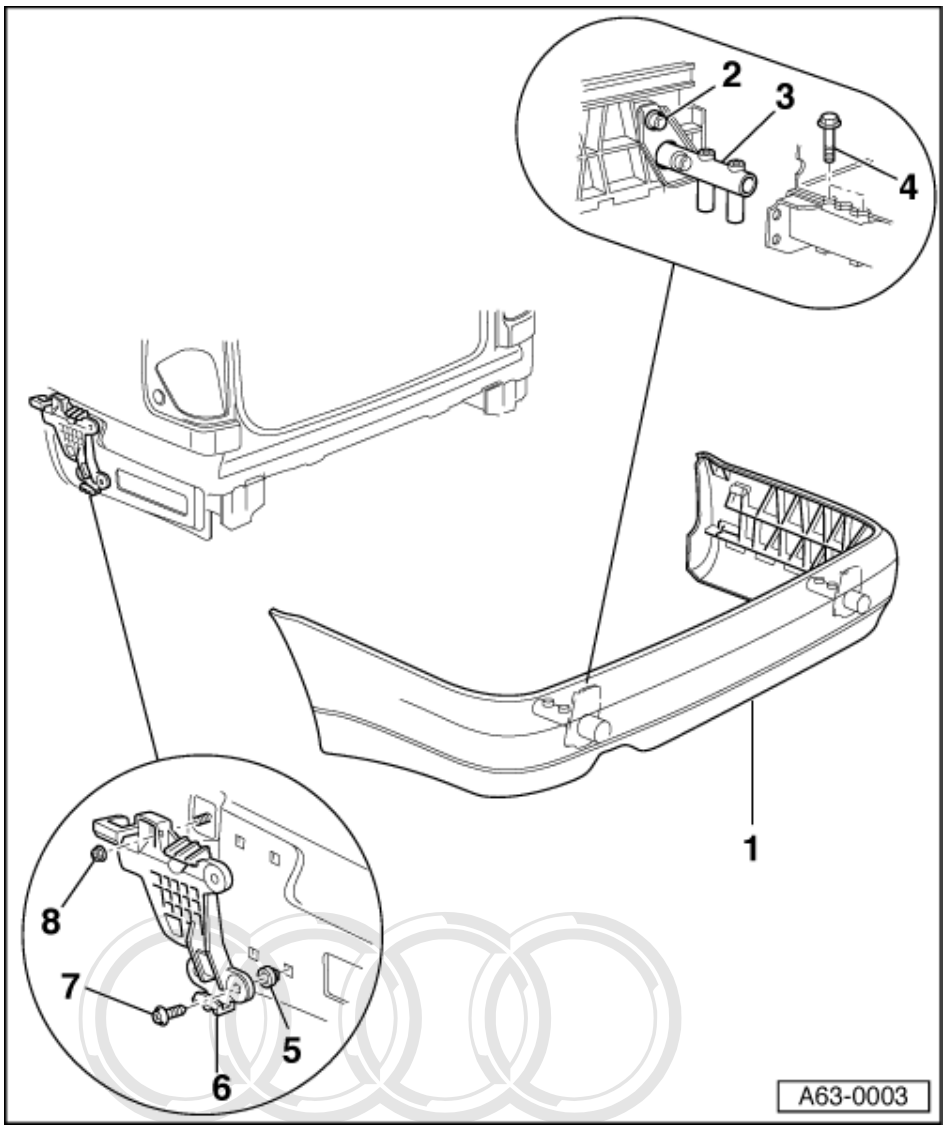


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1 Rear bumper

- ◆ Removal:
- Unscrew combi screws -item 4 -.
- Unclip bumper from side brackets -item 6 - by pressing down on it, and detach from vehicle by pulling to the rear.
- ◆ Installation: First mount rear bumper in bottom of side bracket -item 6 -, then engage at top.

2 Hexagon socket screw - 23 Nm



3 Bracket
- To remove, unscrew screws -item 2 - from rear bumper.

4 Combi screw - 15 Nm

5 Spreader clip

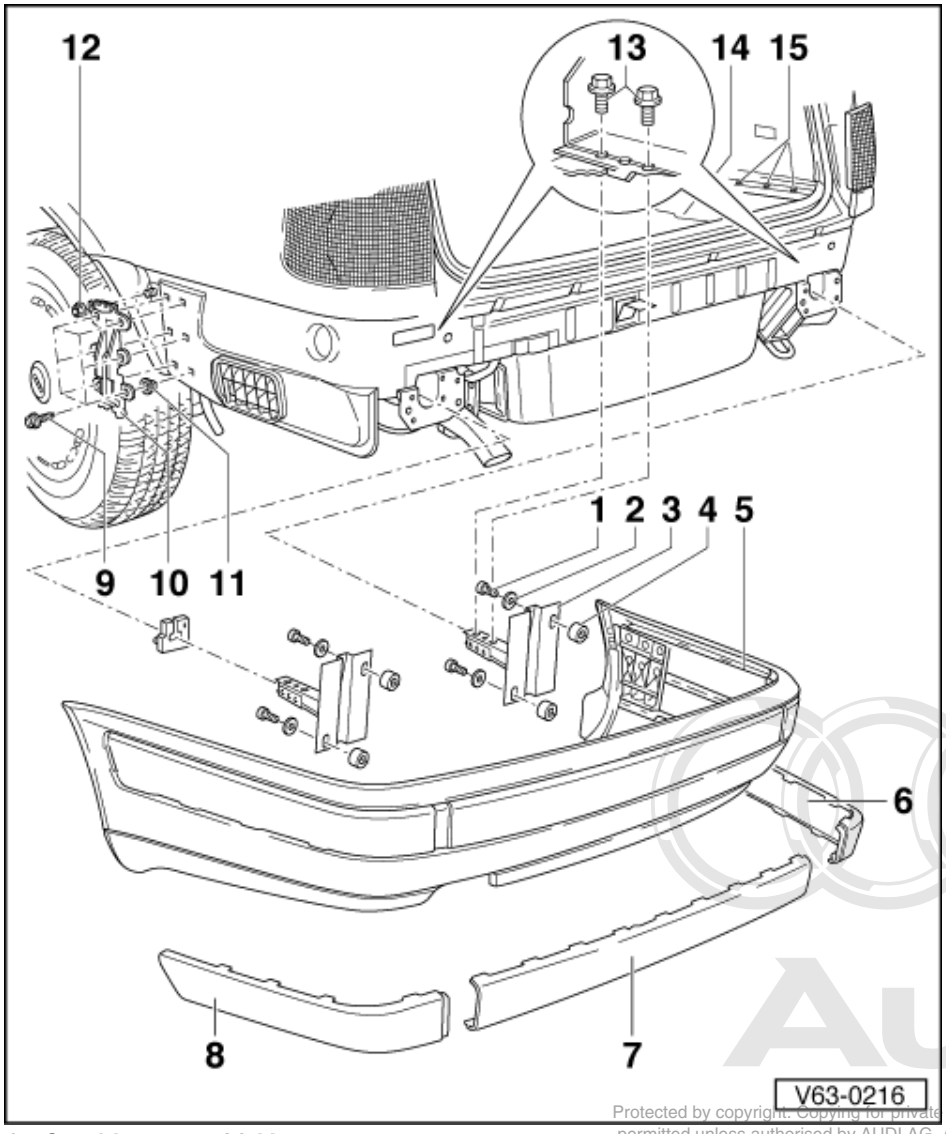
6 Side bracket
- Removal: Unscrew combi screws -item 7 - and hexagon nut -item 8 -.

7 Combi screw - 1.5 Nm

8 Hexagon nut - 2.5 Nm

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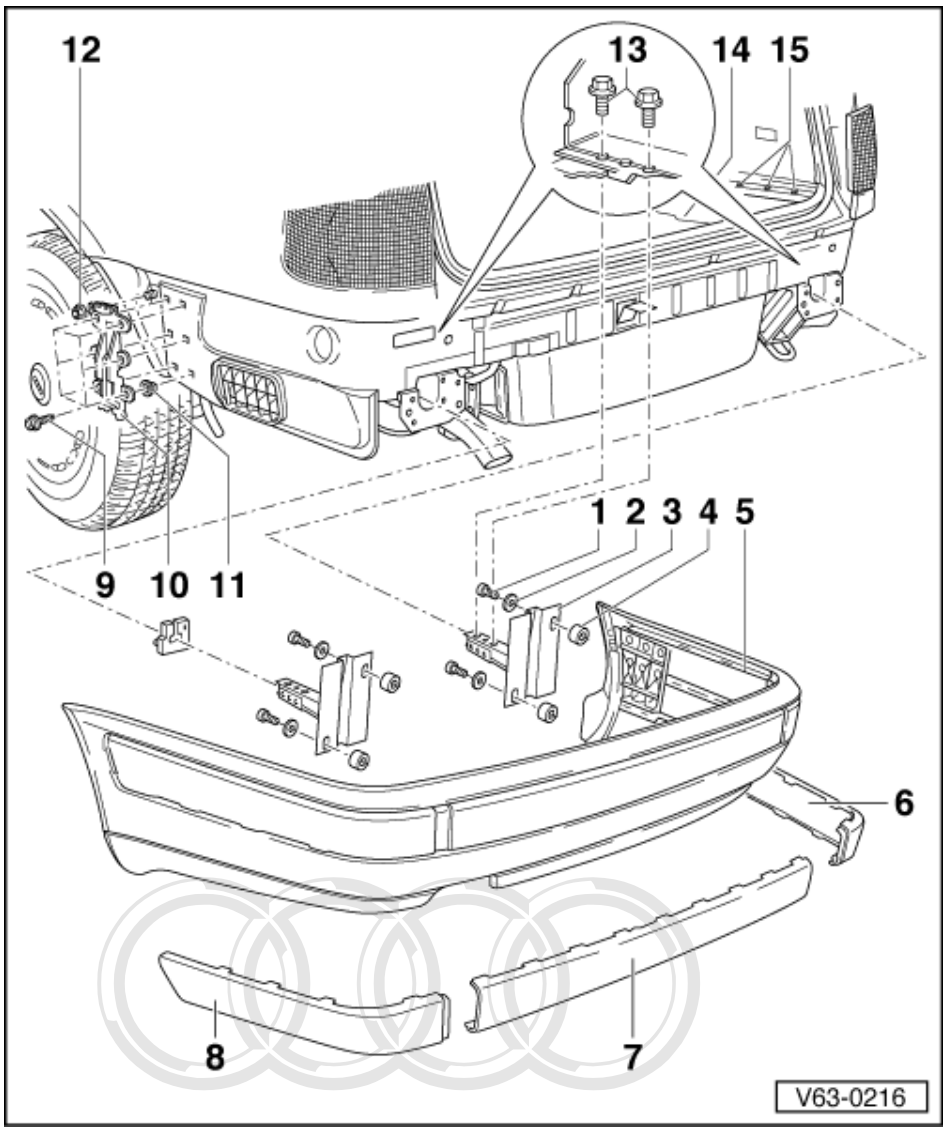
2.5 - Rear bumper, Avant - exploded view



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1 Combi screw - 23 Nm
2 Washer
3 Bracket
4 Spacer
5 Rear bumper

- ◆ Removal:
- Release quick fasteners on loading floor.
- Press loading floor handle and fold together loading floor completely.
- Loosen combi self-tapping screws -item 15 - on both sides.
- Remove boot trims at left and right sides -item 14 -.

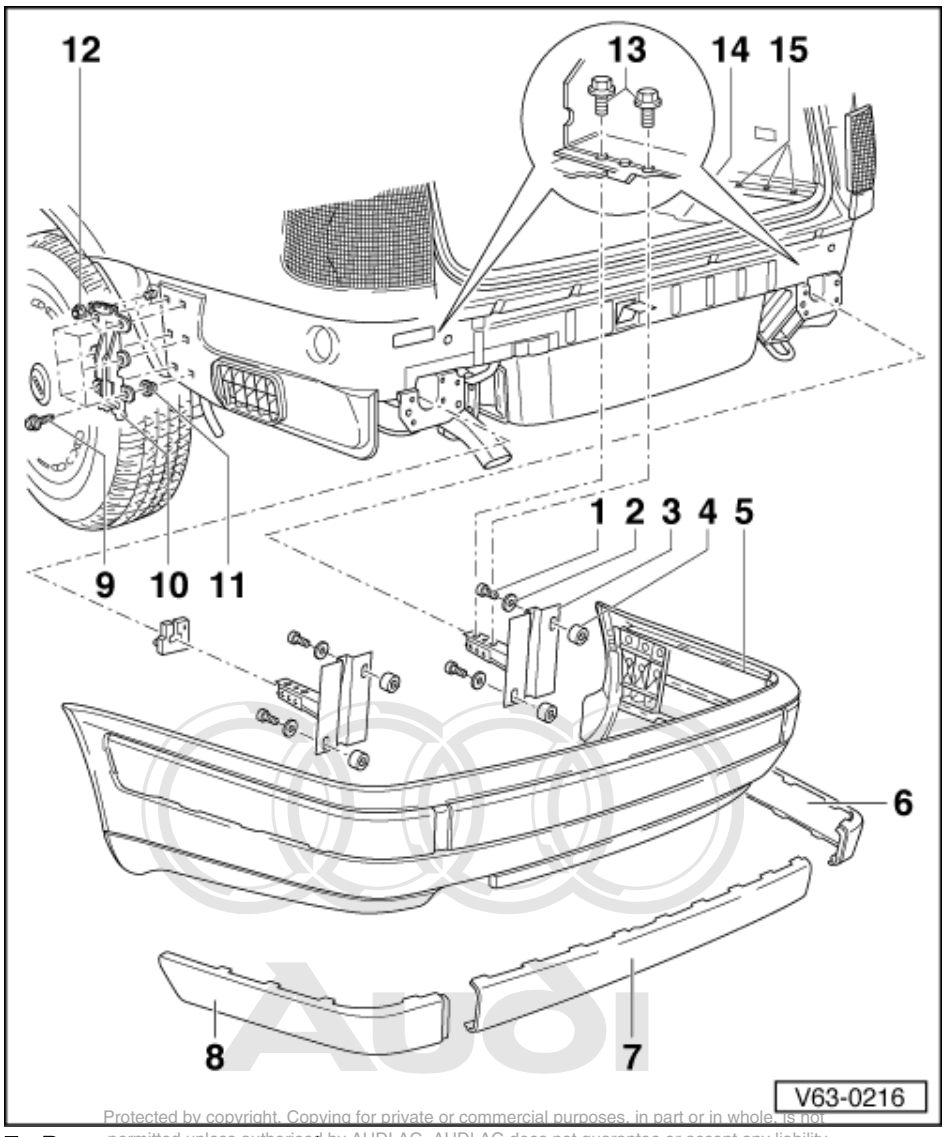


- Unscrew combi screws -item 13 - on both sides.
- Loosen combi screws securing rear bumper on wheel housing liner => Fig. 1 .
- Detach rear bumper from bracket at right and left side -item 10 -.
- Detach rear bumper from body at both ends when removing towards the rear.
- ◆ Installation: First mount rear bumper in bottom of side bracket -item 10 -, then engage at top.

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6 Bumper cover rear right

- ◆ Removing => Page 152
- ◆ Cannot be removed non-destructively



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7 Bumper cover rear centre
- Removing => Page 152
- Cannot be removed non-destructively

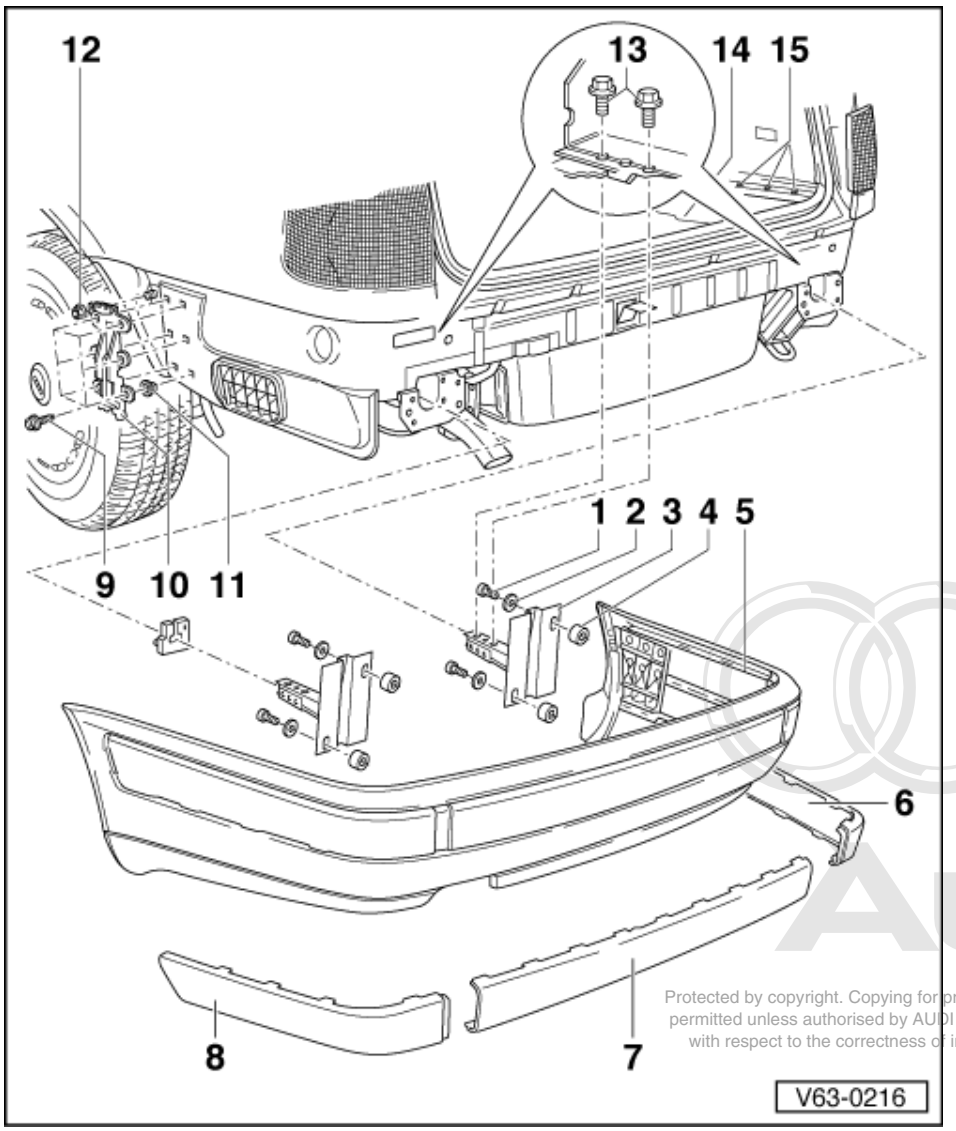
8 Bumper cover rear left
- Removing => Page 152
- Cannot be removed non-destructively

9 Combi screw - 1.5 Nm

10 Side bracket

11 Body-bound rivet

12 Hexagon nut - 2.5 Nm

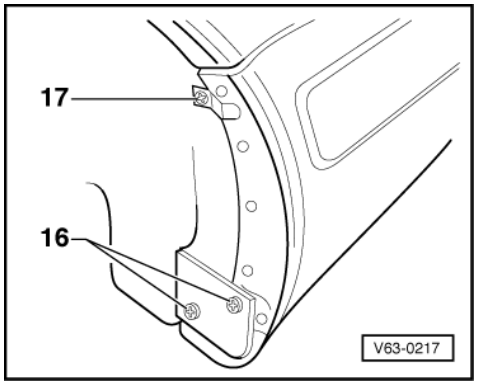


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13 Combi screw (M10 x 95) - 15 Nm

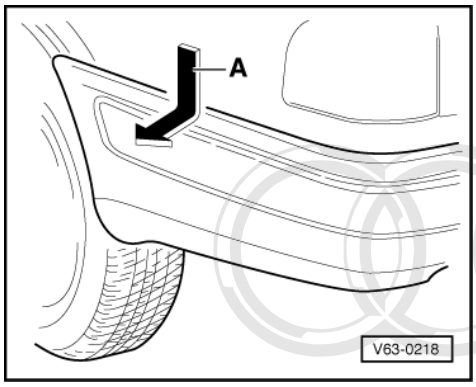
14 Boot side trim bottom left/right

15 Combi self-tapping screw



-> Fig.1 Rear bumper attachment to wheel housing liner

- Unscrew crosshead screws -16- and -17-.



-> Fig.2 Unclipping rear bumper from side bracket

- Push bumper down at the ends -arrow A- and pull out of side bracket.

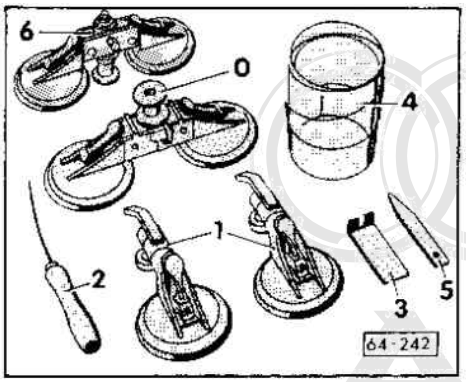
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64 - Glazing

1 - Flush-bonded windows

1.1 - Flush-bonded windows

1.2 - Removing and installing flush-bonded windows - general

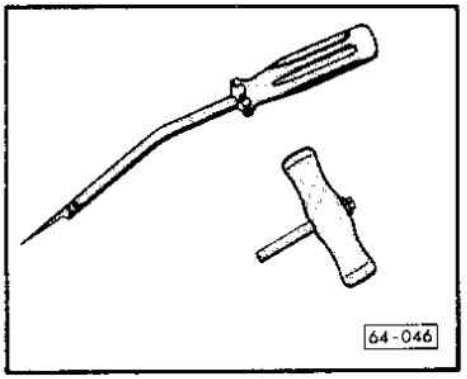


-> Tools

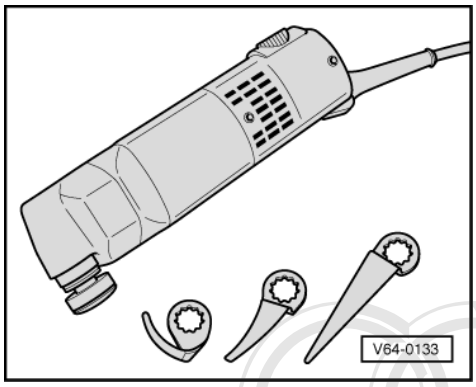
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From the V.A.G 1474 Parting Tool set:

0 - Take-up reel (upper roller)
1 - Jockey pulleys
2 - Awl
3 - Locator for awl
4 - Protective foils for:
Dash panel V.A.G 1474/8
Front headliner V.A.G 1474/9
Rear headliner V.A.G 1474/10
- supplied separately
5 - Wedge
6 - Take-up reel (lower roller)
- supplied separately - V.A.G 1654



-> Cutting tool V.A.G 1351

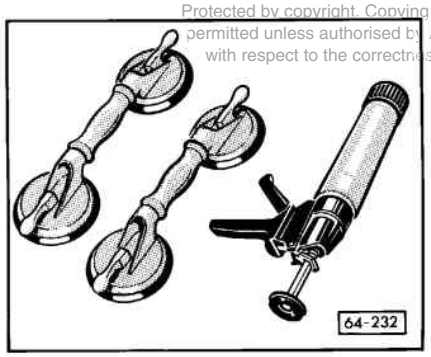


-> Electric cutter V.A.G 1561

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

Important!
When using the electric cutter to remove window panes, mask window cutout with fabric-reinforced adhesive tape.

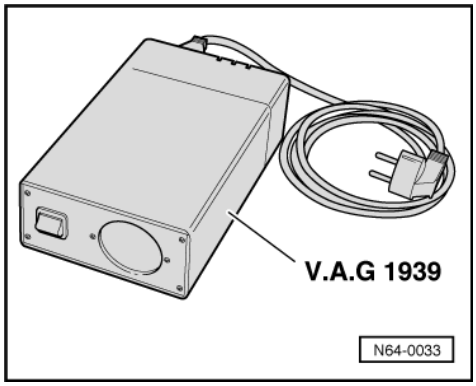
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- -> Cartridge gun V.A.G 1628
- Double suction cup unit V.A.G 1344

Standard commercially available tools:

- Carpet knife



- -> Cartridge heater V.A.G 1939

Important!
When processing materials, observe the manufacturer's instructions regarding safety and use.

Materials

Designation	Part No.
Adjusting wedges for wind-screen (x 2)	4A0 845 631
Adjusting wedges for rear win-dow (x 2)	4A5 845 631
Cutting wire (50 m)	443 845 955
1C adhesive sealant	DH 009 100 1) 3)
1C adhesive sealant	DH 009 100 03 1) 3) 4)
2C 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

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1) Observe waiting time => Page 170

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: From fitting of window until use of vehicle.
During the waiting time the vehicle must stand on an even surface at room temperature (> 15 oC).

Window type	Vehicle	Adhesive sealant	Waiting time
Wind-screen	without air-bag	DH 009 100	4 hours
	with airbag	DH 009 100	16 hours
	without air-bag	D 004 300 05	1 hour
	with airbag	D 004 300 05	4 hours
Side windows		DH 009 100	4 hours
		D 004 300 05	1 hour
Rear windows		DH 009 100	4 hours

Important!
The vehicle is safe to run only when the waiting time has elapsed.

Cleaning off adhesive sealant

Adhesive remover D 002 000 10 is the recommended cleaning material. Observe safety instructions in processing.

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

Paint areas:

- First clean paint area with a dry cloth. Eliminate residual dirt with adhesive remover D 002 000 10.

Plastic trims:

- Allow adhesive sealant to harden (approx. 1 hour) and then remove.

Sealing test for 1C adhesive sealant

Note:

The sealing test fulfils two functions:

- Sealing check: Add sealant as necessary => "Touching up windows with sealant".
- As a result of the moisture the 1C adhesive sealant forms a skin, and sets more quickly.

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- Perform water test.
- Make visual check from inside.

Touching up windows with sealant

- Allow leaky area to dry and clean the area.
- 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.

2 - Removing and installing windscreen

2.1 - Removing and installing windscreen

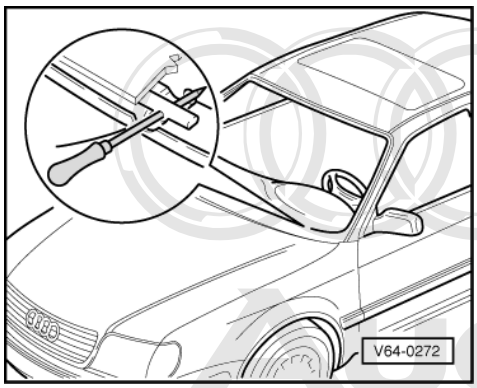
2.2 - Removal

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

- Remove interior rear view mirror => Page 294 .
- Lever A-pillar trims out of studs and remove.
- Remove windscreen wipers.
- Remove cowl panel cover.

Note:

A notch is provided in the window flange at the bottom left of the A-pillar to reduce the risk of the window breaking when the awl pierces the adhesive. The notch is visible when the cowl panel cover is removed.



Vehicles with notch in window flange at bottom

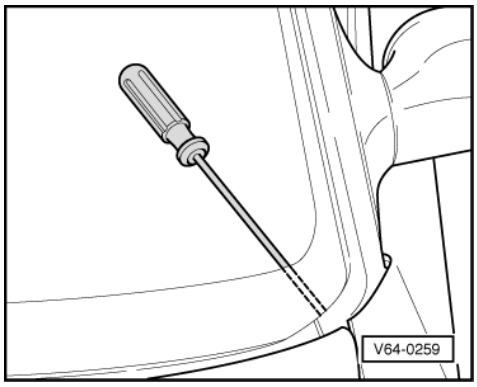
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- -> Thread cutting wire into awl and push together from the outside through the adhesive in the area of the notch.

Note:

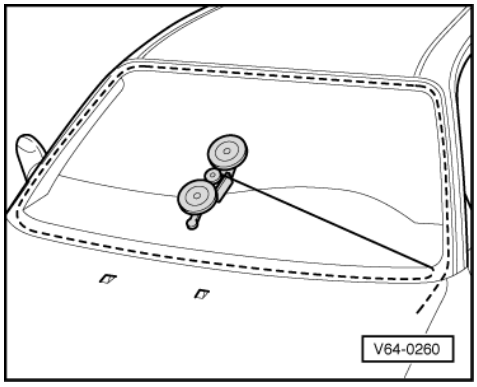
The awl must emerge above the dash panel on the inside of the vehicle. Press down the dash panel in this area. Pull cutting wire through into the interior.

Vehicles without notch in window flange at bottom

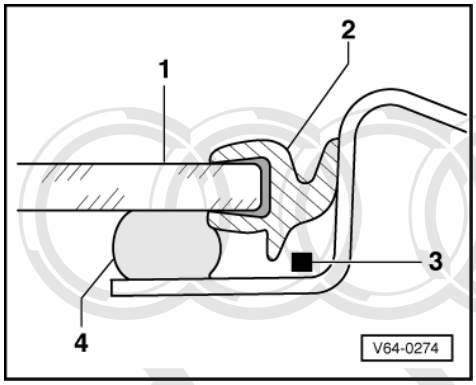


In vehicles not yet provided with a notch in the window flange at the bottom left on the A-pillar:

- -> Push awl from the inside to the outside through the adhesive in the radius of the window at the bottom left.
- Thread cutting wire into awl and pull into the interior.



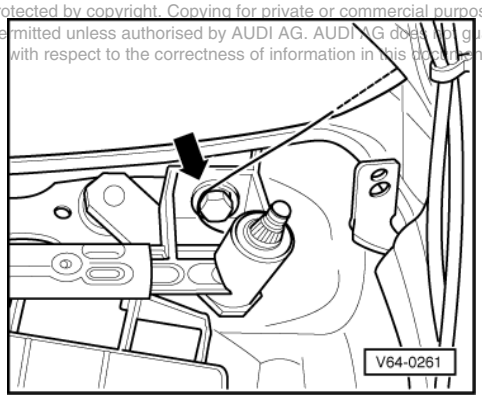
- -> Press cutting wire under window surround all the way round => illustration below.



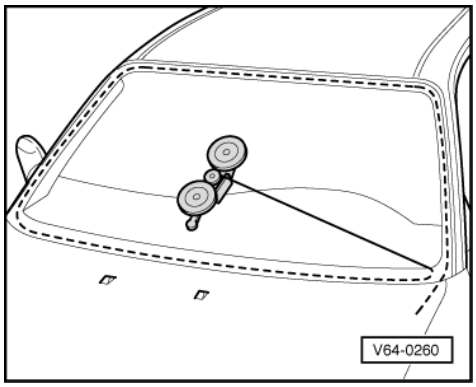
- -> Press cutting wire -3- under window surround -2-.

1 - Windscreen
4 - Adhesive bead

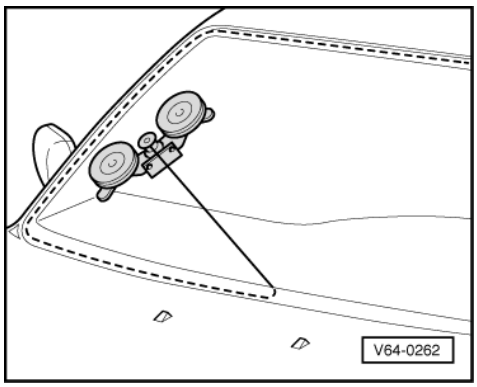
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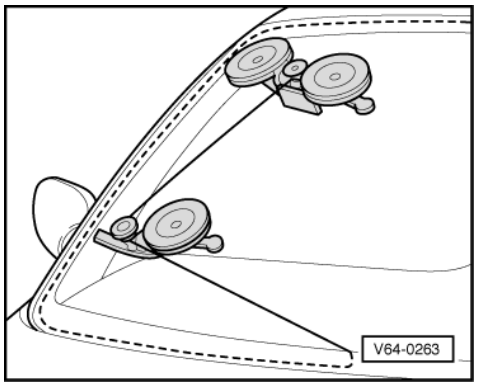
- -> Attach end of cutting wire to screw -arrow- for windscreen wiper frame attachment.



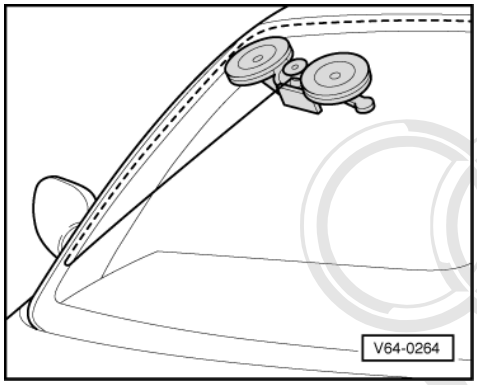
- Insert protective foil V.A.G 1474/8 between windscreen and dash panel.
- Unscrew left and right side sun visors.
- Insert protective foil V.A.G 1474/9 between moulded headliner and windscreen.
- -> Secure start of cutting wire in take-up reel and cut free first section up to around the centre of the window.



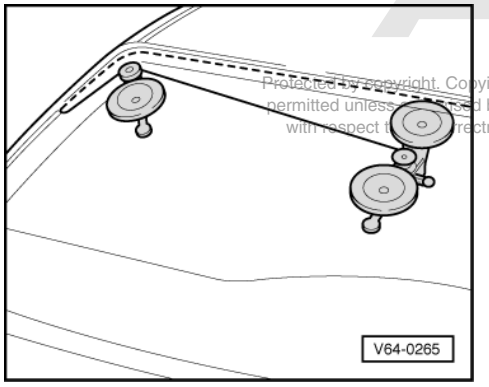
- -> Shift take-up reel as shown in illustration and continue cutting.



- -> Shift take-up reel as shown in illustration and mount jockey pulley.
  - Routing of wire 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.



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- -> Shift take-up reel as shown in illustration and mount jockey pulley in upper radius of window.
  - Routing of wire as shown in illustration
- Insert protective foil between moulded headliner and windscreen.
- Cut free window until cutting wire is no longer held in jockey pulley.
- Remove jockey pulley and continue cutting out window.

- Repeat steps in upper left and lower left radii of window.
- Cut window out completely.
- Remove window with double suction cup units.

2.3 - Installation

Preparations for installing the window

Notes:

- When re-using an undamaged window, smooth down adhesive sealant residue on the window pane and window flange with a carpet knife. Under no circumstances remove completely.
- The residual material serves as an adhesive base for the newly applied adhesive sealant.
- Keep bonding surfaces free of dirt and grease.
- If the window flange is damaged during separation, the paintwork must be made good

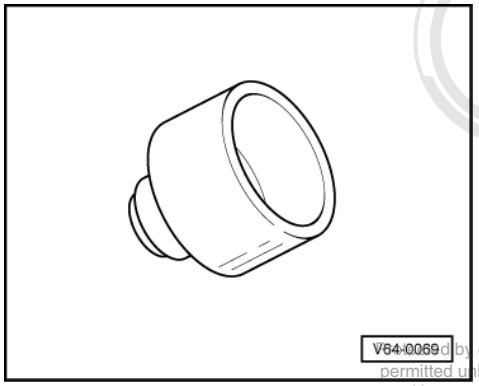
=> Vehicle paintwork

- If necessary, apply corrosion protection

=> Binder: "Surface treatment/chemical materials"

- Clean window all around bonding area with window cleaner.

Applying primer

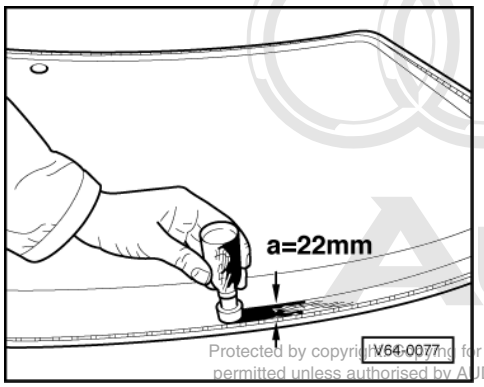


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Note:

Application of ceramic on the windows is not priming! It is essential that primer is applied before the adhesive sealant is applied!

- -> Cut applicator head to size. Cutting zone is shown shaded in the illustration.
- Insert felt in applicator head.
- Shake primer well (at least 30 seconds) and pour into applicator.
- Mount applicator head on applicator.

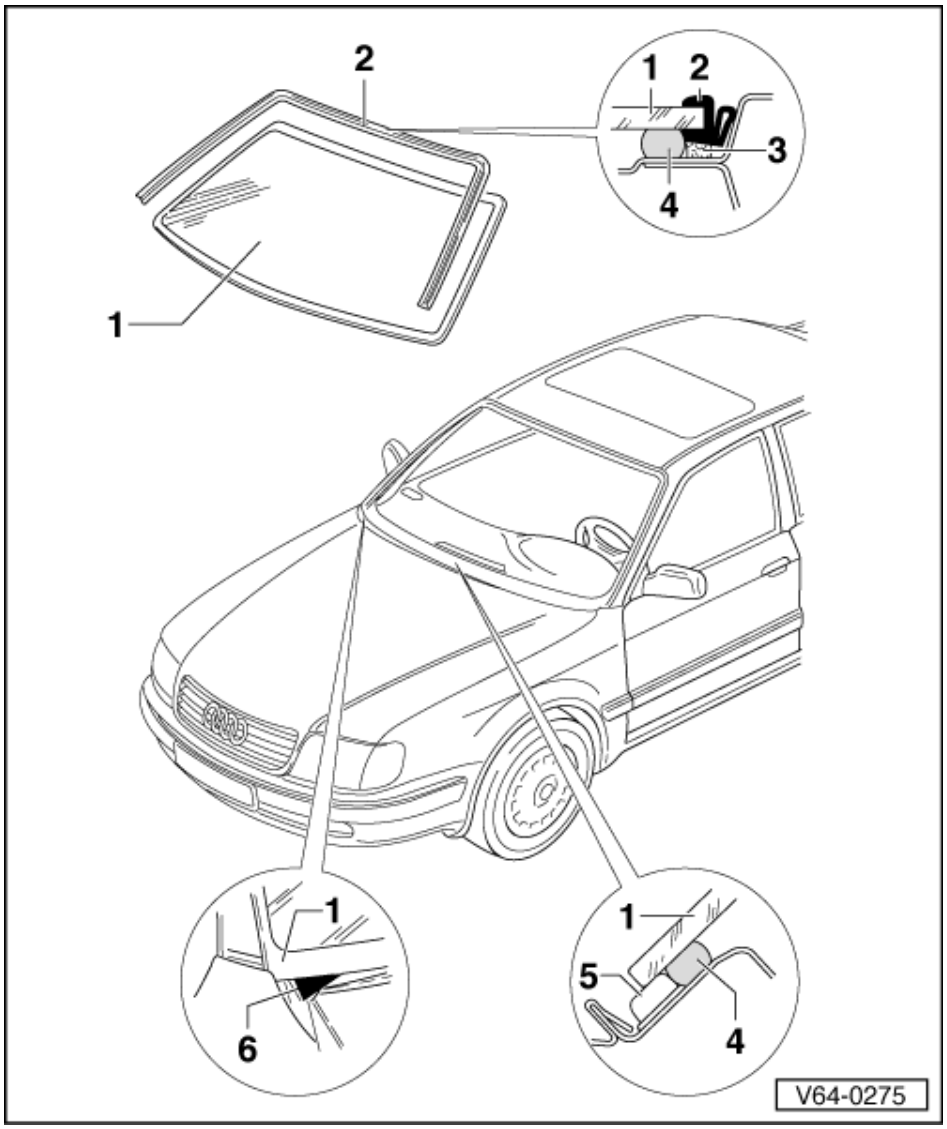


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- -> Apply prime evenly in one pass all round window using applicator.
- Start application with fully soaked felt. Drying time approx. 5 minutes.
  - Primer width for windscreen, rear window and side windows: a = 22 mm

Note:

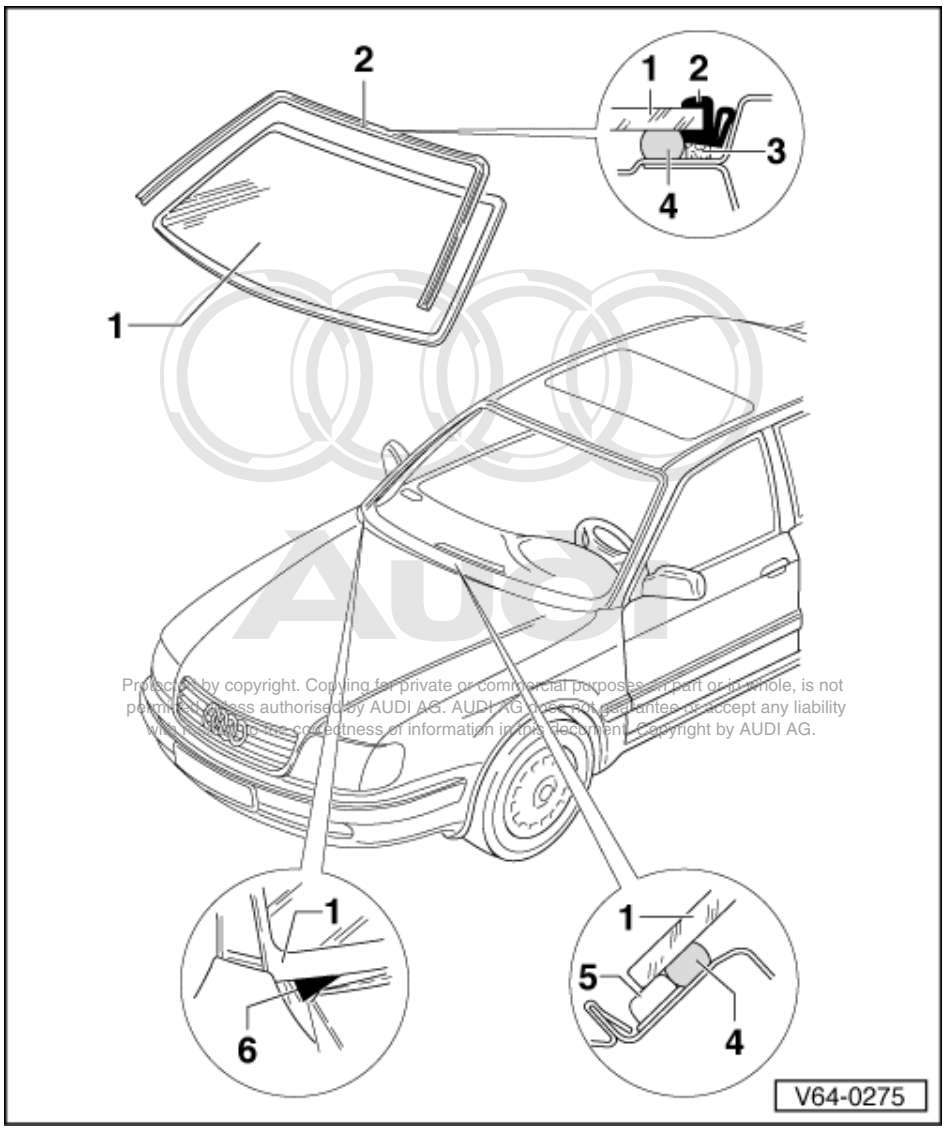
Do not touch up primer strip until primer has dried thoroughly.



Installing windscreen

1 Windscreen

- After cleaning and priming windscreen, mount masking strip -item 2 - round window rim.
- Stick top spacer -item 3 - onto masking strip at centre of vehicle.
- Stick bottom spacer -item 5 - onto window flange at centre of vehicle.
- Apply adhesive sealant => Fig. 1 .
- Insert window pane into window cutout using 2 double suction cut units.



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- Even up window at sides.

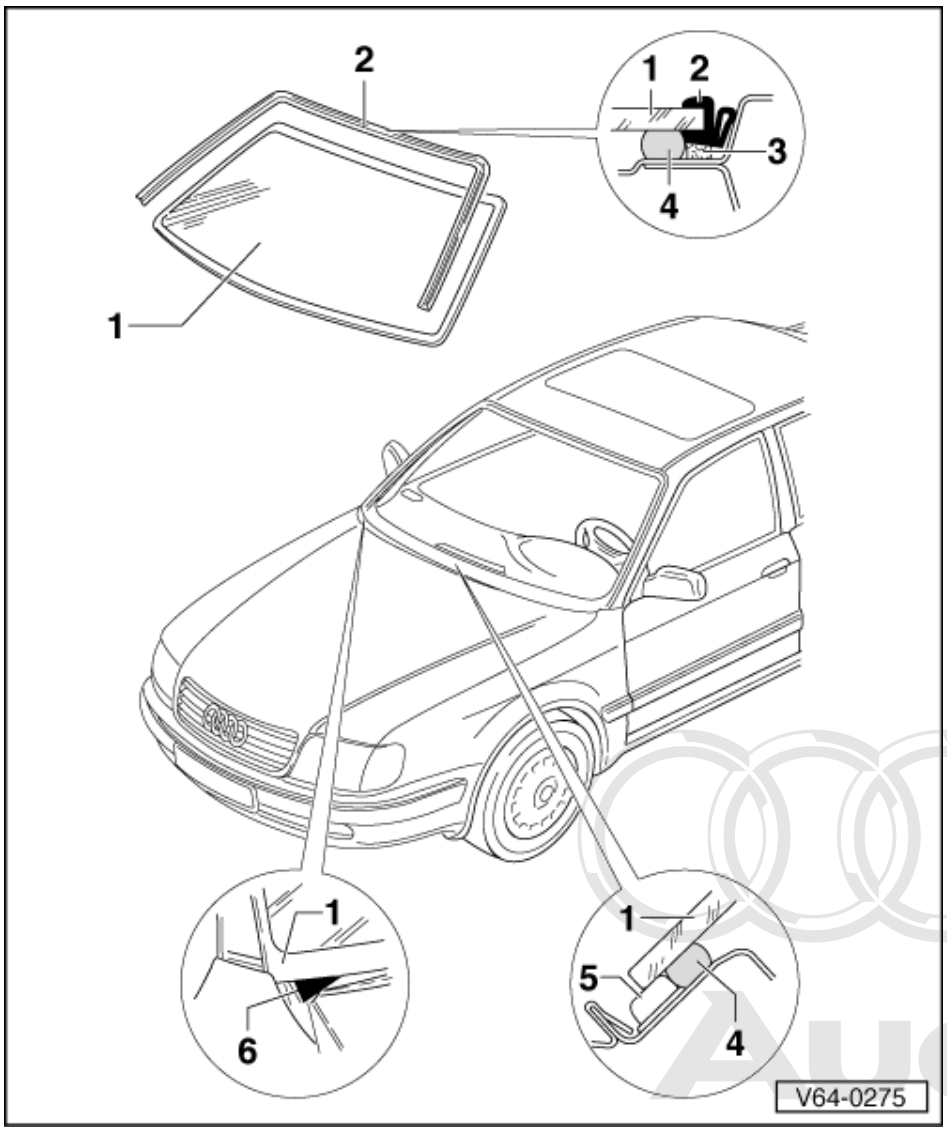
Note:

The windscreen is flush to the roof contour only at the centre of the vehicle. Corners fall away down to the window radii.

- When fitted, the windscreen must have a gap of 4 mm between the upper rim of the roof and the masking strip.
- Insert two adjusting wedges -item 6 - at bottom left and right of window flange.
- Additionally fix windscreen on roof and bottom of A-pillar with 2 adhesive strips.

2 Masking strip

- Mount before installing windscreen.



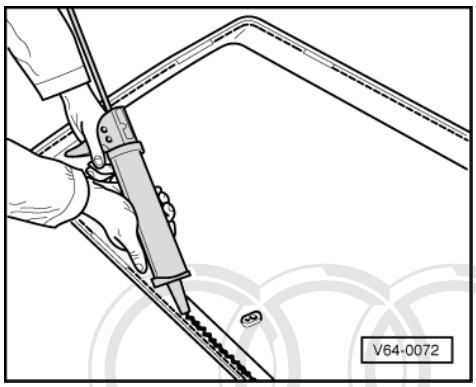
3 Top spacer
- 3 mm thick
- Stick on masking strip at centre of vehicle

4 Adhesive sealant

5 Bottom spacer
- 6 mm thick
- Stick on window flange at centre of vehicle

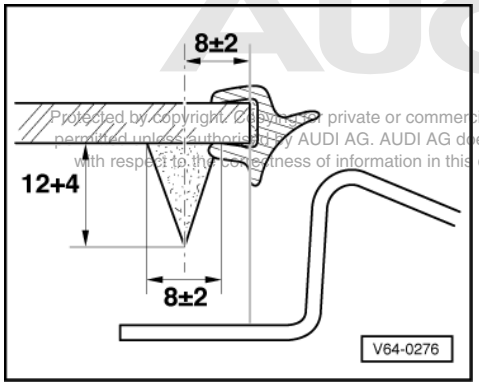
6 Adjusting wedges
- 2 off

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-> Fig.1 Applying adhesive sealant

- Apply adhesive sealant all round, as shown in the illustration



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-> Fig.2 Adhesive bead cross-section in mm

Note:

The bead cross-section is influenced by the nozzle opening and by the speed of application.

3 - Removing and installing rear window

3.1 - Removing and installing rear window

3.2 - Removal and installation (Saloon)

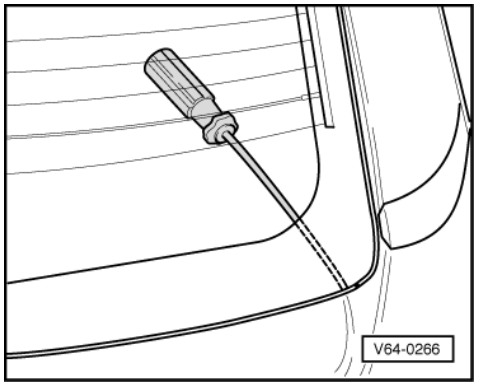
Tools and materials required => Page 168 .

Removal

Important! When removing a window always wear goggles and leather gloves.

- Remove rear seat bench and seat back => Page 374 .
- Remove parcel shelf => Page 334 .

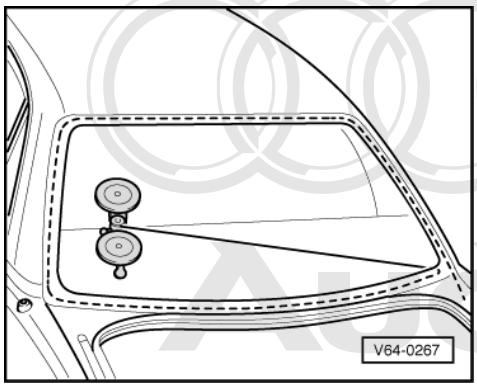
- Remove D-pillar trims => Page 333 .



- Detach/unscrew connections for heated rear window and window-mounted aerial.
- Press connections onto window pane directed towards centre of vehicle.

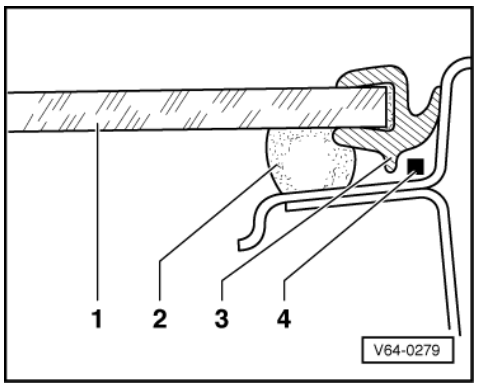
Removal of unbroken window:

- -> Push awl from the inside to the outside through the adhesive sealant in the radius of the window at the bottom until the eye of the awl is visible on the outside.



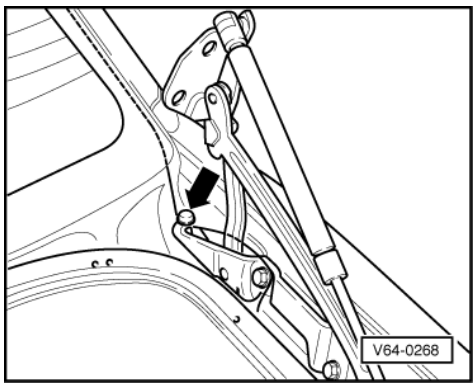
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- Thread in start of wire and pull into interior of vehicle.
- Thread cutting wire into take-up reel and secure.
- -> Lay cutting wire around rear window, as shown in the illustration.

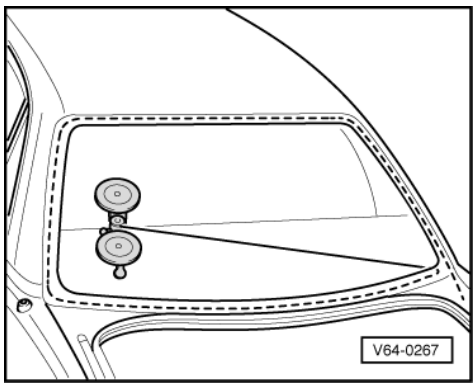


- -> Press cutting wire -4- under masking strip -3- all the way round.

1 - Rear window
2 - Adhesive sealant

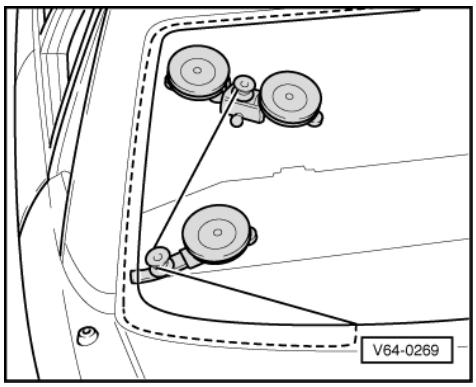


- -> Lay end of cutting wire around stop buffer -arrow- and secure with fixing screw of tailgate hinge.
- Insert protective foil V.A.G 1474/10 between moulded headliner and rear window.

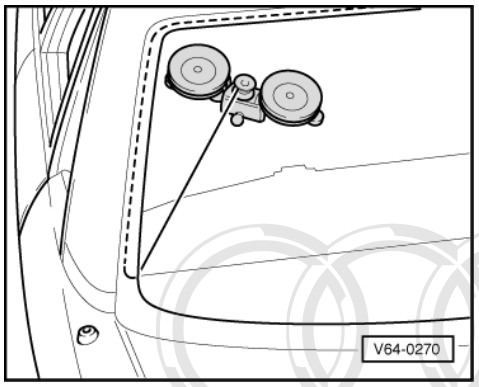


- -> Cut free first section.

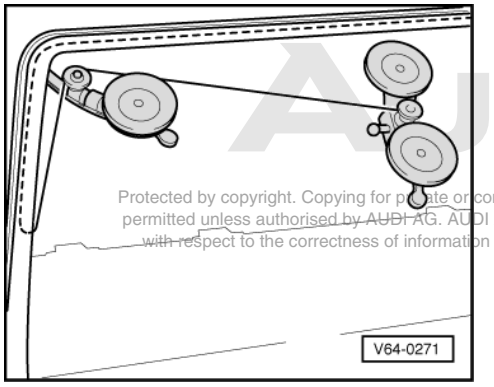
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- -> Shift take-up reel as shown in illustration and mount jockey pulley in lower radius of window.
  - Routing of wire as shown in illustration
- Cut free window until cutting wire is no longer held in jockey pulley.



- -> Remove jockey pulley and continue cutting out window.



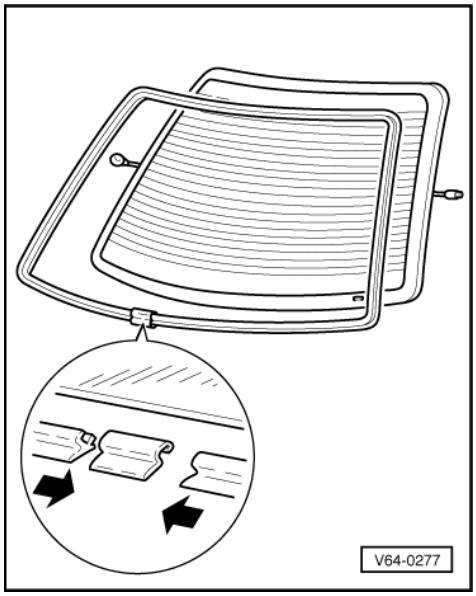
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- -> Shift take-up reel as shown in illustration and mount jockey pulley in upper radius of window.
  - Routing of wire as shown in illustration
- Cut free window until cutting wire is no longer held in jockey pulley.
- Insert protective foil between moulded headliner and rear window.
- Remove jockey pulley and continue cutting out window.
- Repeat steps in upper right and lower right radii of window.
- Cut window out completely.
- Remove window with double suction cup units.

Removal of broken window:

- Remove pieces of glass up to adhesive sealant.
- Separate glass residues and adhesive sealant with carpet knife or electric cutter.

Installation



- Preparations for installing the window => Page 175 .
- -> Mount masking strip round window rim.
- Insert masking strip into sleeve at left and right -arrows-.
- Press masking strip with fitted sleeve onto window rim.
- Further procedure => from Page 177 .

3.3 - Removal and installation (Avant)

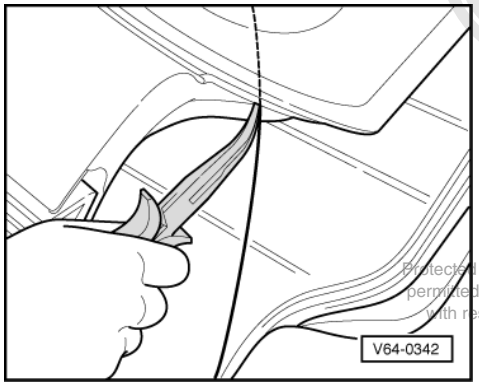
Tools and materials required => Page 168 .

Removal

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

- Remove tailgate trims => Page 339 .
- Remove rear window wiper

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



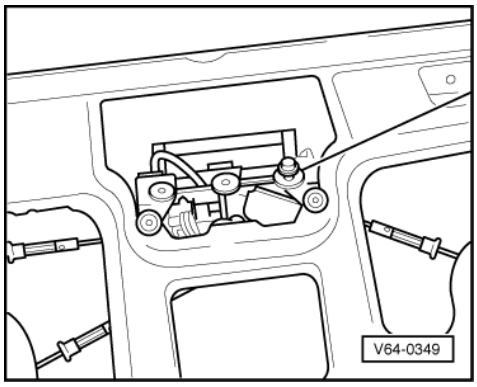
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- Detach connector for heated rear window and press onto window pane directed towards centre of vehicle.

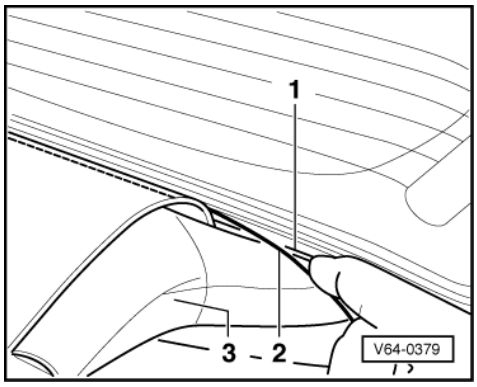
- Remove spoiler => Page 55

Removal of unbroken window:

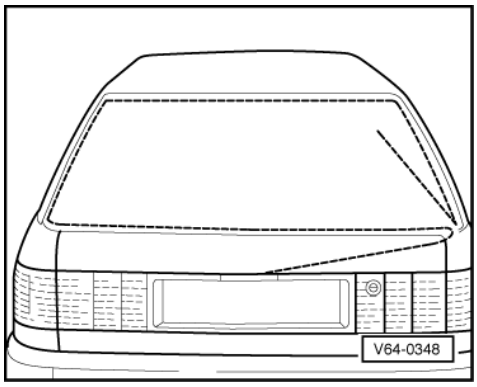
- -> Push cutting wire from the outside to the inside through the adhesive sealant in the radius of the window at the bottom using long-nose pliers.



- -> Pull cutting wire towards inside and secure on tailgate lock adjusting screw.

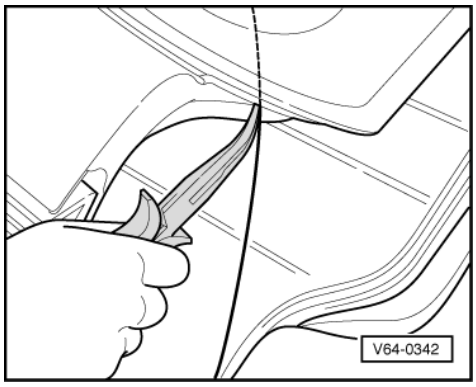


- -> Push cutting wire -2- through fully at bottom between sealing lip -1- and window flange transverse to tailgate -3-.

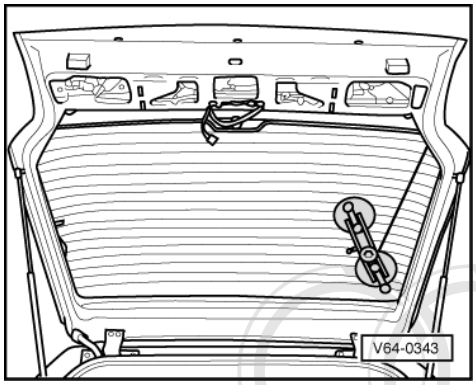


- -> Lay cutting wire around window rim, as shown in the illustration.

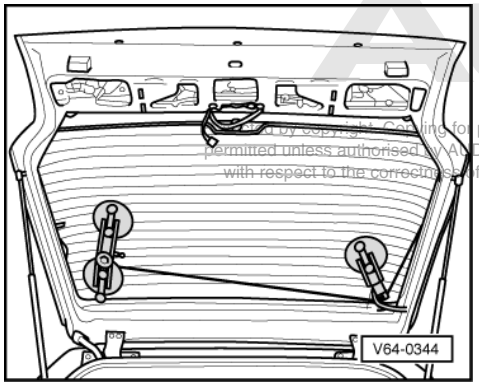
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- -> Push second end of wire through adhesive close to first piercing point, as shown in the illustration, and pull through into interior.



- -> Position take-up reel as shown in illustration on inside of window and secure cutting wire in take-up reel.
- Tauten cutting wire.
- Check that cutting wire makes clean contact with the adhesive bead all the way round.
- Cut free first section up to take-up reel.



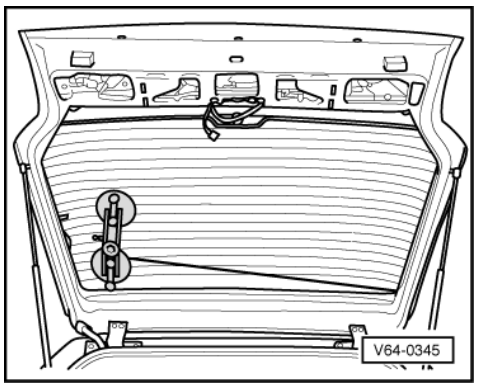
- -> Shift take-up reel as shown in illustration and mount jockey pulley in upper radius of window.
  - Routing of wire as shown in illustration

Note:

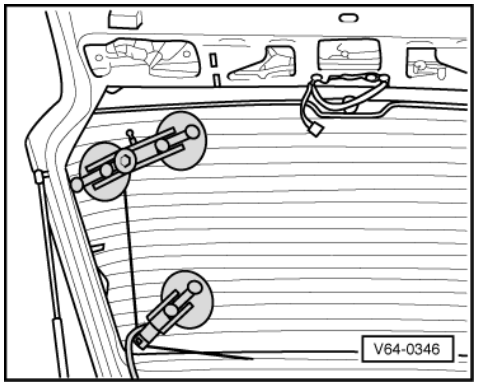
Ensure acute cutting angle of cutting wire to adhesive bead.

- Cut free window until cutting wire is no longer held in jockey pulley.

Audi
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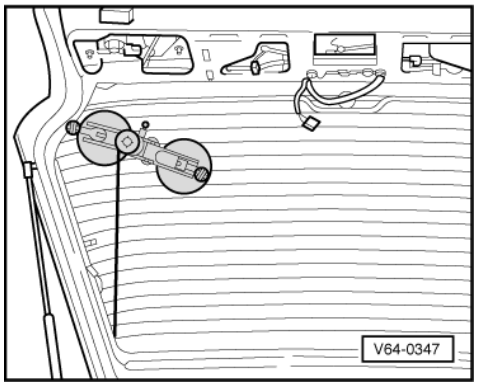


- -> Remove jockey pulley and continue cutting out window.



- -> Shift take-up reel as shown in illustration and mount jockey pulley in upper radius of window.
  - Routing of wire 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.
- Repeat steps in upper right and lower right radii of window.
- Cut window out completely.

- Remove window with double suction cup units.

Removal of broken window:

- Remove pieces of glass up to adhesive sealant.
- Separate glass residues and adhesive sealant with carpet knife or electric cutter.

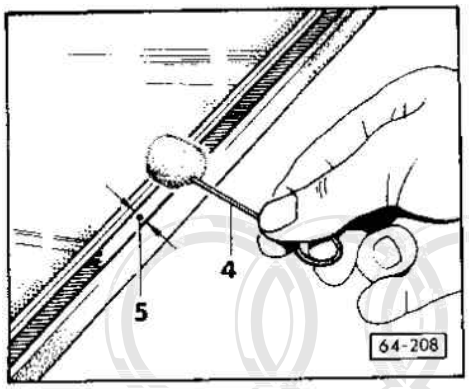
Installation

- Preparations for installing the window => Page 175 .

Applying primer

Note:

Application of ceramic on the windows is not priming! It is essential that primer is applied before the adhesive sealant is applied!

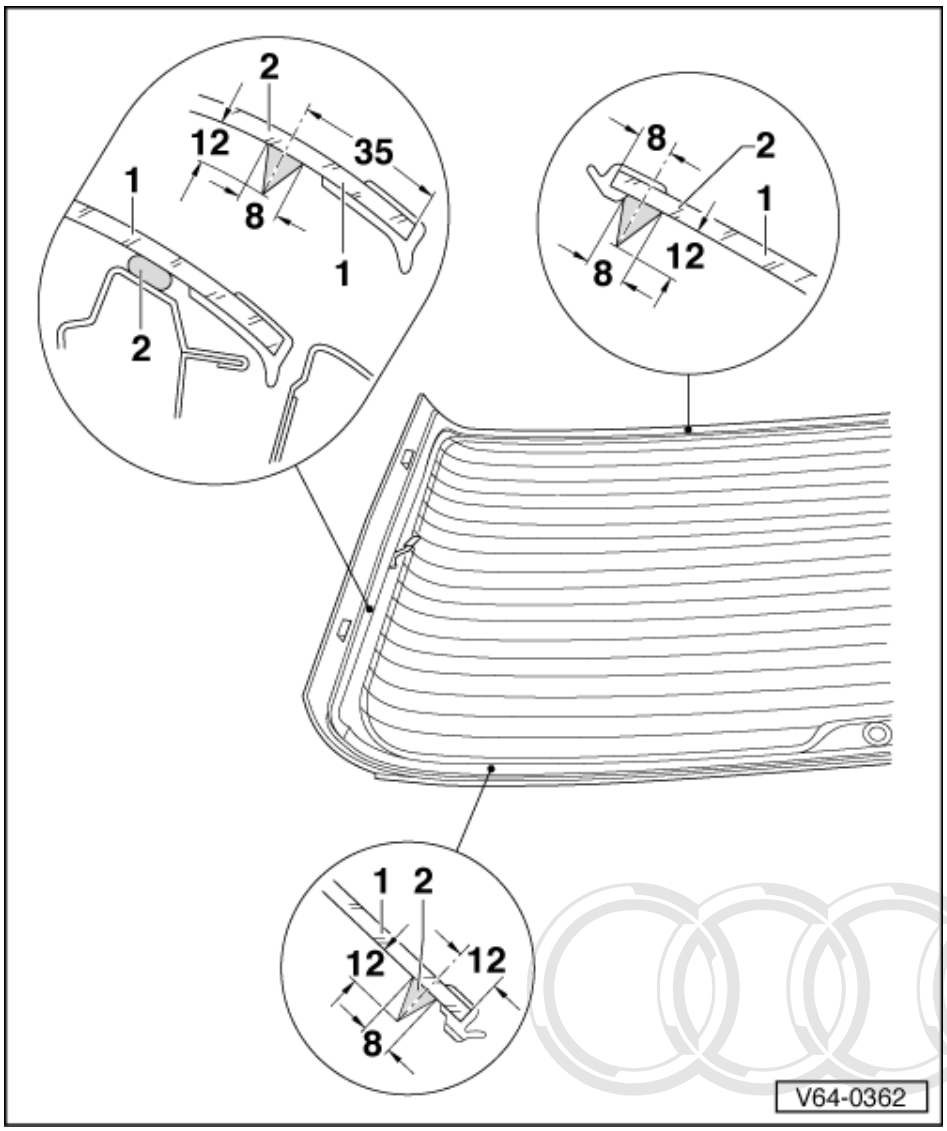


- -> Apply primer evenly in one pass all round window using applicator -4-.
- Start application with fully soaked felt. Drying time approx. 5 minutes.
  - Primer width -5- = 22 mm
- Prime in side area according to adhesive application => Page 188 .

Note:

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

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Dimensions for adhesive bead application

1 Rear window

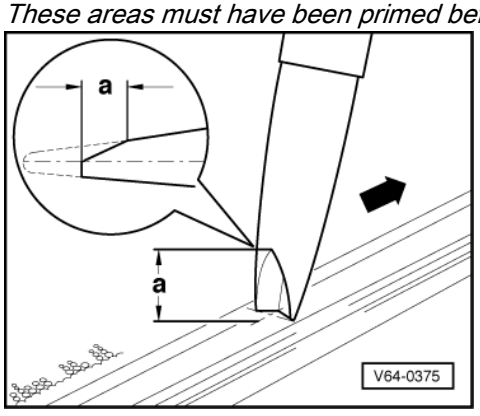
2 Adhesive bead

- Side gap to rear window = 35 mm (centre of adhesive bead)
- Gap to top rim of window = 8 mm (centre of adhesive bead)
- Gap to bottom rim of window = 12 mm (centre of adhesive bead)

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Note:

These areas must have been primed beforehand across a width of approx. 22 mm.



Opening in nozzle tip

- -> Cut nozzle tip to shape as shown in the illustration.
  - Dimension a = 12 mm
  - Adhesive bead width = 8 mm

Note:

The bead cross-section is influenced by the nozzle opening and by the speed of application.

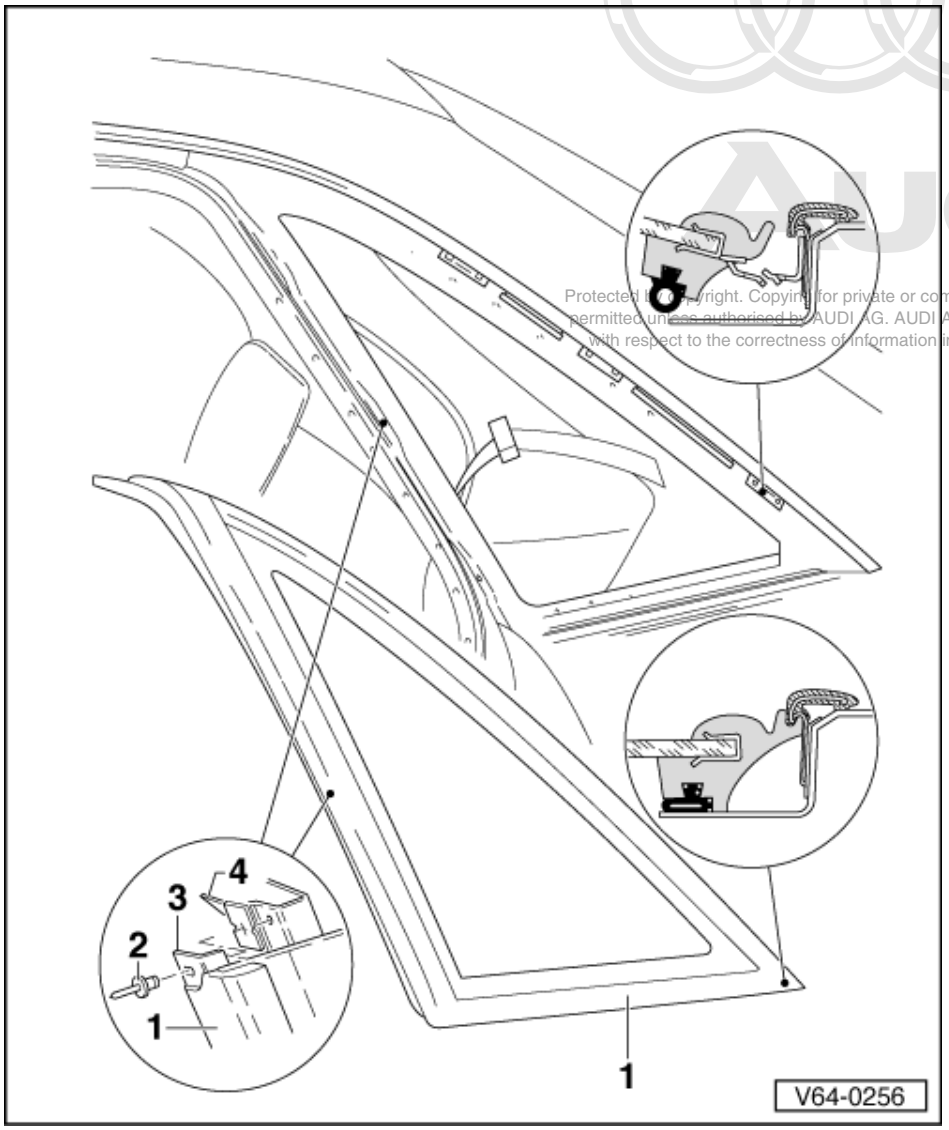
- Apply adhesive sealant all round => Page 179 .
- Insert window pane into window cutout using 2 double suction cup units.
- Even up window at sides.

Note:

Window must touch window flange with bottom sealing lip.

4 - Removing and installing side window

4.1 - Removing and installing side window

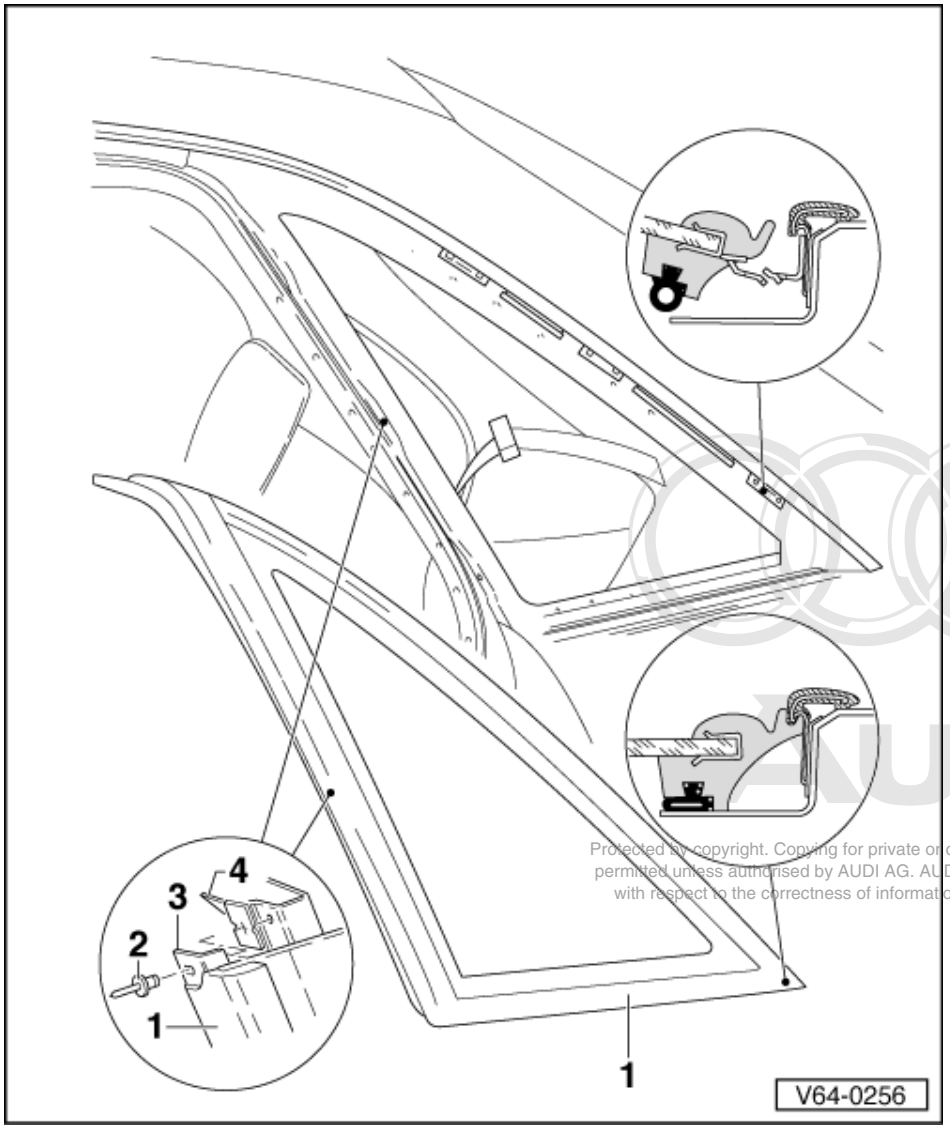


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4.2 - Removal and installation (Saloon > 05.94)

1 Side window

- ◆ Removal:
- Drill off heads of hollow rivets from C-pillar under door seal at rear and tap through rivet shafts.
- Press out side window from C-pillar and withdraw at an angle towards the front.
- ◆ Installation:
- Insert angle bracket -item 3 - into side window => Fig. 1 .

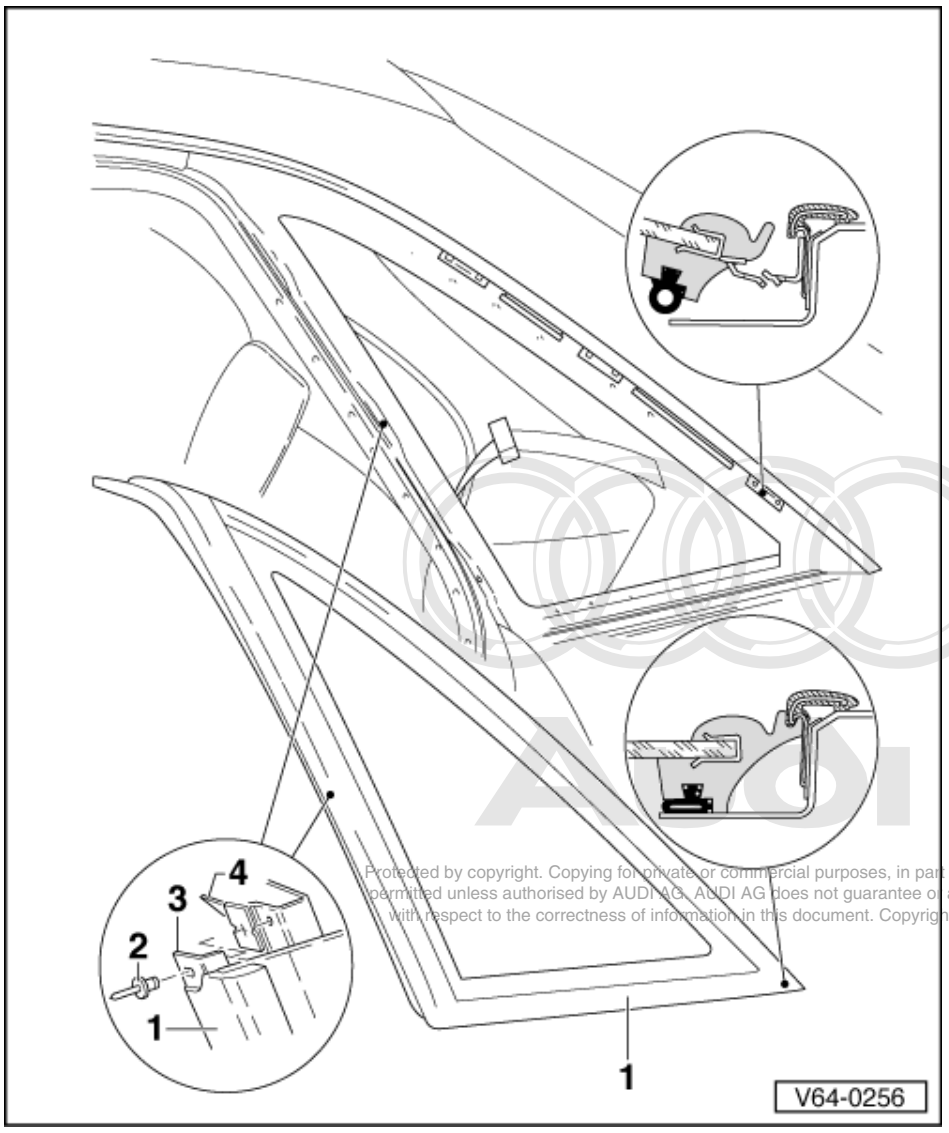


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- Position side widow at a slant on D-pillar, align to rear corner and engage in retaining clips => Fig. 2 .
- To ease installation, coat seal with lubricant.
- Tilt side window in direction of C-pillar and rivet to angle bracket.
- Insert rubber on roof rim under masking strip to roof trim strip.
- Press in locking lug on seal in lower corner under roof trim strip.

Note:

If protective foil -item 4 - under rivets is damaged, replace.

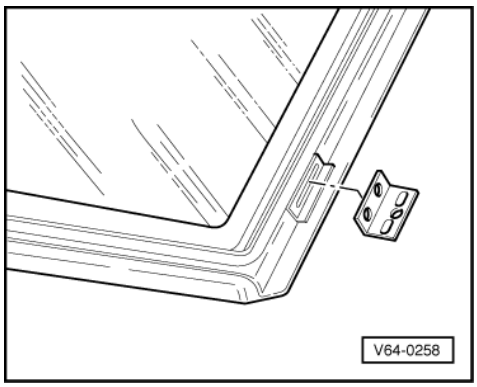


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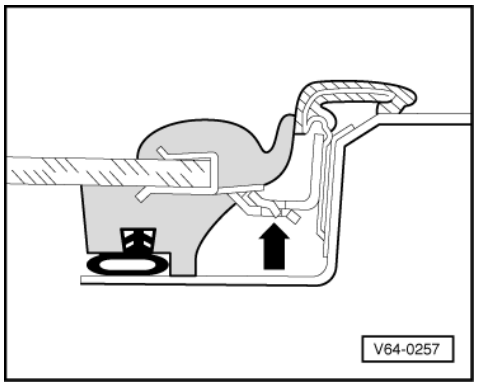
2 Hollow rivet
- 3 off

3 Angle bracket
- 3 off
- Mounting in side window =>Fig. 1

4 Protective foil
- 3 off
- Self-adhesive, detach protective foil before mounting



-> Fig.1 Mounting angle bracket



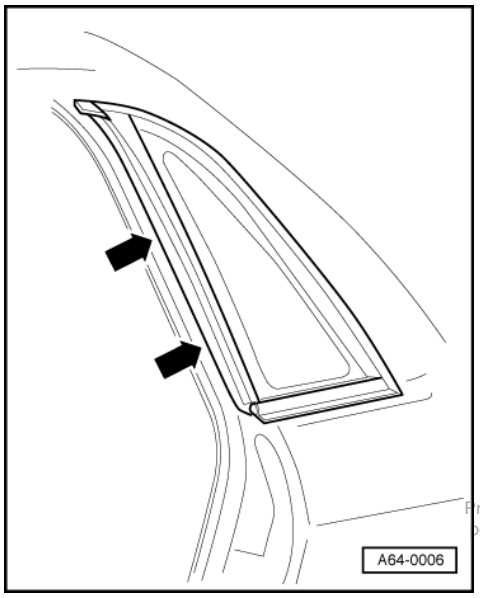
-> Fig.2 Locking on D-pillar

- When fitting side window, ensure retaining clips -arrow- engage correctly.

4.3 - Removal and installation (Saloon 06.94 >)

Note:
PVC coated side windows are featured as of model year 1995.

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



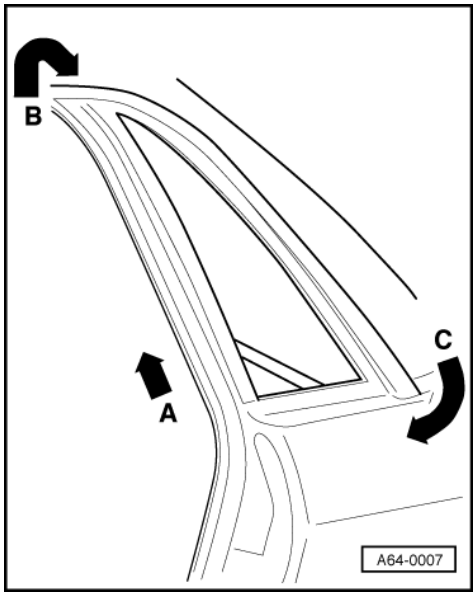
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Removal

- Remove rear seat bench and seat back => Page 374 .
- Remove parcel shelf => Page 334 .
- Remove C-pillar trims => Page 333 .
- -> Drill off rivet heads from PVC coating -arrows- on C-pillar, tap through rivet shafts.

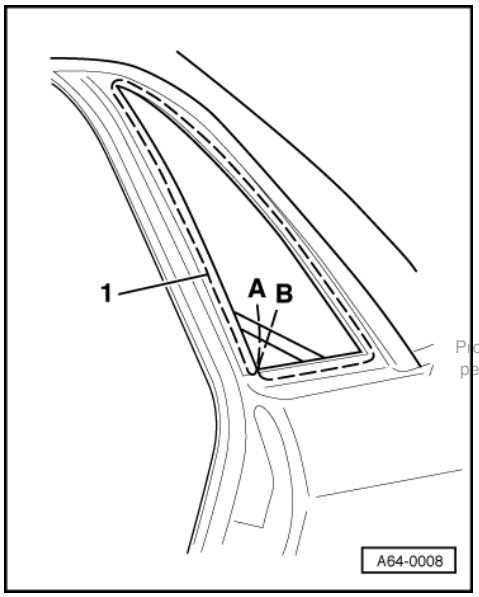
Removal of unbroken window:

- Pierce through from the inside to the outside in area of C-pillar bottom/side panel using an awl.
- Push cutting wire through from outside to inside.



Important!
To avoid paintwork damage, mask over transition between PVC coating and D-pillar and side panel with adhesive tape.

- -> Lay cutting wire from bottom to top -arrow A- on C-pillar under PVC coating.
- Push through cutting wire from top to bottom -arrow B- on D-pillar between PVC coating and roof trim strip.
- First withdraw cutting wire from D-pillar at bottom and then push through between side panel and window in direction of C-pillar -arrow C-.



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- Pierce through from the inside to the outside in area of C-pillar bottom/side panel using an awl.
- -> Push through second end of wire from outside to inside.

1 - Routing of wire

- Secure ends of cutting wire -A- and -B- in two grippers.
- Pull cutting wire through adhesive sealant towards the interior, thus completely cutting free the window.

Important!
- **The PVC coating must under no circumstances be damaged in the visible area.**
- **If the PVC coating is damaged in the visible area, the window must be replaced.**

Removal of broken window:

- Remove pieces of glass up to adhesive sealant.
- Separate glass residues and adhesive sealant with carpet knife or electric cutter.

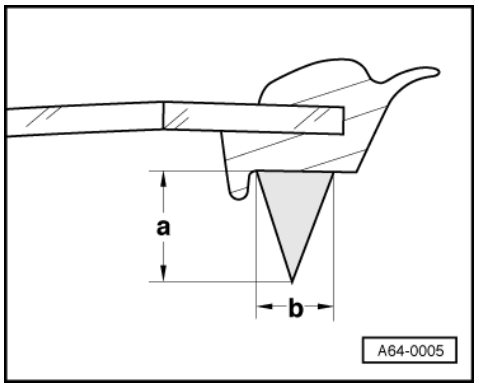
Installation

Removal of unbroken window:

Notes:

- When re-using an undamaged window, smooth down adhesive sealant residue on the window pane and window flange with a carpet knife. Under no circumstances remove completely.
- The residual material serves as an adhesive base for the newly applied adhesive sealant.
- Keep bonding surfaces free of dirt and grease.
- Use adhesive sealant D 009 100 03 (miniature cartridge). If more than one window is being bonded, 2C adhesive sealant D 004 300 05 can also be used.

Important!
Do not prime bonding surfaces or treat with cleaning solution.

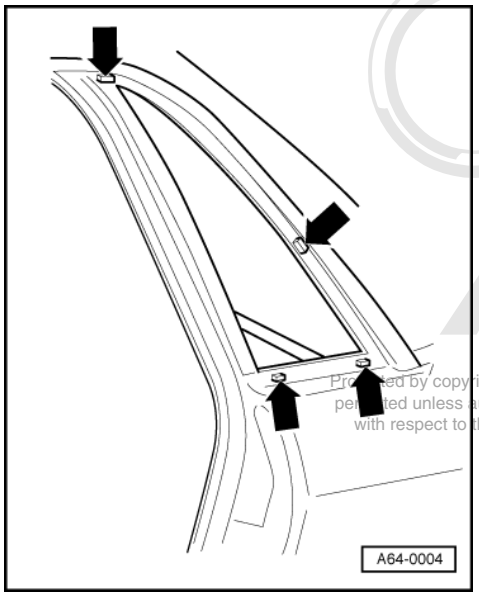


- -> Apply adhesive sealant centrally all round residual material on window.
  - Dimension a = 12 mm
  - Dimension b = 8 mm

Note:

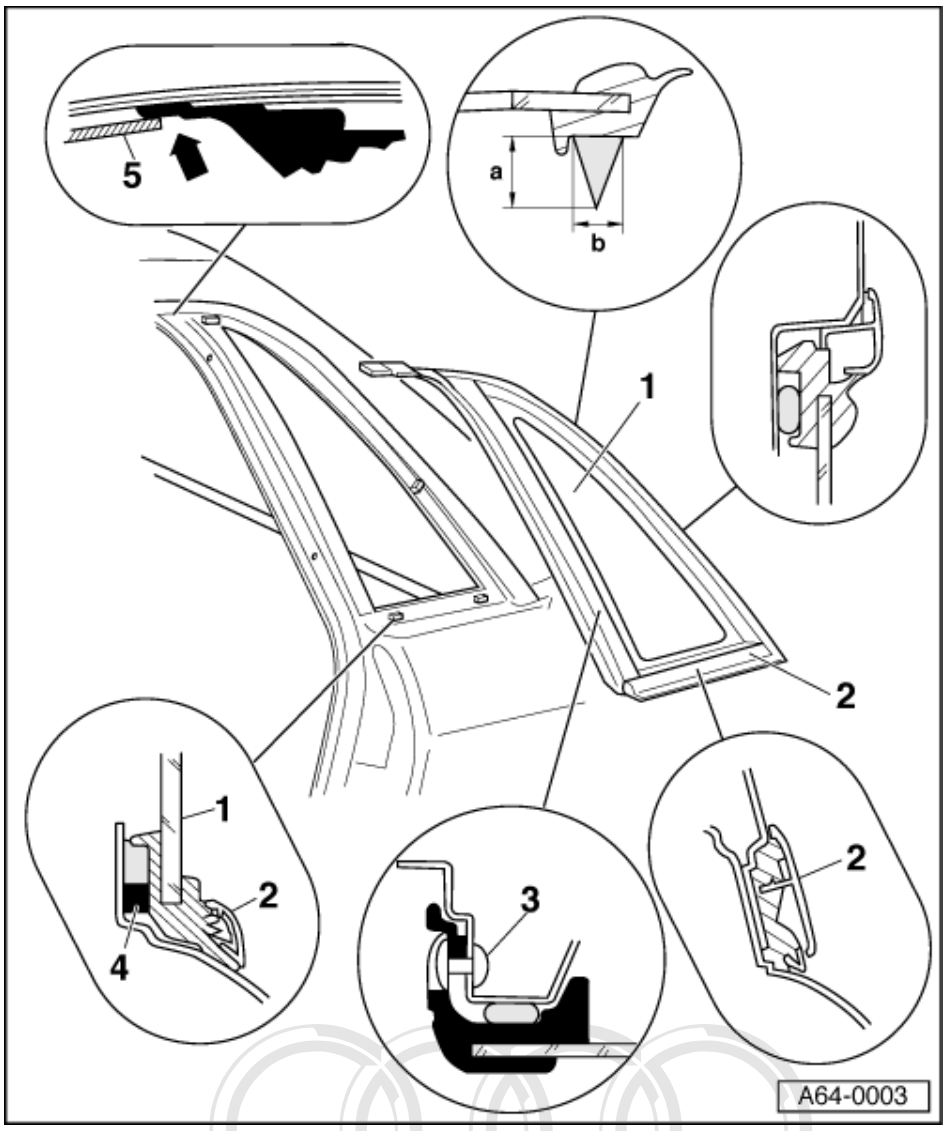
The height of the adhesive bead should be reduced by the height of the remaining residue on the window and the flange.

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- -> Stick on spacers -arrows- as shown in the illustration.
- Mount window pane into cutout and insert connecting bracket between roof trim strip and masking strip.
- Fix window in place with adhesive tape.
- Secure PVC coating to C-pillar with hollow rivets.
- Setting times => Page 170



Installation of new window:

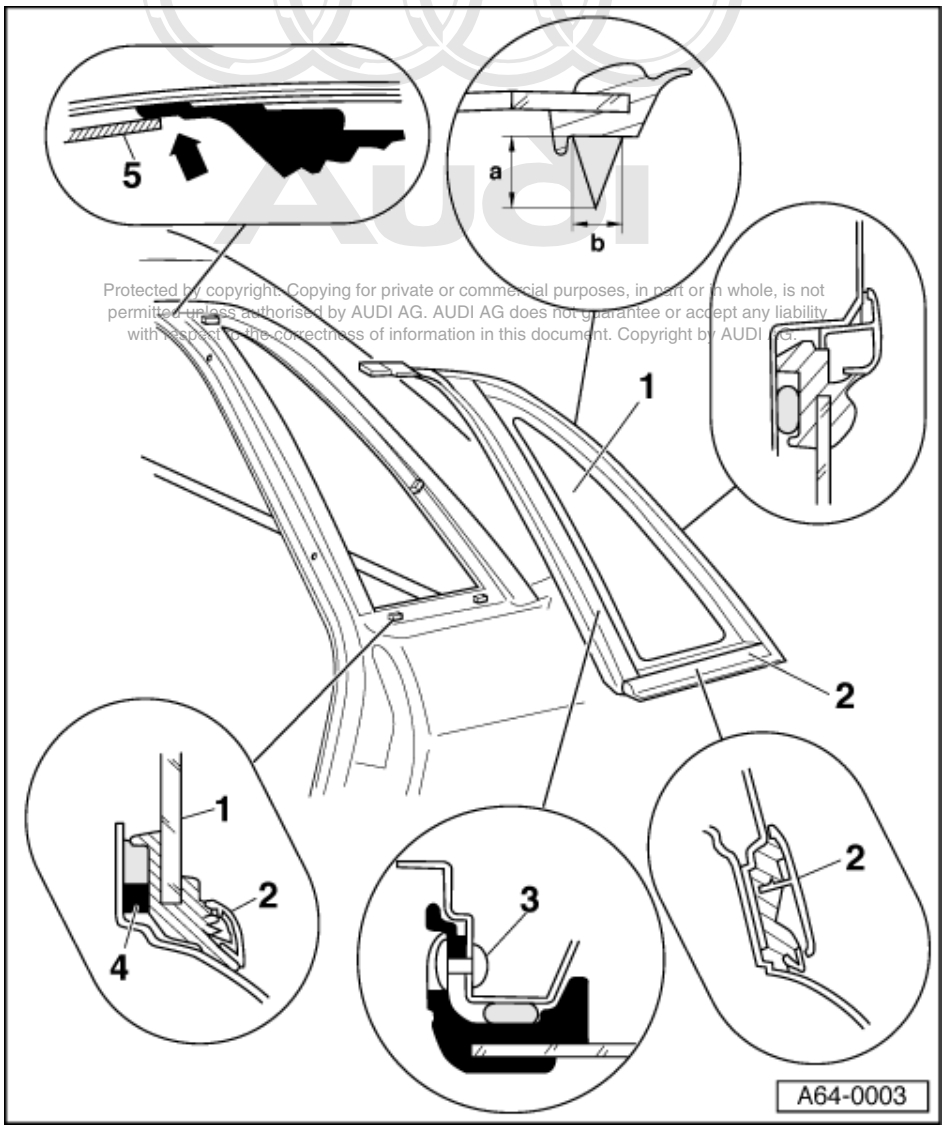
1 Side window

- ◆ The side windows available as replacement parts are supplied with a hardened adhesive bead.
- - Cut down PU bead to a residual height of approx. 3 mm before applying adhesive.
- - Apply adhesive to freshly cut down residual bead.
- - Adhesive sealant, dimensions for adhesive bead application and installation => Page 194 .

Important!
Do not cut down to PVC. A bead cut down as far as the PVC can no longer be bonded with workshop means.

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2 Trim strip
- Dependent on equipment level
- To remove, pull towards the rear out of retaining clips.

3 Hollow rivet
- 2 off

4 Spacer
- 4 off
- Stick onto window flange

5 Roof trim strip
- On installation the upper PVC coating must be pushed behind the roof trim strip -arrow-.

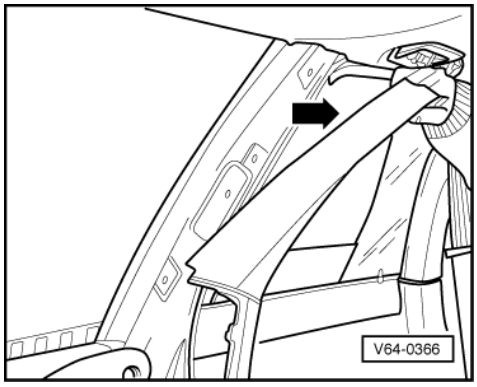
4.4 - Removal and installation (Avant)

Tools and materials required => Page 168 .

Removal

- Remove roof frame trim => Page 337 .
- Remove D-pillar trim => Page 337 .
- Remove loading floor.
- Remove boot side trims => Page 338 .

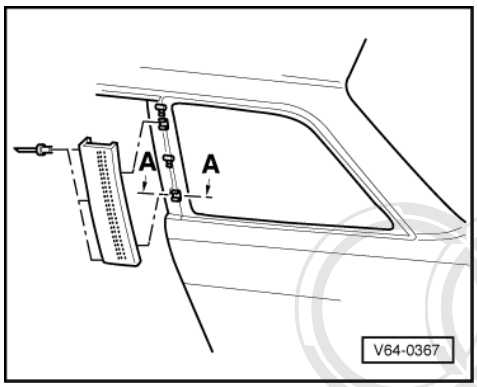
- Removing masking strip => Page 338 .



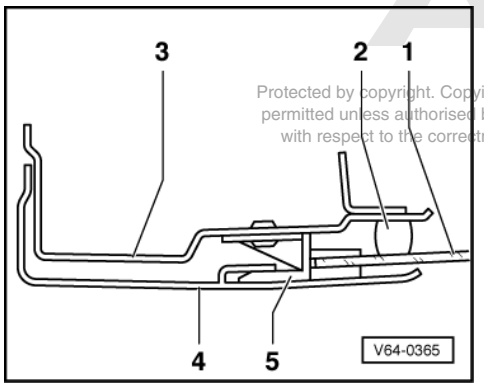
- Remove inside door seal in area of side window.
- Remove C-pillar trim => Page 336 .

Note:

-> C-pillar trim at the bottom need not be removed for working on the window. It is sufficient to detach the C-pillar trim at the top -arrow- and push it away towards the front.



- -> Drill off rivet heads from C-pillar outer trim plate and tap through rivet shafts into the interior.
- Detach trim plate towards the front.
  - Section A - A => illustration below

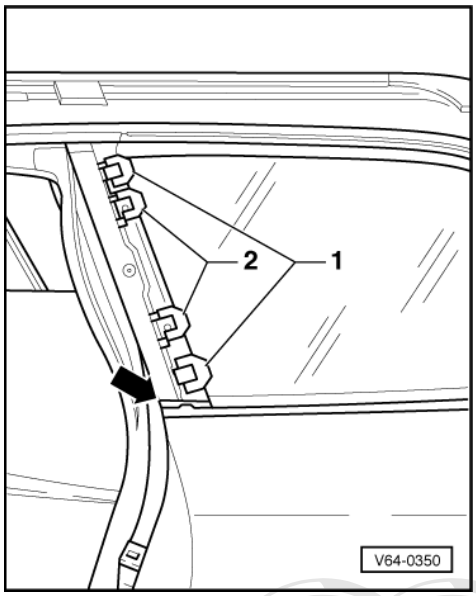


1 - -> Side window
2 - Adhesive bead
3 - C-pillar
4 - C-pillar cover
5 - Bracket

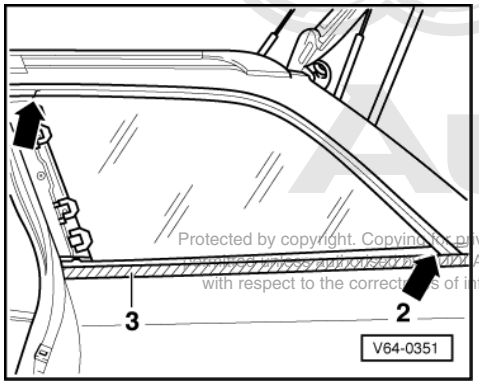
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Note:

On installation the locator for the C-pillar cover must be pushed in behind the bracket.

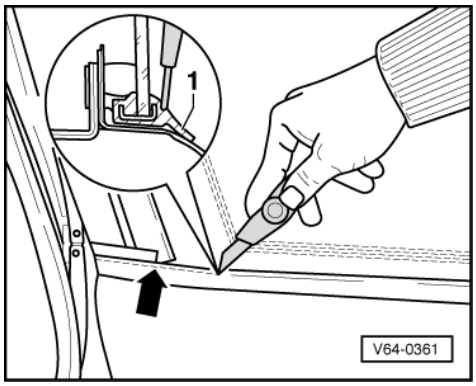


- -> Pull C-pillar cover bracket -1- forward.
- Drill off rivet heads from C-pillar cover bracket -2- and tap through rivet shafts into the interior.
- Detach bracket towards the front.
- Drill off rivet head -arrow- on side window seal and tap through rivet shaft into the interior.



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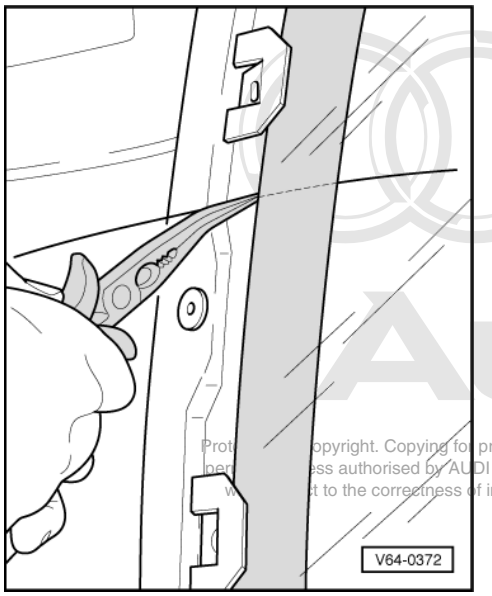
- -> Grip side window seal with pliers in area -arrow 1- and pull out as far as -arrow 2-.
- Separate seal from bottom section in area -arrow 2- using a cutter.
- Affix fabric adhesive tape -3- to prevent the cutting wire from damaging the paintwork.



- -> Cut into seal over the entire length of the 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.

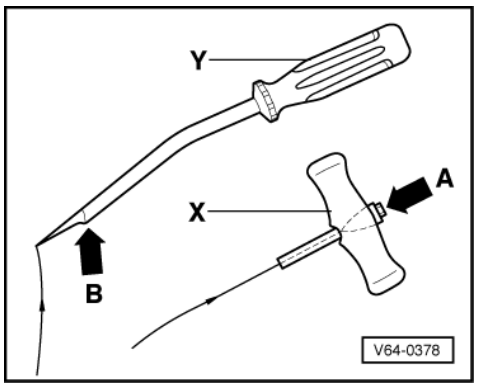
Important!
When removing a window, always wear goggles and leather gloves.



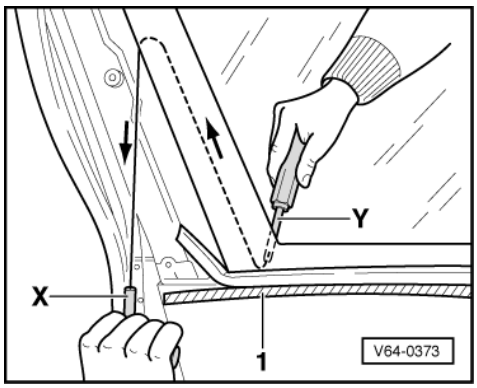
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Removal of unbroken window:

- -> Push cutting wire from the outside to the inside through the adhesive sealant in the area of the C-pillar centre using long-nose pliers.



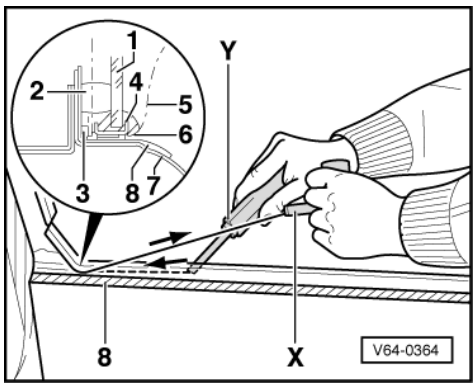
- -> Thread cutting wire in gripper -X- outside vehicle and clamp in place -arrow A-.
- Secure cutting wire to cutting tool -Y- in vehicle interior -arrow B-.



- -> 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.

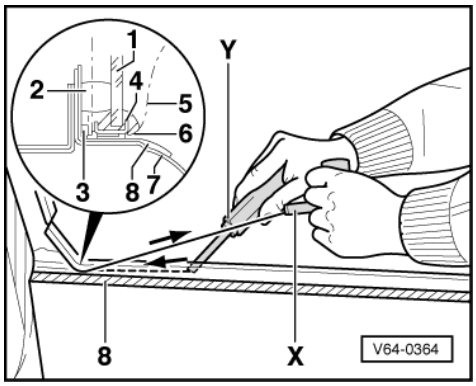
Note:

Ensure acute cutting angle of cutting wire to adhesive bead.



- -> Place or draw cutting wire -5- under metal core of side window seal -4-.

1 - Side window
2 - Adhesive bead
3 - Additional sealing compound
not required for new fitting as of 03.92
6 - Side window seal
7 - Side panel
8 - Fabric adhesive tape



- -> 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:

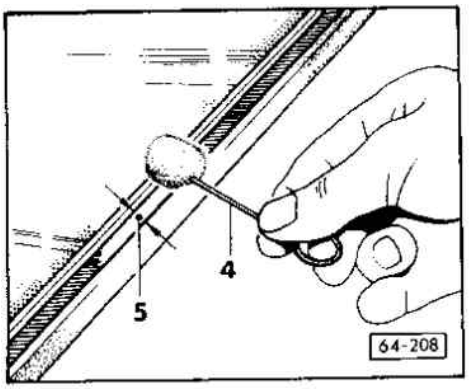
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- Remove pieces of glass up to adhesive sealant.
- Separate glass residues and adhesive sealant with carpet knife or electric cutter.

Installation

- Preparations for installing the window => Page 175 .

Applying primer



Note:

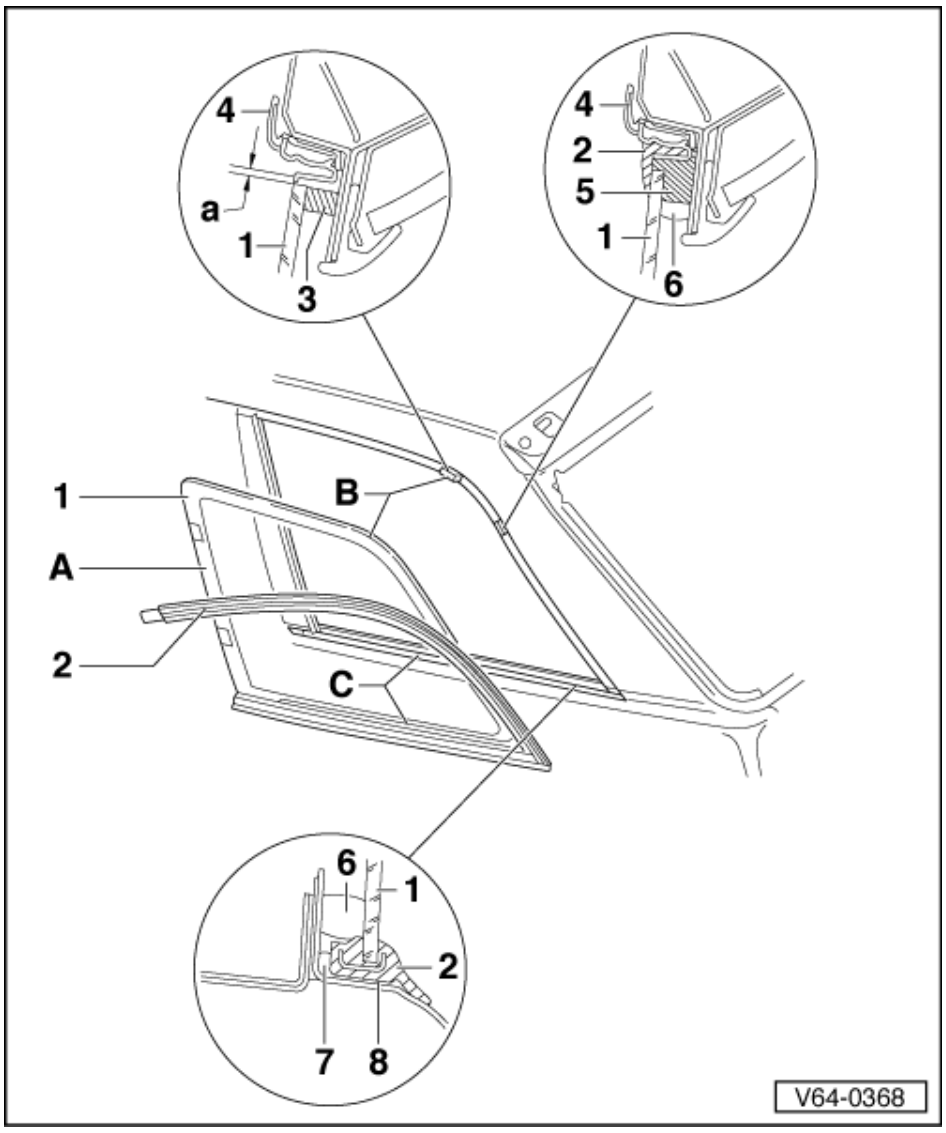
Application of ceramic on the windows is not priming! It is essential that primer is applied before the adhesive sealant is applied!

- -> Apply primer evenly in one pass all round window using applicator -4-.
- Start application with fully soaked felt. Drying time approx. 5 minutes.
  - Primer width -5- = 22 mm
- Prime centrally to dimensions for adhesive bead application => Page 204 .

Note:

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

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Installing side window

1 Side window

- Fit seal -item 2 - onto bottom rim of window.
- Affix spacer -item 5 -.
- Apply adhesive bead => Page 205 .
- Insert side window in cutout using double suction cup unit, ensuring window contacts spacer.

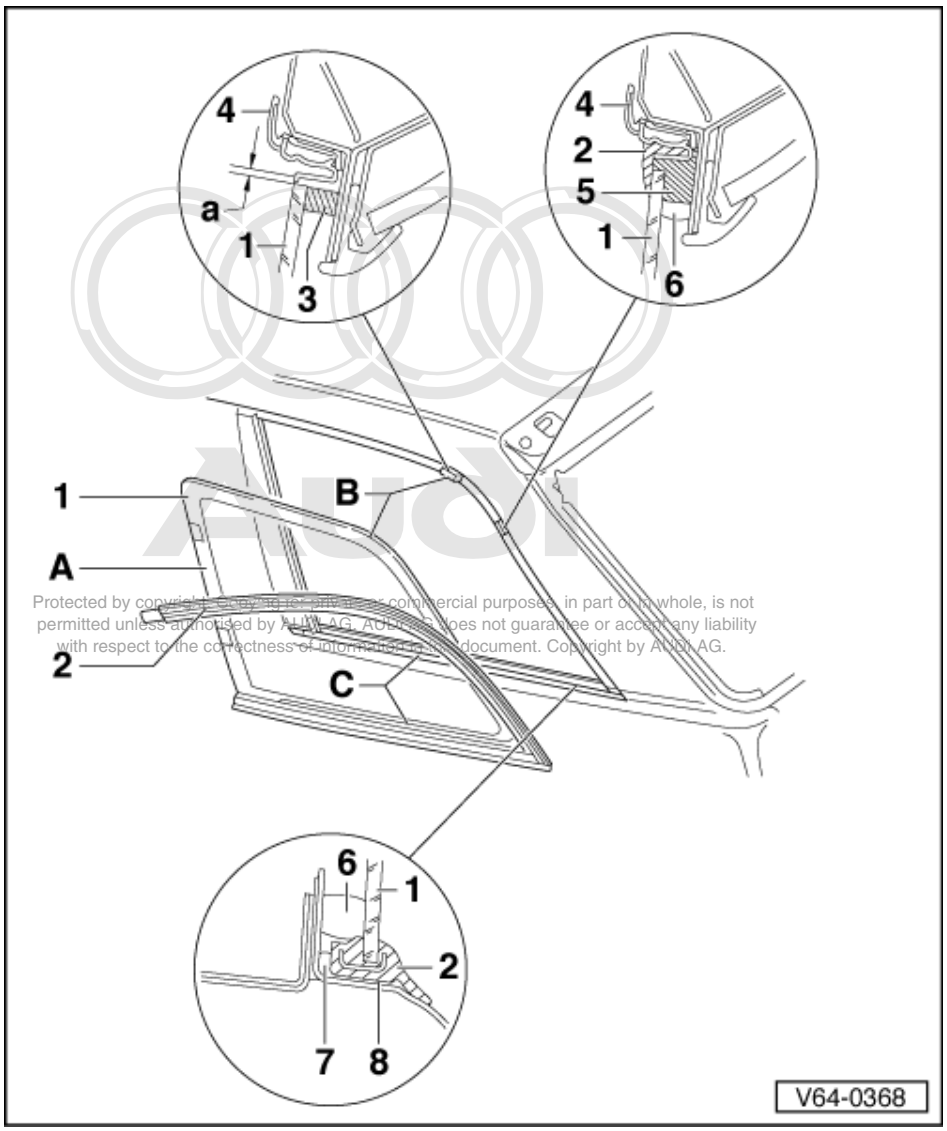
2 Side window seal

- Press top section of side window seal into roof trim -item 4 -.

3 Spacer

- Not required; no longer fitted when a new side window is installed

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4 Roof strip

5 Spacer

- Not required; no longer fitted when a new side window is installed

6 Adhesive bead

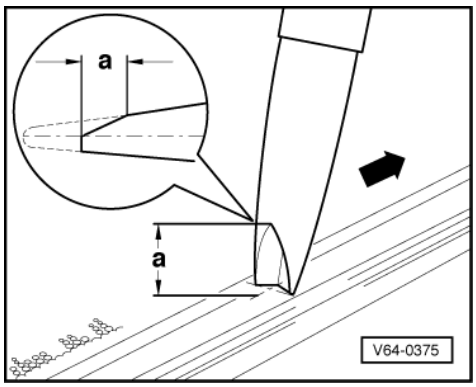
- Mounting dimensions:
  -Item A- => Fig. 2
  -Item B- => Fig. 3
  -Item C- => Fig. 4

7 Sealing compound

- Not required; no longer fitted when a new side window is installed

8 Shim

- Not required; no longer fitted when a new side window is installed

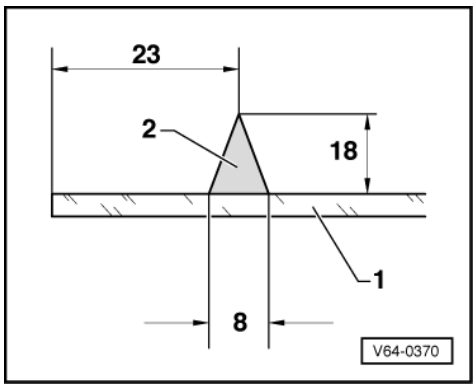


-> Fig.1 Opening for nozzle tip

- If no moulded tip is available, cut nozzle tip to shape as shown in the illustration.
  - Dimension a = 18 mm
  - Adhesive bead width = 8 mm

Note:

The bead cross-section is influenced by the nozzle opening and by the speed of application.

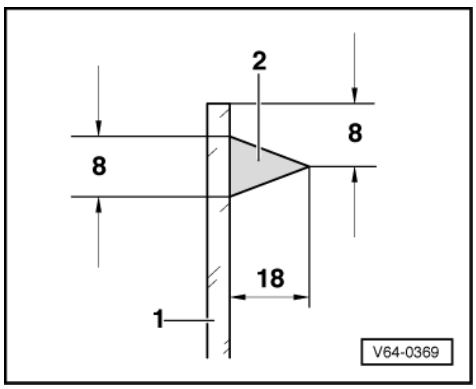


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-> Fig.2 Dimensions for applying adhesive bead - item A

• Dimensions in mm; measured from front edge.

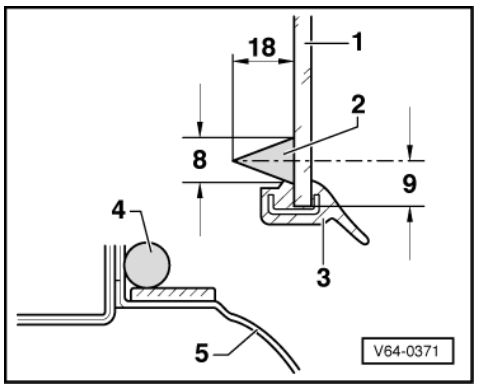
1 - Side window
2 - Adhesive bead



-> Fig.3 Dimensions for applying adhesive bead - item B

- Dimensions in mm; measured from top edge.

1 - Side window
2 - Adhesive bead



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-> Fig.4 Dimensions for applying adhesive bead - item C

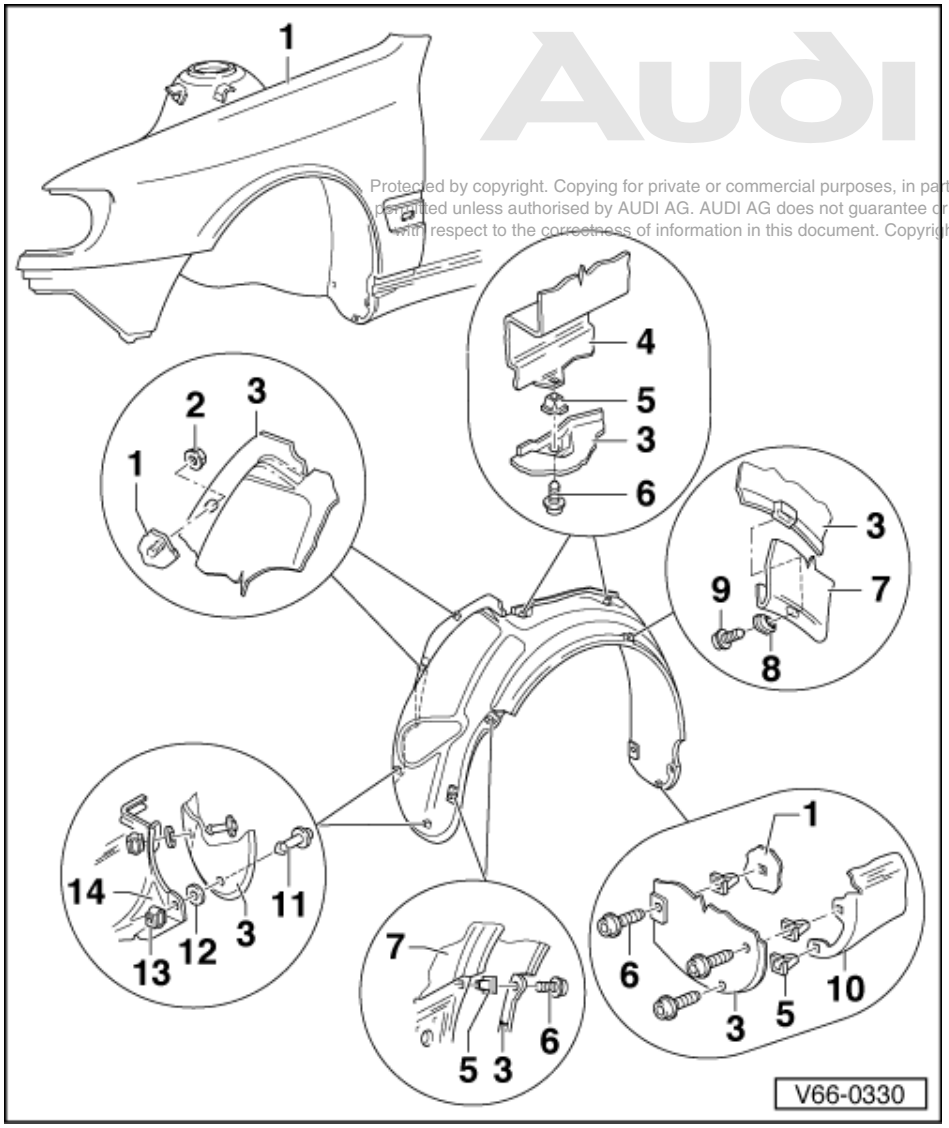
- Dimensions in mm; measured from bottom edge.

1 - Side window
2 - Adhesive bead
3 - Side window seal (with metal core)
4 - Plug (not required)
5 - Side panel

66 - Exterior equipment

1 - Wheel housing liners

1.1 - Wheel housing liners



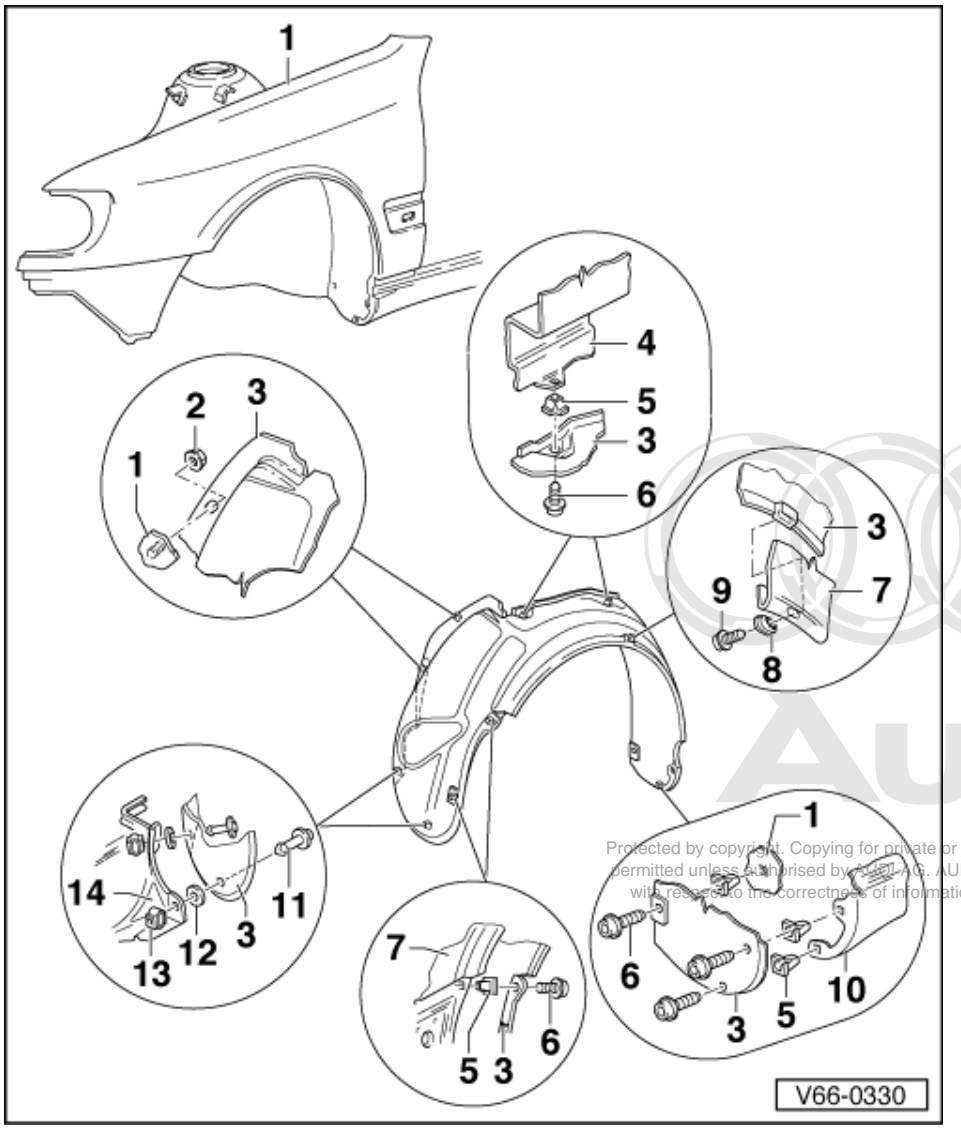
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1.2 - Removing and installing front wheel housing liner

1 Front wheel housing
2 Clip nut
3 Front wheel housing liner
- ◆ Removal:
- - Unscrew nut -item 2 -.
- - Unscrew screws -item 6 - and -item 9 -.
- - Release retaining pins -item 11 -.
- - Disengage wheel housing liner from wing and pull out downwards.

4 Connecting piece

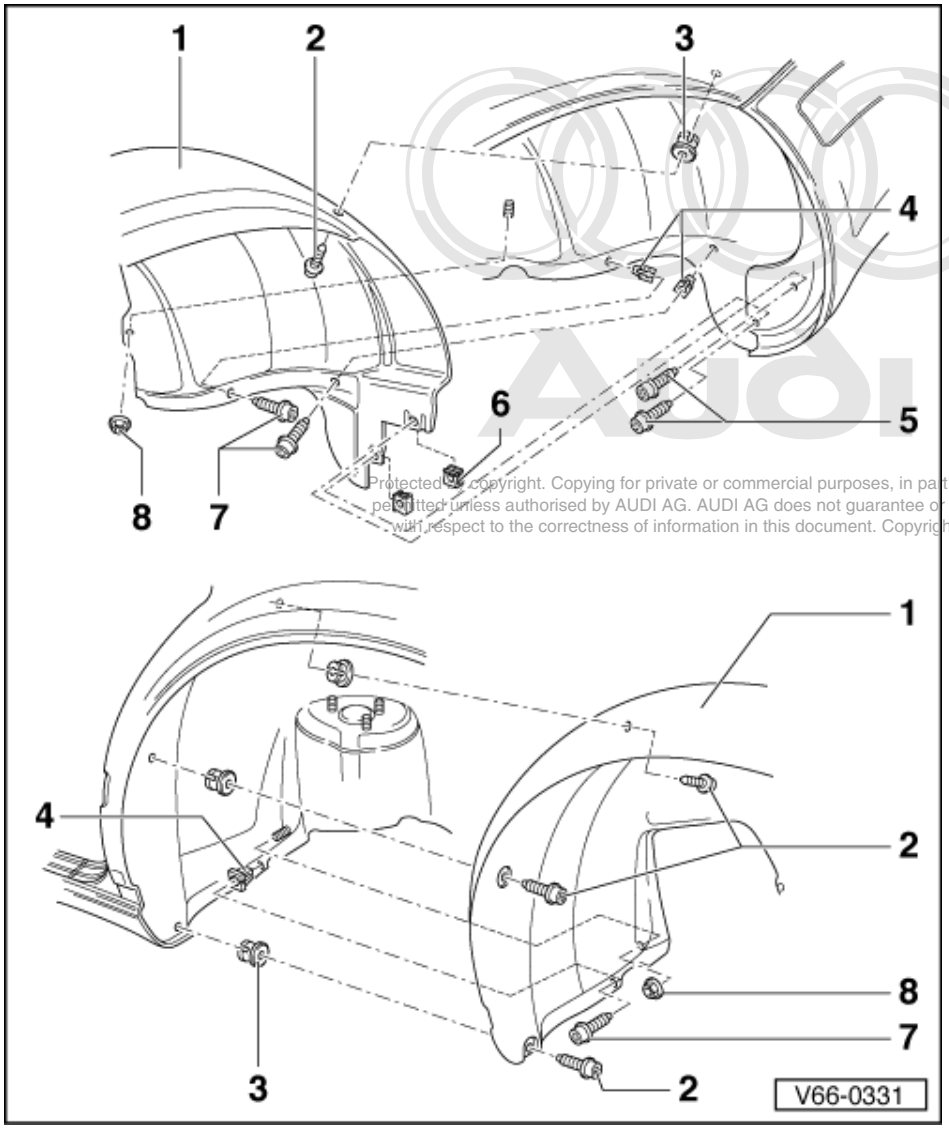
5 Plug-in nut



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6 Combi screw - 2 Nm
7 Front wing
8 Protective clip
9 Combi self-tapping screw - 1 Nm
10 Front sill panel
11 Retaining pin
12 Lock washer
13 Clip
14 Noise insulation

1.3 - Removing and installing rear wheel housing liner



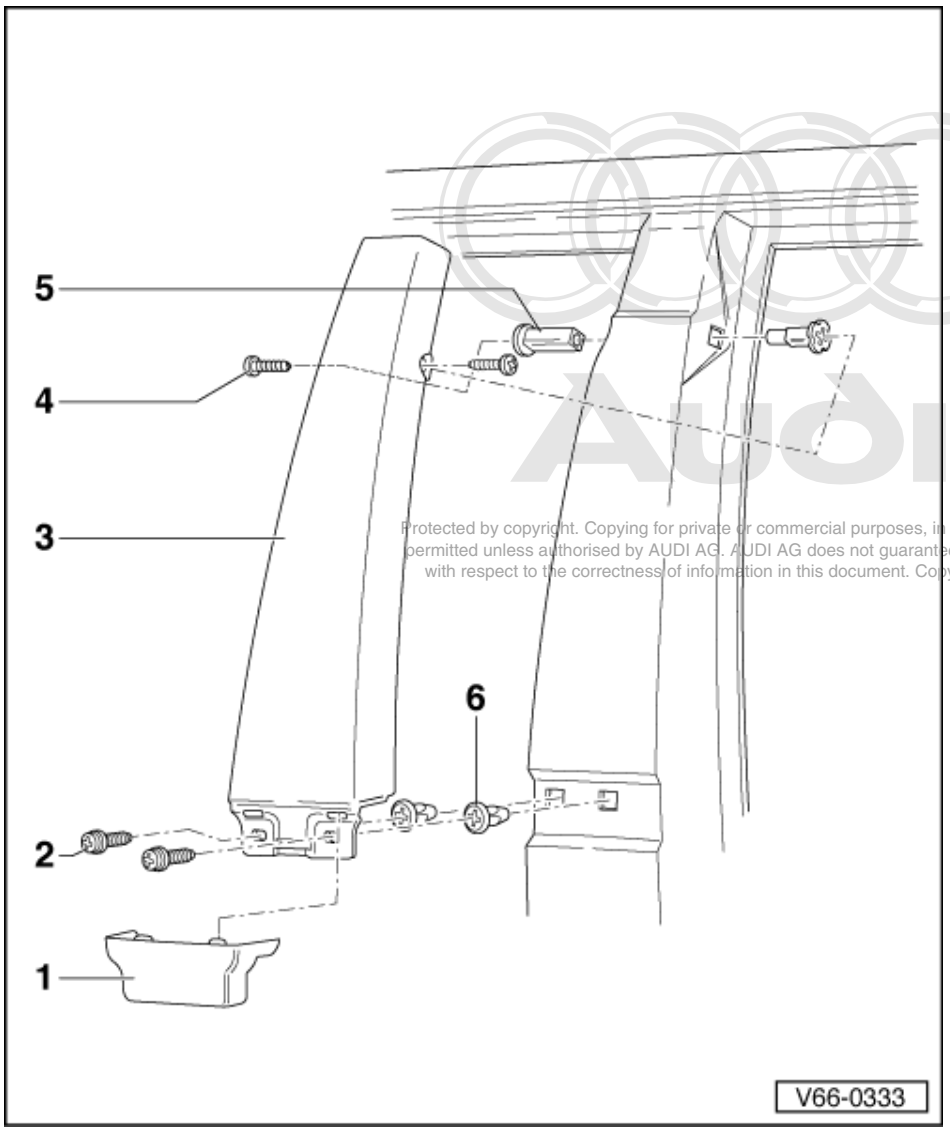
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1 Rear wheel housing liner
- ◆ Removal:
- - Unscrew screws and nuts.
- - Disengage wheel housing liner from rear bumper and wheel housing and remove.

2 Combi self-tapping screw - 3 Nm
3 Body-bound rivet
4 Plug-in nut
5 Combi self-tapping screw - 3 Nm
6 Snap-on nut
7 Combi self-tapping screw - 2 Nm
8 Clip nut

2 - B-pillar trim

2.1 - B-pillar trim



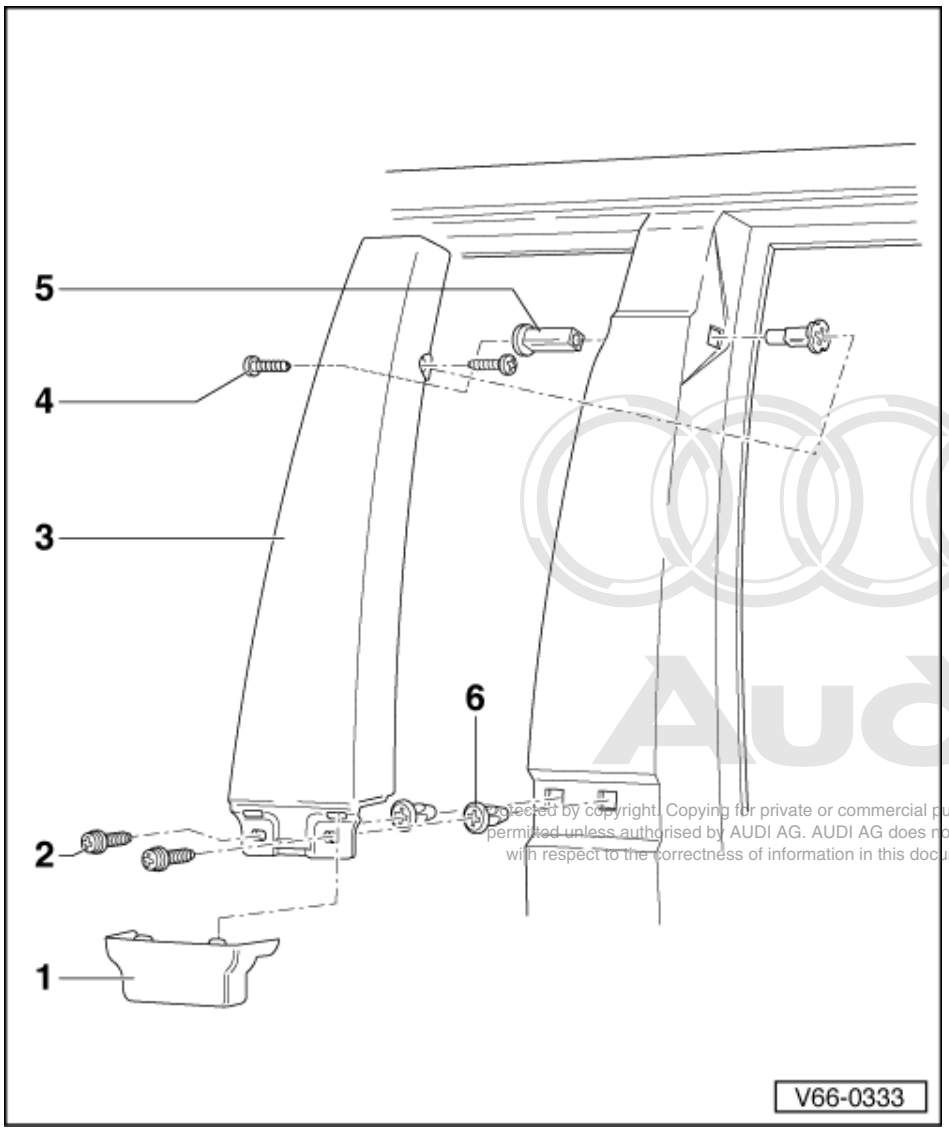
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2.2 - Removing and installing B-pillar trim

1 **Cap**
- Pull off downwards before removing B-pillar trim

2 **Crosshead screw - 1 Nm**
- 2 off

3 **B-pillar trim**
- Removal:
- Pull off cap -item 1- downwards.
- Unscrew screws -item 2- and -item 4- and remove trim.
- Installation:
- First screw in front screw -item 4-, then the lower screw -item 2-.



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- Finally, screw in rear screw -item 4 -.

Note:

The outer lip of the door window seal must make contact over the entire section of the B-pillar trim. If the seal is compressed too severely, the protruding lip creates wind noise.

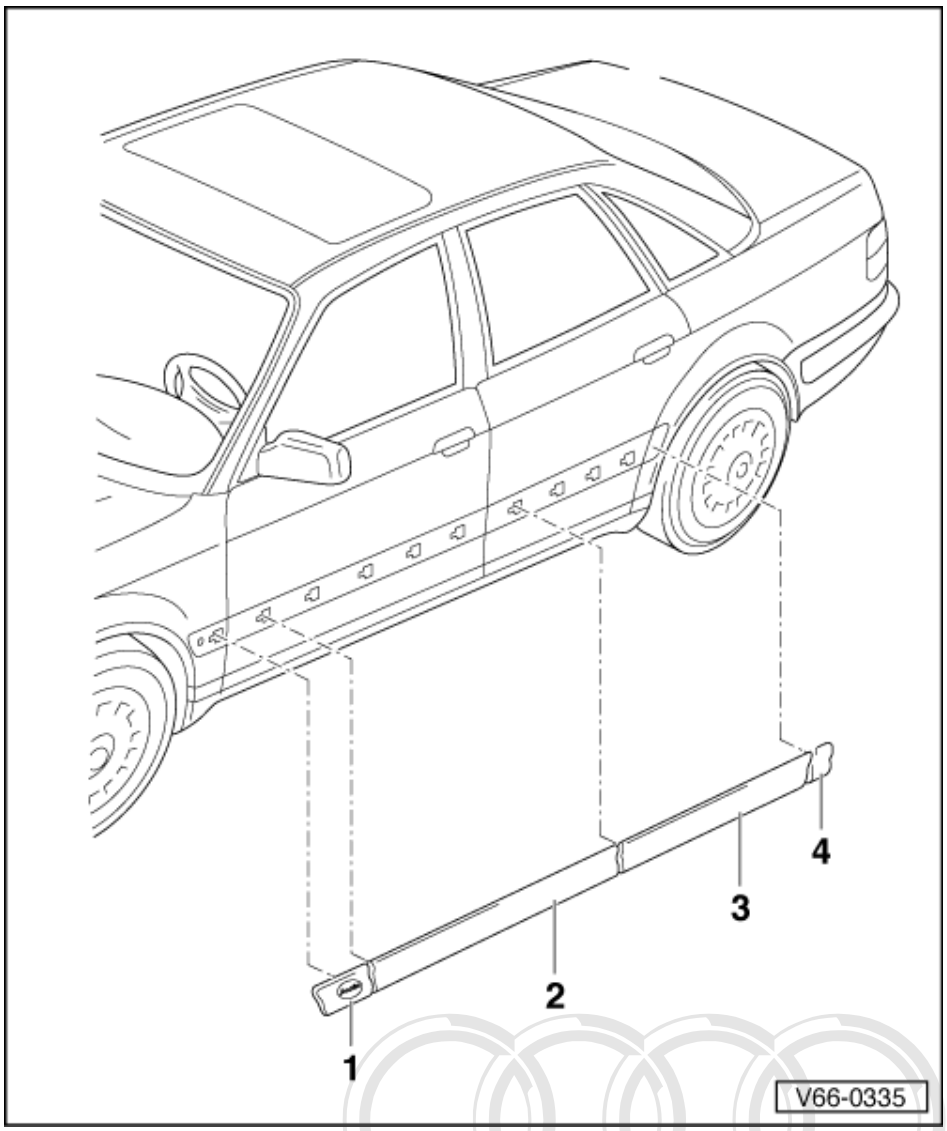
4 Crosshead screw - 1 Nm
- 2 off
- When installing trim, first screw in front screw

5 Spreader clip

6 Spreader nut

3 - Protective trim strips

3.1 - Protective trim strips



3.2 - Removing and installing protective trim strips

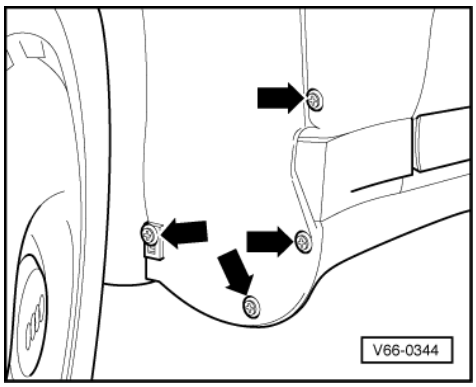
1 Wing protective trim strip
- Removing => Fig. 1

2 Front door protective trim strip
- Removing => Fig. 2

3 Rear door protective trim strip
- Removing => Fig. 3

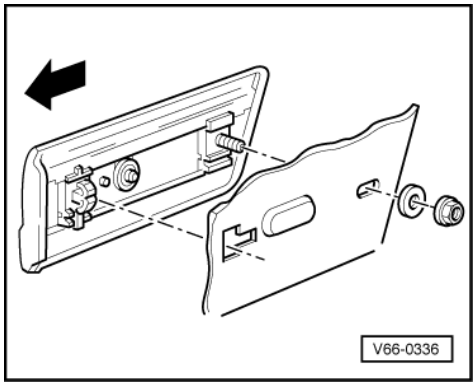
4 Side panel protective trim strip
- Removing => Fig. 4

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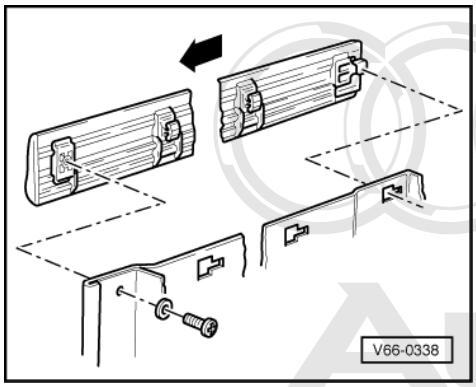


-> Fig.1 Removing wing protective trim strip

- Unscrew wheel housing liner in area of protective trim strip -arrows- and push it aside.



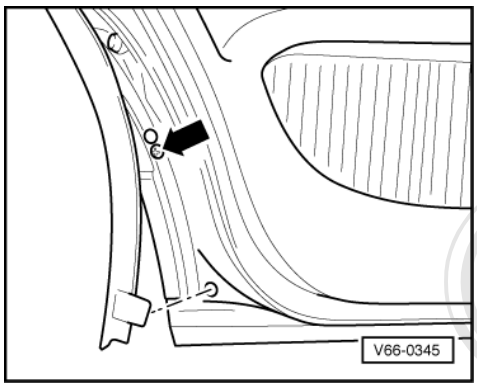
- -> Unscrew plastic nut on inside of wing.
- Raise protective trim strip at front, pull out of locking mechanism towards rear in direction of arrow and remove.



-> Fig.2 Removing front door protective trim strip

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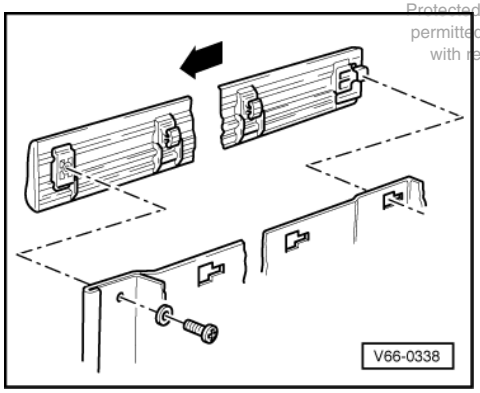
- Unscrew 2 crosshead screws on inside of door.
- Pull protective trim strip out of locking mechanism towards rear in direction of arrow and remove.



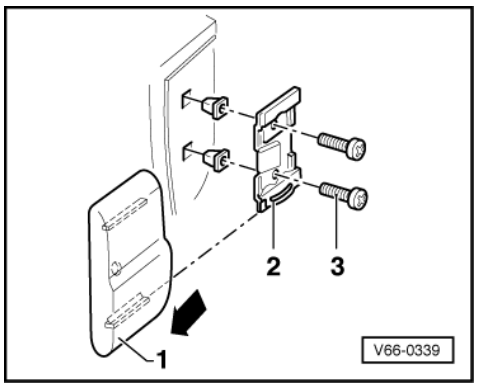
-> Fig.3 Removing rear front door protective trim strip

- Pull off door seal in area of protective trim strip.
- Unscrew crosshead screw -arrow-.

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- -> Pull protective trim strip out of locking mechanism towards rear in direction of arrow and remove.



-> Fig.4 Removing side panel protective trim strip

Note:

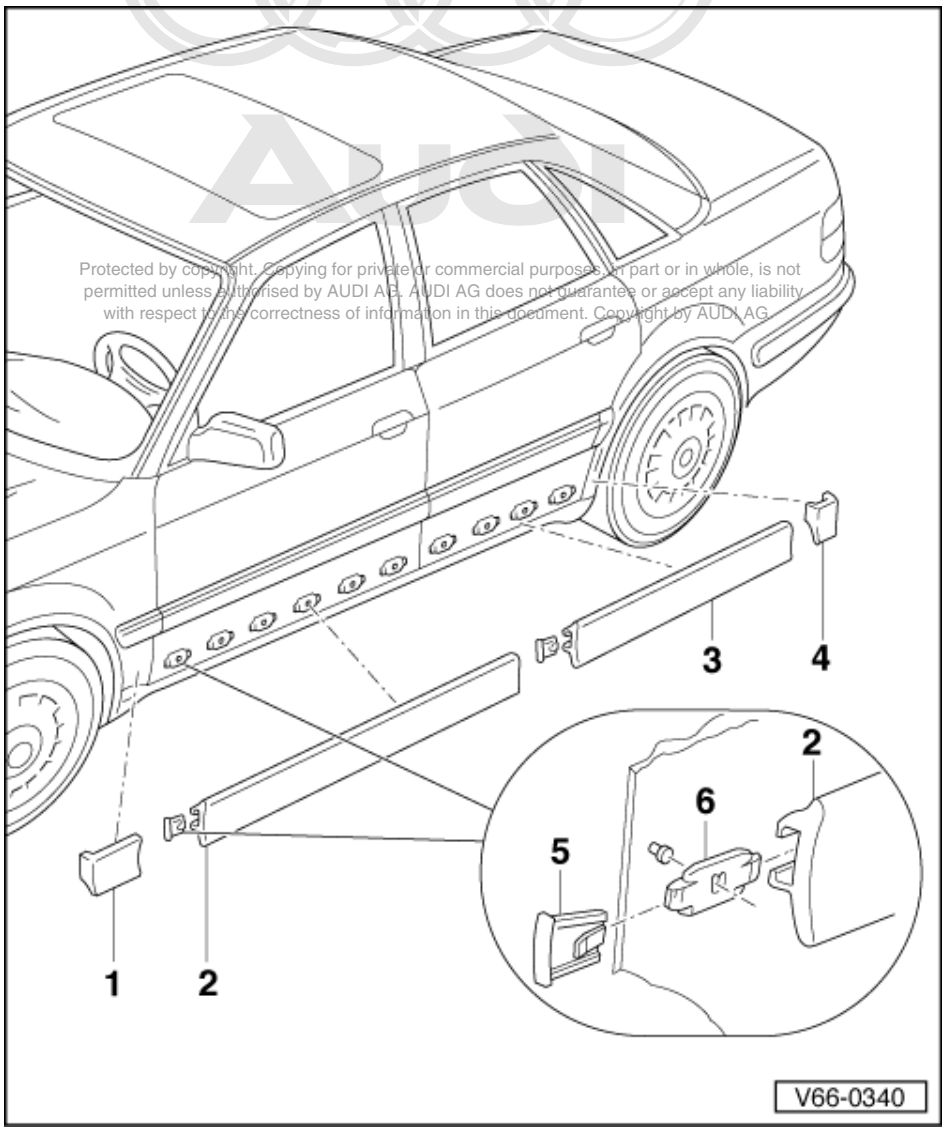
The protective trim strip -1- cannot be removed non-destructively - the retaining lug snaps. Use new protective trim strip.

- Push protective trim strip out of fixing towards front in direction of arrow.

2 - Retaining clip
3 - Oval-head screw

4 - Gap covering for side member

4.1 - Gap covering for side member



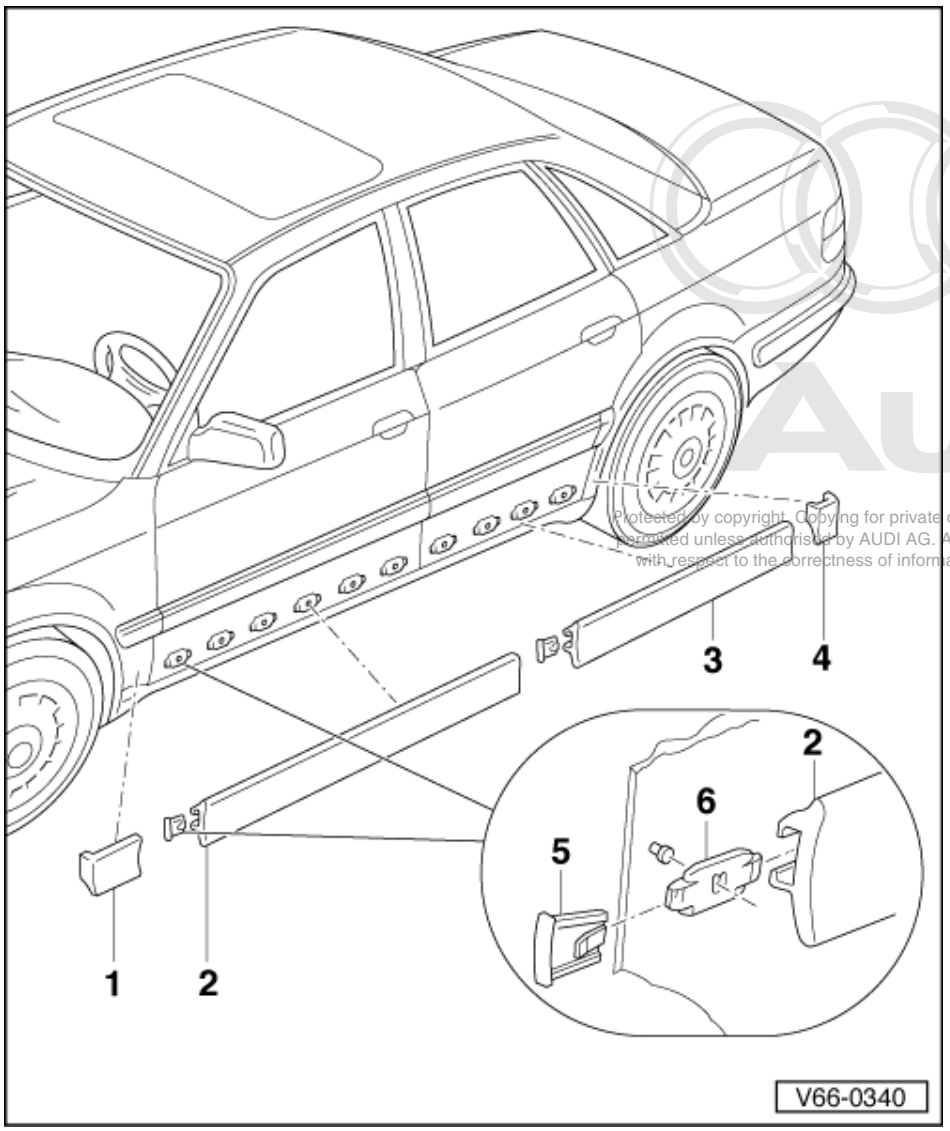
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4.2 - Removing and installing gap covering for side member

1 **Wing cover**
- Removing => Fig. 1

2 **Front door cover**
- To remove, pull cap -item 5- towards rear out of clips -item 6-.

3 **Rear door cover**
- To remove, pull cap -item 5- towards rear out of clips -item 6-.



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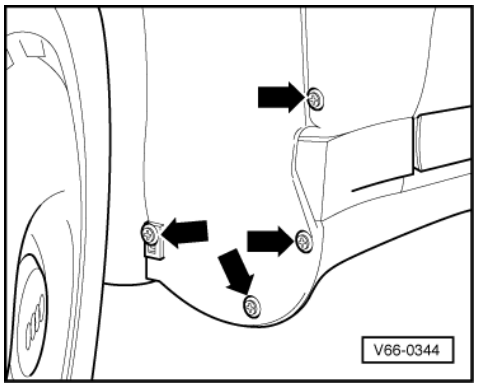
4 Side panel cover

- Removing => Fig. 2

5 Cap

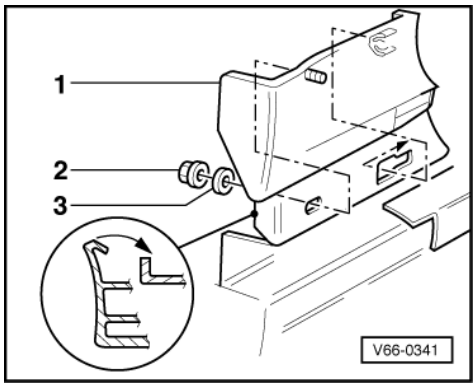
- To remove, lever off

6 Clip



-> Fig.1 Removing wing cover

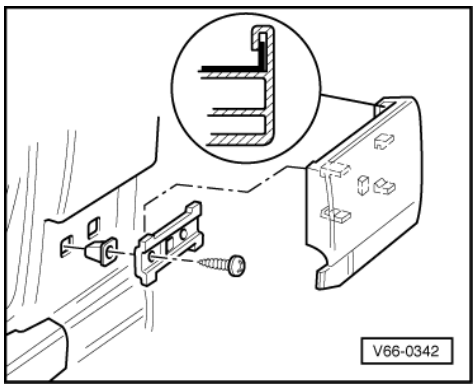
- Unscrew wheel housing liner in area of cover -arrows- and push it aside.



- Unscrew -> plastic nut -2-.
- Lever off front cover -1-, push out of locking mechanism in direction of arrow and remove.

3 - Washer

- When installing, the cover must be levered back over the flange.



-> Fig.2 Removing side panel cover

- Lever surround out of side panel and push cover towards front out of retaining clip.

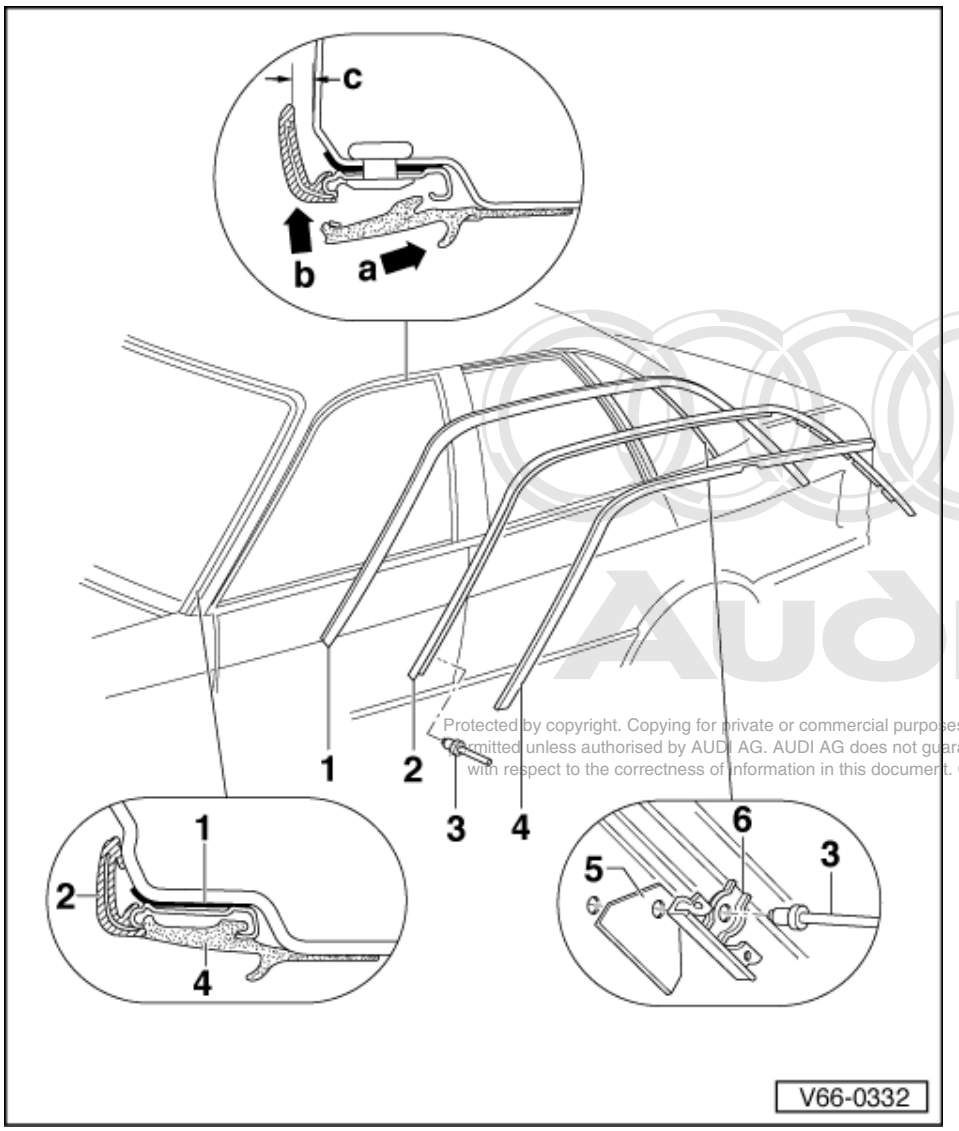
Note:

When installing, ensure that the bracket on the cover is inserted under the sill panel trim.

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5 - Roof trim strip

5.1 - Roof trim strip



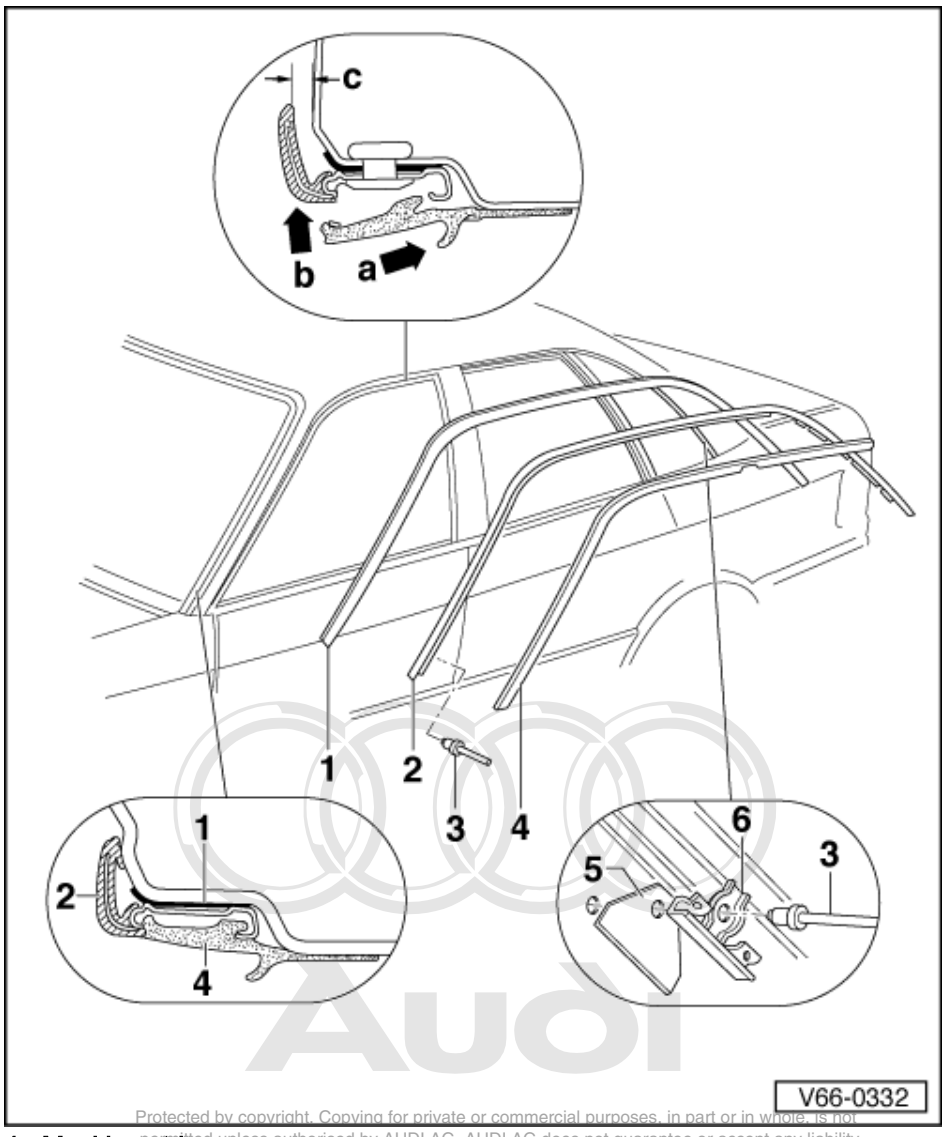
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5.2 - Removing and installing roof trim strip

1 Seal
- Always replace

2 Roof trim strip
- Remove side window=>Page 192 .
- Remove B-pillar trim => Page 210 .
- Lever masking strip out of roof trim strip =>Fig. 1
- Drill off rivet heads and tap through rivet shafts

3 Hollow rivet
- 22 off



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4 Masking strip

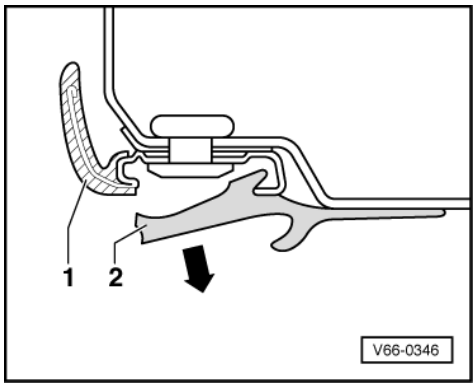
- Removing =>Fig. 1

5 Shim plate

- 2 off

6 Clip

- When installing, press roof trim strip into clip.



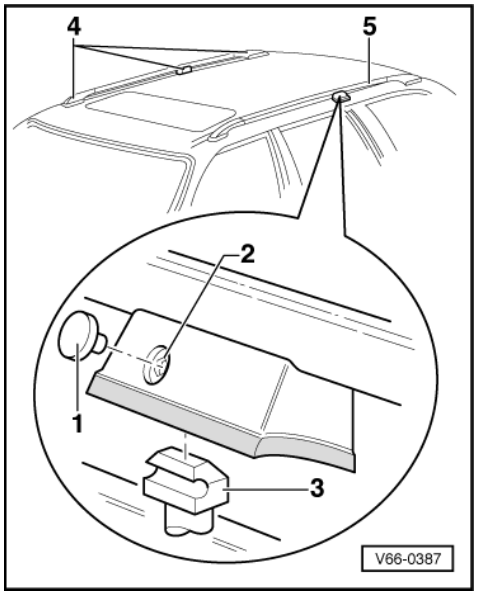
-> Fig.1 Levering off masking strip

- Lever off masking strip -2- on outside in direction of arrow and then remove from roof trim strip -1-.

6 - Roof rail (Avant)

6.1 - Roof rail (Avant)

6.2 - Removing and installing roof rail

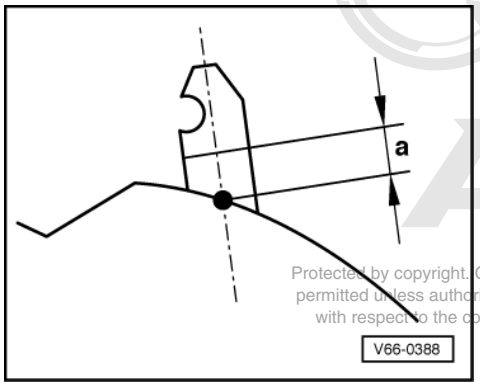


Removal

- -> Pull caps -1- out of supporting feet -4-.
- Loosen hexagon socket screws -2- in supporting feet.
- Detach roof rail -5- upwards.

Installation

- Before mounting the roof rail onto the threaded studs -3-, check the position of the studs and correct if necessary => fig. below.
- Coat hexagon socket screws with AMV 197 000 01 locking compound before inserting.



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- -> Adjust threaded studs by rotating.
  - Groove in threaded stud must be parallel to centre of vehicle.

- Dimension a = 3.2 ... 4.2 mm

Note:

Ensure adequate sealing.

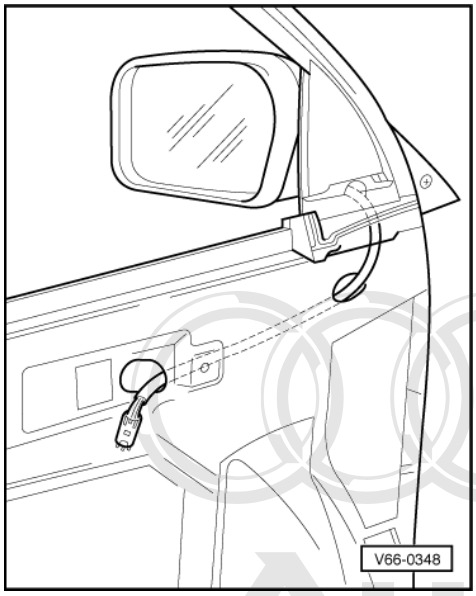
7 - Exterior mirrors

7.1 - Exterior mirrors

7.2 - Removing and installing exterior mirrors > 05.94

Removal

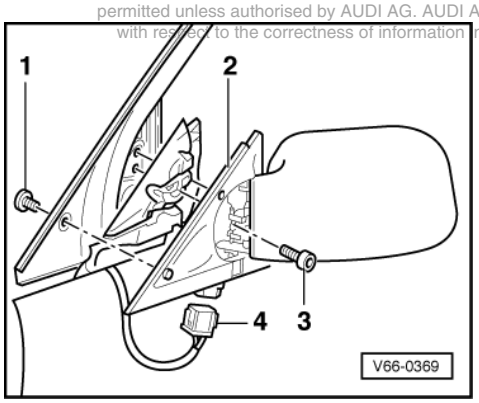
- For mechanical mirror adjusters, remove front door trim
  => Page 318 .



- -> Withdraw adjuster with Bowden cables out of door component carrier.
- Wind down/lower door window.

- Swivel mirror towards rear.

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- -> Unscrew oval-head screw -1- (2 Nm).
- Unscrew socket-head cap screw -3- (5 Nm).

- Remove exterior mirror.
- Disconnect connector -4-.

Installation

- Insert pin -2- into fixing hole. Window slot seal must cover base of mirror.
- Screw in fixing screws.
- Swivel mirror into starting position and press towards centre of vehicle until it locks into place.
- Thread adjuster with Bowden cables into door component carrier.

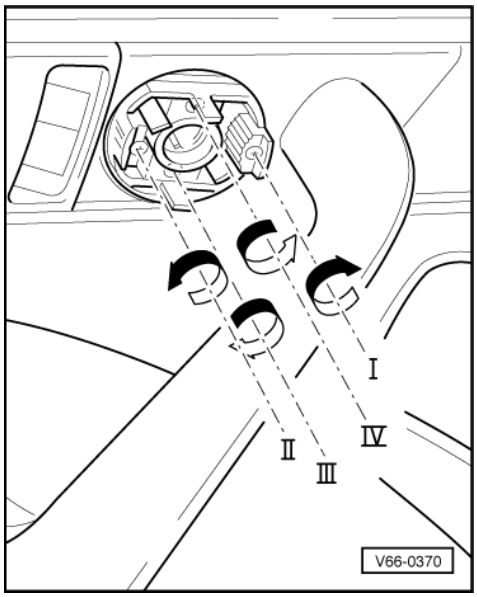
Adjusting mirror control

- Adjuster installed

- Pull off adjuster knob and adjuster ring.

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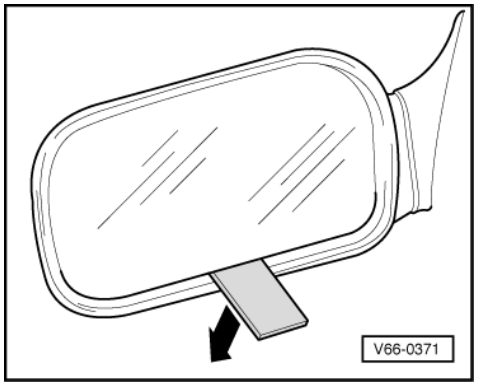
Notes:



- 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 -I- clockwise until a slight resistance is felt.
- Turn opposite adjuster screw -II- anti-clockwise until a slight resistance is felt.
- Turn adjuster screws -III- and -IV- in the same way.

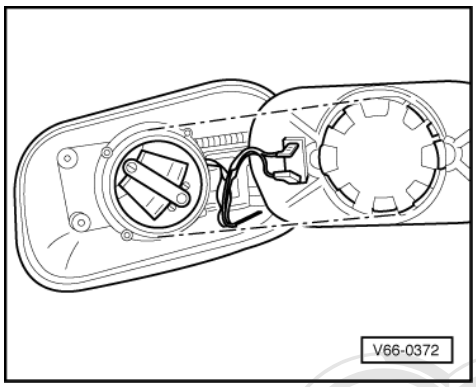
Removing and installing mirror glass



Removal

- Tape up mirror housing.
- -> Using a thin plastic wedge, carefully lever out mirror glass at bottom, then at top.
- Disconnect connectors.

Installation



- Connect connectors.

Important!
When installing mirror glass always wear protective gloves.

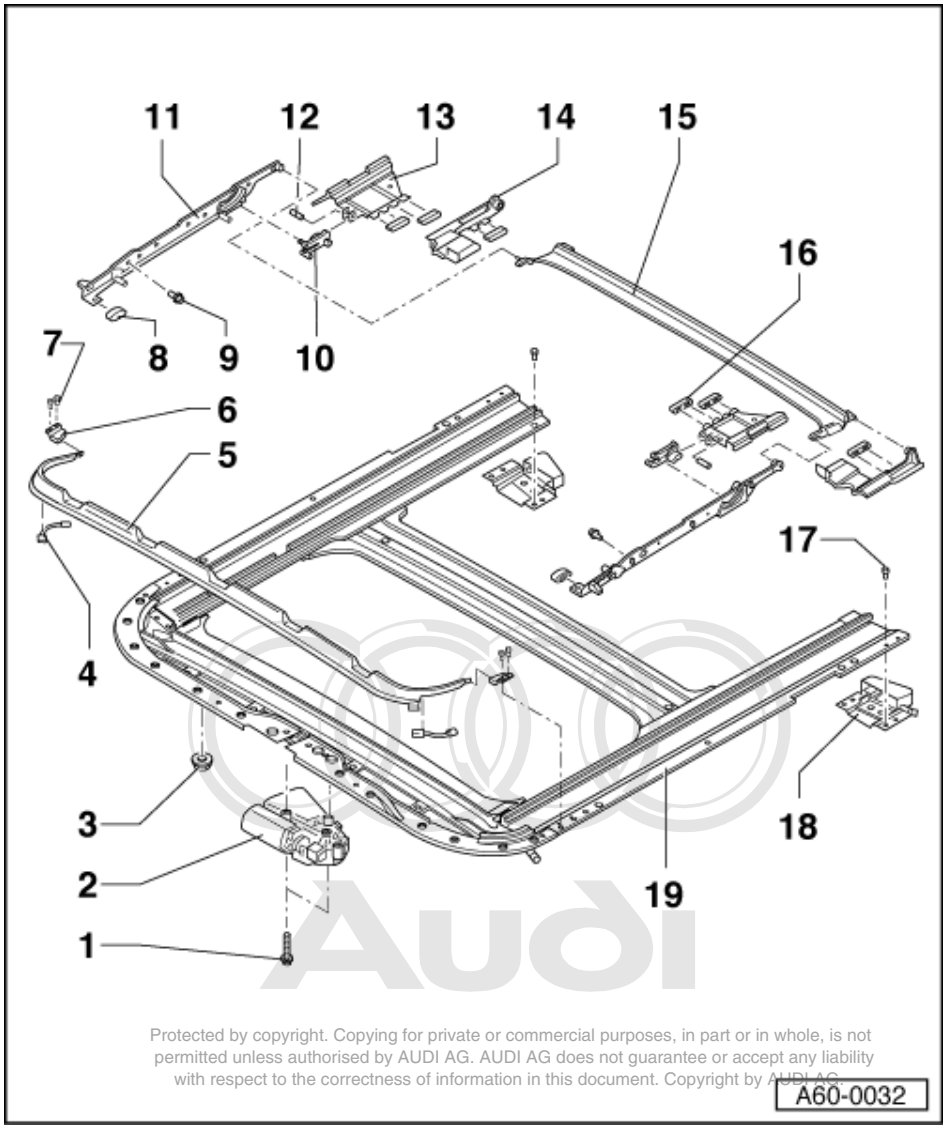
- -> Insert mirror glass into locators and press into place.

Note:

Exert pressure only on centre of glass.

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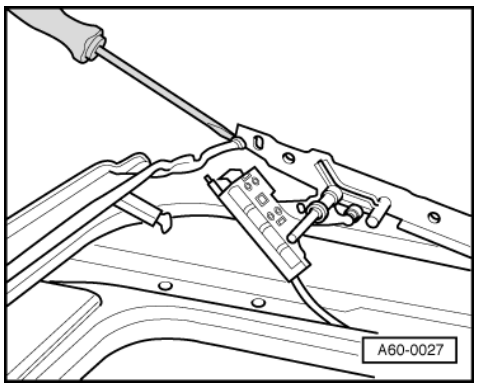
7.3 - Removing and installing exterior mirrors > 06.93



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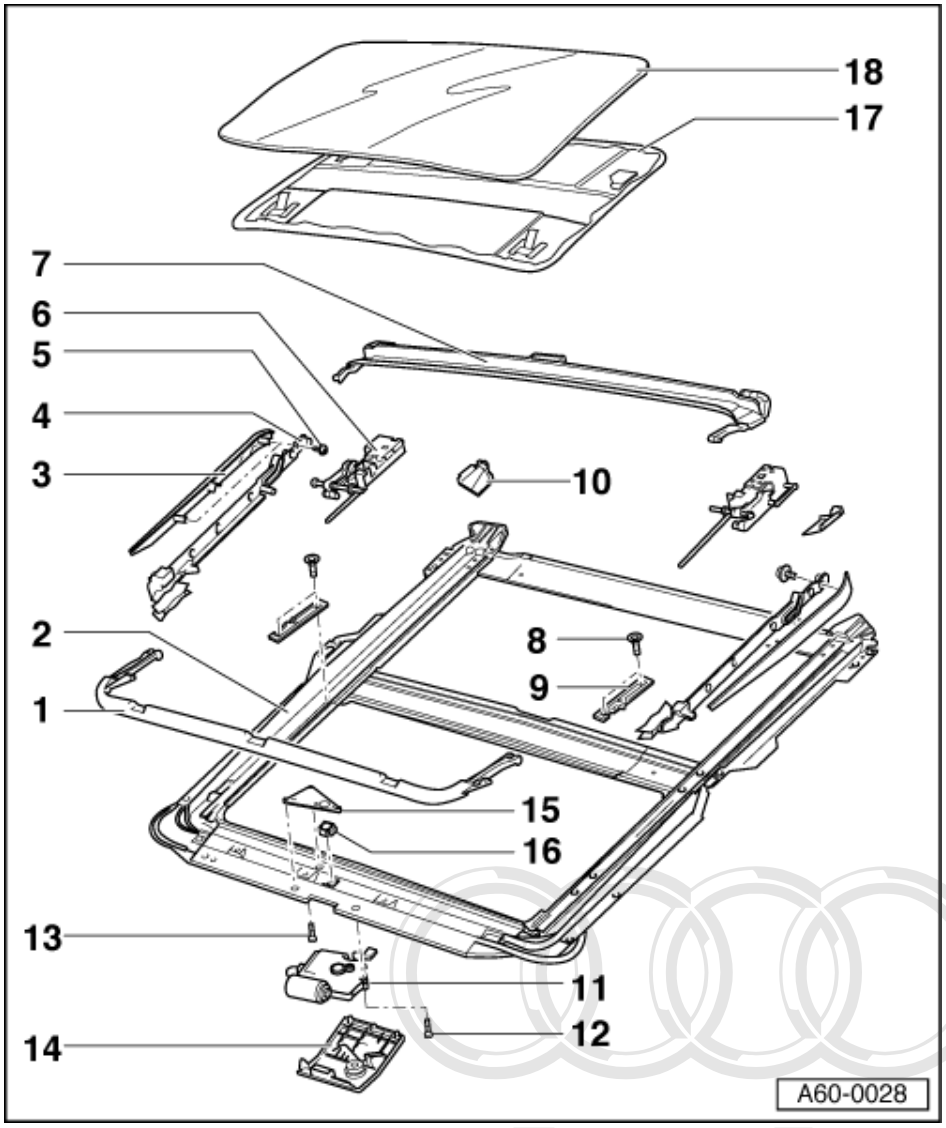
Note:

-> These instructions apply only to exterior mirrors with the manufacturer's identification code shown -arrow-.



- Remove mirror glass => Page 222 .

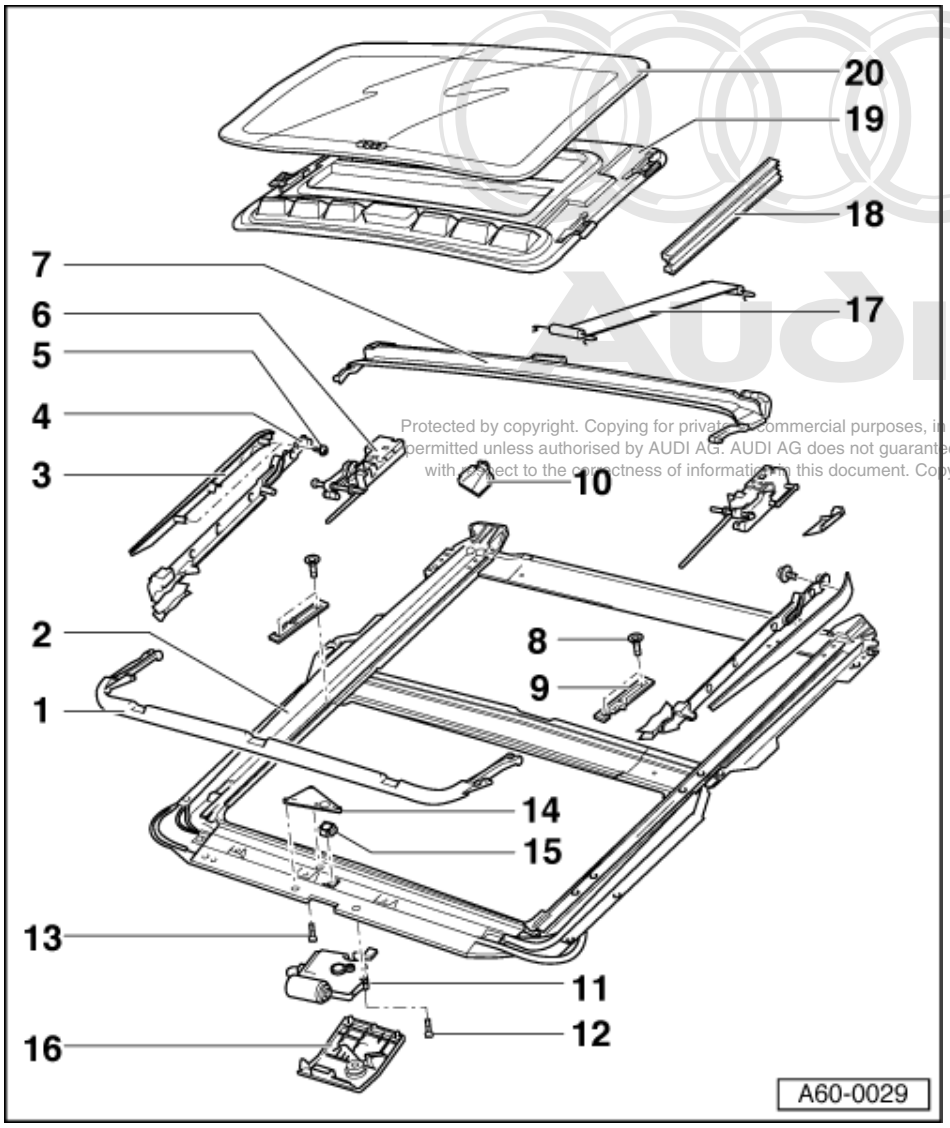
- -> Unscrew screw -1- from housing frame and unclip housing frame.



Removing adjuster unit

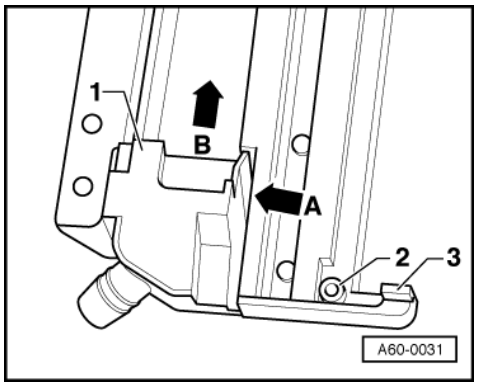
- -> For electric adjuster, unscrew three screws -3- of adjuster unit -2-.
- For mechanical adjuster, unscrew four screws -3-.
- Unscrew 3 screws -4-.

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- -> Push electric adjuster unit -2- carefully through housing cutout, as shown in the fig.

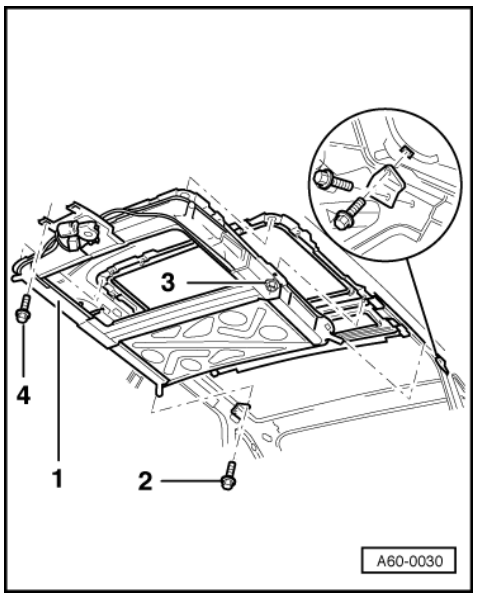


- -> For mechanical adjuster unit, remove positioning cam -arrow 1- before pressing it through the housing cutout, as described for the electric unit.

Notes:

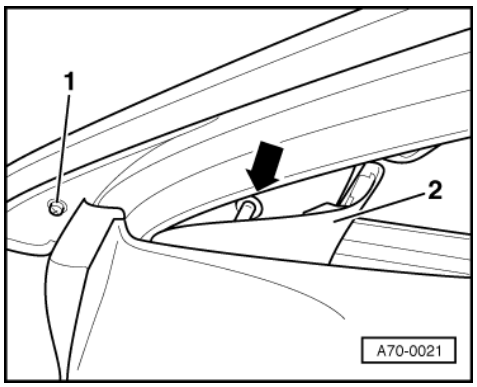
- Removing the positioning cam does not impair function.

- When installing a new unit, the positioning cam must also be replaced.

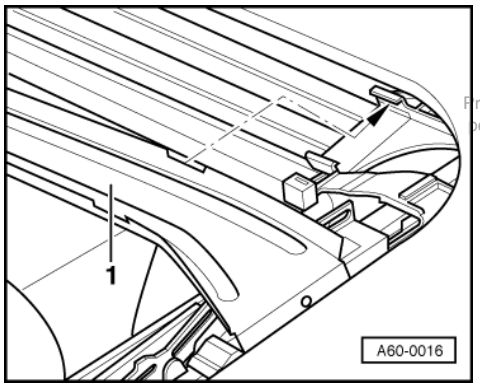


- -> Turn housing in direction of arrow and detach.

7.4 - Removing and installing exterior mirrors 06.94 ä



- Wind door window fully down.
- -> Lever out retaining lug -arrow- from trim plate -2- and unclip from door component carrier.
- Unscrew screw -1- (2 Nm).



- -> Unscrew screw -1- with washer -2- (8 Nm).
- Lift out exterior mirror -4- behind window slot seal and window channel.
- Lift off seal -3- together with mirror.

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- Disconnect connector.

Note:

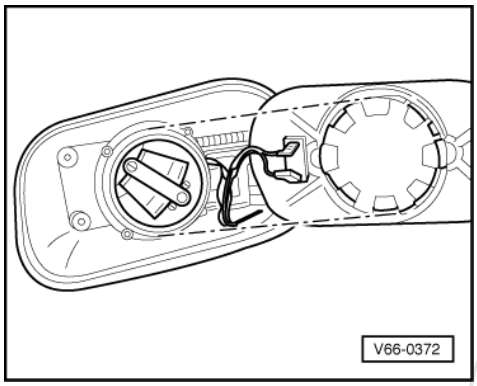
For vehicles with electric fold-in/fold-out mirror, remove front door trim => Page 318 before disconnecting connector.

- When installing, align exterior mirror to window channel.

Removing and installing mirror glass

Removal

- Removing mirror glass => Page 222 .



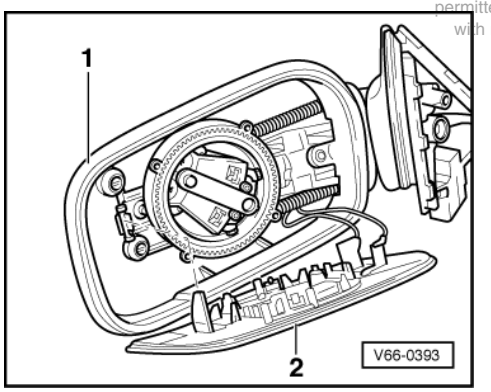
Installation

- Connect connectors.

Important!
When installing mirror glass always wear protective gloves.

- -> Insert mirror glass into locators and press into place.

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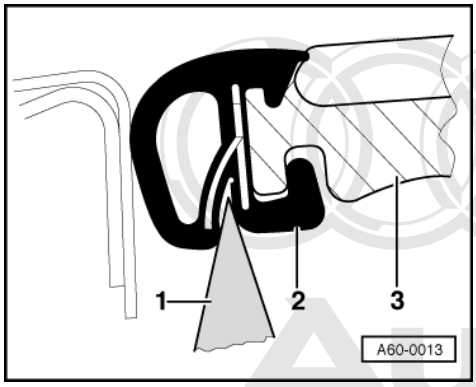


- -> The friction lug on the mirror glass -2- must be inserted into the friction spring in the housing -1- when inserting the mirror glass.
- Press mirror glass into place.

Note:

Exert pressure only on centre of glass.

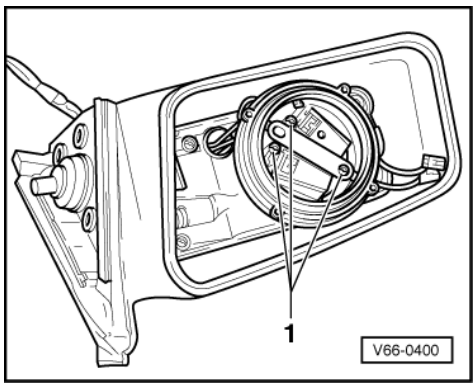
Removing and installing exterior mirror housing



- Remove mirror glass => Page 222 .
- -> Unscrew screws -4- (2 off on driver's side, 1 off on passenger's side).
- Push back lugs -2- and remove cover -3-.
- Unscrew screws -1- (3 off on driver's side, 2 off on passenger's side).
- Lift out housing -5- upwards.

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Removing and installing electric adjuster unit



- Switch off ignition.

Note:

For vehicles with mirror memory, disconnect battery. Before disconnecting the battery, determine radio security coding.

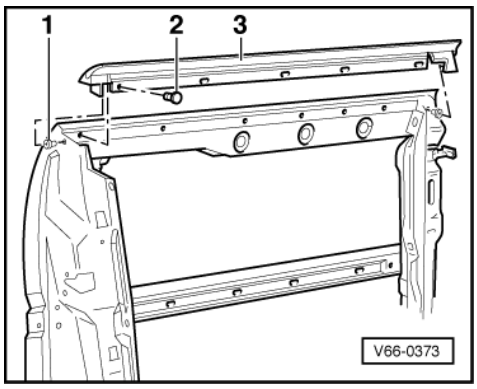
- Removing mirror glass => Page 222 .
- -> Unscrew 3 screws -1- (1 Nm).
- Disconnect electrical wires individually, directly at the housing.
- Insert electrical wires into connector housing supplied with the replacement part.

Note:

Use same electrical wiring layout as for previous adjuster unit.

8 - Removing and installing window slot seal

8.1 - Removing and installing window slot seal



- Remove door component carrier => Page 103 .
- -> Remove grommets -1-.
- Lever off clips -2-.
- Remove window slot seal -3-.

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68 - Interior equipment

1 - Seat belts

1.1 - Seat belts

Note:

The three-point seat belts on the B-pillar are fitted with pyrotechnic belt tensioners in vehicles 06.94 ‣

1.2 - Safety rules for handling pyrotechnic belt tensioners

- Testing, assembly and repair work must only be carried out by trained 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.
- 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 with mechanical damage (dents, cracks) must always 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.
- The open end of the belt tensioner must never be directed at persons.
- Wash hands after coming into contact with triggered belt tensioners.

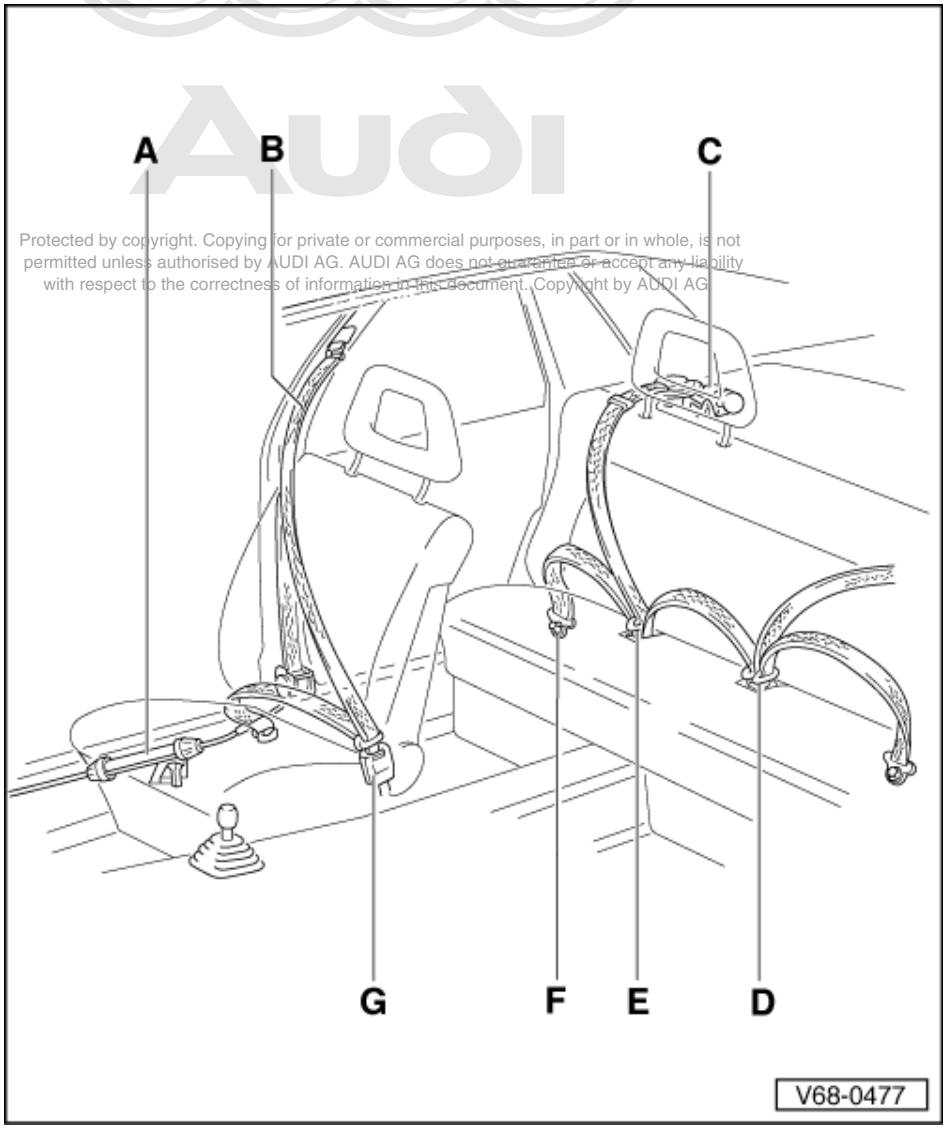
- Storage and transport are subject to safety legislation relating to explosive materials.
- The belt tensioner unit must not be left unattended.
- The belt tensioner unit must not be treated with grease, cleaning agents or similar.
- The belt tensioner unit must not, even for a short time, be exposed to temperatures above 100 oC, sparking or naked flame.

1.3 - 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.

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1.4 - Seat belt anchorage points - overview



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A - Tube for ten cable

- Removal => Page 234

B - Three-point seat belt, B-pillar

- Removal => Page 238 .

C - Three-point seat belt, Saloon

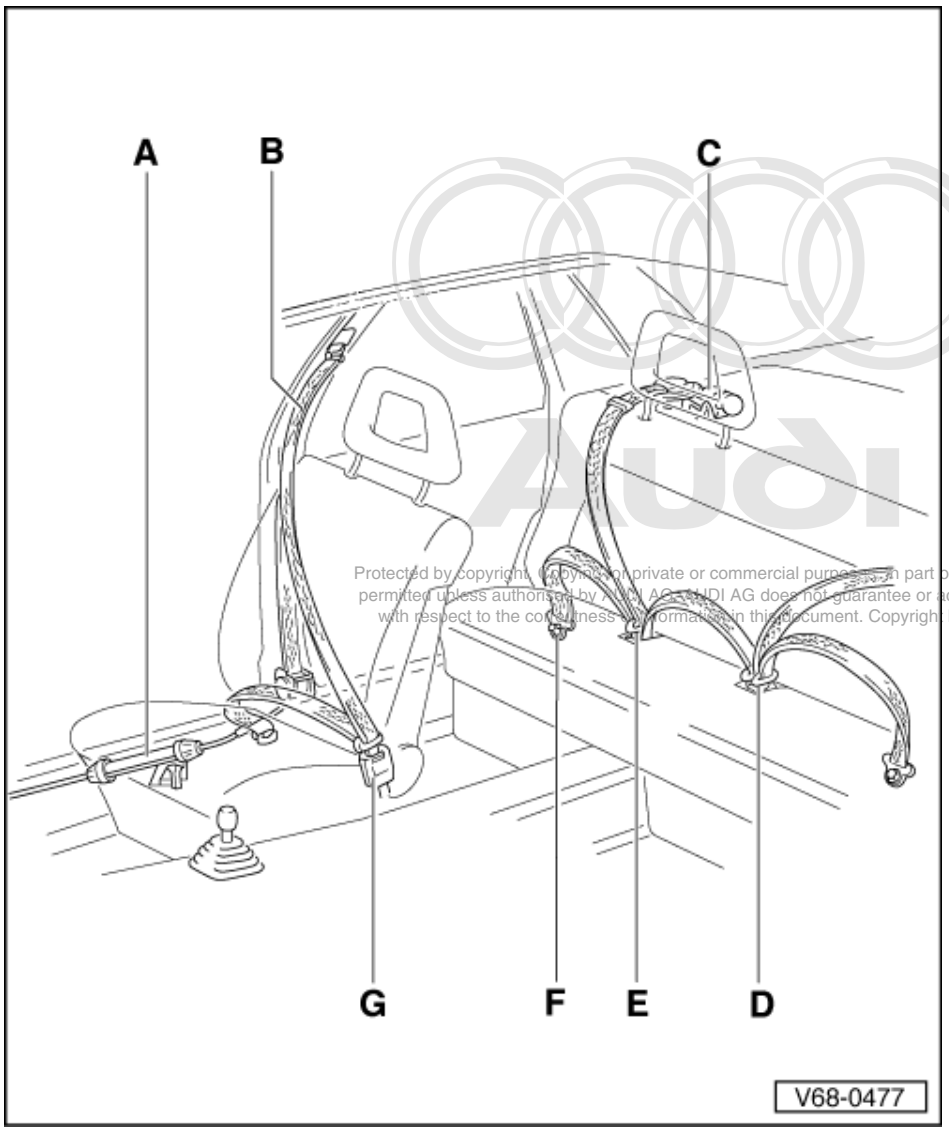
- Removal => Page 243

C - Three-point seat belt, Avant

- Removal => Page 245

D - Anchorage point, floor group, centre

- => Page 245



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E - Anchorage point, floor group, centre

- Without retractor => Page 246
- With retractor => Page 246

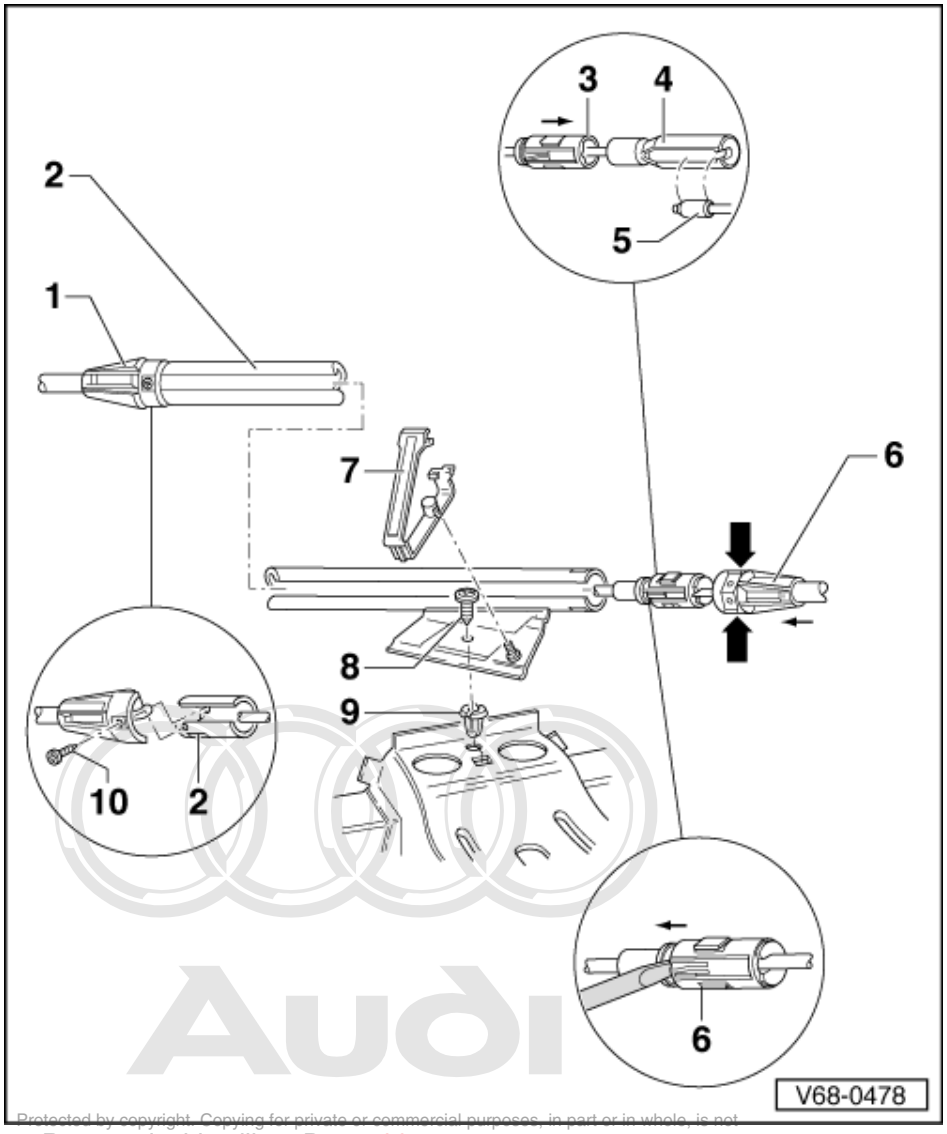
F - Anchorage point, floor group, outer

- => Page 247

G - Anchorage point, seat frame

- => Page 247

1.5 - A - Removing and installing tube for ten cable



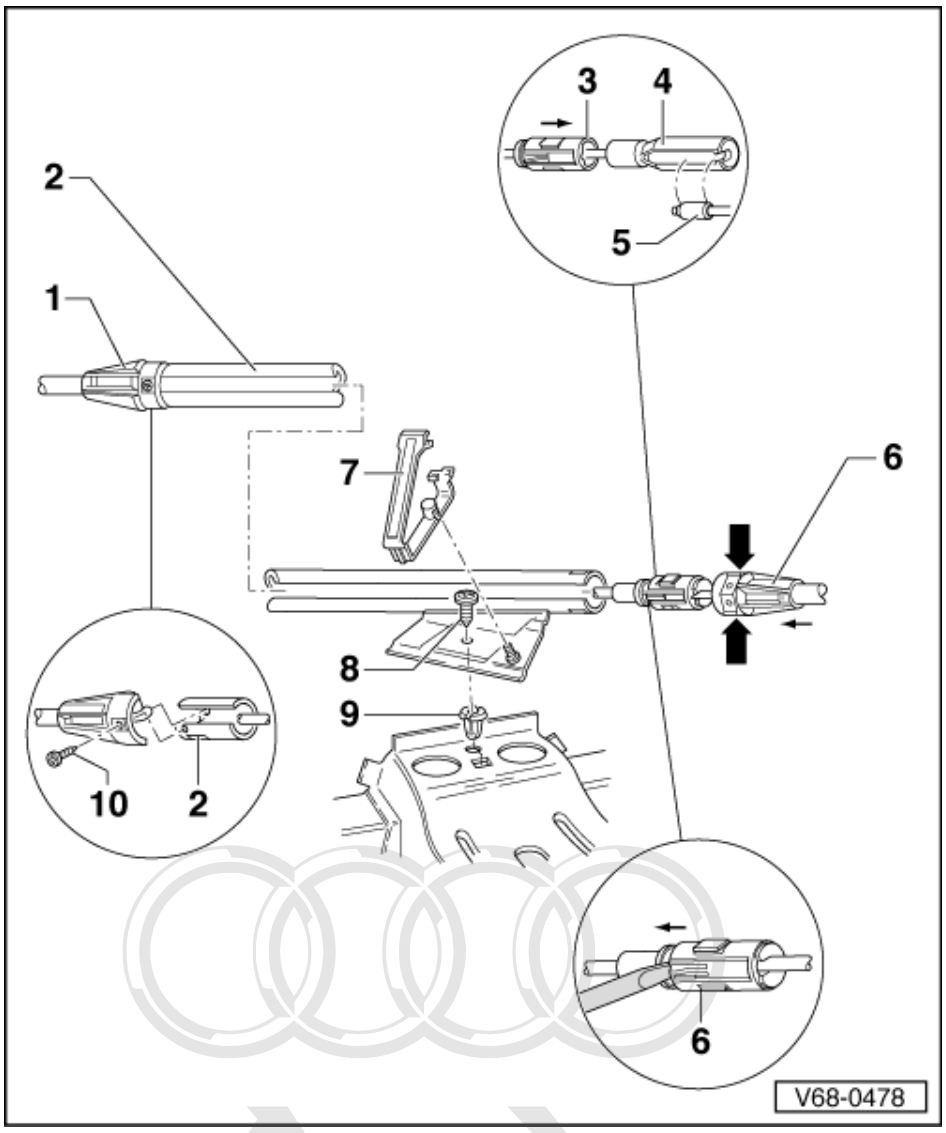
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- Remove inside sill => Page 331.
- Raise carpet in area of front seat.

1 Cap

2 Tube

- ◆ Removal:
- Detach cable clip -item 7 -.
- Unscrew combi self-tapping screw -item 8 -.
- Unscrew self-tapping screw -item 10 -.
- Detach cover -item 1 -.
- Press in spring lug -arrows-.
- Remove cap -item 6 - from tube -item 2 -.



- Raise spring lug with flat screwdriver.
- Push locking cap -item 3 - off of coupling -item 4 -.
- Remove nipple -item 5 - from coupling -item 4 -.

3 Locking cap

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4 Coupling

5 Nipple

6 Cap

- Leads to mechanical belt tensioner of seat belt on B-pillar

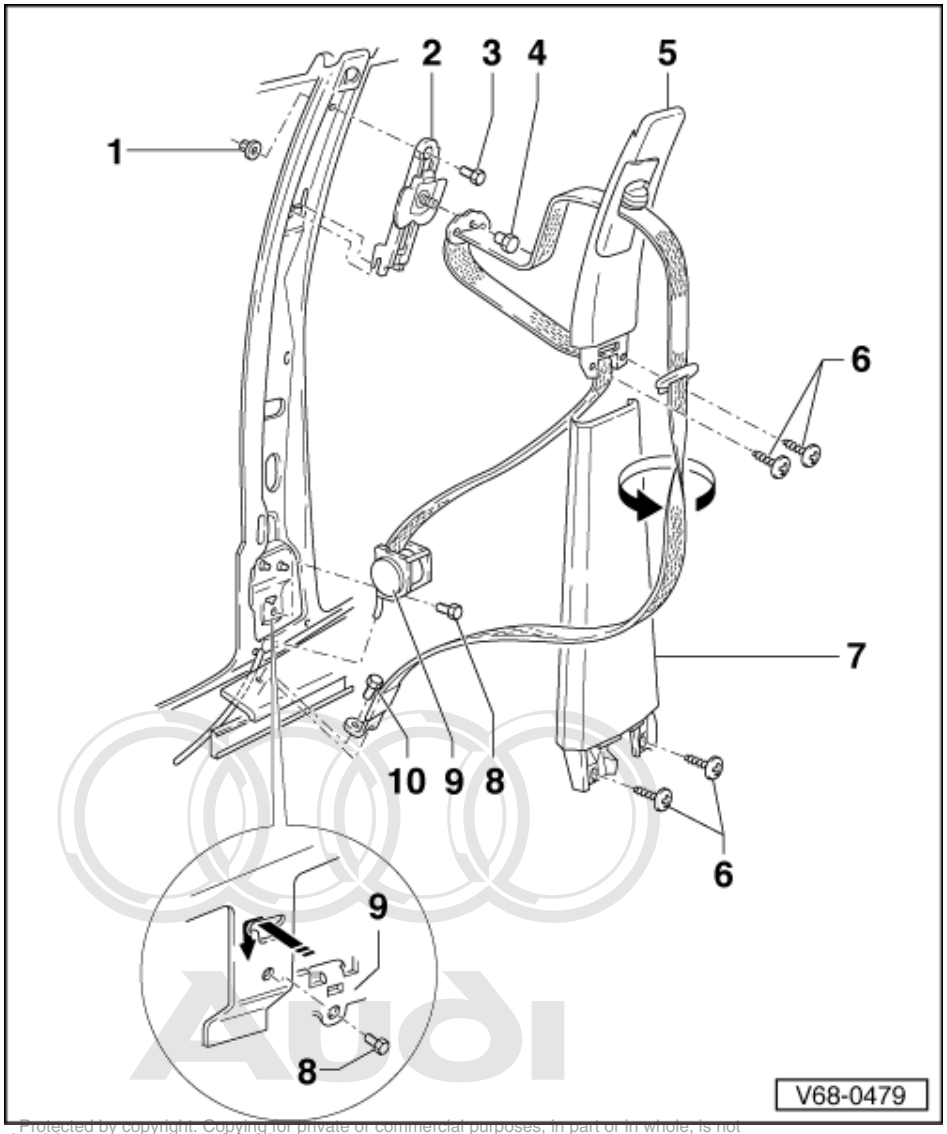
7 Cable clip

8 Combi self-tapping screw - 2 Nm

9 Spreader nut

10 Self-tapping screw - 2 Nm

1.6 - B - Removing and installing three-point seat belt, B-pillar > 05.94

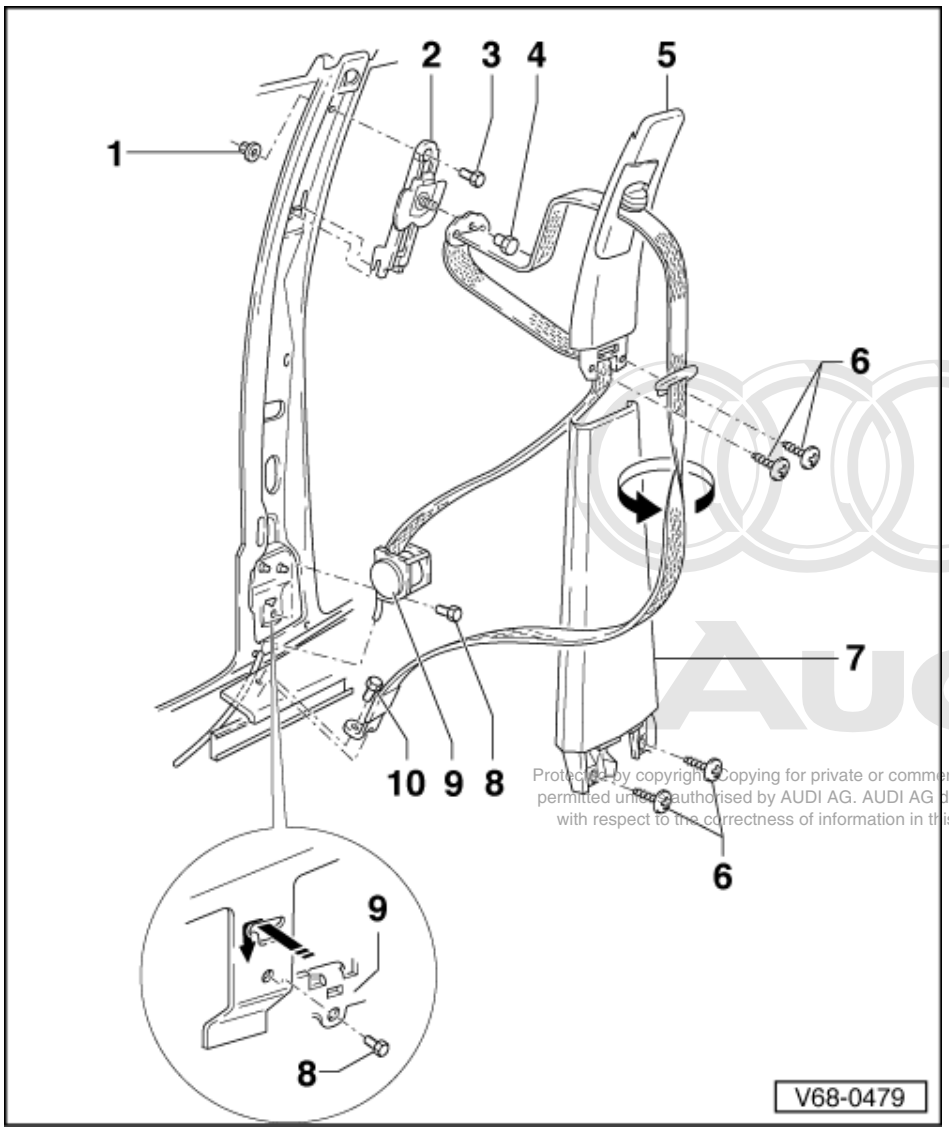


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1 **Hexagon nut - 23 Nm**
- ◆ Removal:
- - Remove B-pillar trim => Page 210 .
- - Remove grommet.

2 **Height adjuster**
- ◆ Function test after fitting of trim:
- - Height adjuster must latch audibly into place at all 5 settings.
- - Catch must return to upper position after any operation.

3 **Hexagon screw**



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4 Shouldered nut - 50 Nm

- Relay fitting must automatically return to vertical or to direction of wearing when nut is tightened.

5 B-pillar top section trim

- Installing => Fig. 1

6 Combi screw - 2 Nm

7 B-pillar bottom section trim

- To remove, unscrew combi screws -item 6 -

8 Hexagon screw - 50 Nm

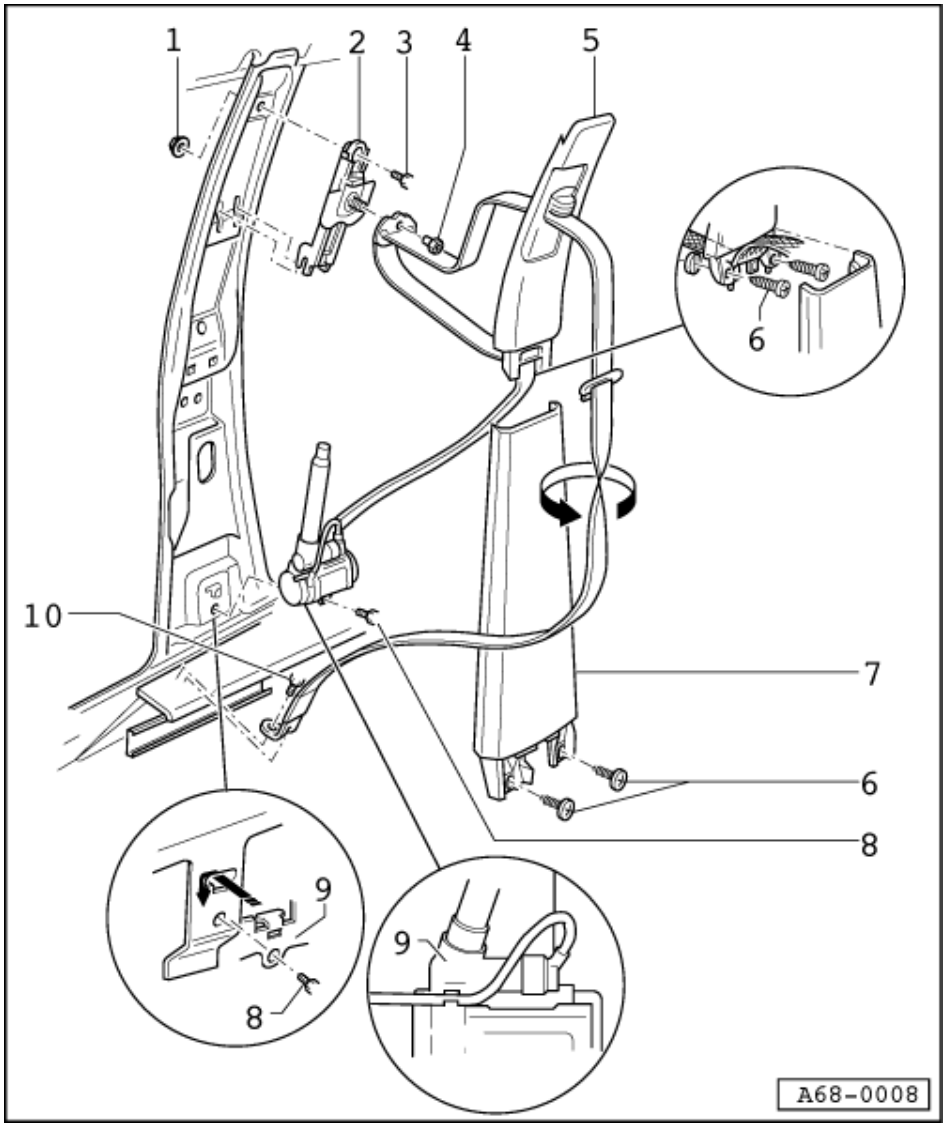
9 Mechanical belt tensioner for B-pillar seat belt

- Engage lug and secure belt tensioner

10 Hexagon screw - 50 Nm

- Pay attention to rotation of belt

1.7 - B - Removing and installing three-point seat belt, B-pillar 06.94 ä



Note:

Observe safety rules for handling pyrotechnic belt tensioners => Page 231 .

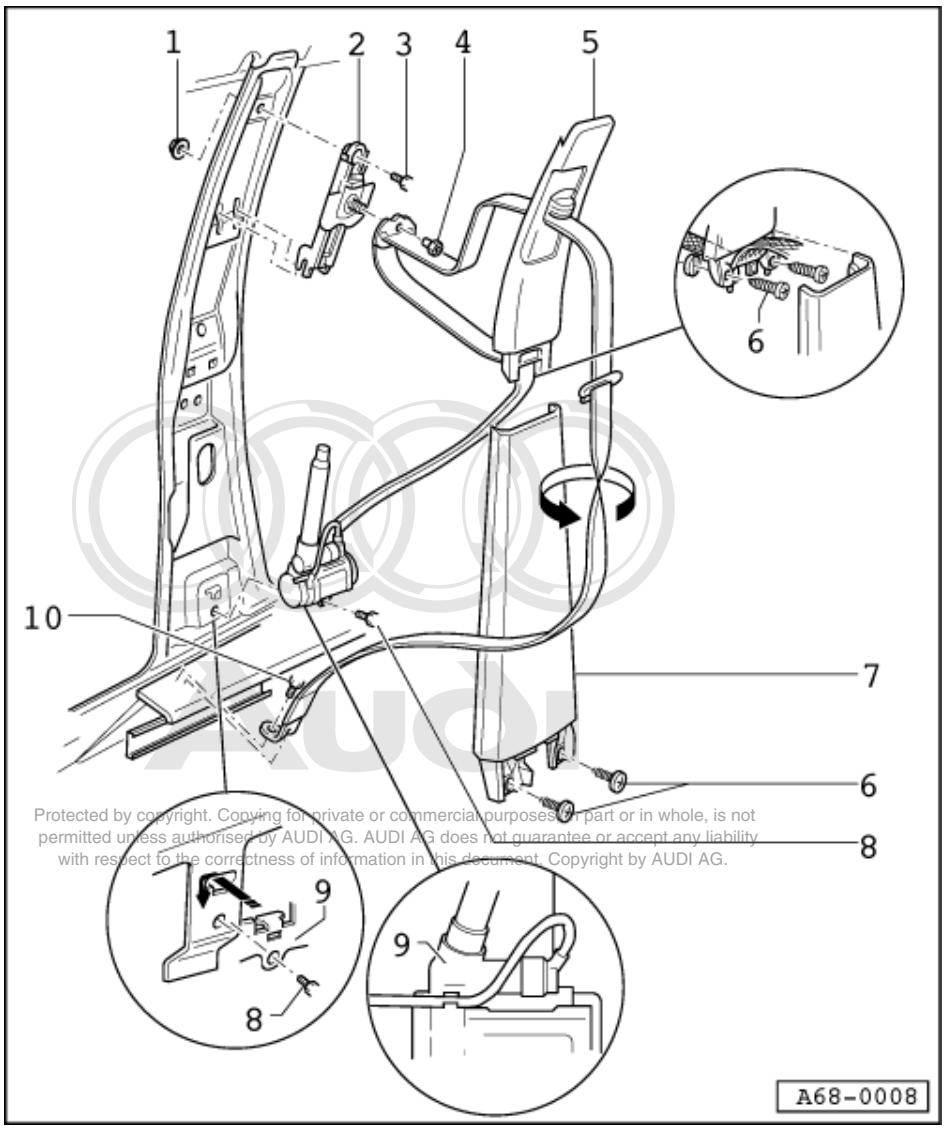
1 Hexagon nut - 23 Nm

- ◆ Removal:
- Remove B-pillar trim => Page 210 .
- Remove grommet.

2 Height adjuster

- ◆ Function test after fitting of trim:
- Height adjuster must latch audibly into place at all 5 settings.
- Catch must return to upper position after any operation.

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3 Hexagon screw

4 Shouldered nut - 50 Nm

- Relay fitting must automatically return to vertical or to direction of wearing when nut is tightened.

5 B-pillar top section trim

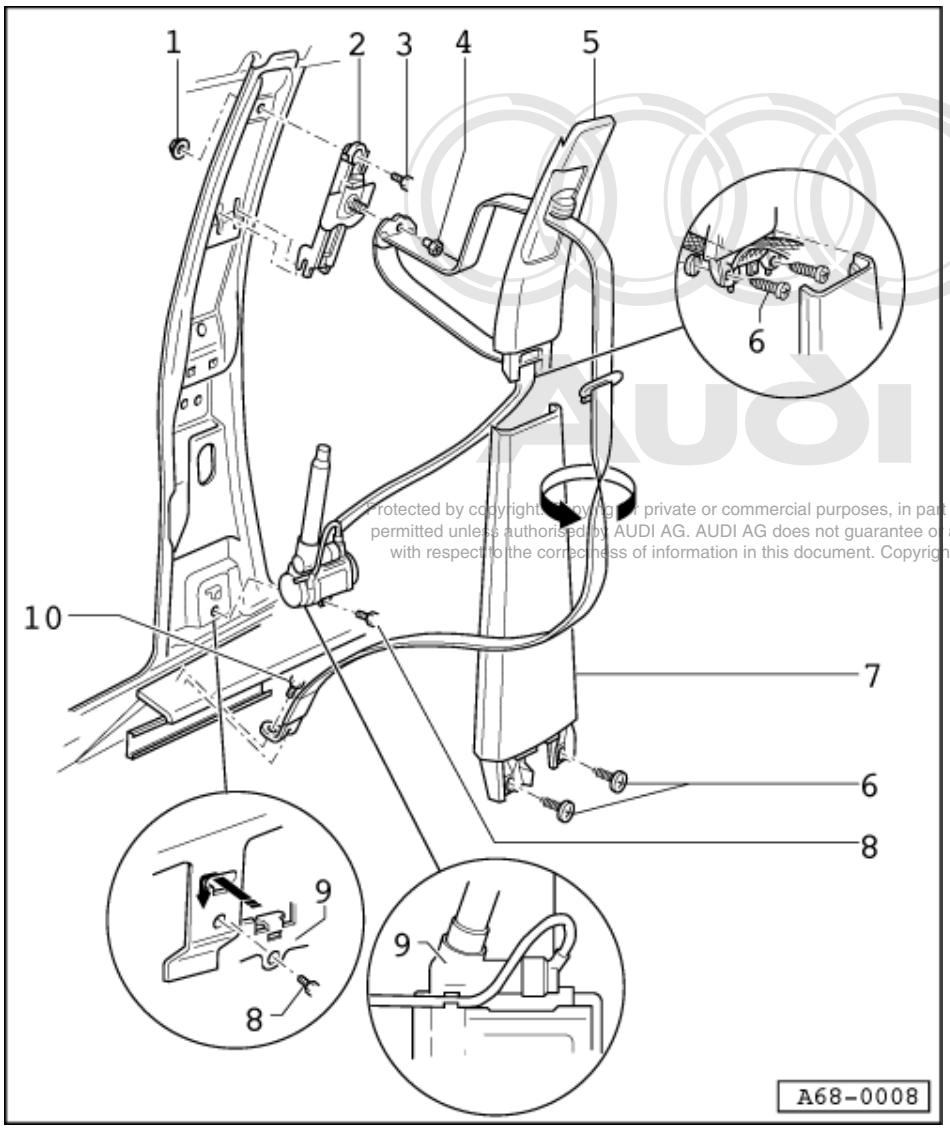
- Installing => Fig. 1

6 Combi screw - 2 Nm

7 B-pillar bottom section trim

- To remove, unscrew combi screws -item 6 -

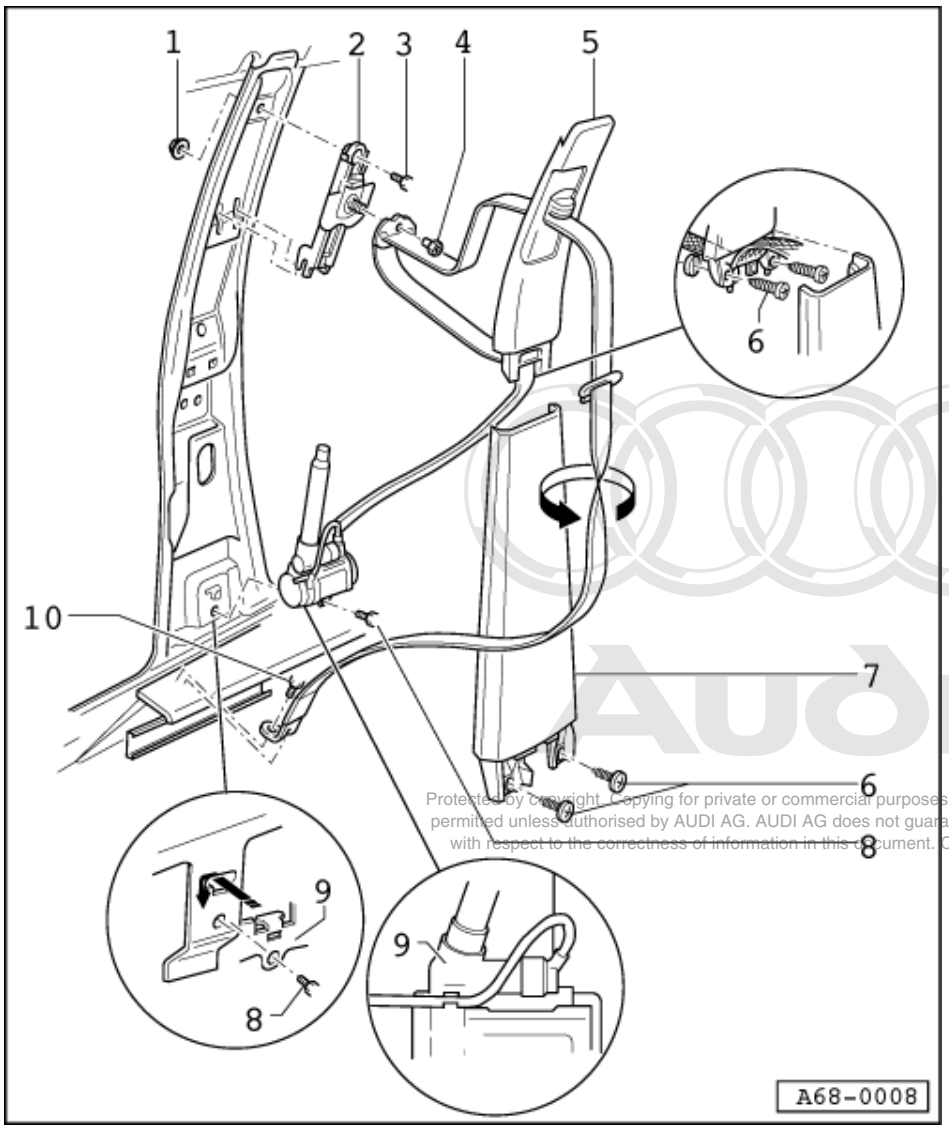
8 Hexagon screw - 50 Nm



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9 Pyrotechnic belt tensioner for B-pillar seat belt

◆ Removal:
- Disconnect battery.
- Detach electrical connection (red connector) from belt tensioner.
- Unscrew screw -item 8 - and -item 10 -.
- Unscrew shouldered nut -item 4 -.
- Run belt webbing out of B-pillar top section trim -item 5 -.



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- Installation:
- Attach belt tensioner with torsion stop, as shown in inset diagram.
- Engage lug - arrow in inset diagram at bottom left - and secure belt tensioner.
- Lay wire as shown in inset diagram at bottom right.
- Insert belt webbing rotated by 180o, as shown in the illustration -arrow-.

10 Hexagon screw - 50 Nm

- Pay attention to rotation of belt

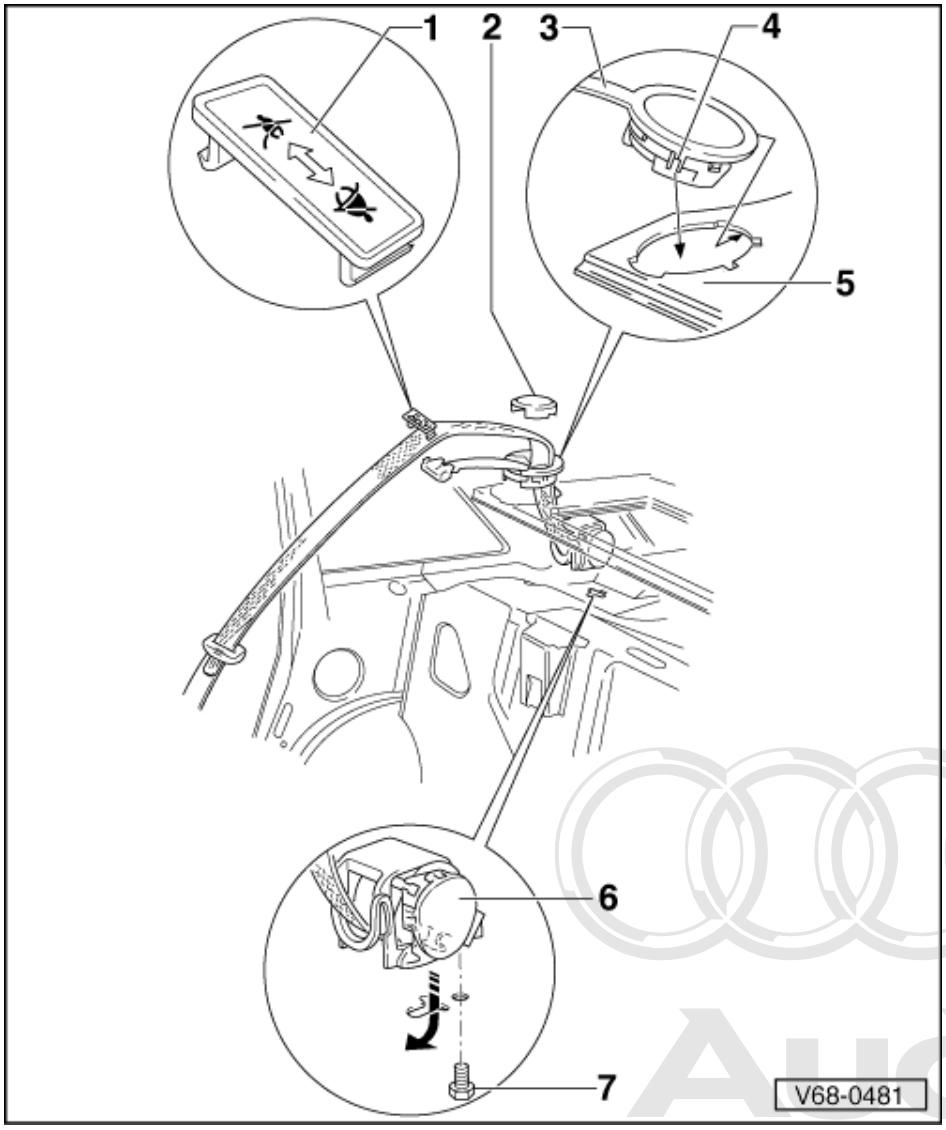


-> Fig.1 Installing B-pillar top section trim

- Feed belt webbing into trim panel.
- Slot catch of trim panel onto lug, press against B-pillar and push upward.
- After fitting, test functioning of height adjuster.

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1.8 - C - Removing and installing rear three-point seat belt, Saloon



- Remove rear seat bench and seat back => Page 374 .
- Remove parcel shelf => Page 334 .

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1 Belt guide cover

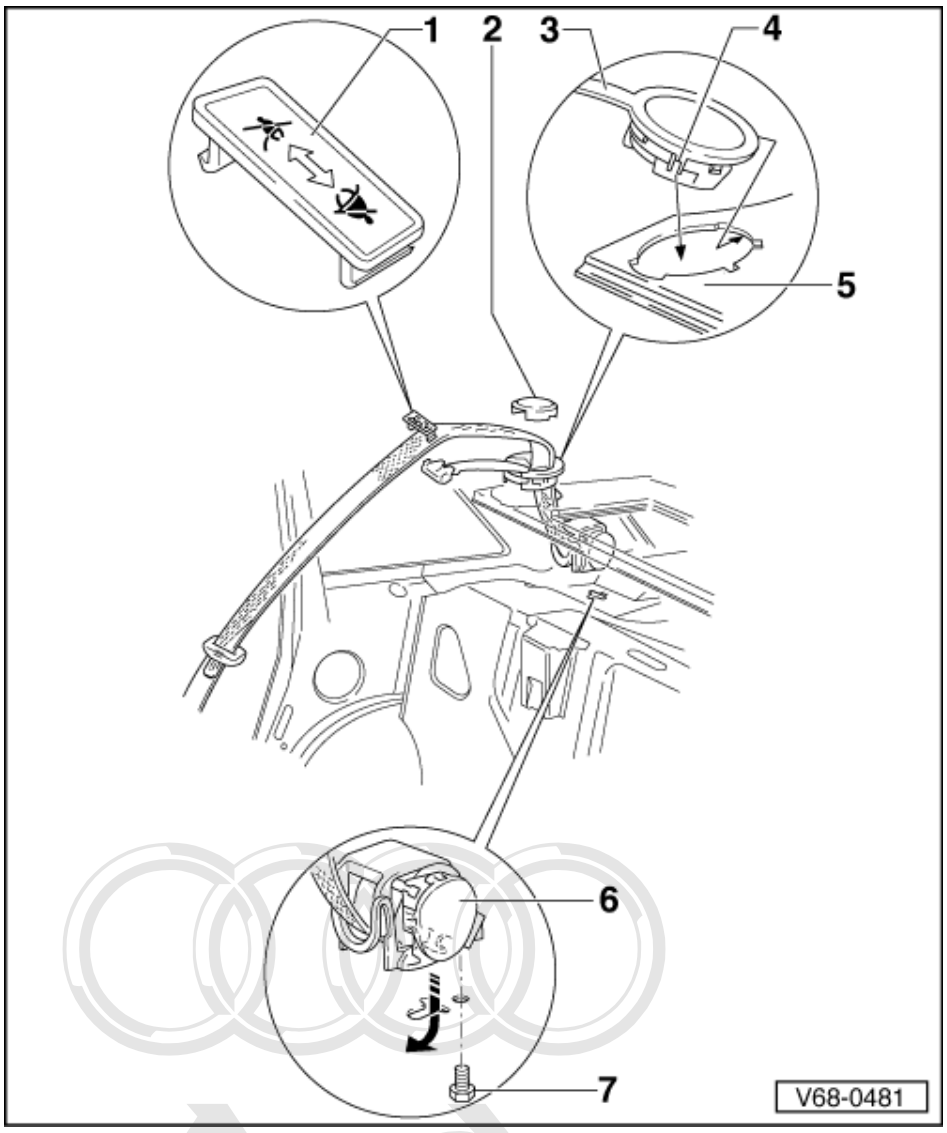
- On installation the large symbol must point towards the centre of the vehicle

2 Webbing guide cover

- Lever off with flat screwdriver

3 Webbing guide

- To remove, press down lug -item 4 - with flat screwdriver and lever off webbing guide upwards



4 Lug

- Must fully engage on installation

5 Parcel shelf

- Removing and installing => Page 334

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6 Three-point seat belt

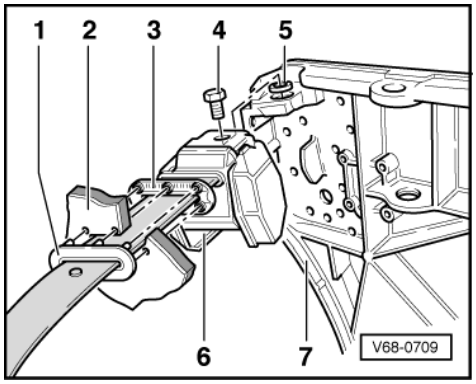
- Removal:

- Release end of belt webbing from floor group.
- Lever off covers -item 1 - and -item 2 -.
- Unscrew hexagon screw -item 7 -.
- Draw belt webbing through webbing guide.

7 Hexagon screw - 50 Nm

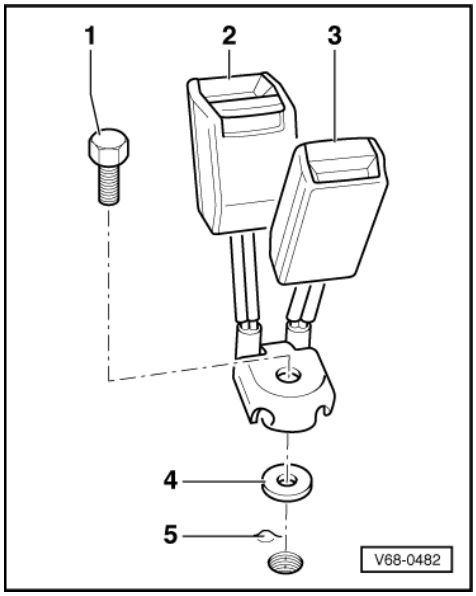
- Unscrew in boot

1.9 - C - Removing and installing rear three-point seat belt, Avant



- Remove rear seat bench => Page 376 .
- -> Lever seat back cover -2- in area of seat belt -6- out of connecting bar at rear and fold over rear seat back -7- toward the front.
- Remove head restraint and head restraint locators where fitted.
- Unclip cover -1- from inner section -3-.
- Unscrew hexagon screw -4-, thread through seat back cover and remove seat belt from seat back.
- On installation tighten hexagon screw -4- to 50 Nm.

1.10 - D - Anchorage point, floor group, centre



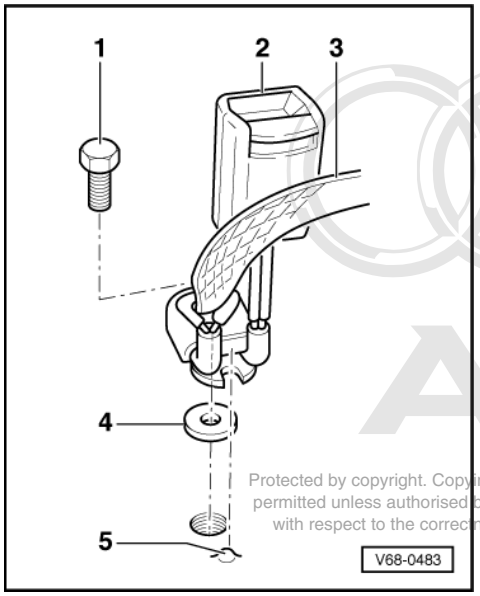
1 - -> Hexagon screw - 50 Nm
2 - Belt buckle for centre seat
3 - Belt buckle for outer seat
4 - Seal
5 - Welding boss

Note:

The buckle release buttons must point toward each other.

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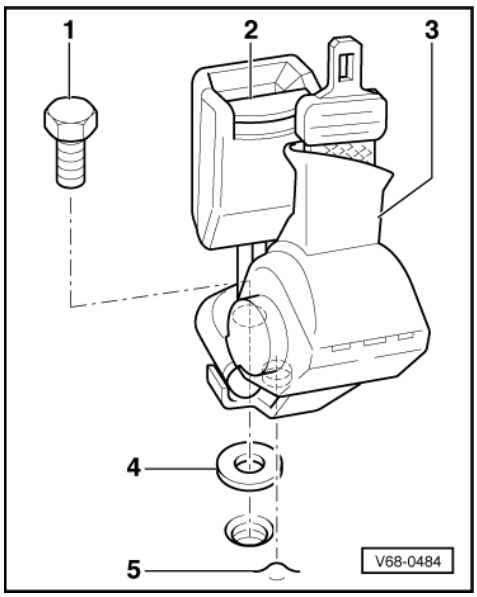
1.11 - E - Anchorage point, floor group, centre without retractor



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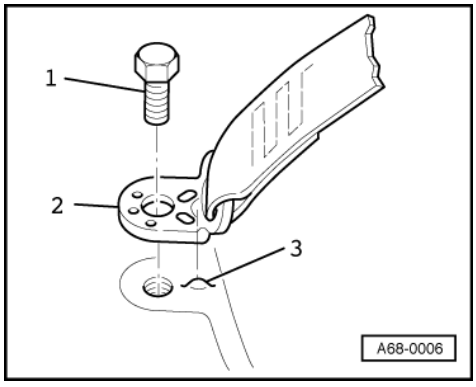
1 - -> Hexagon screw - 50 Nm
2 - Belt buckle for outer seat
3 - Lap belt
4 - Seal
5 - Welding boss

1.12 - E - Anchorage point, floor group, centre with retractor



1 - -> Hexagon screw - 50 Nm
2 - Belt buckle for outer seat
3 - Lap belt
4 - Seal
5 - Welding boss

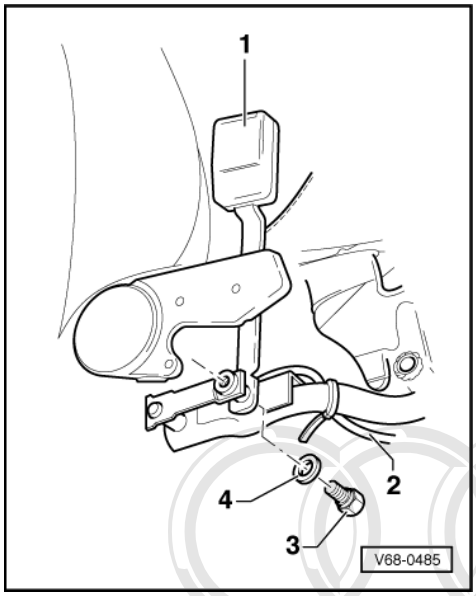
1.13 - F - Anchorage point, floor group, outer



-> On installation, the fitting -2- must be located in the recess -3- in the floor group.

Hexagon screw -1- tightening torque: 50 Nm.

1.14 - G - Anchorage point, seat frame



1 - -> Belt buckle
2 - Cable for belt reminder
3 - Collar bolt - 60 Nm
4 - Spring washer

1.15 - Function test on seat belts with retractor function

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Notes:

- The lap belt with retractor has a permanent retractor function.
- In vehicles 06.94 ‣ all seat belts, with the exception of the driver's belt, have a selectable retractor function.

Important!
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.

2 - Repairing procon ten system, Audi 100 > 5.94

2.1 - Repairing procon ten system, Audi 100 > 5.94

2.2 - Testing procon ten system after an accident

Notes:

- 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 and repairing adjustable steering column with column tube; removing and installing adjustable steering column with column tube. removing and installing steering column with column tube and repairing adjustable steering column with column tube removing and installing adjustable steering column with column tube.

- Replacing three-point seat belt => from Page 232 .

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

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As soon as the slightest shift of the dovetail guide on the column tube is detected, the procon system has activated.

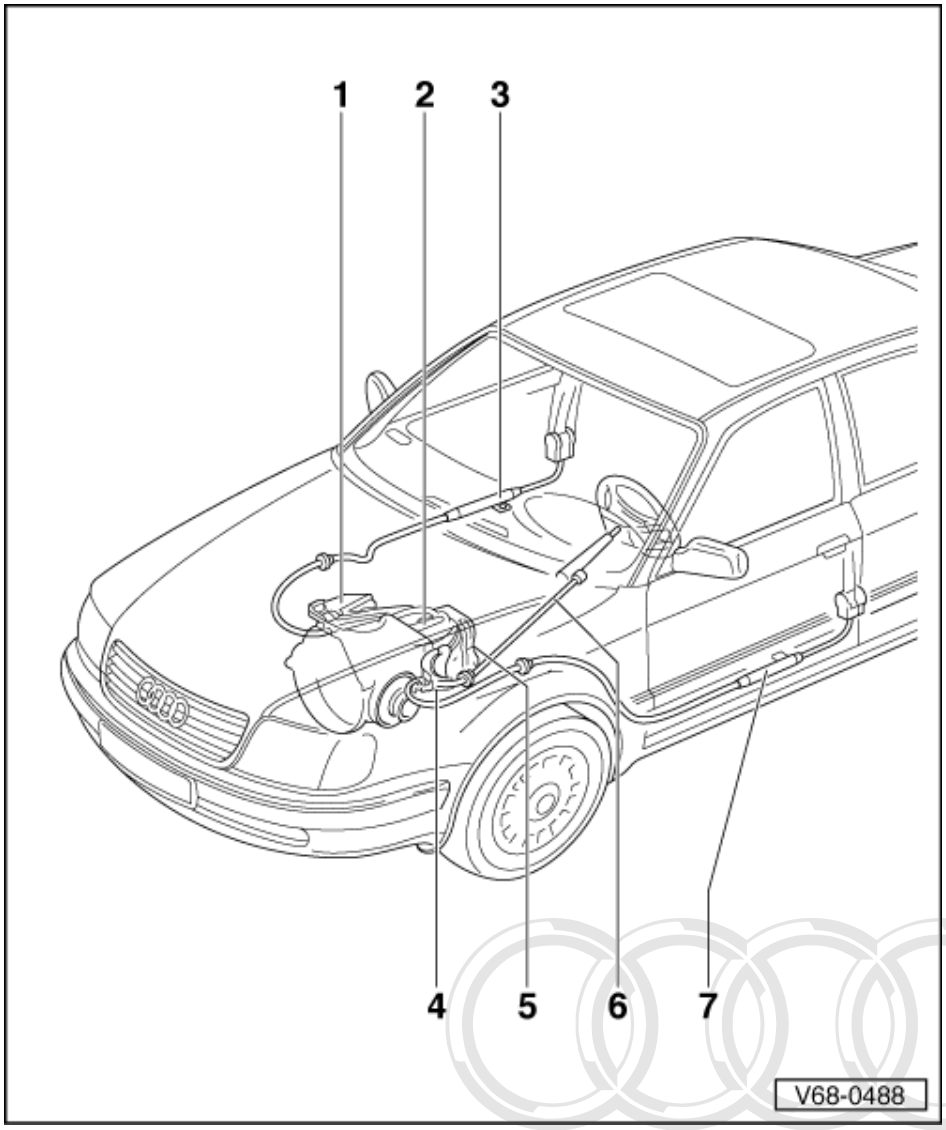
Note:

For better detection of a shift, the dovetail guide has a coloured dot (crackle varnish) on the column tube. If the coloured dot has sheared off, the procon system has activated.

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.

2.3 - Removing and installing procon ten system

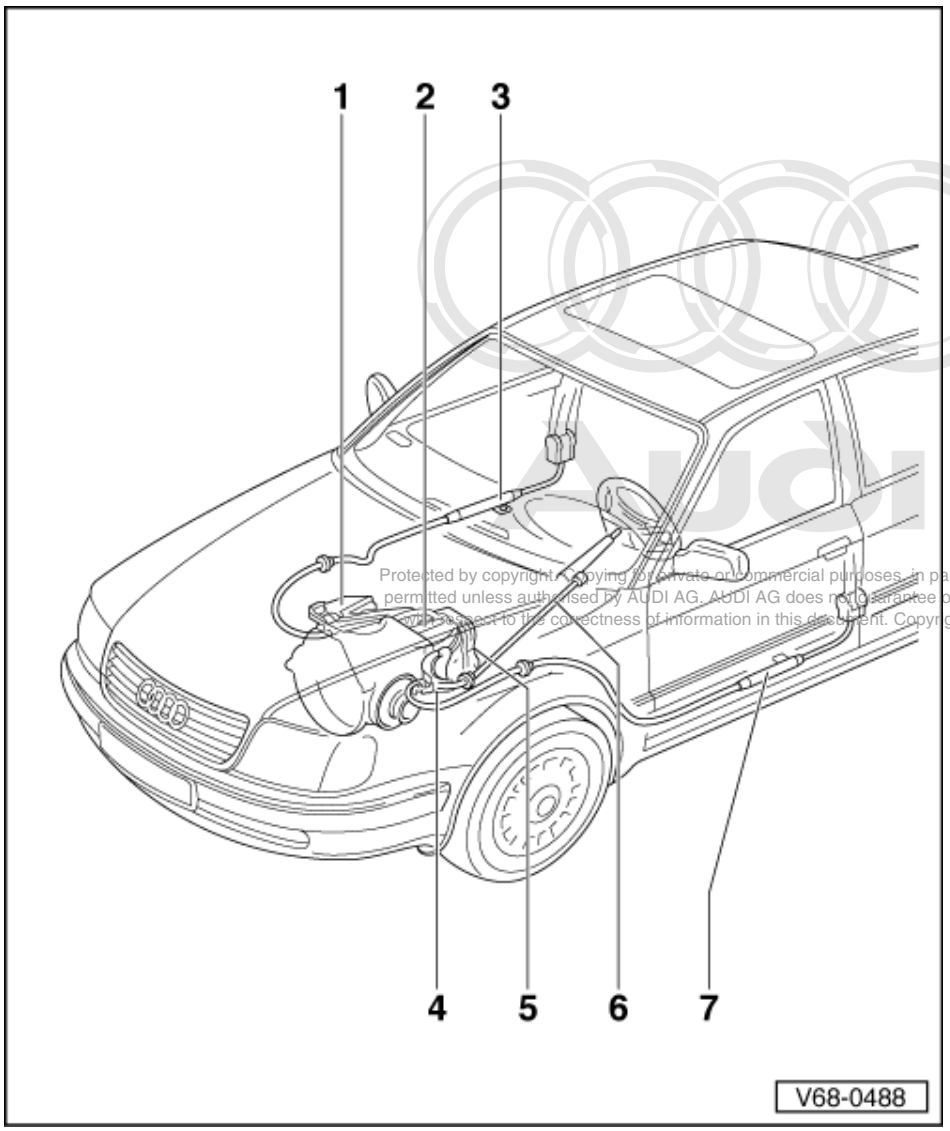


1 Stop block (right)
- Pay attention to gearbox version
- Removing and installing => Page 273

2 Cable grab
- Pay attention to gearbox version
- Removing and installing => Page 269

3 ten cable (right)
- With coupling tube
- Pay attention to labelling => Page 274 .
- Removing and installing => Page 256

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4 Relay block (left)
- Pay attention to gearbox version
- Removing and installing => Page 272

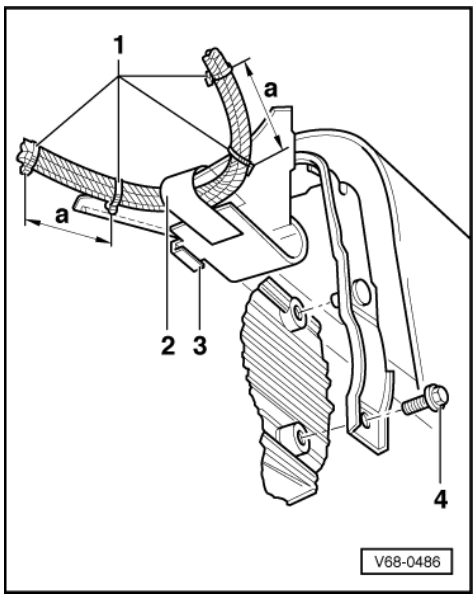
5 Cable holder
- Pay attention to gearbox version

6 procon cable
- Removing and installing => Page 263

7 ten cable (left)
- With coupling tube
- Pay attention to labelling => Page 274 .
- Removing and installing => Page 256

2.4 - Removing ten cables

- Remove inside sill => Page 331 .
- Remove A-pillar trim at bottom =>from Page 329 .
- Pull aside carpet and insulation.



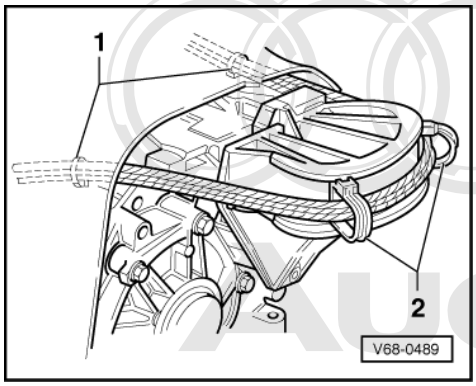
- Detach ten cable from coupling tube => Page 234 .
- On driver side release cable tie from ten cable and unscrew footrest.
- Remove noise insulation => Page 39 .

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.

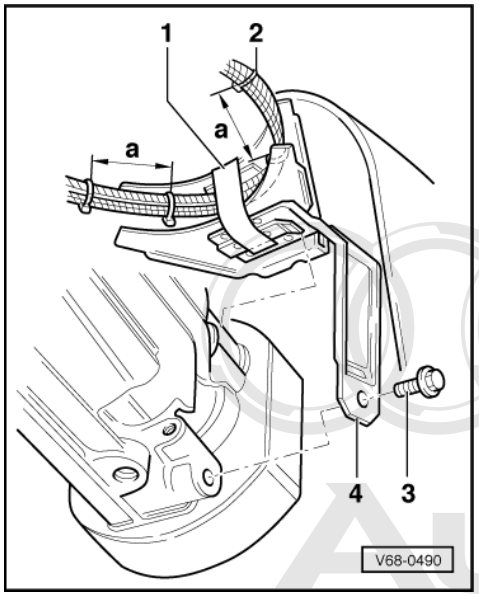


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Vehicles with automatic gearbox 097:

- -> Open retaining clips -2- on cable grab.
- Cut off cable tie -1- with carpet knife.

Vehicles with automatic gearbox 01D:



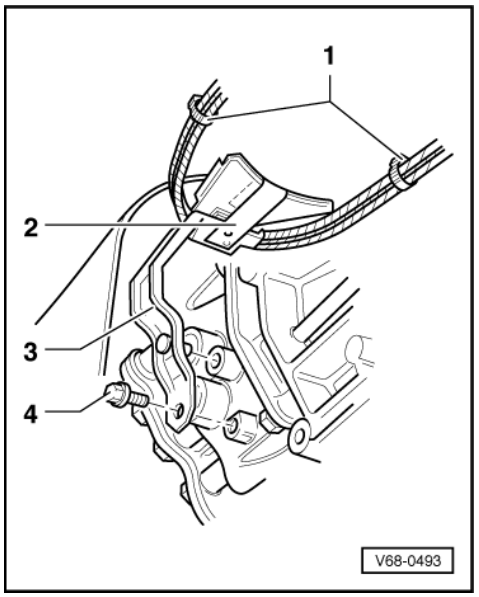
- -> Unscrew cable holder -4- from gearbox.
- Cut off cable tie -2- with carpet knife.
- Detach adhesive tape -1- from cable holder.

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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 manual gearbox 01E:

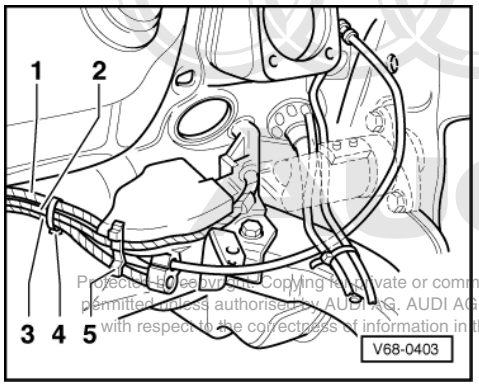


- -> Unscrew cable holder -3- from gearbox.
- Cut off cable tie -1- with carpet knife.
- Detach adhesive tape -2- from cable holder.

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.

All:



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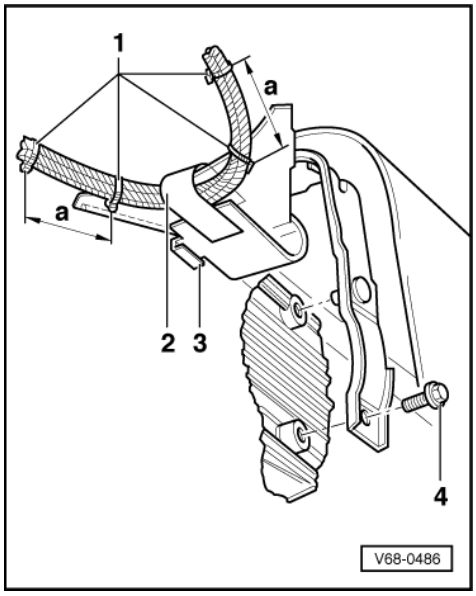
- -> Release retaining clip -5- from stop block (right) and relay block (left).
- Detach ten cables and Bowden cable from stop block and relay block. Drive out fixed Bowden cable bushes or cable ends with a punch.

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.

2.5 - Removing procon cable

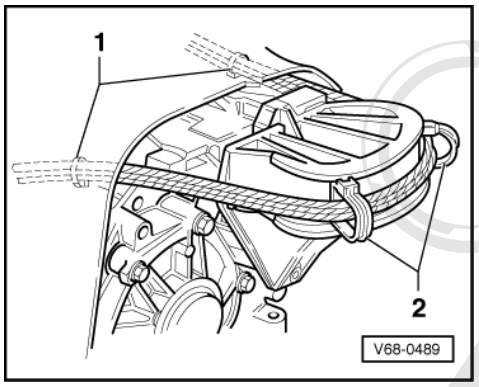


Vehicles with manual gearbox 012 and 01A:

- -> 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.

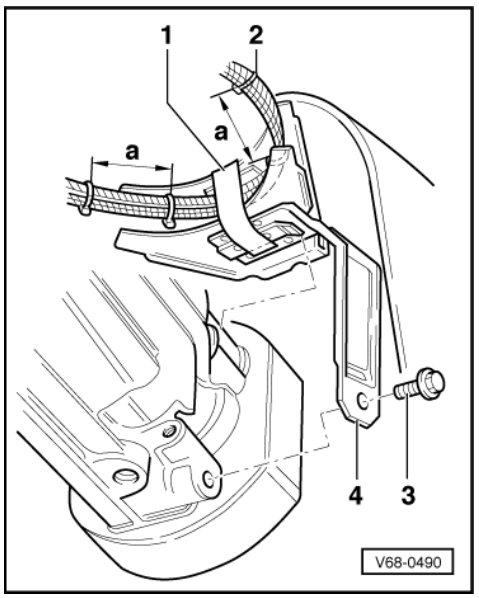


Vehicles with automatic gearbox 097:

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- -> Open retaining clips -2- on cable grab.
- Cut off cable tie -1- with carpet knife.

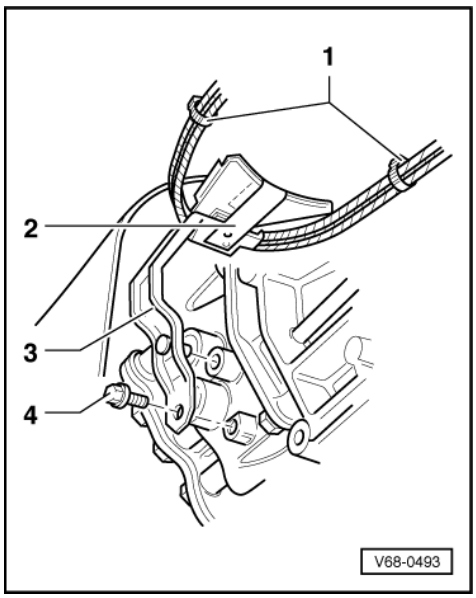
Vehicles with automatic gearbox 01D:



- -> Unscrew cable holder -4- from gearbox.
- Cut off cable tie -2- with carpet knife.
- Detach adhesive tape -1- 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.

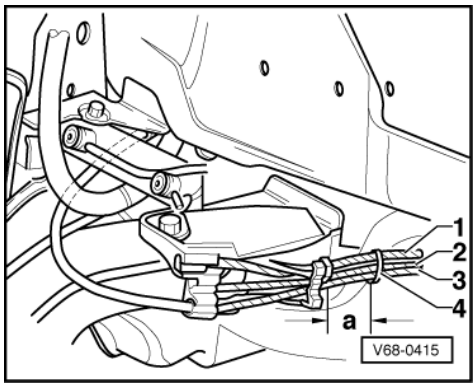


Vehicles with manual gearbox 01E:

- -> 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.



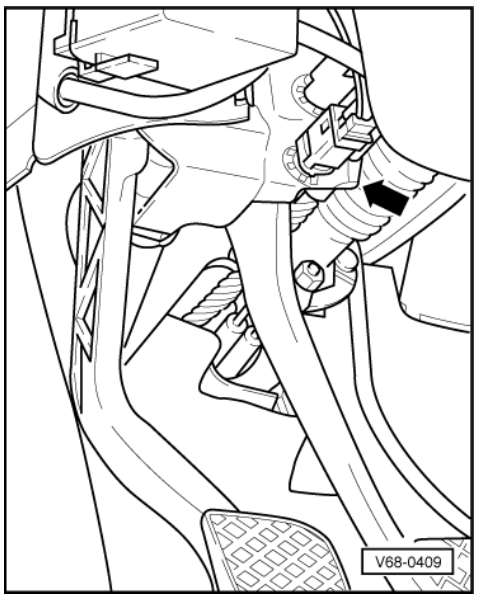
All:

- -> Release retaining clip -5- from stop block (right) and relay block (left).
- Detach procon cable from relay block (right). Drive out fixed cable end with a punch.

Note:

The two ten cables do not need to be detached.

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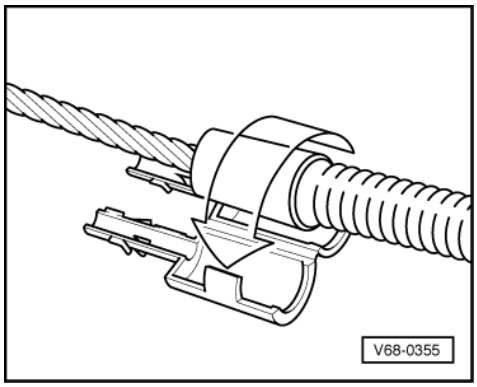


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- Remove shelf => Page 365 .
- -> Press procon cable out of holder on pedal bracket -arrow-, detach from column tube and withdraw towards vehicle interior.

2.6 - Installing ten cables

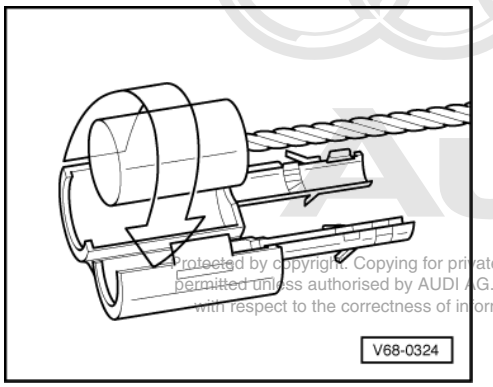
Notes:



- 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).

- Lightly grease ten cable in area of rubber grommet, or spray with lubricant.

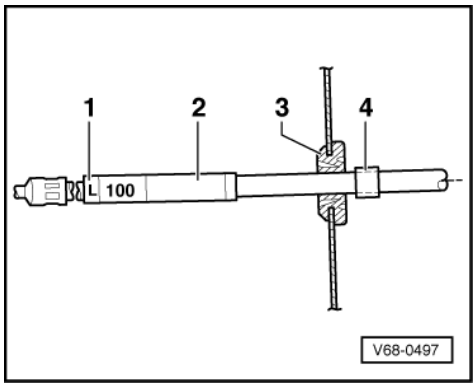
Note:

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. Do not use lubricant.

- Feed ten cable out of vehicle interior through hole in front wall.
- Press rubber grommet into hole and check fit.

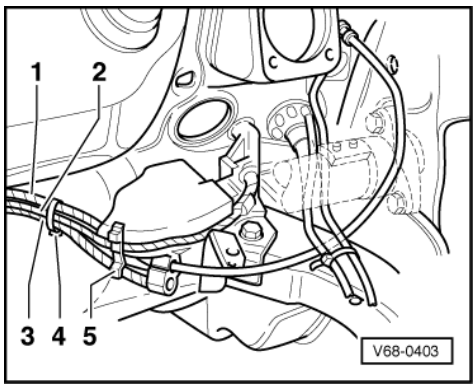
Note:

If the grommet is not fitted properly, leaks will occur.



- -> Install ten Bowden cable so that the white fitting mark -4- appears in front of the rubber grommet -3- in the footwell.

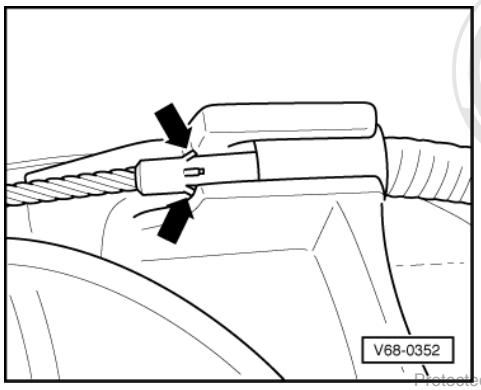
Cable layout at the front end



- -> procon cable -1- is located at the top on the relay block and stop block, and on the cable grab.
- ten cable (left) -2- is located directly underneath the procon cable on the relay block and stop block, and on the cable grab.
- ten cable (right) -3- is located at the bottom on the relay block and stop block, and on the cable grab.

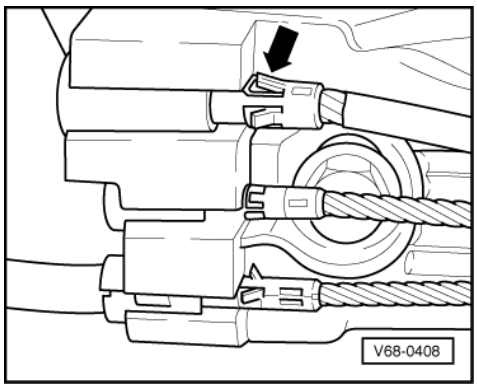
Note:

Lay the cables so they do not overlap. Follow recesses on stop block and relay block.

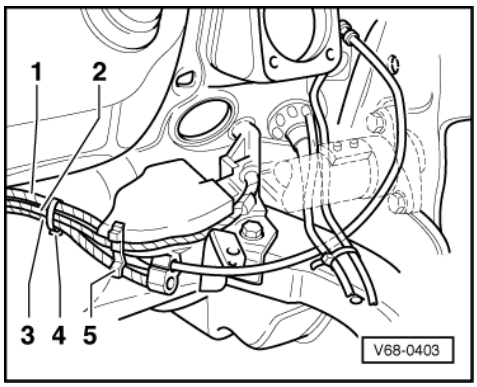


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- Attach Bowden cable at left in relay block and at right in stop block so that the plastic holder is centred in the support bracket.
  - -> The Bowden cable with plastic holder is correctly seated in the support bracket when the grips -arrows- of the plastic holder grip the support bracket.
- Feed ten cable around cable grab on gearbox.

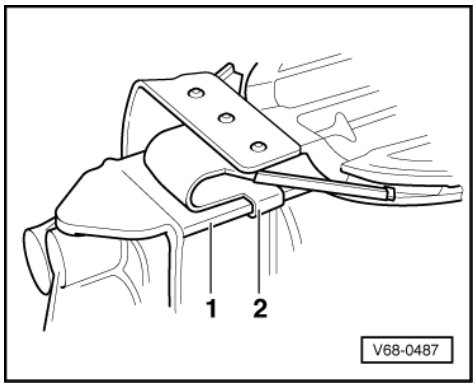


- Introduce ten cable at left into support bracket on stop block, ten cable at right into support bracket on relay block.
- -> Check fit of plastic holders - the grips -arrow- must grip the support bracket.



- -> Press new retaining clips -5- onto relay block and stop block.

Important!
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.



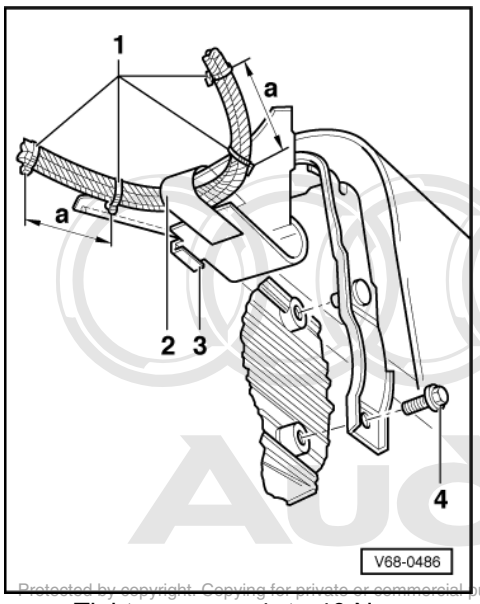
Vehicles with manual gearbox 012 and 01A:

- 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.

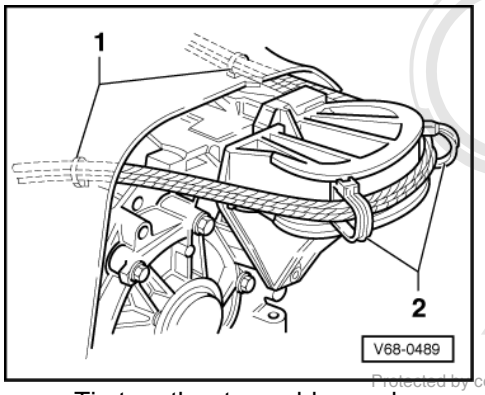
- Slot cable holder with retaining pin onto gearbox.



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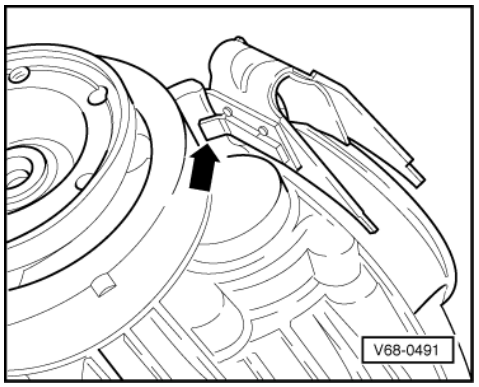
- -> Tighten screw -4- to 40 Nm.
- Tie together ten cables and procon cable between cable grab on gearbox and relay block and and stop block respectively with 2 cable ties -1- for each.
  - Position of first cable tie:
    40 ± 10 mm behind relay block/stop block
  - Distance between cable ties on one side
    Dimension a = 100 ± 10 mm
  - The procon cable is above the ten cables

Vehicles with automatic gearbox 097:



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- -> Tie together ten cables and procon cable at a central point between cable grab on gearbox and relay block and stop block respectively with cable ties -1-.
  - The procon cable is above the ten cables
- Secure cables on cable grab with new retaining clips -2-.

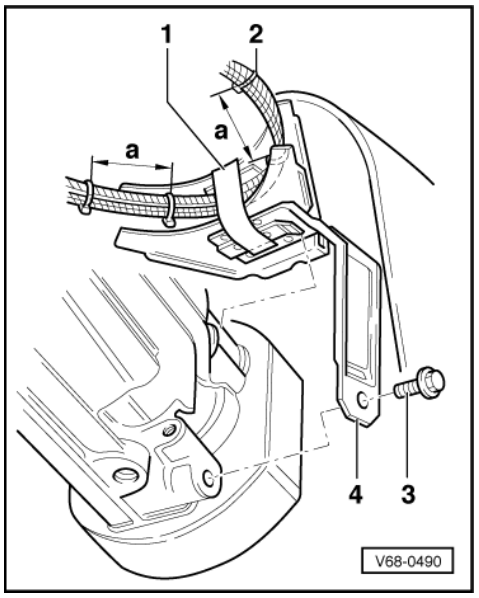


Vehicles with automatic gearbox 01D:

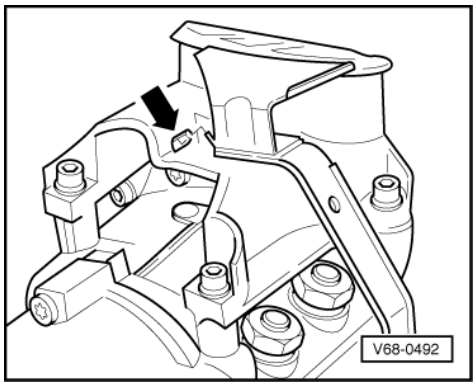
- Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

-> Hook on cable holder -arrow- must engage in rib on gearbox.



- -> Screw cable holder -4- with screw -3- to gearbox (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 -2- 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

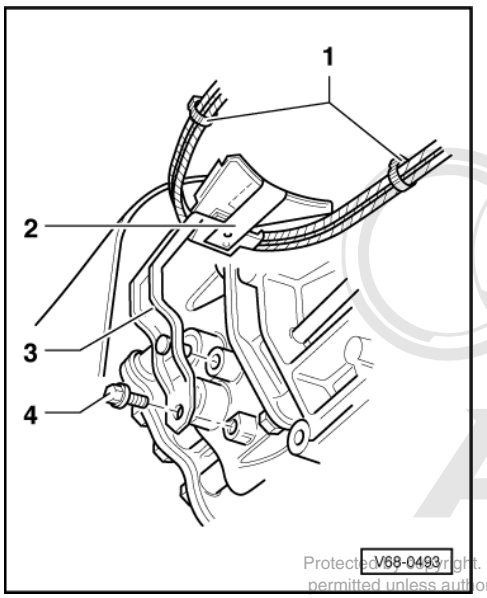


Vehicles with manual gearbox 01E:

- Push cable holder from rear over all 3 cables up to stop limit on cable grab.

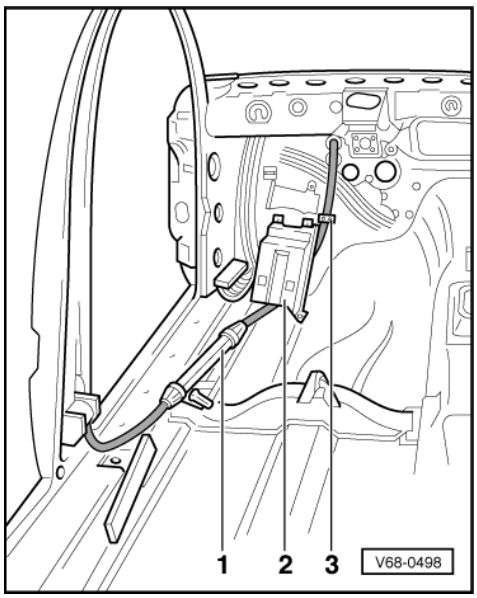
Note:

-> Hook on cable holder must be fed through slot on cable grab -arrow-.

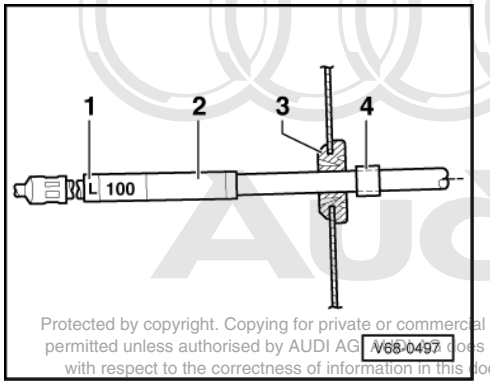


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- -> Slot cable holder -3- with retaining pin onto gearbox.
- Tighten screw -4- to 40 Nm.
- Tie together ten cables and procon cable at a central point between cable grab on gearbox and relay block and stop block respectively with cable ties -1-.
  - The procon cable is above the ten cables

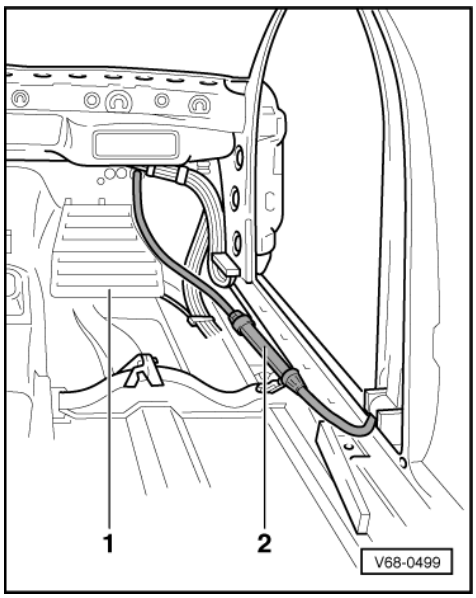


- -> Lay Bowden cable bend-free on driver side in footwell and secure with cable tie -3-.
- Pay attention to fitting mark => illustration below.
- Install footrest -2-.
- Connect ten cable with coupling tube -1- => Page 234 .
- Install bottom A-pillar trim and inside sill =>from Page 329 .



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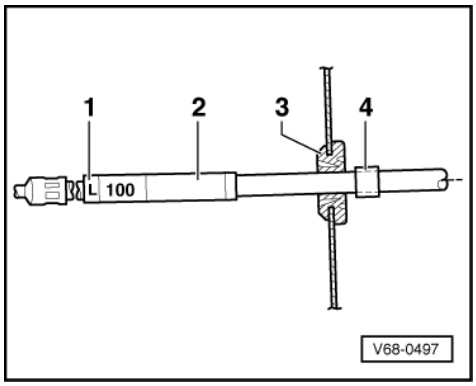
- -> Install ten Bowden cable so that the white fitting mark -4- appears in front of the rubber grommet -3- in the footwell.



- -> Lay Bowden cable bend-free on passenger side in footwell adjacent to E-Box -1-.
- Pay attention to fitting mark => illustration below.
- Connect ten cable with coupling tube -2- => Page 234 .
- Install bottom A-pillar trim and inside sill =>from Page 329 .

Notes:

- All 3 cables must be at a distance of 30 ± 10 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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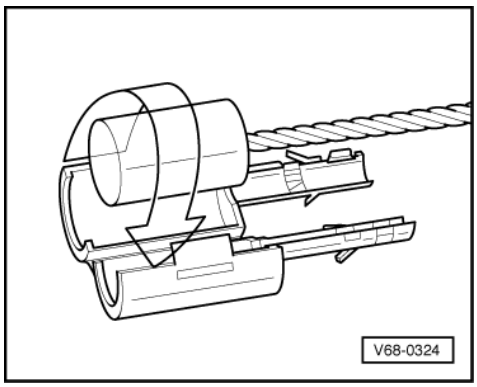
- -> Install ten Bowden cable so that the white fitting mark -4- appears in front of the rubber grommet -3- in the footwell.

2.7 - Installing procon cable

Notes:

- 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).
- Lightly grease procon cable in area of rubber grommet, or spray with lubricant.

Note:

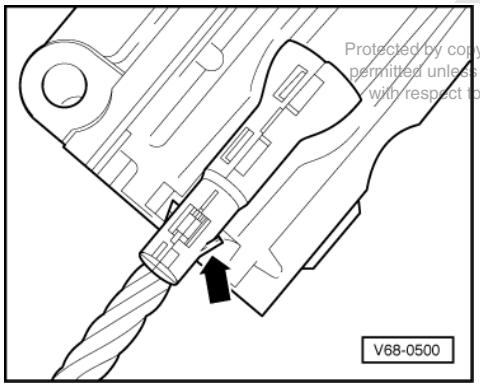
Keep the cable end (nipple) and inner surfaces of the plastic holders, and the support brackets for the cable end (nipple) on the relay block and stop block free of grease. Do not use lubricant.

- Feed procon cable out of vehicle interior through hole in front wall.
- Press rubber grommet into hole and check fit.

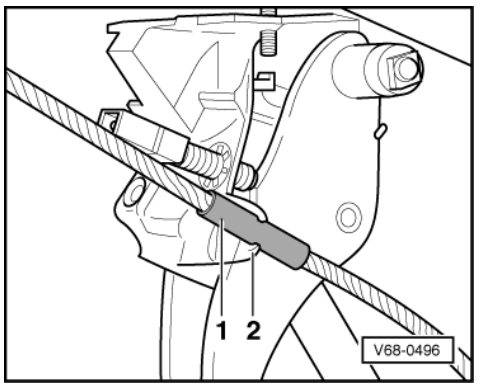
Note:

If the grommet is not fitted properly, leaks will occur.

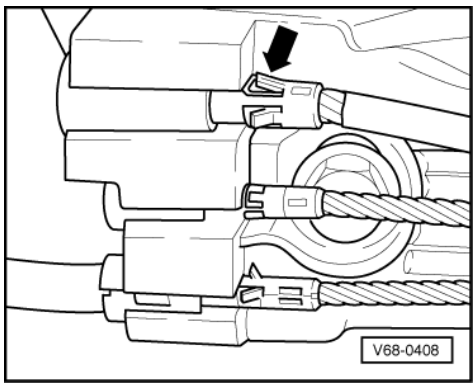
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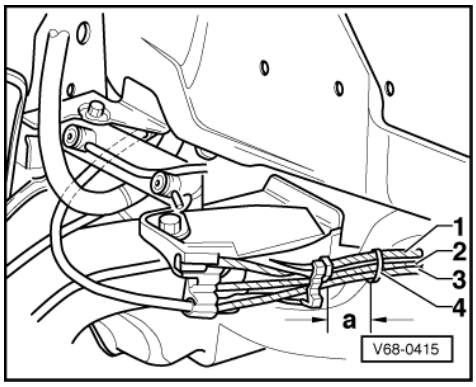
- Insert procon cable in support bracket on column tube so that the plastic holder is centred in the support bracket.
  - -> The procon cable with plastic holder is correctly seated in the support bracket when the grips -arrow- of the plastic holder grip the support bracket.



- -> Press procon cable -1- into holder on pedal bracket -2-.

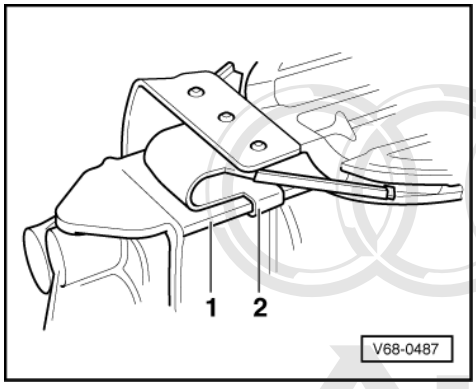


- Attach procon cable in stop block so that the plastic holder is centred in the support bracket.
  - -> The procon cable with plastic holder is correctly seated in the support bracket when the grips -arrow- of the plastic holder grip the support bracket.
- Feed procon cable around cable grab on gearbox and around relay block (left). Pay attention to front-end cable layout => Page 257 .



- -> Press new retaining clips -5- onto relay block and stop block.

Important!
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:

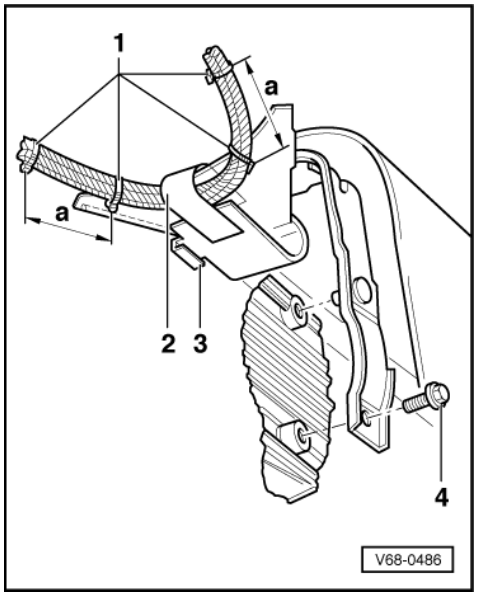
- Push cable holder from rear over all 3 cables up to stop limit on cable grab.

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Note:

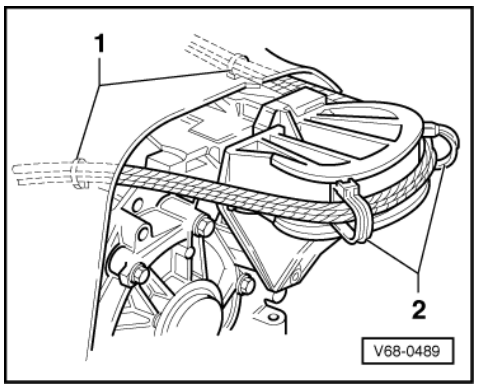
-> Hook -2- on cable holder must engage in rib -1- on gearbox.

- Slot cable holder with retaining pin onto gearbox.



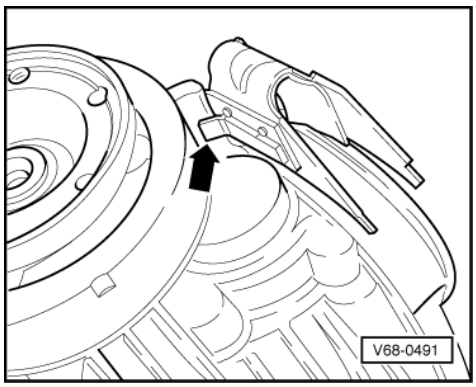
- -> Tighten screw -4- to 40 Nm.
- Tie together ten cables and procon cable between cable grab on gearbox and relay block and and stop block respectively with 2 cable ties -1- for each.
  - Position of first cable tie:
    40 ± 10 mm behind relay block/stop block
  - Distance between cable ties on one side
    Dimension a = 100 ± 10 mm
  - The procon cable is above the ten cables

Vehicles with automatic gearbox 097:



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- -> Tie together ten cables and procon cable at a central point between cable grab on gearbox and relay block and stop block respectively with cable ties -1-.
  - The procon cable is above the ten cables
- Secure cables on cable grab with new retaining clips -2-.

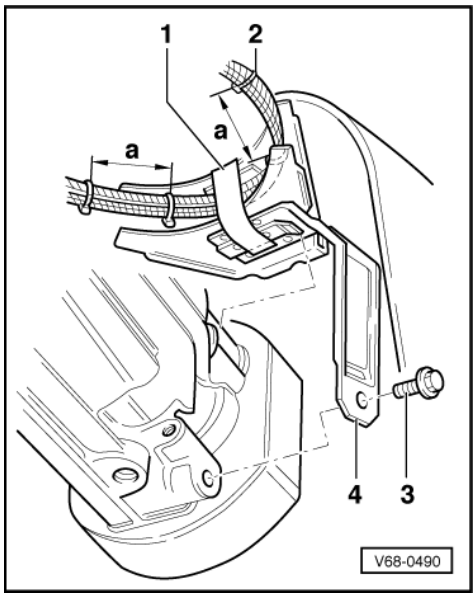


Vehicles with automatic gearbox 01D:

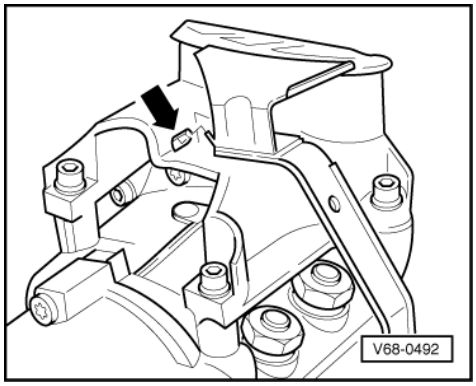
- Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

-> Hook on cable holder -arrow- must engage in rib on gearbox.



- -> Screw cable holder -4- with screw -3- to gearbox (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 -2- 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



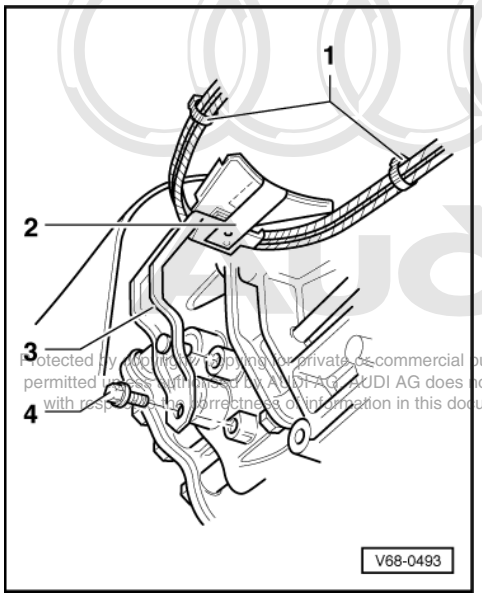
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Vehicles with manual gearbox 01E:

- Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

-> Hook on cable holder must be fed through slot on cable grab -arrow-.



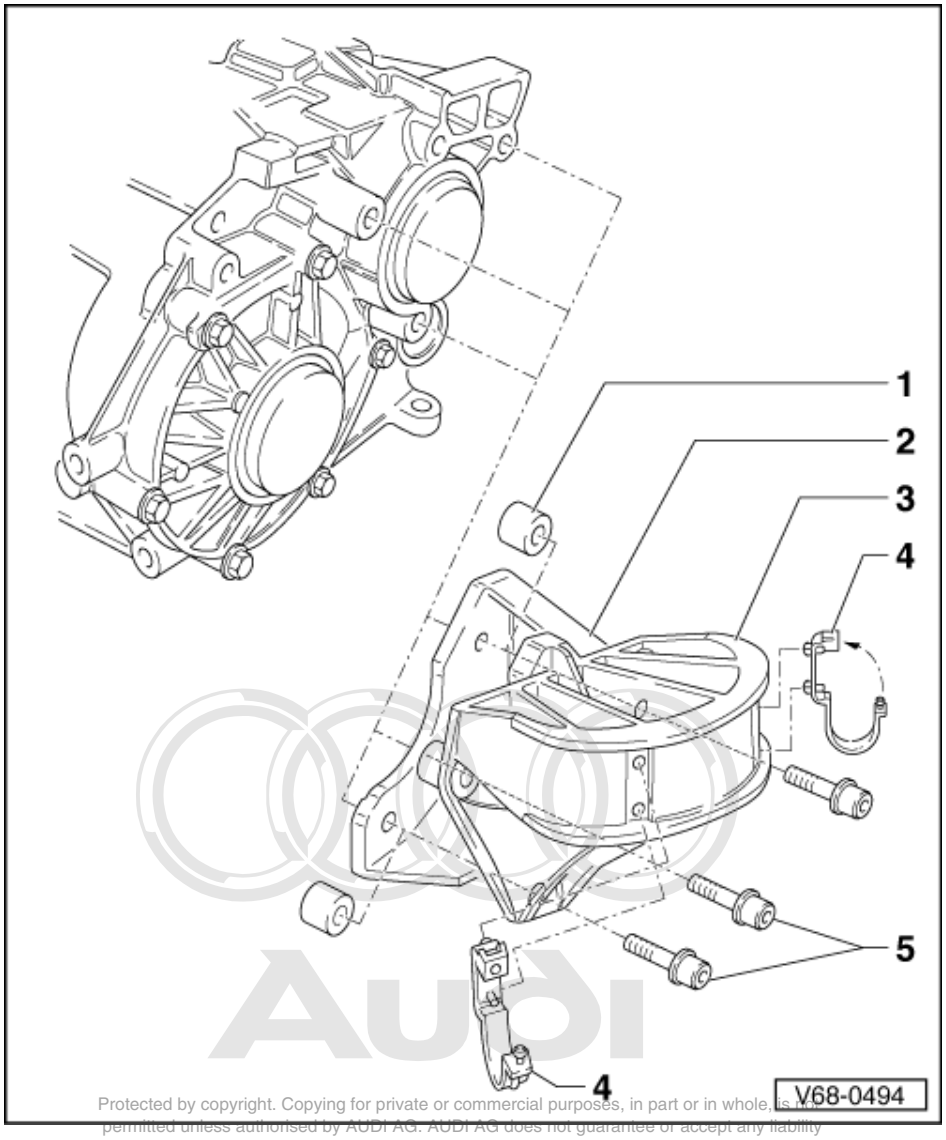
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- -> Slot cable holder -3- with retaining pin onto gearbox.
- Tighten screw -4- to 40 Nm.
- Tie together ten cables and procon cable at a central point between cable grab on gearbox and relay block and stop block respectively with cable ties -1-.
  - The procon cable is above the ten cables

Notes:

- All 3 cables must be at a distance of 30 ± 10 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.

2.8 - Removing and installing cable grab



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Note:

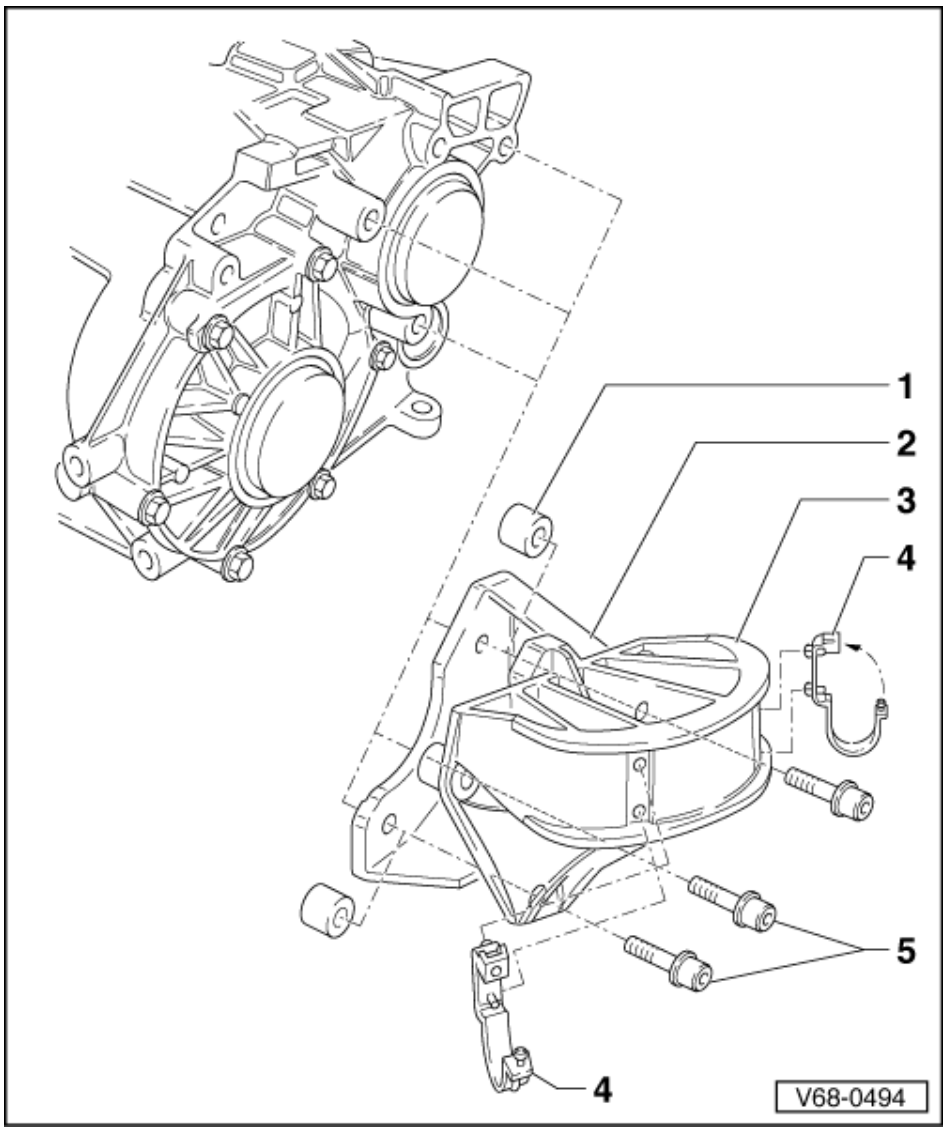
In vehicles with manual gearbox 012 and 01A, or automatic gearbox 01D, the cable grab is part of the gearbox housing.

Vehicles with automatic gearbox 097

1 **Spacer sleeve**
- 2 off
- Only if exhaust system console not fitted

2 **Exhaust system console**
- 5-cylinder engines only

3 **Cable grab**



4 Retaining clip

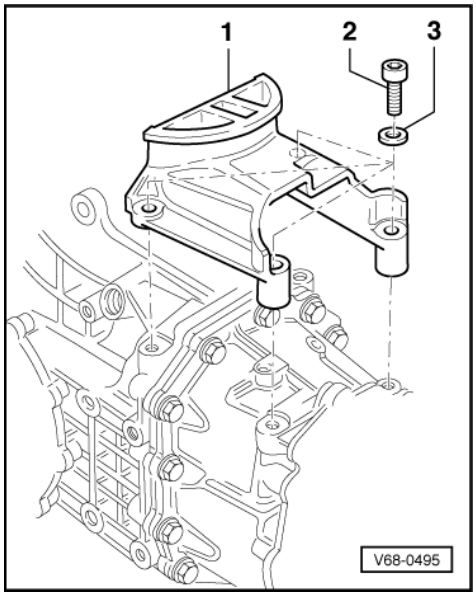
- 2 off
- Always replace
- Secured on cable grab by spreader clip

5 Combi screw - 40 Nm

- 3 off

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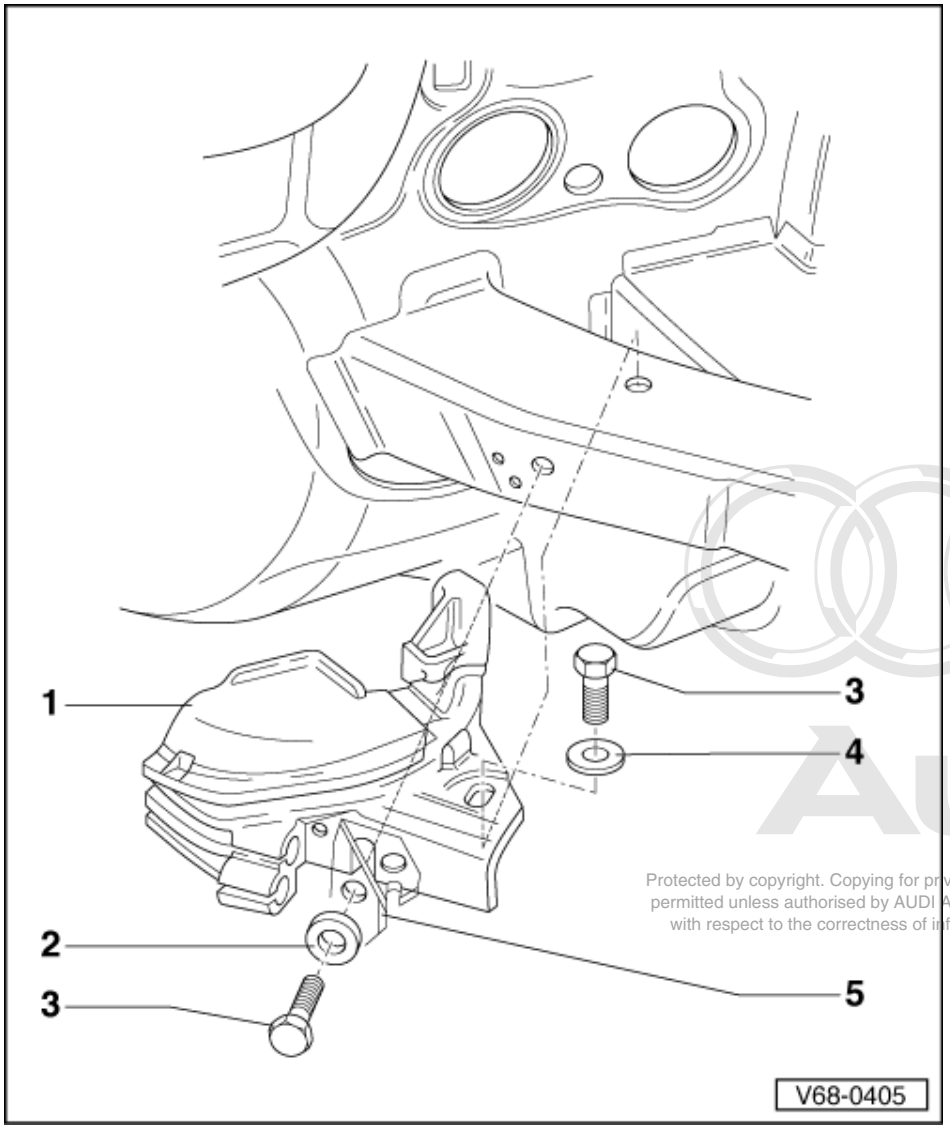
Vehicles with manual gearbox 01E:



1 - -> Cable grab
2 - Socket-head cap screw - 40 Nm
3 - Washer

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2.9 - Removing and installing relay block (left)



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1 **Relay block**
- Pay attention to gearbox version

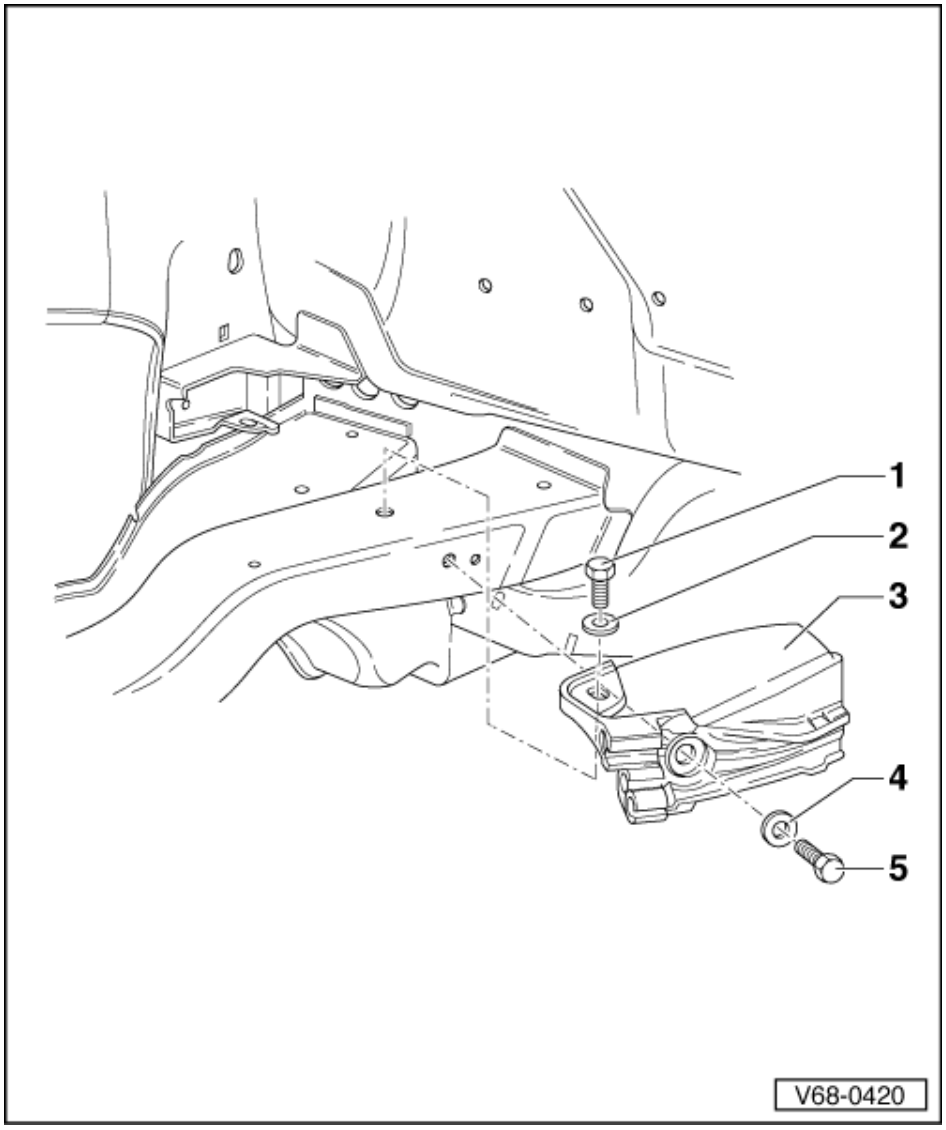
2 **Washer**
- Only if no bracket -item 5 - is fitted

3 **Hexagon screw - 75 Nm**

4 **Washer**

5 **Bracket**

2.10 - Removing and installing stop block (right)

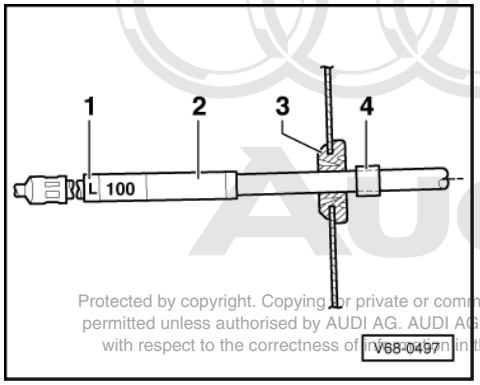


1 Hexagon screw - 75 Nm
2 Washer
3 Stop block
- Pay attention to gearbox version

4 Washer
5 Hexagon screw - 75 Nm

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2.11 - Labelling of ten cables



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1 - -> Band with label L for left or R for right Bowden cable
2 - Band with colour coding and part number
3 - Rubber grommet
4 - White fitting mark

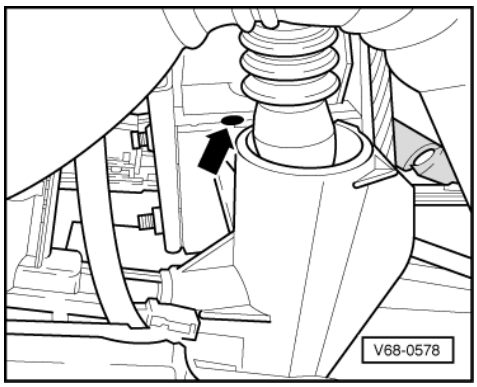
Colour coding of band

Gearbox	Colour
012/01A	White
097	Yellow
01D	Blue
01E	Brown

3 - Repairing procon ten system, Audi S4 > 5.94

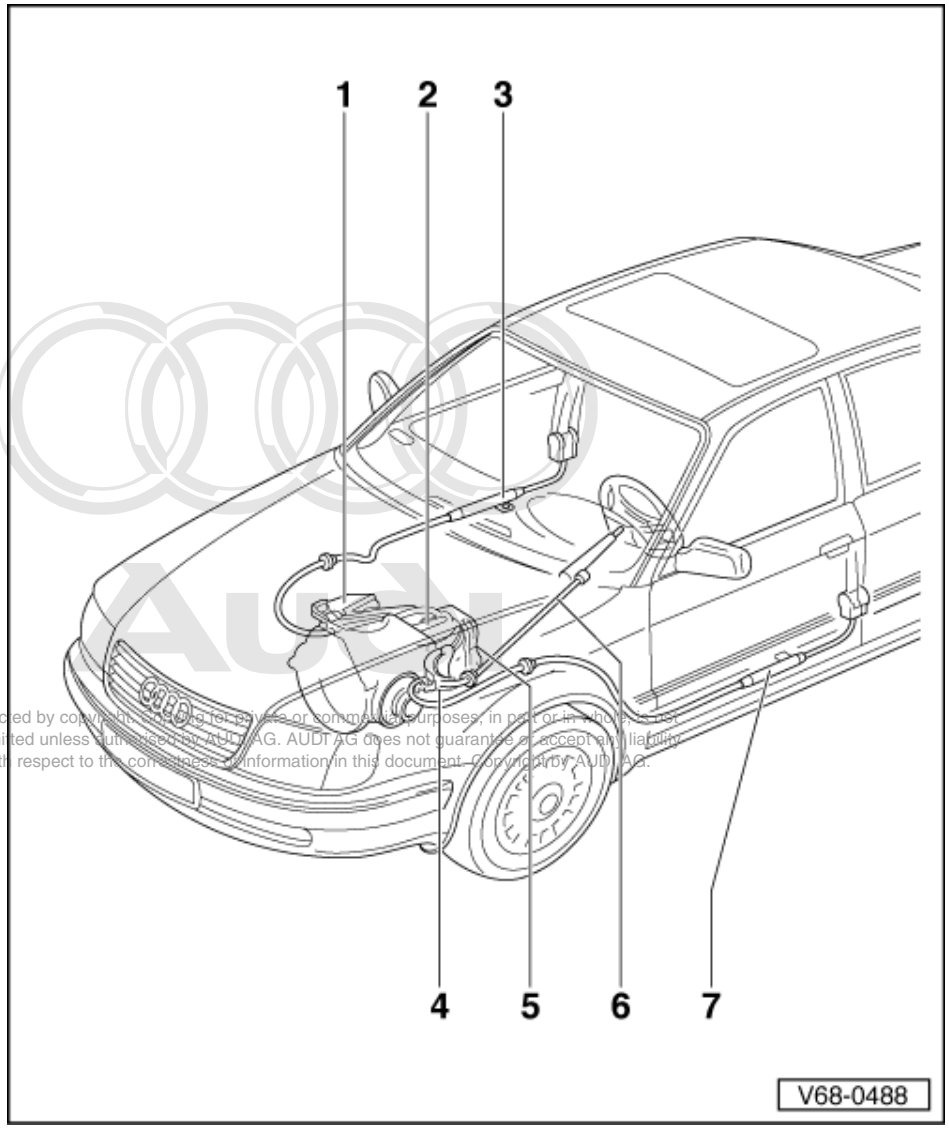
3.1 - Repairing procon ten system, Audi S4 > 5.94

- Testing procon ten system after an accident => Page 248 .
- Testing procon ten system => Page 248 .
- Testing procon system => Page 248 .



- Unscrew driver side shelf to check colour marking => Page 365 .
  - -> The colour dot is located on the front wall of the column tube -arrow-.
- Testing ten system => Page 248 .

3.2 - Removing and installing procon ten system



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1 Stop block (right)

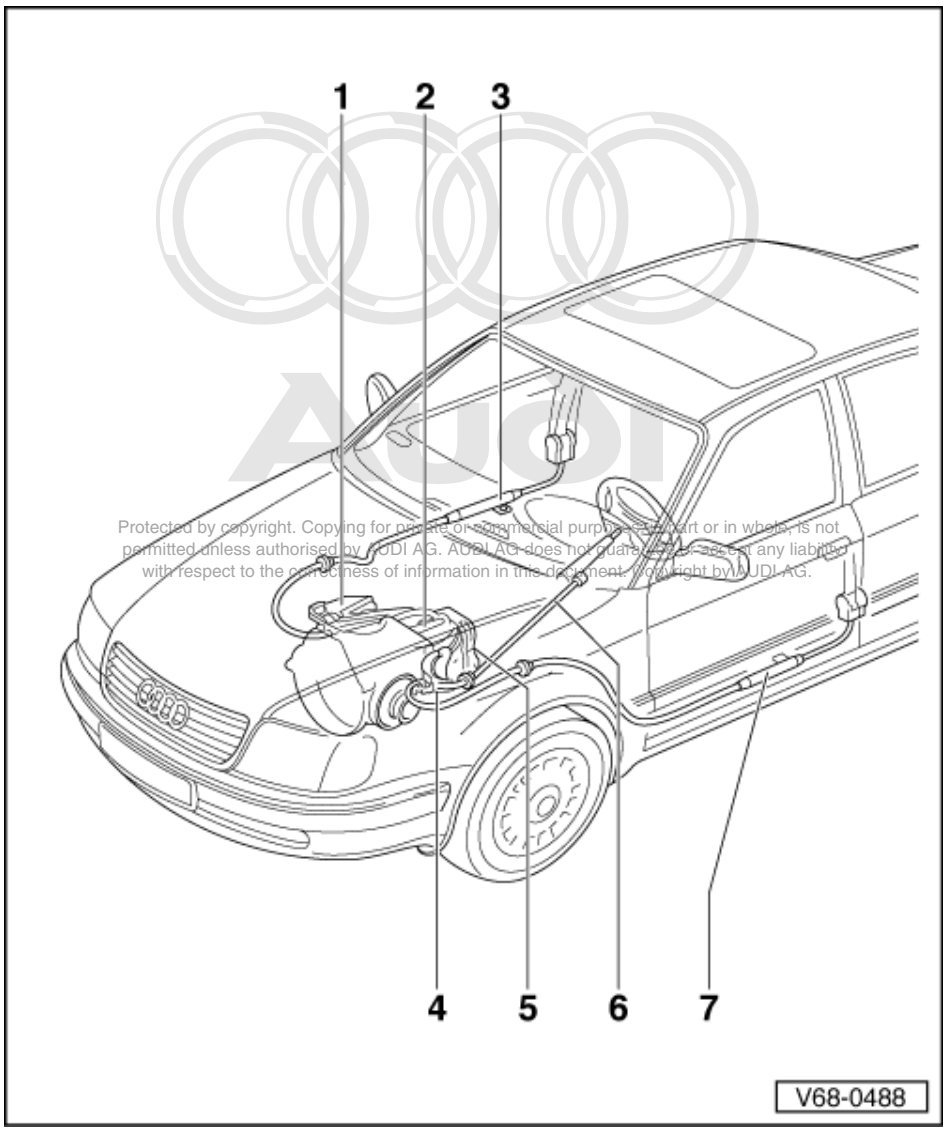
- Pay attention to gearbox version
- Removing and installing => Page 293

2 Cable grab

- Pay attention to gearbox version
- Removing and installing => Page 290

3 ten cable (right)

- With coupling tube
- Pay attention to labelling => Page 294 .
- Removing and installing => Page 281



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4 Relay block (left)

- Pay attention to gearbox version
- Removing and installing => Page 292

5 Cable holder

- Pay attention to gearbox version

6 procon cable

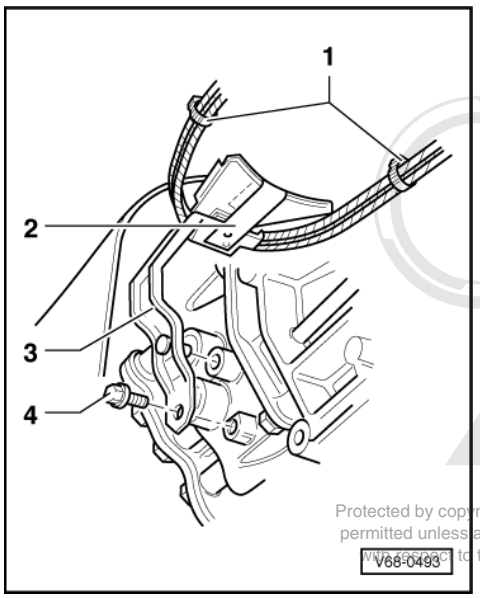
- Removing and installing => Page 286

7 ten cable (left)

- With coupling tube
- Pay attention to labelling => Page 294 .
- Removing and installing => Page 281

3.3 - Removing ten cables

- Remove inside sill => Page 331 .
- Remove A-pillar trim at bottom =>from Page 329 .
- Pull aside carpet and insulation.
- Detach ten cable from coupling tube => Page 234 .
- On driver side, release cable tie from ten cable and unscrew footrest.



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- Remove noise insulation => Page 39 .

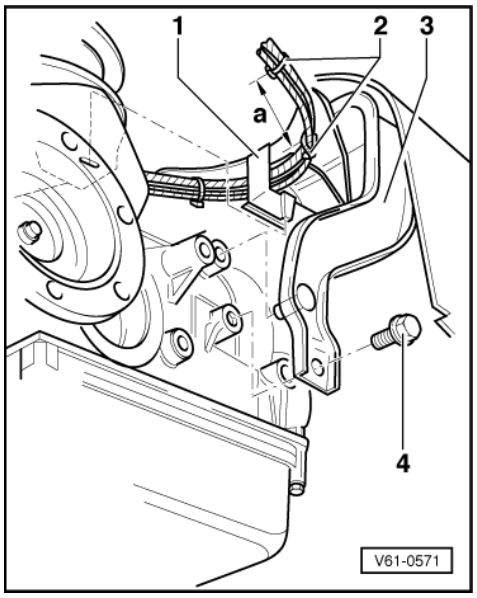
Vehicles with manual gearbox 01E:

- -> 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 01F:



Note:

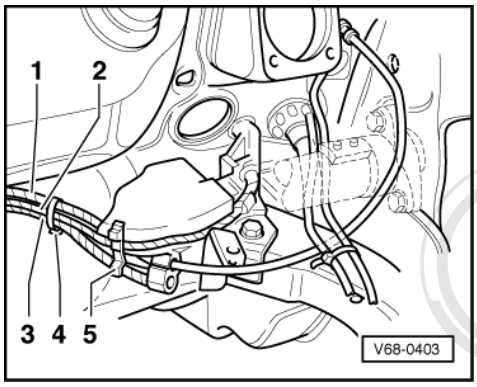
The gearbox must be lowered to remove the cable holder.

- -> Unscrew cable holder -3- from gearbox.
- Cut off cable tie -2- with carpet knife.

- Detach adhesive tape -1- 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.

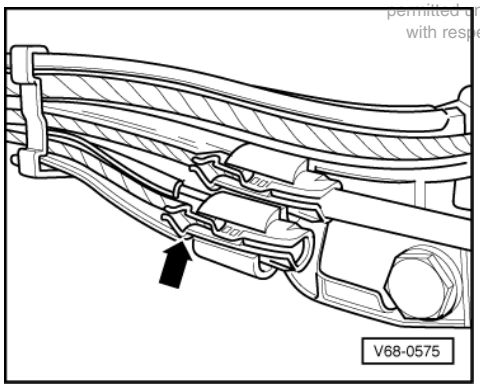


- -> Release retaining clip -5- from stop block (right) and relay block (left).

Note:

Shown in illustration with engine removed.

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- -> 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.

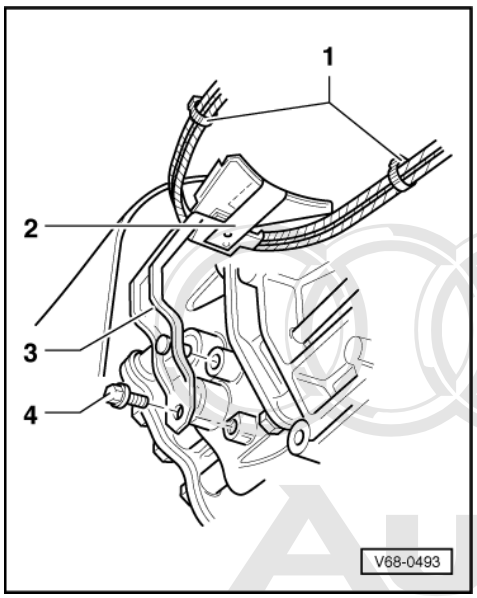
Note:

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.

3.4 - Removing procon cable

- Remove noise insulation => Page 39 .



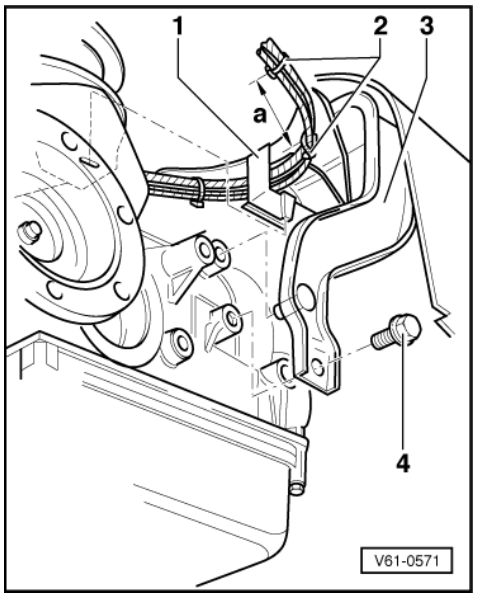
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Vehicles with manual gearbox 01E:

- -> 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 01F:

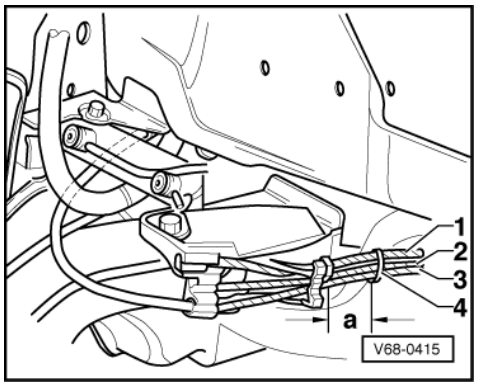
Note:

The gearbox must be lowered to remove the cable holder.

- -> Unscrew cable holder -3- from gearbox.
- Cut off cable tie -1- with carpet knife.

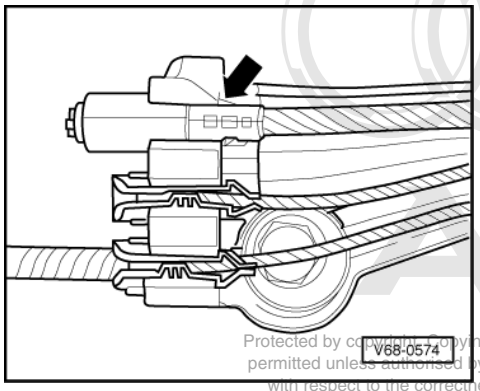
- Detach adhesive tape -2- from cable holder.

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.



- -> Release retaining clip -5- from stop block (right) and relay block (left).

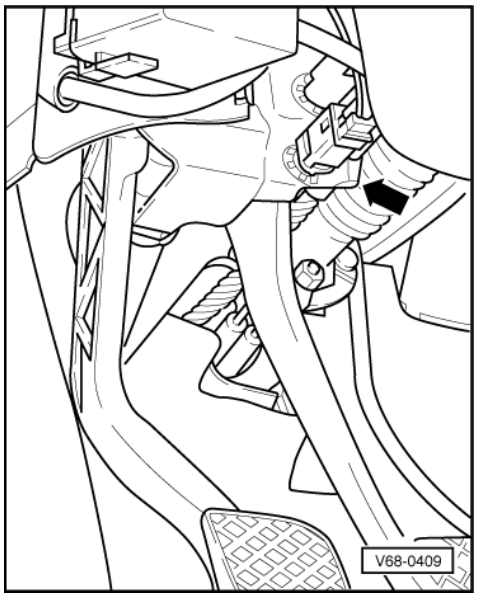
Note:
Shown in illustration with engine removed.



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- -> Detach procon cable -arrow- from relay block (right). Drive out fixed cable end with a punch.

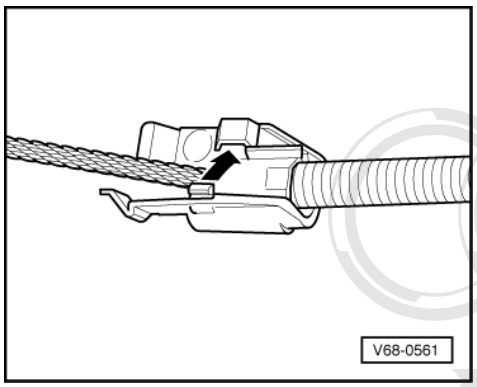
Note:
The two ten cables do not need to be detached.



- Remove shelf => Page 365 .
- -> Press procon cable out of holder on pedal bracket -arrow-, detach from column tube and withdraw towards vehicle interior.

3.5 - Installing ten cables

Notes:

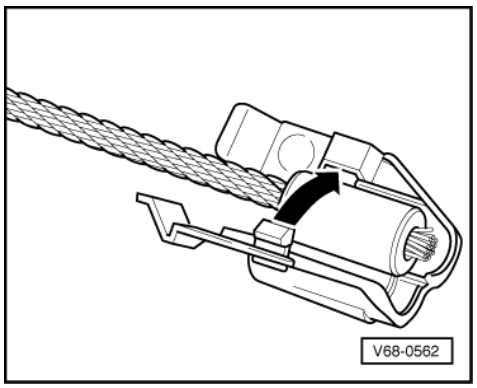


- The plastic holders on the end of the cable (nipple) and the end of the Bowden cable, as well as the retaining clips on the stop block and relay block, must always be replaced.
- Different cables are used depending on the gearbox version. Allocation

=> Parts catalogue

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- -> 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.

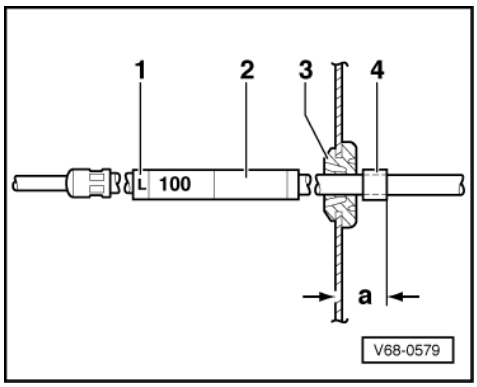
Note:

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.

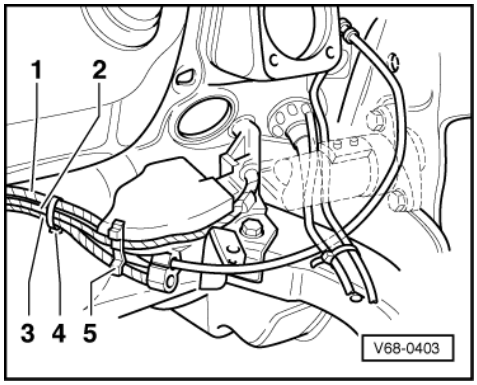
Note:

If the grommet is not fitted properly, leaks will occur.



- -> Install ten Bowden cable so that the white fitting mark -4- appears in front of the rubber grommet -3- in the footwell.
  - Dimension a = 15 ± 5 mm

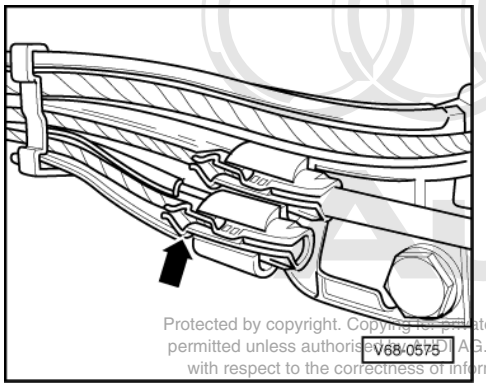
Cable layout at the front end



- -> procon cable -1- is located at the top on the relay block and stop block, and on the cable grab.
- ten cable (left) -2- is located directly underneath the procon cable on the relay block and stop block, and on the cable grab.
- ten cable (right) -3- is located at the bottom on the relay block and stop block, and on the cable grab.

Note:

Lay the cables so they do not overlap. Follow recesses on stop block and relay block.



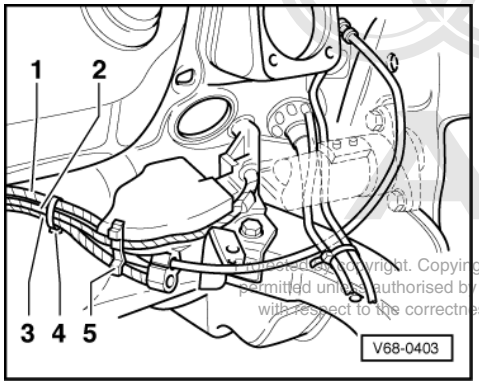
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- Attach Bowden cable at left in relay block and at right in stop block so that the plastic holder is centred in the support bracket.

  -> The plastic holders are correctly seated in the support bracket when the edges of the plastic holders - arrow- grip the support bracket.

- Feed ten cable around cable grab on gearbox.

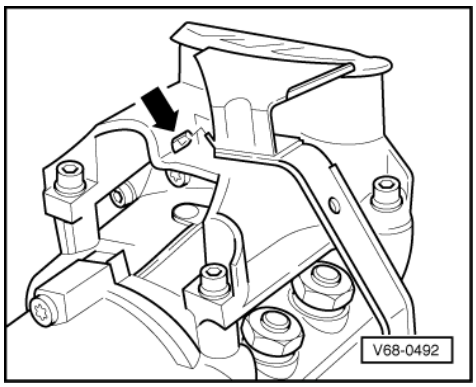
- Introduce ten cable at left into support bracket on stop block, ten cable at right into support bracket on relay block.



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- -> Press new retaining clips -5-onto relay block and stop block.

Important!
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.

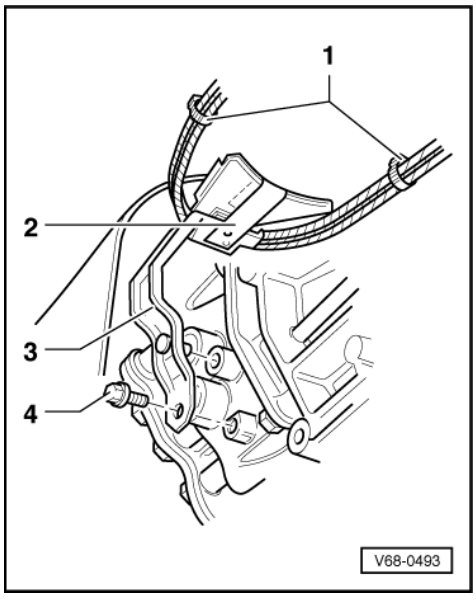


Vehicles with manual gearbox 01E:

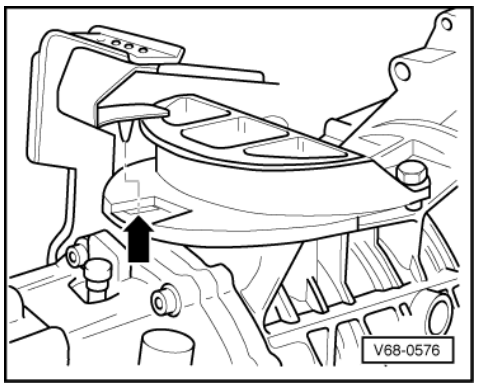
- Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

-> Hook on cable holder must be fed through slot on cable grab -arrow-.



- -> Slot cable holder -3- with retaining pin onto gearbox.
- Tighten screw -4- to 40 Nm.
- Tie together ten cables and procon cable with cable ties -1-.
  - Position of cable ties:
    40 ± 10 mm behind relay block/stop block
  - The procon cable is above the ten cables

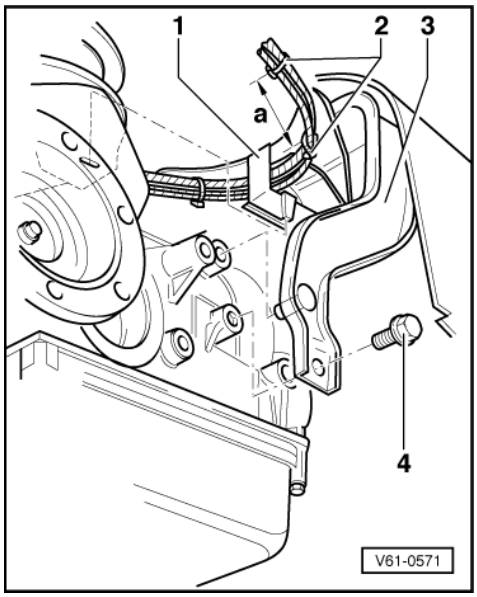


Vehicles with automatic gearbox 01F:

- Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

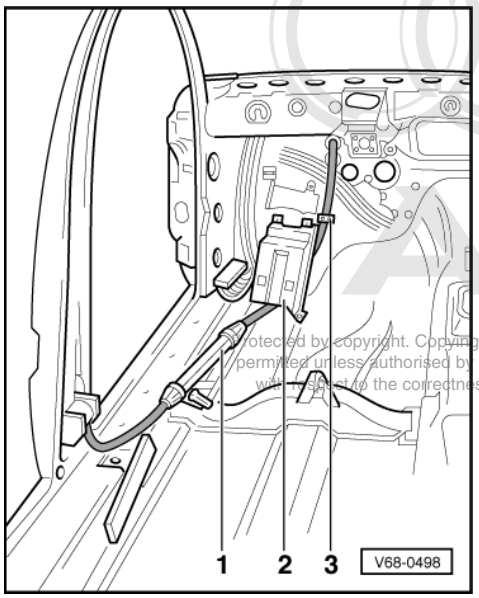
-> Clip on cable holder must be fed through slot on cable grab -arrow-.



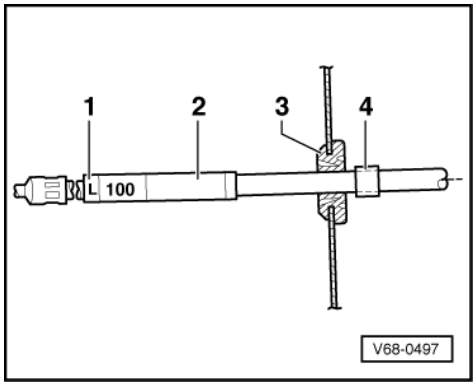
- -> Slot cable holder -3- with retaining pin onto gearbox.
- Tighten screw -4- to 40 Nm.
- Tie together ten cables and procon cable between cable grab on gearbox and relay block and stop block respectively with 2 cable ties -2- for each.
  - Position of first cable tie:
    40 ± 10 mm behind relay block/stop 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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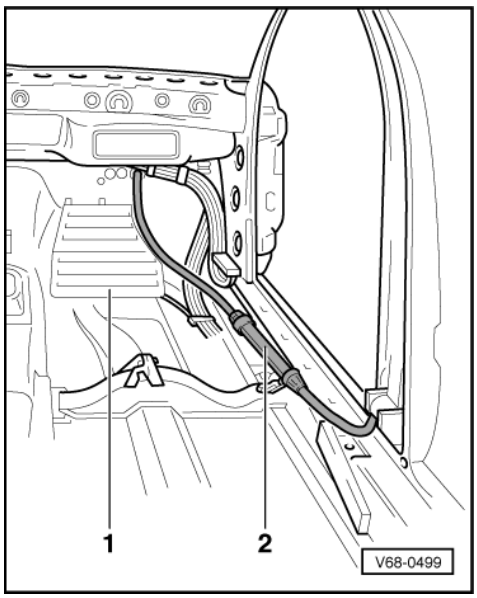
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- -> Lay Bowden cable bend-free on driver side in footwell and secure with cable tie -3-.
- Pay attention to fitting mark => illustration below.
- Install footrest -2-.
- Connect ten cable with coupling tube -1- => Page 234 .
- Install bottom A-pillar trim and inside sill =>from Page 329 .



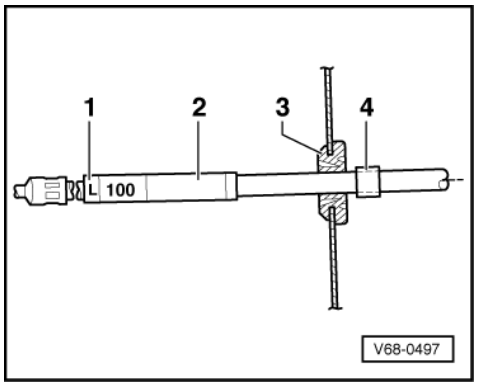
- -> Install ten Bowden cable so that the white fitting mark -4- appears in front of the rubber grommet -3- in the footwell.



- -> Lay Bowden cable bend-free on passenger side in footwell adjacent to E-Box -1-.
- Pay attention to fitting mark => illustration below.
- Connect ten cable with coupling tube -2- => Page 234 .
- Install bottom A-pillar trim and inside sill =>from Page 329 .

Notes:

- All 3 cables must be at a distance of 30 ± 10 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.



- -> Install ten Bowden cable so that the white fitting mark -4- appears in front of the rubber grommet -3- in the footwell.

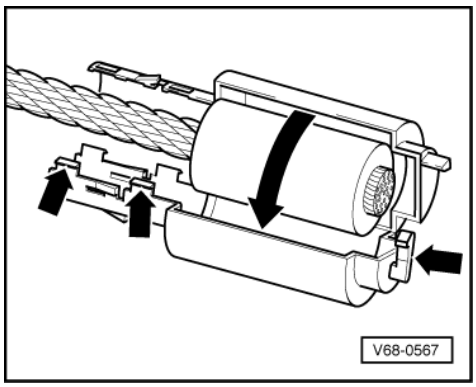
3.6 - Installing procon cable

Notes:

- 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

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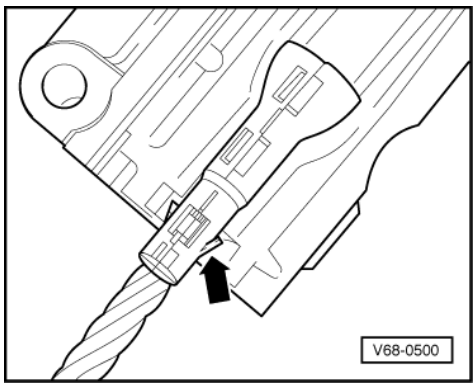
- -> Mount new plastic holders on end of cable (nipple).
- Make sure lugs -arrows- engage fully.
- Lightly grease procon cable in area of rubber grommet, or spray with lubricant.

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. Do not use lubricant.

- Feed procon cable out of vehicle interior through hole in front wall.

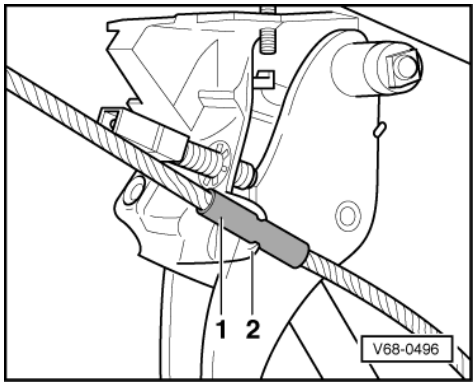
- Press rubber grommet into hole and check fit.



Note:

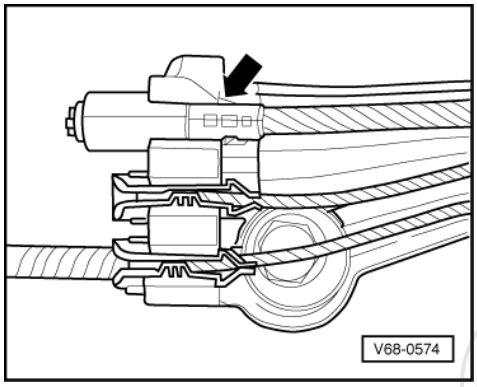
If the grommet is not fitted properly, leaks will occur.

- 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.

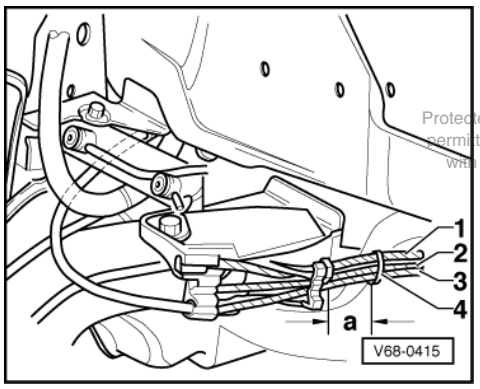


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- -> Press procon cable -1- into holder on pedal bracket -2-.

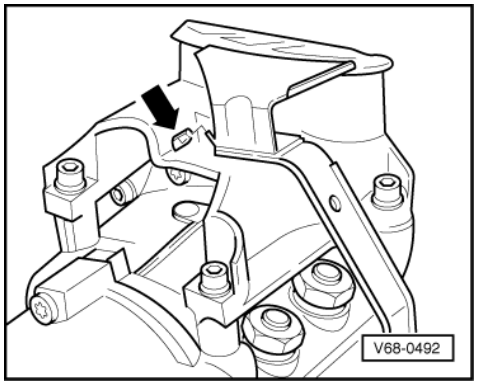


- Attach procon cable in stop block so that the plastic holder is centred in the support bracket.
  - -> The procon cable with plastic holder is correctly seated in the support bracket when the grips -arrow- of the plastic holder grip the support bracket.
- Feed procon cable around cable grab on gearbox and around relay block (left). Pay attention to front-end cable layout => Page 282 .



- -> Press new retaining clips -5-onto relay block and stop block.

Important!
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.



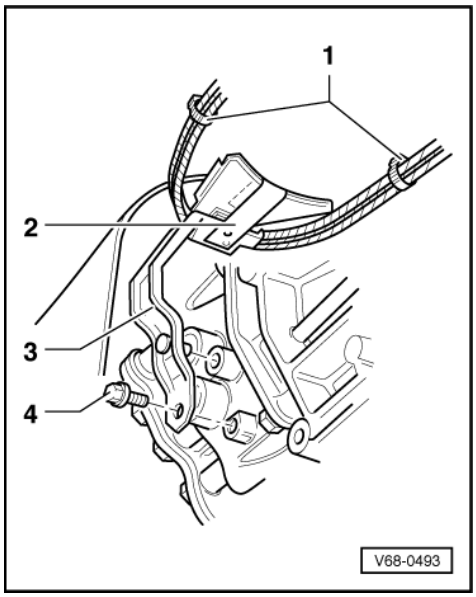
Vehicles with manual gearbox 01E:

- Push cable holder from rear over all 3 cables up to stop limit on cable grab.

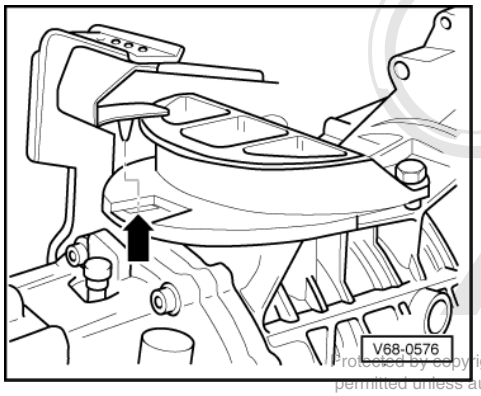
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Note:

-> Hook on cable holder must be fed through slot on cable grab -arrow-.



- -> Slot cable holder -3- with retaining pin onto gearbox.
- Tighten screw -4- to 40 Nm.
- Tie together ten cables and procon cable with cable ties -1-.
  - Position of cable ties:
    40 ± 10 mm behind relay block/stop block
  - The procon cable is above the ten cables



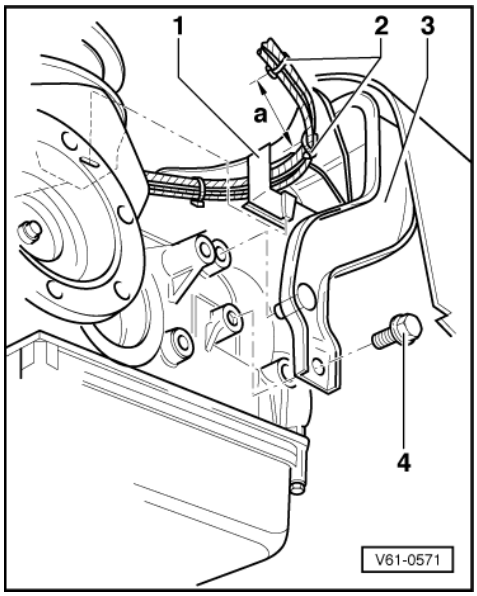
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Vehicles with automatic gearbox 01F:

- Push cable holder from rear over all 3 cables up to stop limit on cable grab.

Note:

-> Clip on cable holder must be fed through slot on cable grab -arrow-.



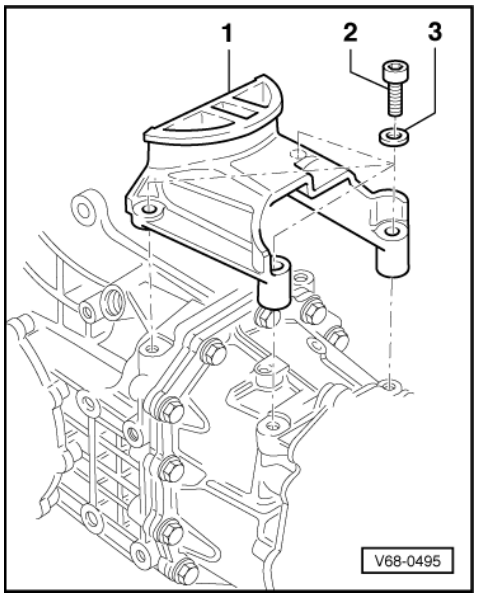
- -> Slot cable holder -3- with retaining pin onto gearbox.
- Tighten screw -4- to 40 Nm.
- Tie together ten cables and procon cable between cable grab on gearbox and relay block and stop block respectively with 2 cable ties -2- for each.
  - Position of first cable tie:
    40 ± 10 mm behind relay block/stop 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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Notes:

- All 3 cables must be at a distance of 30 ± 10 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.

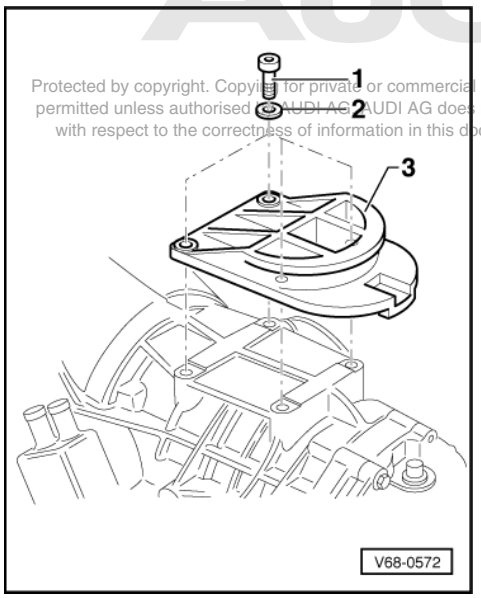
3.7 - Removing and installing cable grab



Vehicles with manual gearbox 01E:

1 - -> Cable grab
2 - Socket-head cap screw - 40 Nm
3 - Washer

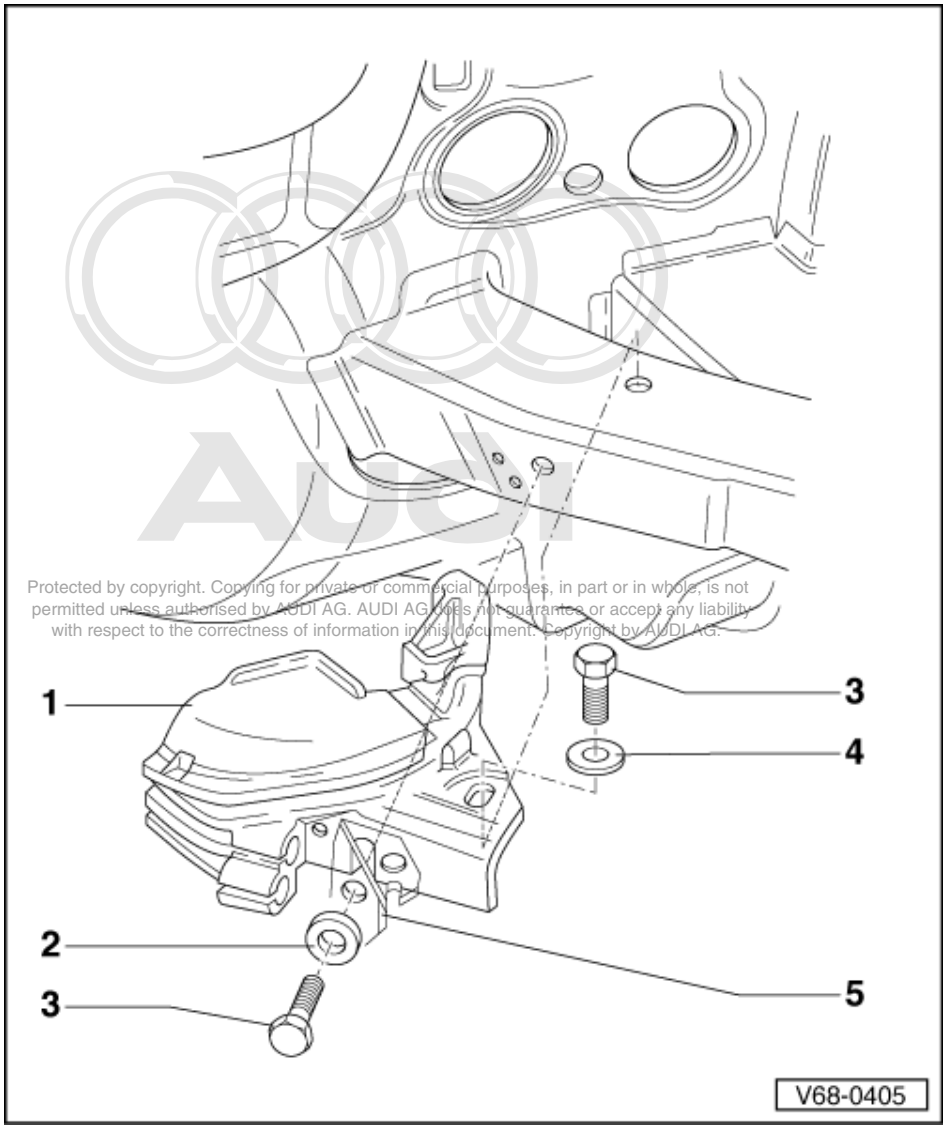
Vehicles with automatic gearbox 01F:



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1 - -> Socket-head cap screw - 40 Nm
2 - Washer
3 - Cable grab

3.8 - Removing and installing relay block (left)



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1 **Relay block**
- Pay attention to gearbox version

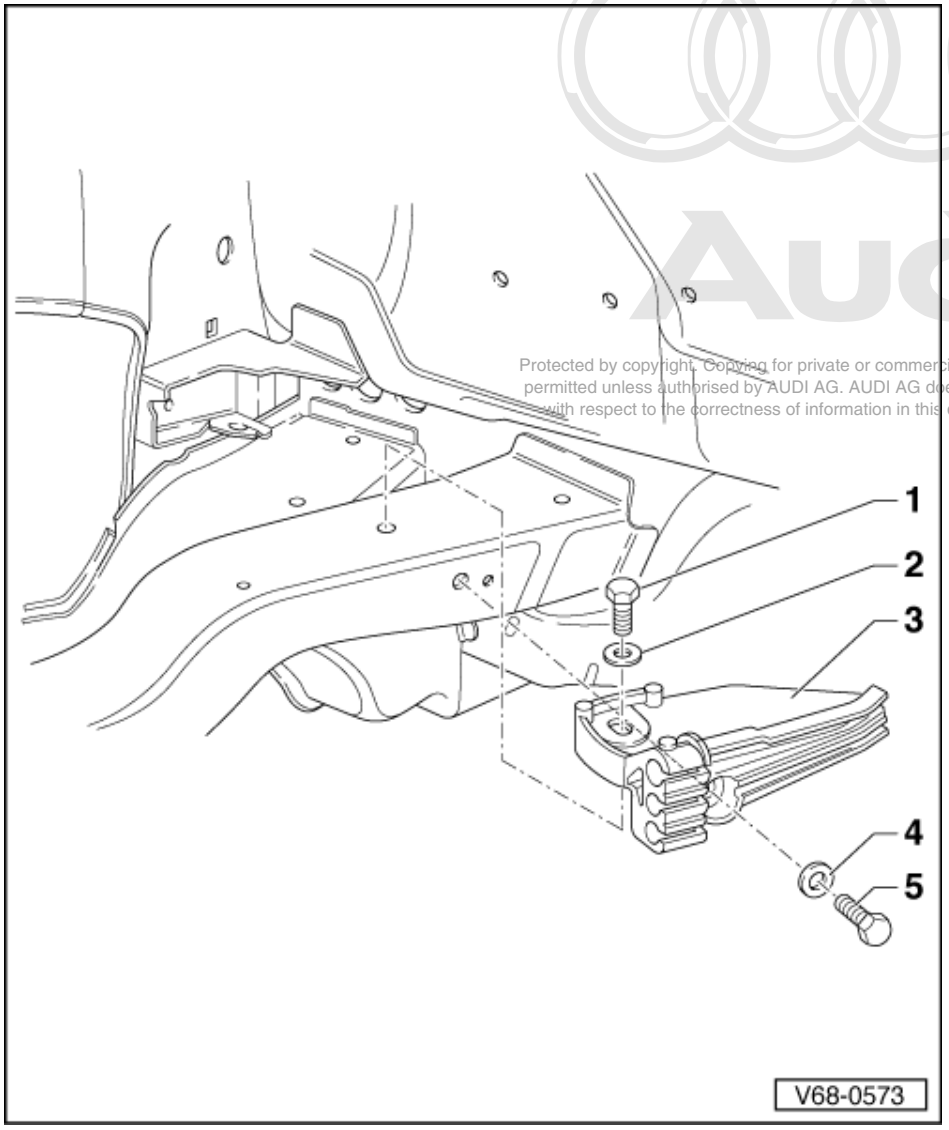
2 **Washer**
- Only if no bracket -item 5 - is fitted

3 **Hexagon screw - 75 Nm**

4 **Washer**

5 **Bracket**

3.9 - Removing and installing stop block (right)

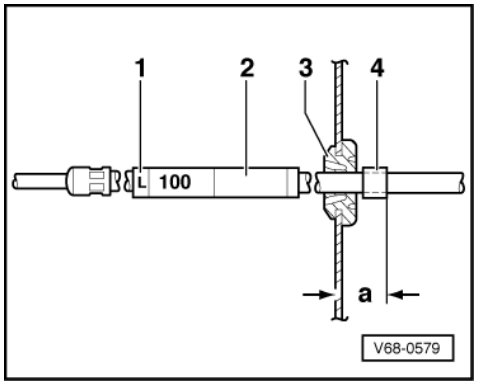


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1 Hexagon screw - 75 Nm
2 Washer
3 Stop block
- Pay attention to gearbox version

4 Washer
5 Hexagon screw - 75 Nm

3.10 - Labelling of ten cables



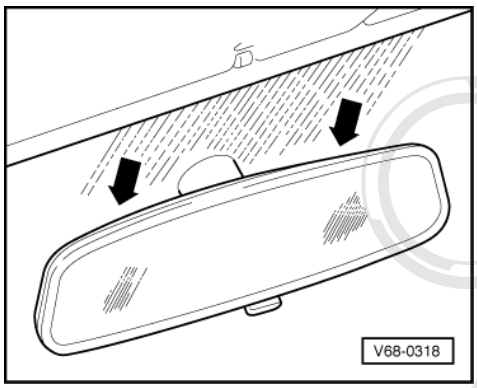
1 - -> Band with label L for left or R for right Bowden cable
2 - Band with colour coding and part number
3 - Rubber grommet
4 - White fitting mark

Colour coding of band

Gearbox	Colour
01E	Brown
01F	Green

4 - Removing and installing interior mirror

4.1 - Removing and installing interior mirror



Removal

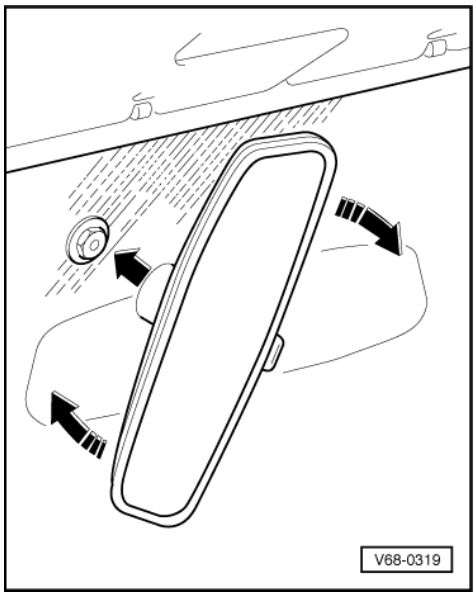
Mirror with single ball joint mount

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- -> Push mirror downward at a slant from holder plate (spring clips in mount)

Mirror with double ball joint mount

- Loosen 2 mm hexagon socket screw in mirror mount and remove mirror.



Installation

Mirror with single ball joint mount

- -> Align mirror at a 60 ... 90o angle to its fitting orientation and rotate until arrester spring engages.

Mirror with double ball joint mount

- Align mount to holder plate on windscreen and tighten 2 mm hexagon socket screw.

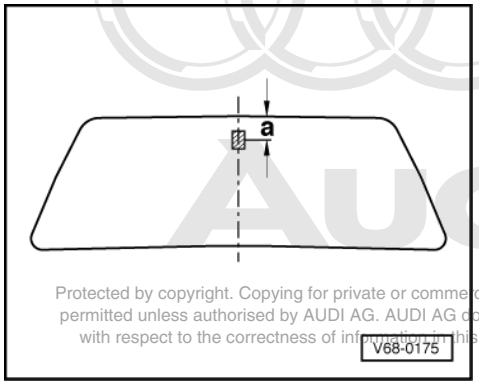
4.2 - Affixing holder plate for interior mirror

Material

Glass/metal adhesive D 000 703 A1

Notes:

- Process adhesive at room temperature, following manufacturer's instructions regarding safety and use.
- The material sets in a few hours.



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-> Rear view mirror with single ball joint mount

- Dimension a = 150 mm

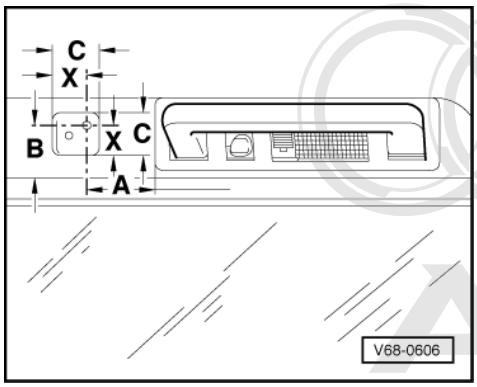
Rear view mirror with double ball joint mount

- Dimension a = 130 mm

5 - Partition grille (Avant)

5.1 - Partition grille (Avant)

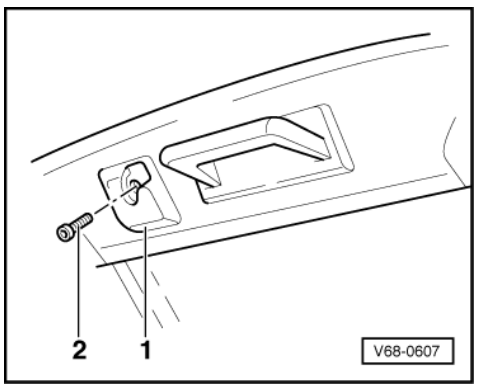
5.2 - Retrofitting partition grille



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Installing front attachment eyes

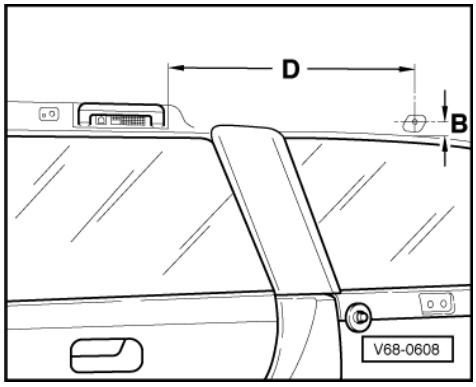
- -> Cut a small hole in the moulded headliner with a carpet knife at the point of intersection of dimensions -A- and -B- and at the right side.
- Starting from the tapped hole, cut a square hold with dimension -C- in the moulded headliner, as shown in the illustration.
  - Dimension A = 60 mm
    measured from front hand grip trim to centre of tapped hole
  - Dimension B = 40 mm
    measured from top edge of edge protector to centre of tapped hole



  - Dimension C = 30 mm
  - Dimension X = 20 mm

-> Secure attachment eyes -1- with socket-head cap screw -2- (5 Nm), as shown in the illustration.

Installing rear attachment eyes

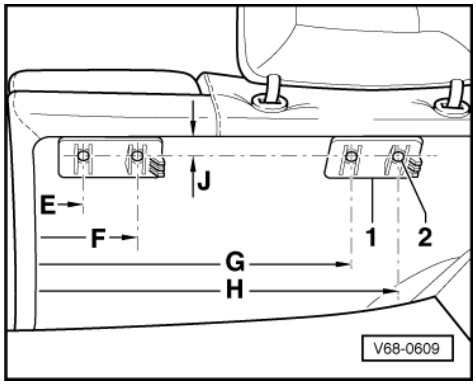


- -> Cut a small hole in the moulded headliner with a carpet knife at the point of intersection of dimensions -D- and -B- and at the right side.
- Starting from the centre of the tapped hole, cut a square hole in the moulded headliner, as shown in the illustration. Dimension for square hole => Fig. 68-606; Page 296 .
  - Dimension B = 40 mm
    measured from top edge of edge protector to centre of tapped hole
  - Dimension D = 565 mm
    measured from rear hand grip trim to centre of tapped hole
- Secure attachment eyes with socket-head cap screw (5 Nm) => Fig. 68-607; Page 296 .

Securing partition grille on seat back

Note:

The fixing holes are already punched into the seat back. They are merely concealed by the seat back trim.

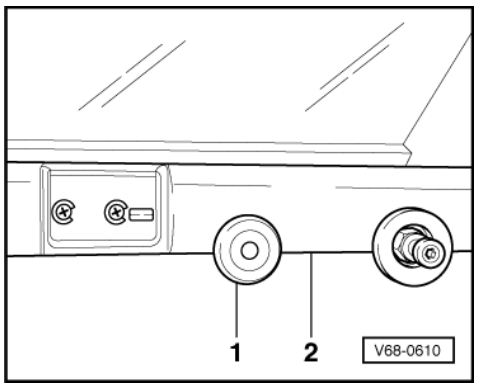


-> Dimensions for fixing holes

- Dimension E = 63 mm
- Dimension F = 130 mm
- Dimension G = 416 mm
- Dimension H = 483 mm
- Dimension J = 25 mm

- Perforate seat back at points indicated using an awl.
- Secure bracket -1- with screw -2- (4 Nm), as shown in the illustration.

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- -> Remove side trim -2- => Page 338 .

Note:

The hole (position and diameter) for the rosette -1- is already pre-stamped into the rear side of the side trim.

- Drill a 16 mm dia. hole using a boring bit or similar.
- Cut out lug recess according to pre-stamping using a small saw.
- Install side trim.
- Press rosette into drill hole.
- Insert partition grille into bracket on seat back.
- Test function.

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69 - Passenger protection

1 - Airbag

1.1 - Airbag

1.2 - General safety rules

- Testing, assembly and repair work must only be carried out by trained service personnel.
- Never test with a test lamp, voltmeter or ohmmeter.
- The airbag system ä 06.92 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 07.92 ä 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.

- The interval for replacing the airbag units no longer applies.
- If the airbag cover is damaged, the entire dash panel must be replaced.
- Always disconnect the voltage supply when working on the airbag system. Vehicles ä 06.95: Disconnect the battery earthing strap and single voltage supply connector. Vehicles 07.95 ä: Disconnect battery and cover negative pole.

Note:

From model year 1996 the single connector for airbag voltage supply is no longer fitted.

- There must be no one in the vehicle when the battery is being connected.

- If the airbag units or the triggering unit 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 cushion, 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 ä 06.92 has been triggered in an accident, the triggering unit 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 the airbag system II 07.92 ä or the airbag system IV or V 06.93 ä have been triggered in an accident, the control unit, angle bracket, mounting bracket and 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:

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- Airbag units must not be stored for longer than 3 months.

Scrapping of airbag units and triggering units

- 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 unit of airbag system ä 06.92 contains a mercury switch (special waste). The triggering unit must therefore be passed on to the responsible authorities for scrapping.

2 - Repairing airbag

2.1 - Repairing airbag

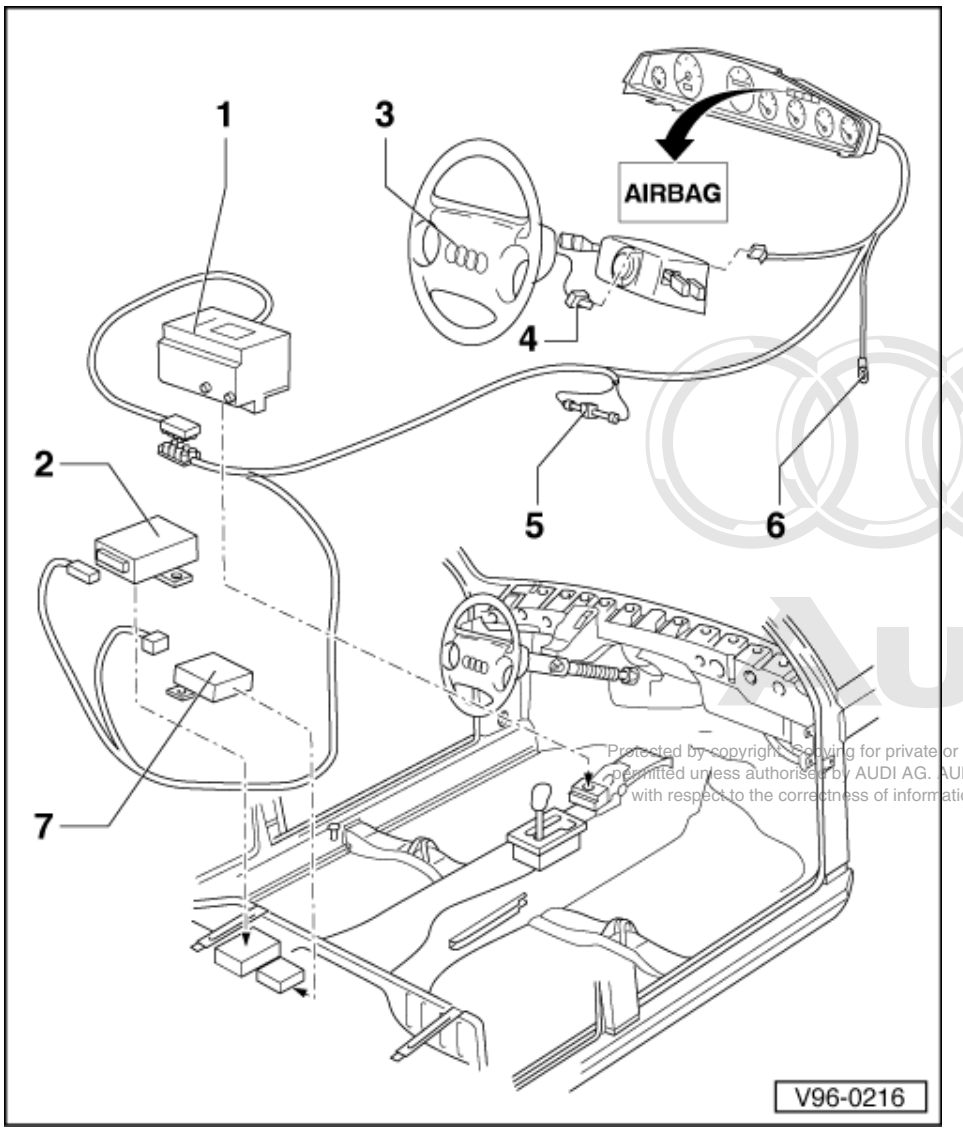
2.2 - Repairing airbagä 06.92

- General safety rules => Page 299 .
- The airbag system ä 06.92 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 304 .

Notes:

- Vehicles which have been converted from Airbag 1 to Airbag 2 support self-diagnosis. In these vehicles the diagnosis connection is located directly on the airbag control units.
- 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

- Fitting position => Fig. 1

2 Powerpack

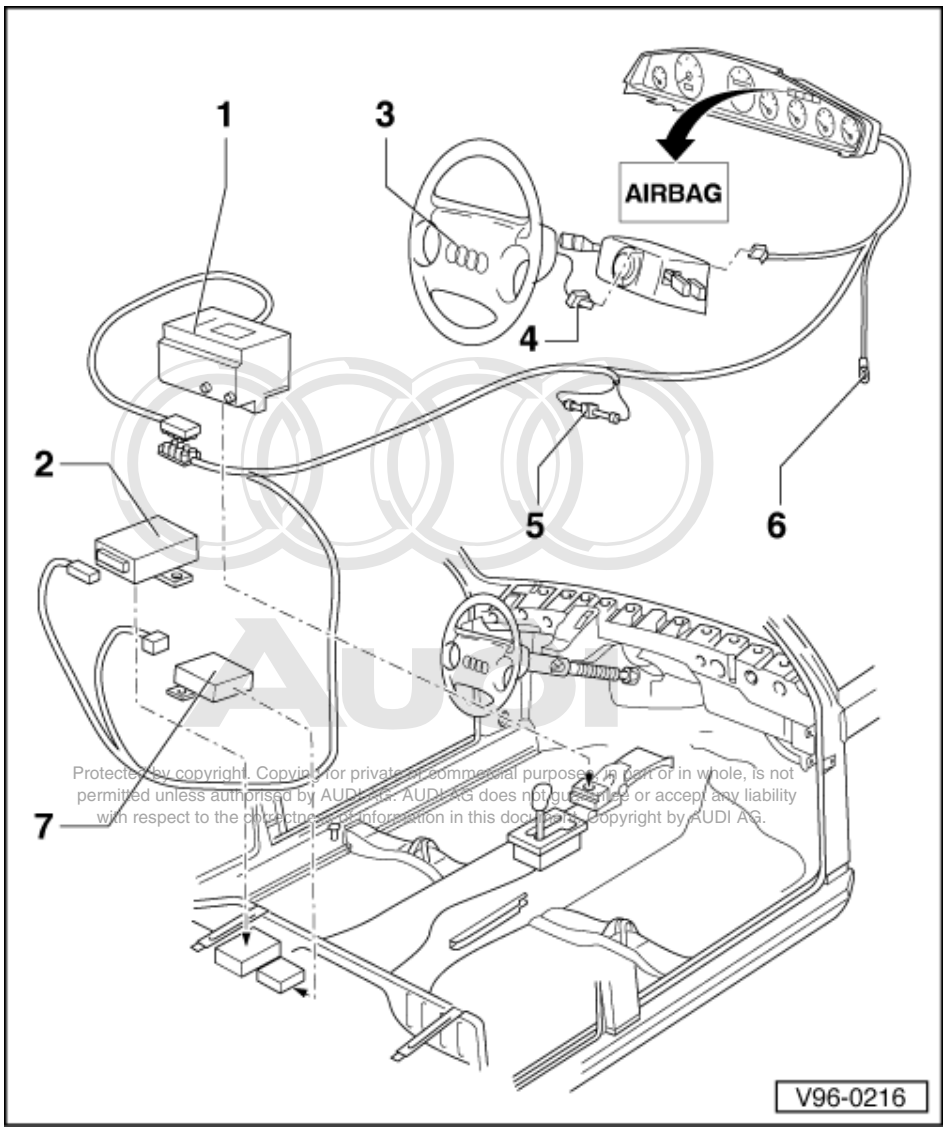
3 Steering wheel with driver airbag unit

- Removal and installation

=> Electrical system; Repair group 94; Repairing steering column switch; Removing and installing steering column switch Repairing steering column switch Removing and installing steering column switch

4 Coil spring connector

- Fitting position => Fig. 2
- Removing and installing coil spring => Page 303
- Check coil spring => Page 304



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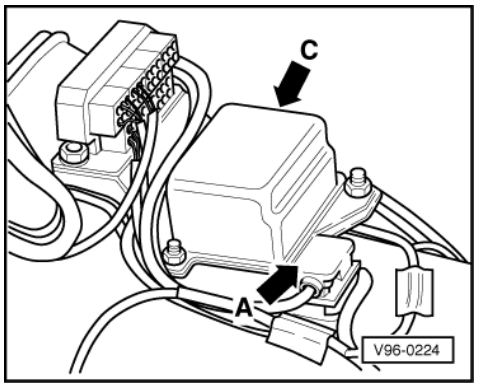
5 Voltage supply connector

- Fitting position => Fig. 3

6 Earthing point

- Under rear seat bench

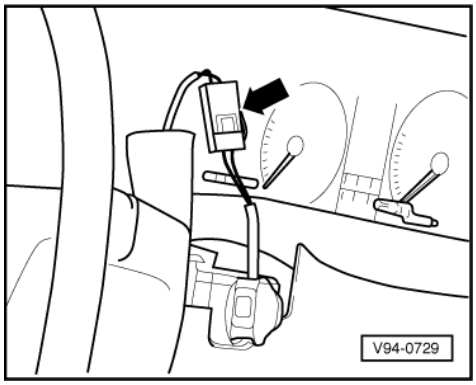
7 Voltage transformer



-> Fig.1 Triggering unit fitting position

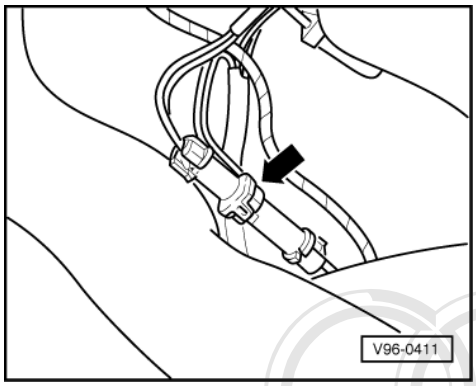
- Remove centre console => Page 361 .

A - Connector
C - Triggering unit



-> Fig.2 Coil spring connector fitting position

- Under steering column switch cover



-> Fig.3 Voltage transformer connector fitting position

- Behind centre console

Note:

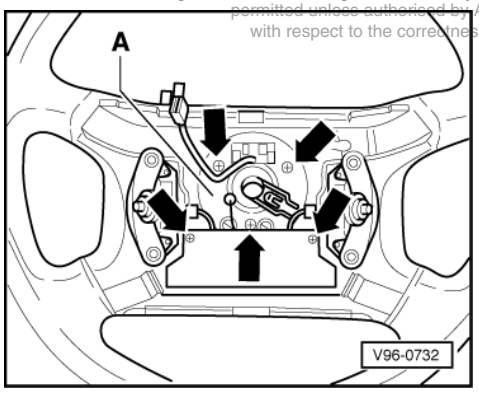
This connector -arrow- must always be disconnected when performing work on the airbag system or other work relating to the airbag system.

Removing and installing coil spring

Note:

When removing and installing the coil spring, the front wheels must be set to straight ahead.

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- Disconnect battery earthing strap.
- Disconnect voltage supply connector => fig. above.
- Remove airbag unit and steering wheel

=> Electrical system; Repair group 94; Repairing steering column switch; Removing and installing steering column switch Repairing steering column switch Removing and installing steering column switch

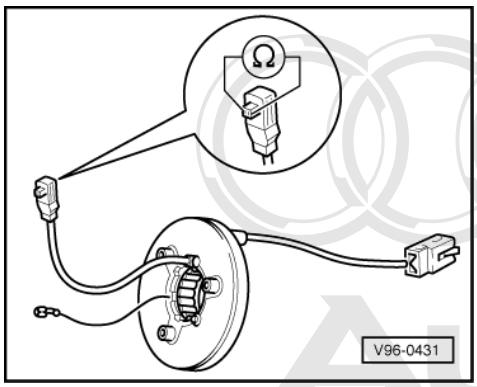
- -> Unscrew screws -arrows-.
- Remove retaining washer -A-.

- Detach coil spring towards rear.

Note:

The removed coil spring must not be rotated.

Testing coil spring



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Notes:

- The removed coil spring must not be rotated.
- The coil spring must be removed and disconnected for testing.

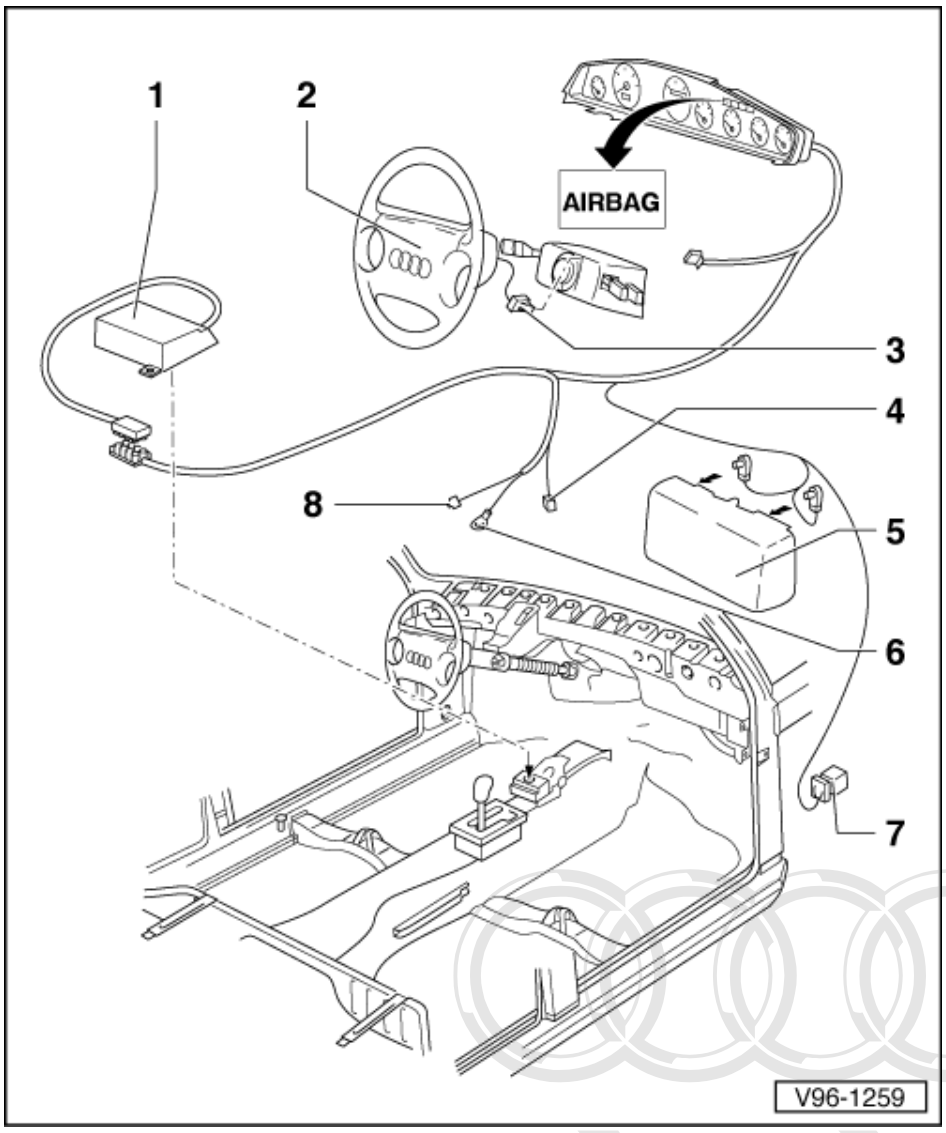
- -> Connect multimeter V.A.G. 1526 to airbag unit connector.
  - Specified value < 1 ω (continuity)
- If the specified value is not reached, replace coil spring.

2.3 - Repairing driver and front passenger airbag07.92 > (Airbag II)

- General safety rules => Page 299 .
- The airbag system 07.92 ä (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 304 .
- The airbag system 07.92 ä (airbag II) is equipped with self-diagnosis => Page 1 .
- The powerpack, voltage transformer and triggering unit are assembled to form one component in the control unit.

Notes:

- 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 warning lamp. If this is 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.



Removing and installing driver airbag unit

1 Airbag control unit

- Removing and installing => Page 307

2 Steering wheel with driver airbag unit

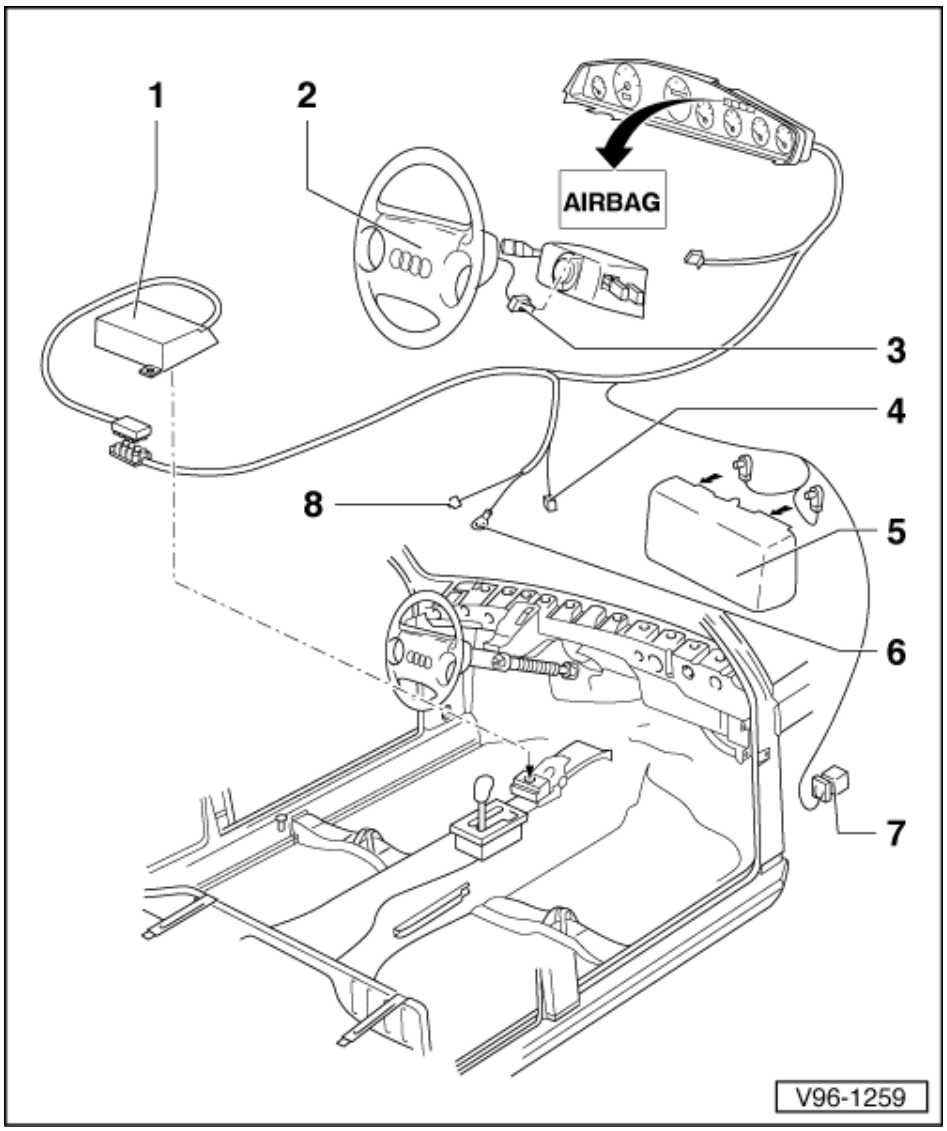
- Removing and installing

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=> Electrical system; Repair group 94; Repairing steering column switch; Removing and installing steering column switch Repairing steering column switch Removing and installing steering column switch

3 Coil spring connector

- Fitting position => Fig. 2
- Removing and installing coil spring => Page 303
- Check coil spring=> Page 304



4 Single voltage supply connector
- Fitting position => Fig. 1

5 Front passenger airbag unit
- Removing and installing => Page 308

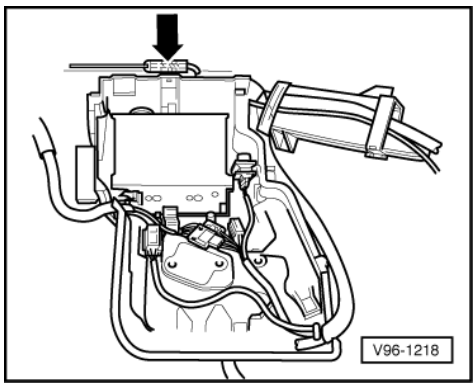
6 Earth lead
- Earthing point behind dash panel

7 Airbag warning lamp relay
- Fitting position

=> Binder: "Circuit Diagrams, Electrical Fault Finding and Fitting Locations"

8 Diagnostic wire
- Fitting position => Page 2

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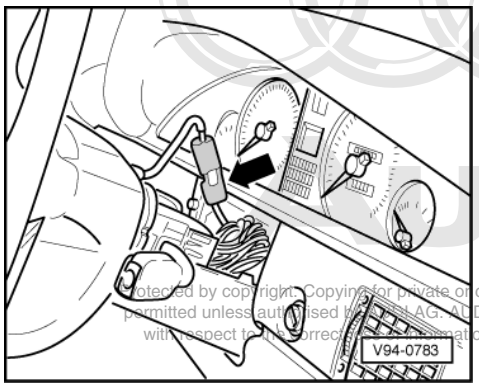


-> Fig.1 Single voltage supply connector fitting position

- Single connector (red) -arrow- sheathed in foam above E-box in front passenger side footwell.

Notes:

- 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.

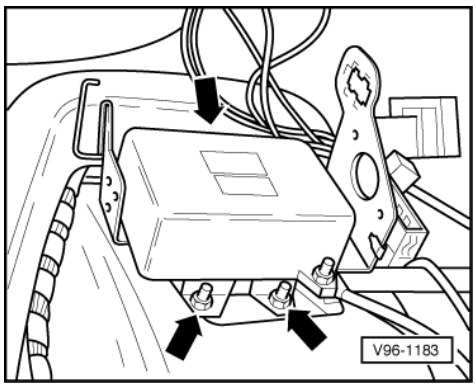


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-> Fig.2 Coil spring connector fitting position

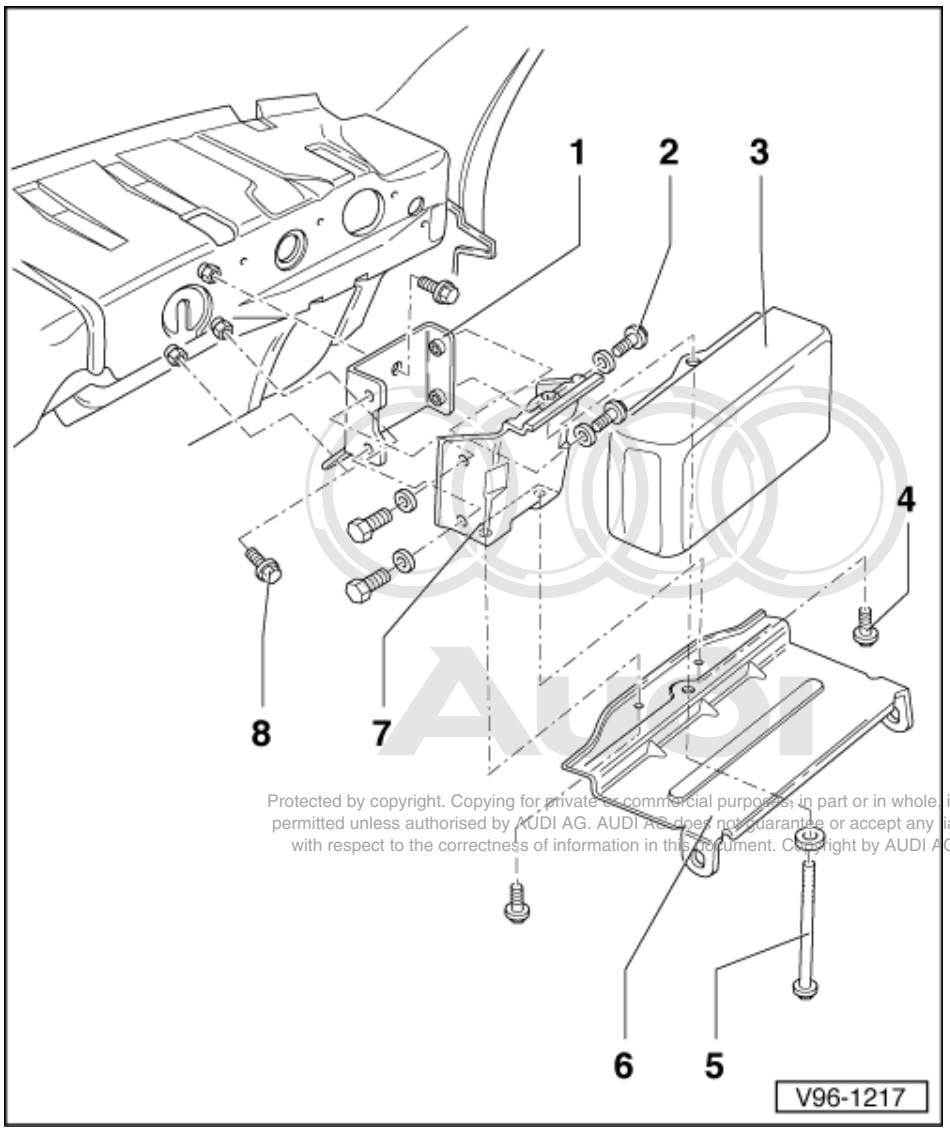
- Under steering column switch cover

Removing and installing airbag control unit



- Disconnect battery earthing strap.
- Disconnect single voltage supply connector.
- Remove centre console => Page 361 .
- -> Unscrew fixing nuts -arrows- (6 Nm).
- Disconnect 10-pin connector.

- Remove control unit.



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Removing and installing front passenger airbag unit

- Remove glove compartment => Page 365 .

1 Angle bracket

2 Hexagon screws - 6 Nm

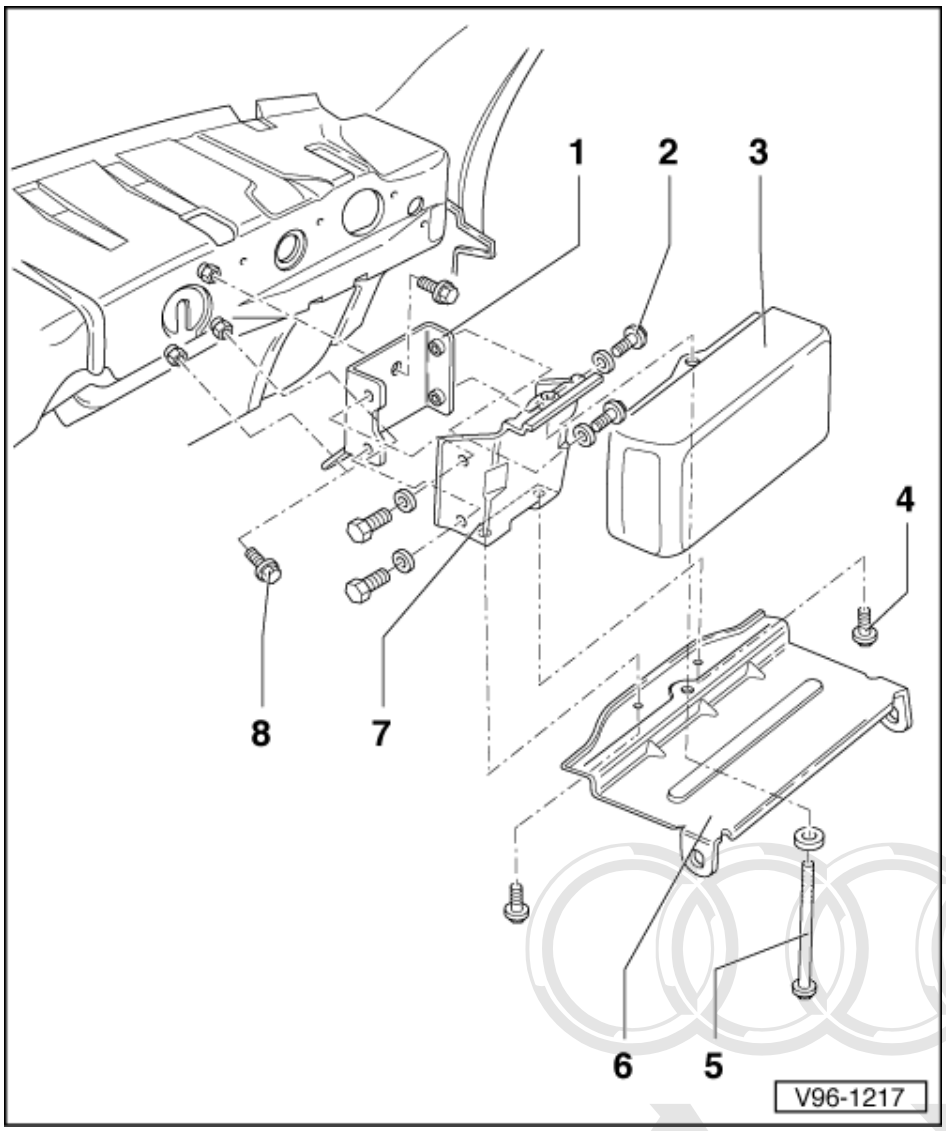
- 4 off

3 Front passenger airbag unit

- For vehicles without front passenger airbag, the triggering circuit is simulated by a resistance lead
- Releasing retainer bar => Fig. 1

4 Hexagon screws - 6 Nm

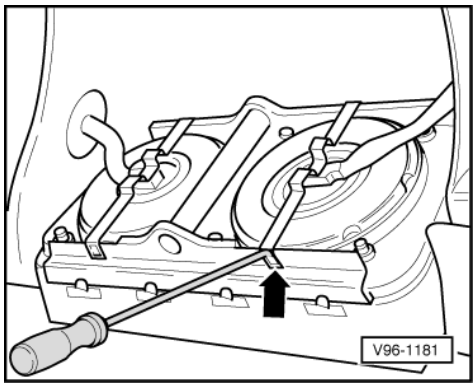
- 2 off



5 Hexagon socket screw - 15 Nm
6 Support bracket
- Under airbag

7 Mounting bracket
8 Hexagon screws - 15 Nm
- 3 off

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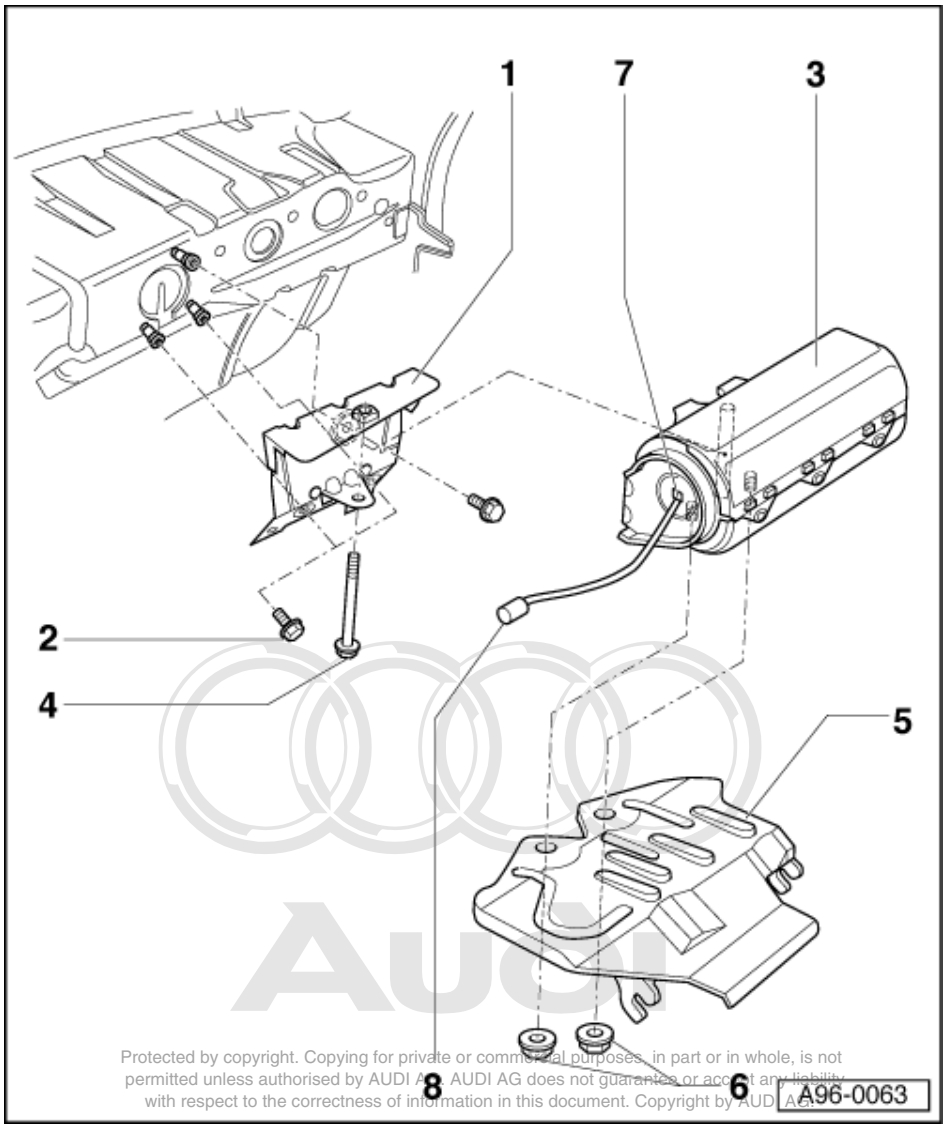


-> Fig.1 Releasing retainer bar

- Lever off retainer bar with flat screwdriver.
- Detach both connectors from airbag unit.
- Remove airbag unit and lay down with hub cushion facing upwards.

2.4 - Repairing driver and front passenger airbag07.93 > (Airbag IV and V)

- General safety rules => Page 299 .
- The airbag systems 07.93 ä (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 304 .
- The airbag systems 07.93 ä (airbag IV and V) are equipped with self-diagnosis => Page 7 .
- The airbag system 07.93 ä (airbag IV) has control unit coding.
- The airbag system 06.94 ä (airbag V) has expanded diagnostic functions (control unit coding, read measured value block), an optimised front passenger airbag => Page 240 .
- Removing and installing the front passenger airbag remains unchanged => Page 305 .
- Airbag sports steering wheel as optional extra or for retrofitting => Page 313 .



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Removing and installing front passenger airbag

Note:

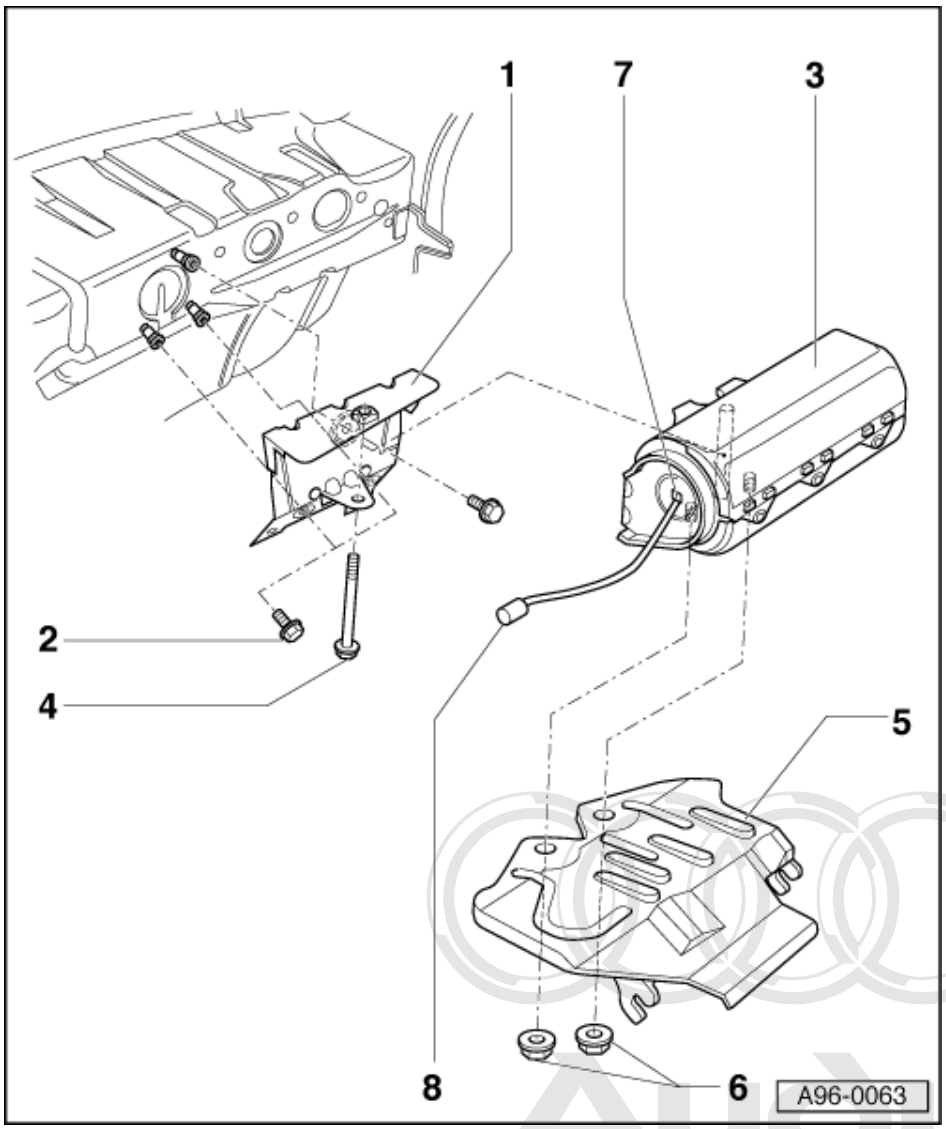
From model year 1996 the single connector for airbag voltage supply is no longer fitted.

- Vehicles ä 06.95: Disconnect single voltage supply connector => Page 307 . Disconnect battery earthing strap.
- Vehicles 07.95 ä: Disconnect battery and cover negative pole.
- Remove glove compartment => Page 365 .

1 Retaining plate

2 Hexagon screws - 15 Nm

- 3 off



3 Front passenger airbag unit

- Dual connector (red) -item 7 - must not be disconnected
- If the connector has been disconnected, the airbag unit must be replaced

4 Hexagon screw - 15 Nm

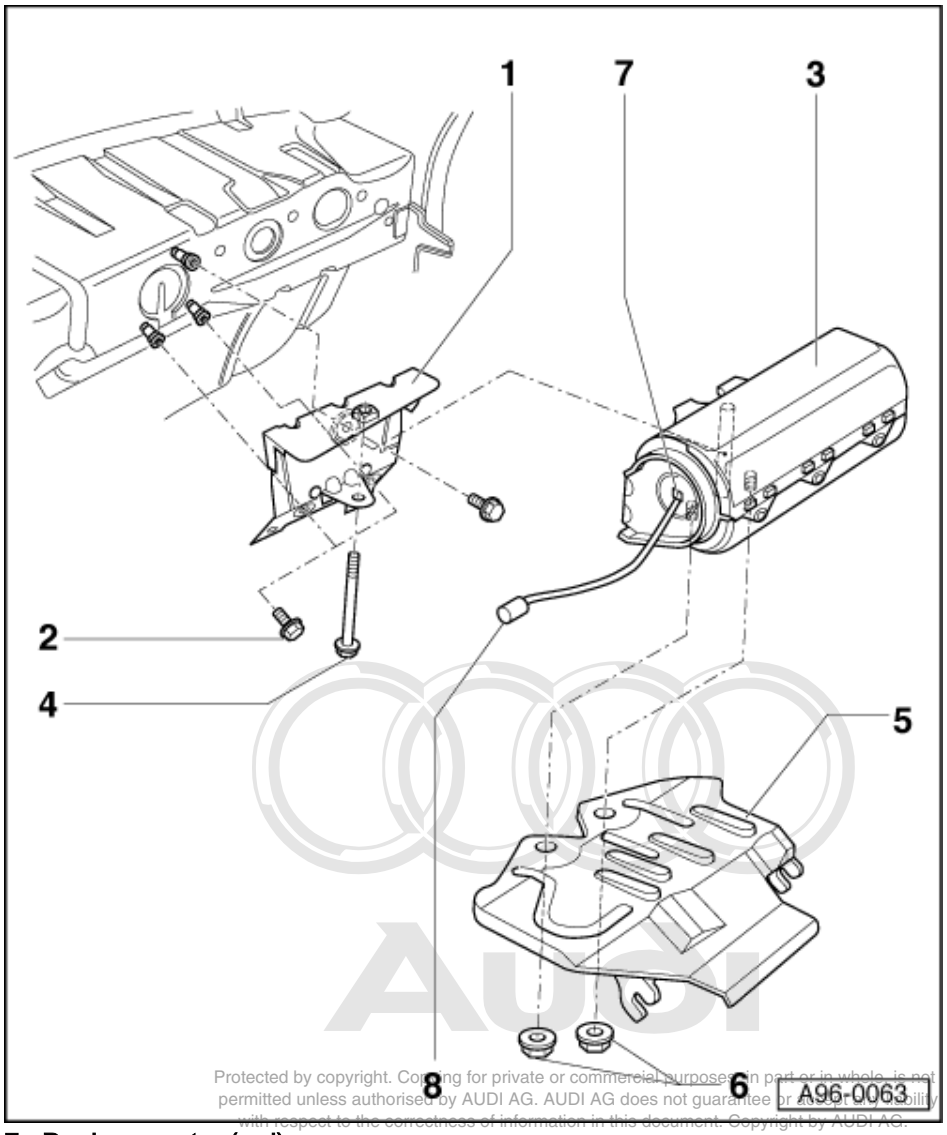
- Replace
- Remove adhesive residues from thread of fixing nut or recut thread

5 Support plate

- Under airbag

6 Hexagon socket screw - 15 Nm

Audi
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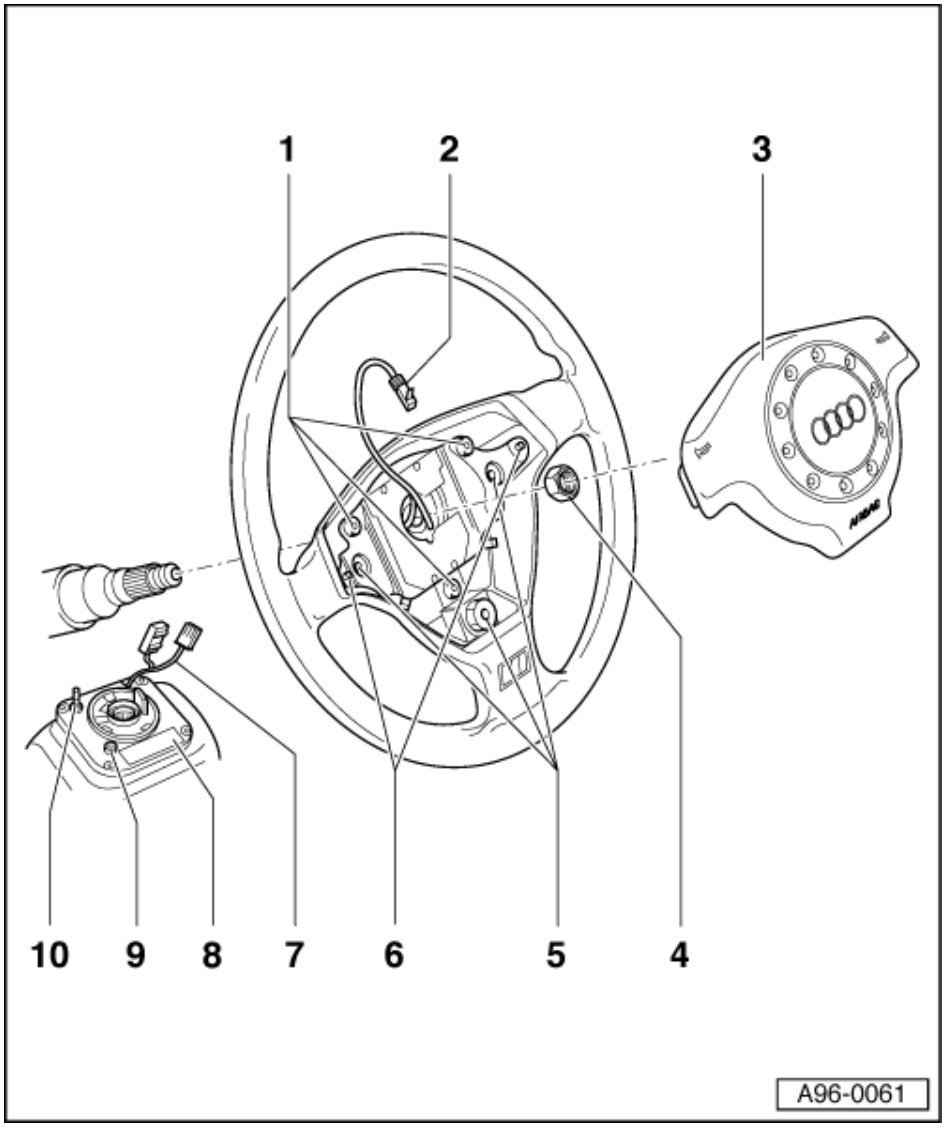
7 Dual connector (red)

- Must not be disconnected from airbag unit -item 3 -
- If the connector has been disconnected, the airbag unit must be replaced

8 Tunnel connector (orange)

- To remove airbag unit -item 3 -, disconnect the line connection

2.5 - Removing and installing driver airbag for sports steering wheel



Note:

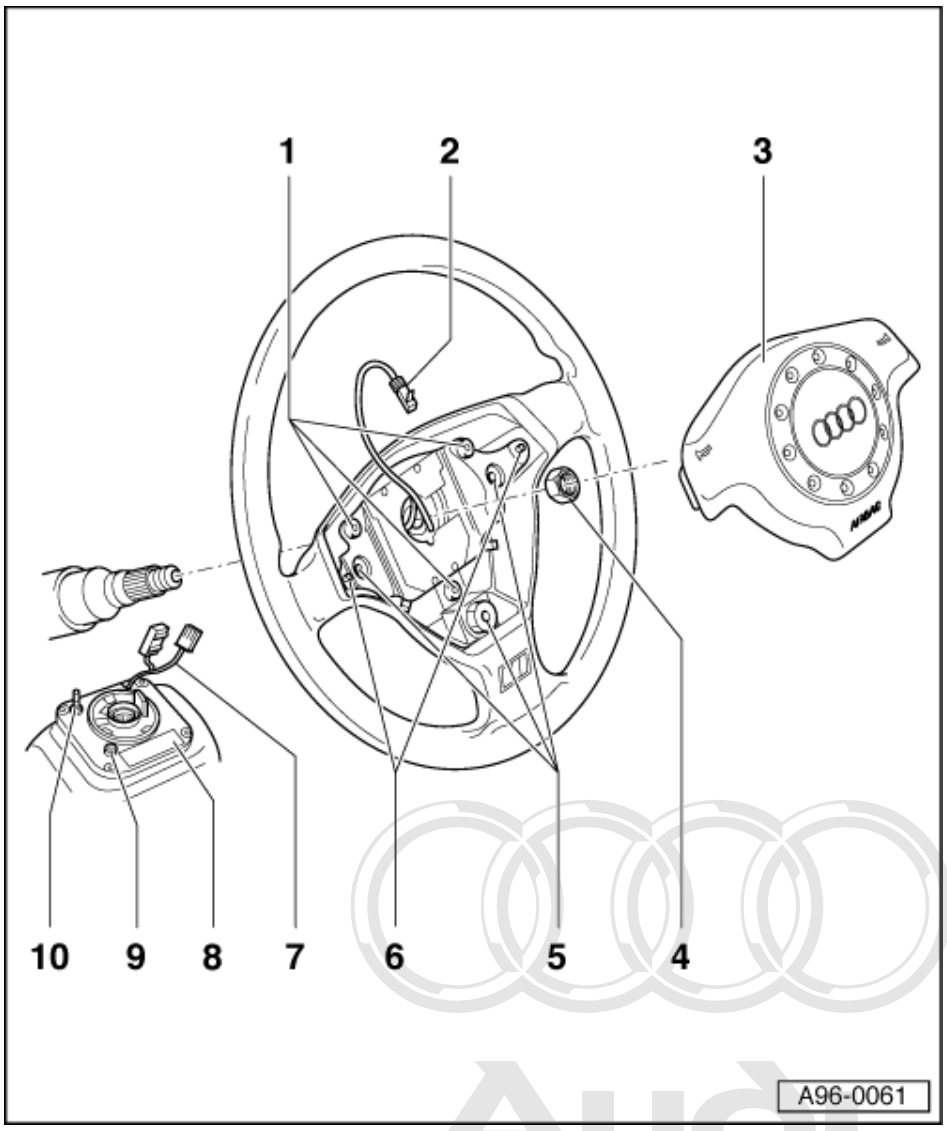
From model year 1996 the single connector for airbag voltage supply is no longer fitted.

- Vehicles ä 06.95: Disconnect single voltage supply connector => Page 307 . Disconnect battery earthing strap.
- Vehicles 07.95 ä: Disconnect battery and cover negative pole.

1 Torx screw T20 - 5 Nm

- 3 off
- 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.

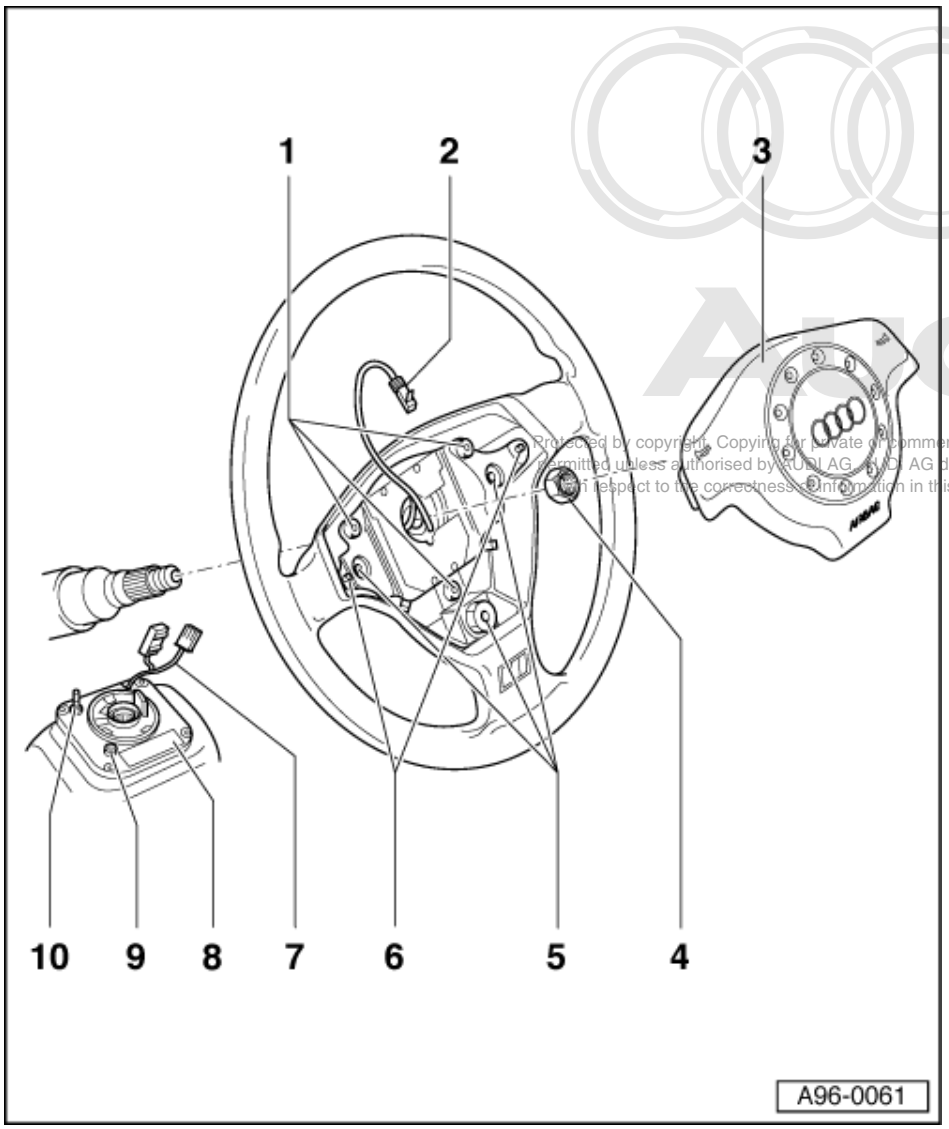
5 Screw - 5 Nm

- 3 off
- 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

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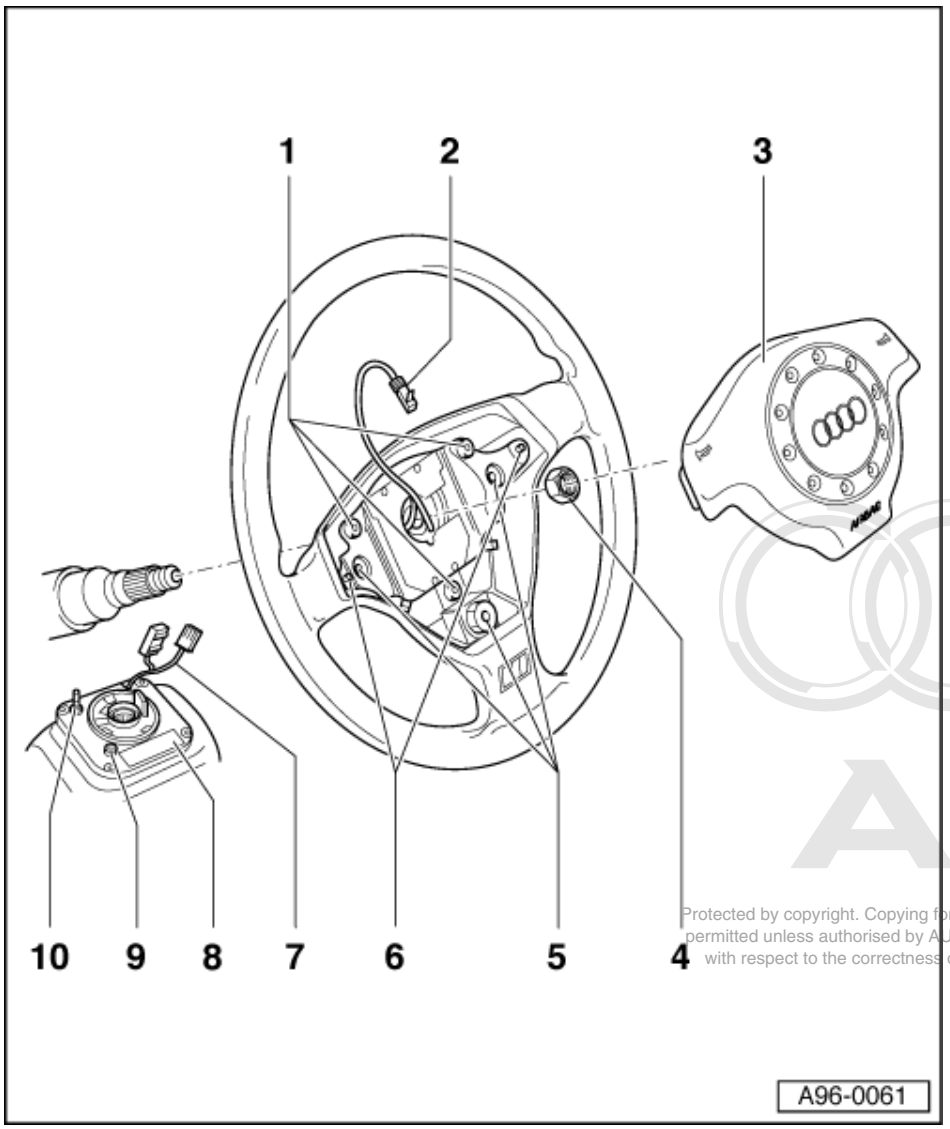
7 Coil spring connector

8 Coil spring

- Removing and installing => Page 316

9 Bearing journal

10 Transport lock



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Removing and installing coil spring for sports steering wheel

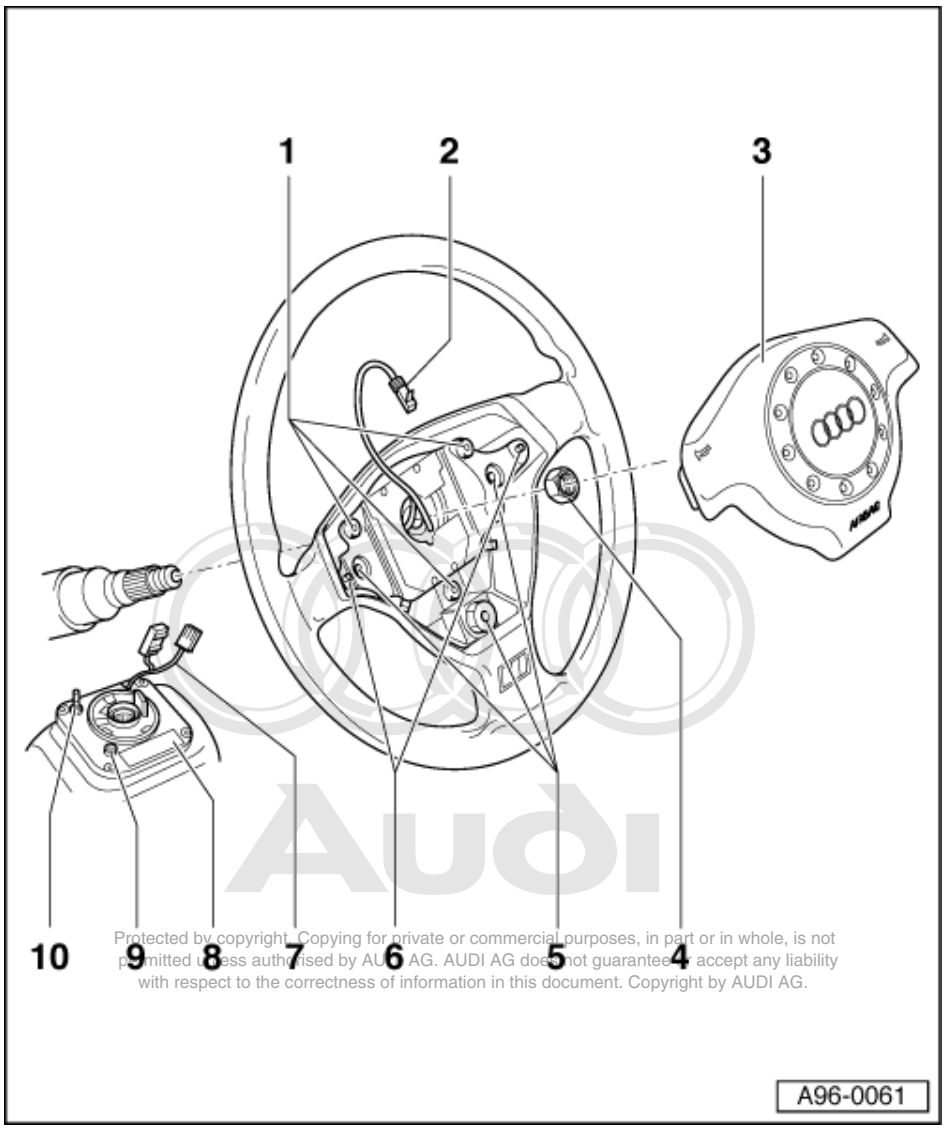
Notes:

- 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 removed coil spring must not be rotated.

Note:

From model year 1996 the single connector for airbag voltage supply is no longer fitted.

- Vehicles ä 06.95: Disconnect single voltage supply connector => Page 307 . Disconnect battery earthing strap.



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- Vehicles 07.95 ä: 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 coil spring torx screws -T20- (2.3 Nm).
- Detach coil spring towards rear.

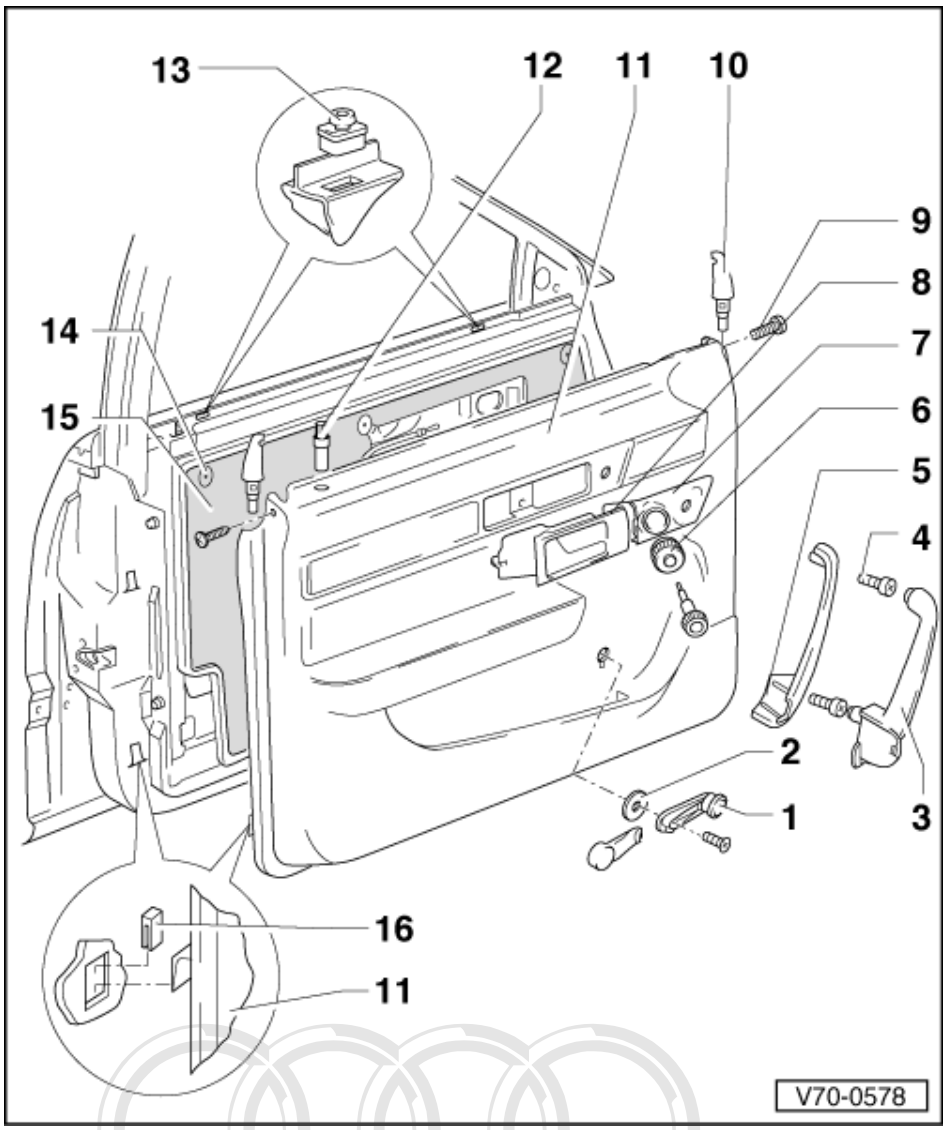
2.6 - Retrofitting sports steering wheel airbag

- 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.

70 - Trim/Insulation

1 - Door trims

1.1 - Door trims



1.2 - Removing and installing front 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 **Washer**

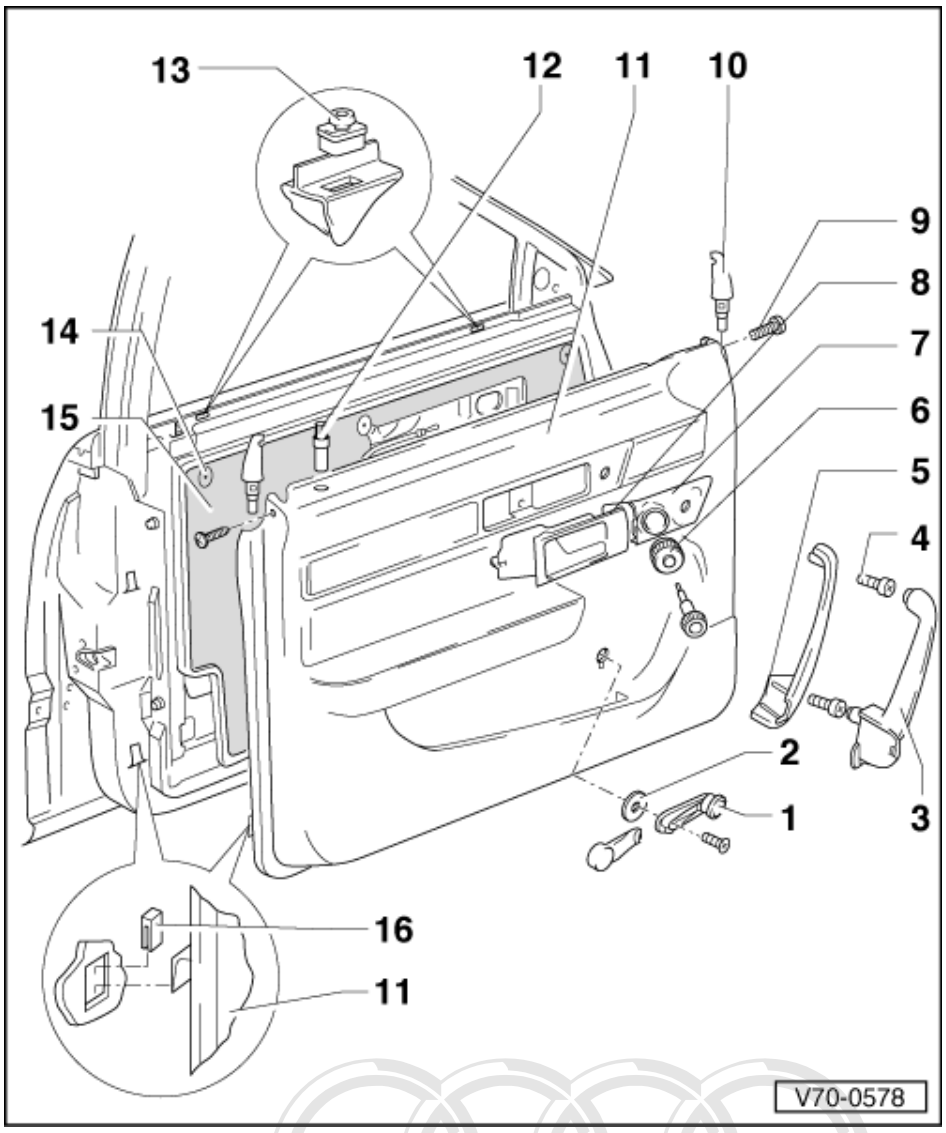
3 **Handle cover**
- Removing => Fig. 4

4 **Self-tapping screw - 2.5 Nm**

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- 2 off

5 Handle



6 Adjuster knobs for mirror control

- Detach adjuster knobs
- Unclip adjuster mechanism from trim plate -item 7 -
- Adjusting mirror control => Page 222 .

7 Trim plate

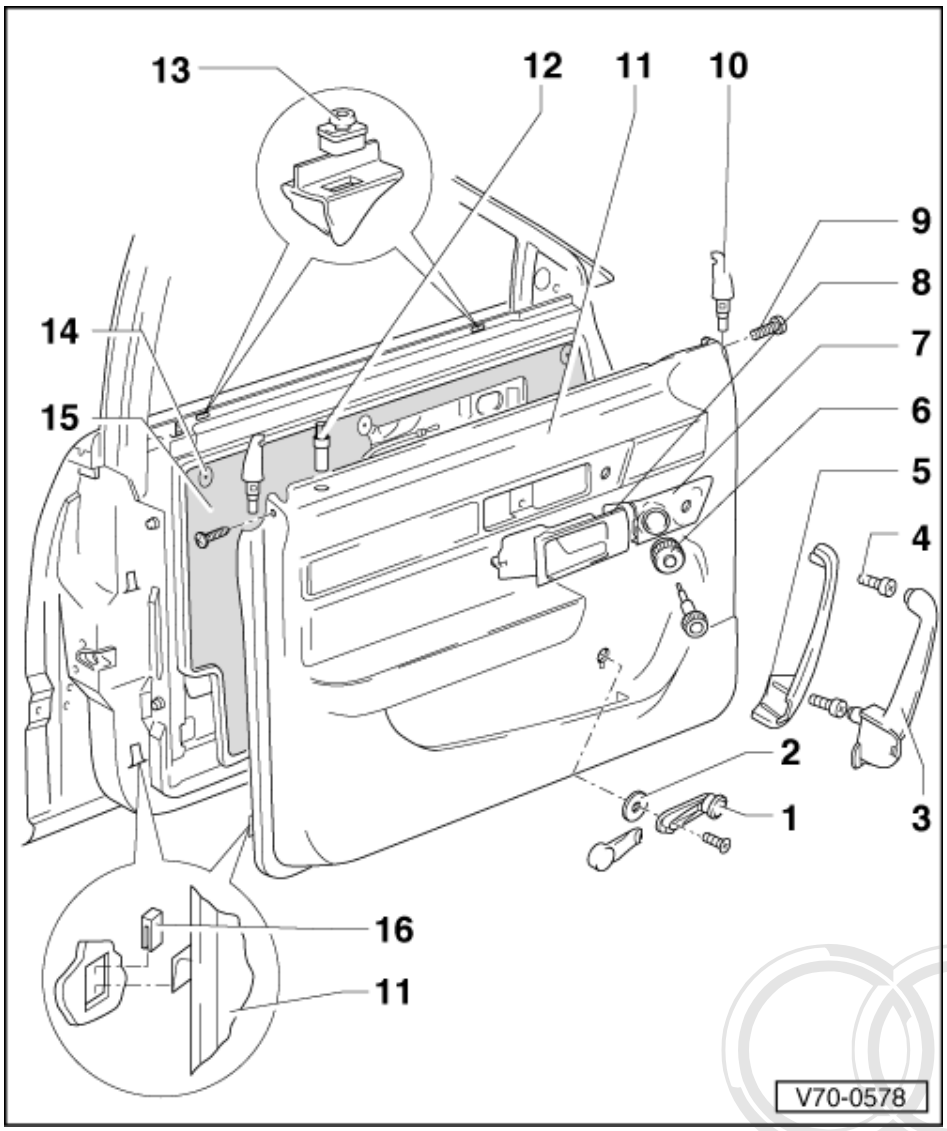
- Press in direction of travel
- Remove from door trim

8 Inside door control

- Press in direction of travel
- Remove from door trim
- Detach Bowden cable => Fig. 5

9 Combi self-tapping screw - 1.5 Nm

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10 Adapter

- 2 off
- Detach from frame
- Installing => Fig. 6

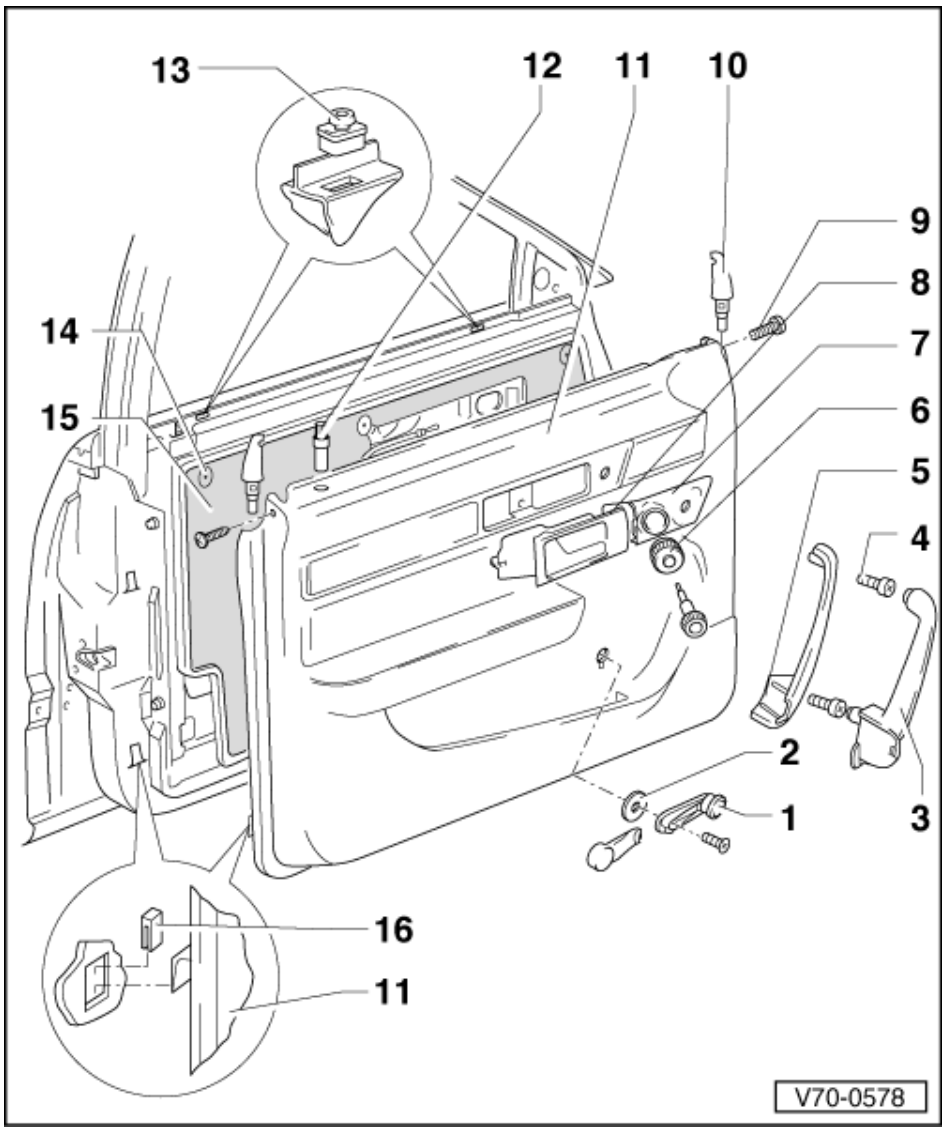
11 Trim

- Number and position of retaining hooks => Fig. 7
- In vehicles with electric windows, remove console with switching unit => Fig. 9
- Disconnect connectors
- Remove trim upward

12 Lock knob

- Not necessary to remove in order to remove trim
- Removal and fitting position => Fig. 10

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13 Adjusting clip

- All adjusters must be at the same height to the window slot seal on the outside

14 Stopper

- 3 off

15 Damper

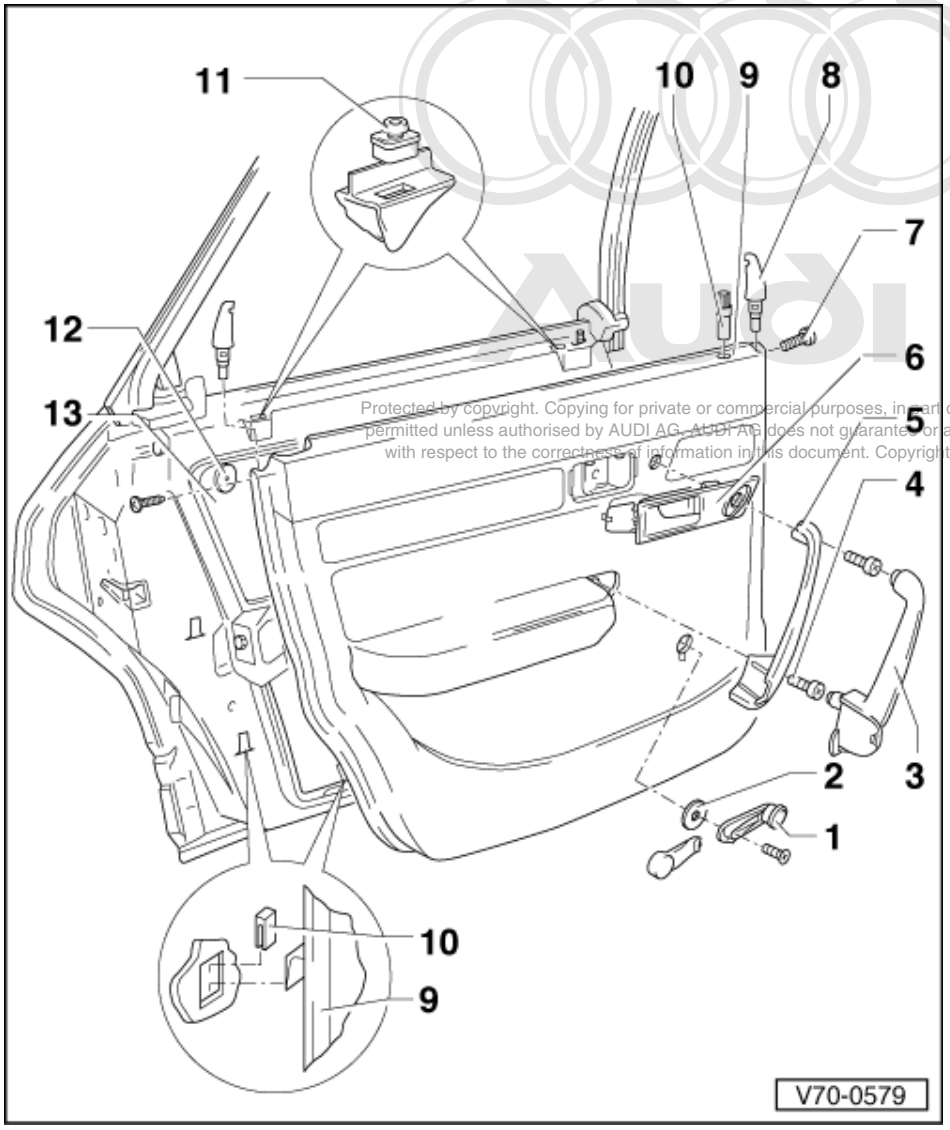
- To remove, unclip stopper -item 14 - from door component carrier

16 Shim for retaining hook

- Plug-on; for ease of fitting, stick on lightly

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1.3 - Removing and installing rear door trim



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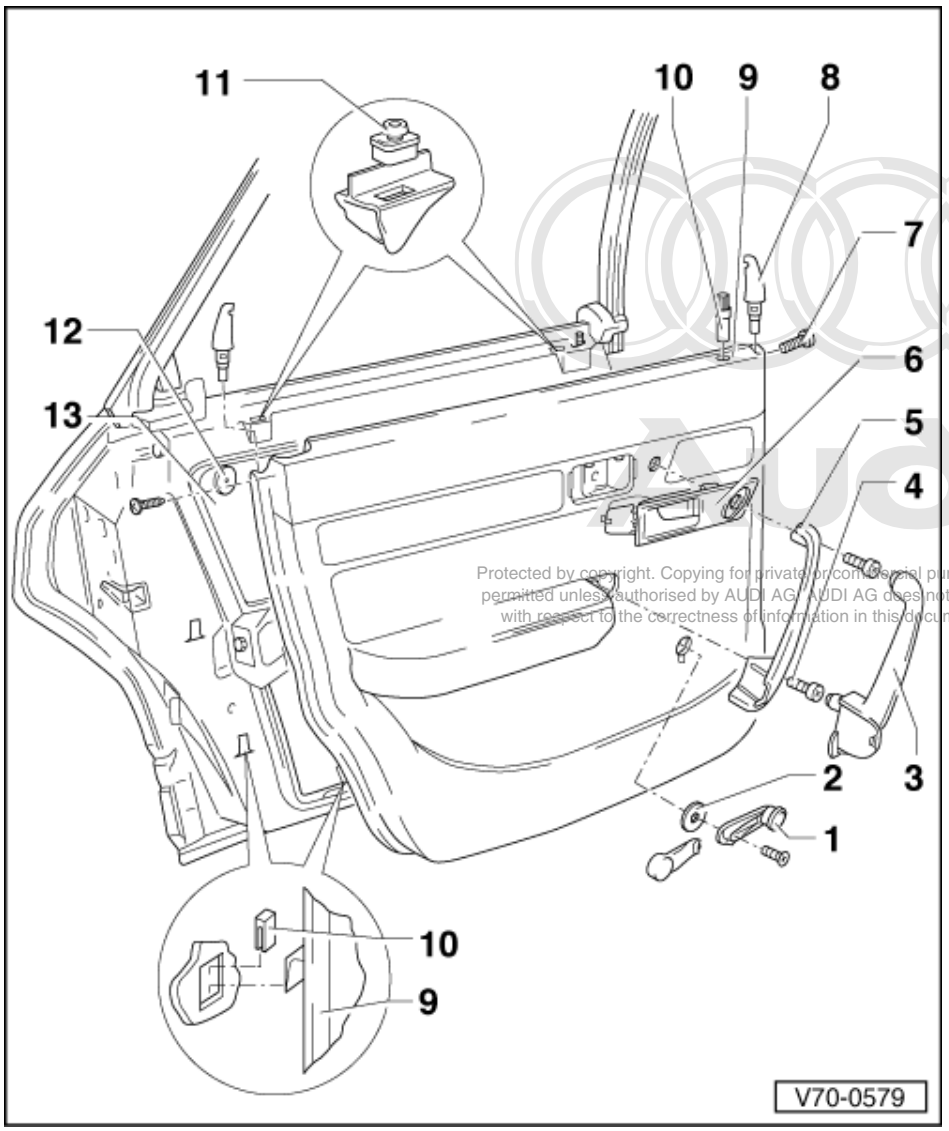
Removing and installing impact absorber for rear door trim =>Page 328 .

1 Window crank
- Removing => Fig. 1
- Mounting orientation => Fig. 3
- Secure screw with locking compound AMV 197 000 01
- Tightening torque 2.5 Nm

2 Shim plate

3 Handle cover
- Removing => Fig. 4

4 Self-tapping screw - 2.5 Nm
- 2 off



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5 Handle

6 Inside door control

- Press in direction of travel
- Remove from door trim
- Detach Bowden cable => Fig. 5

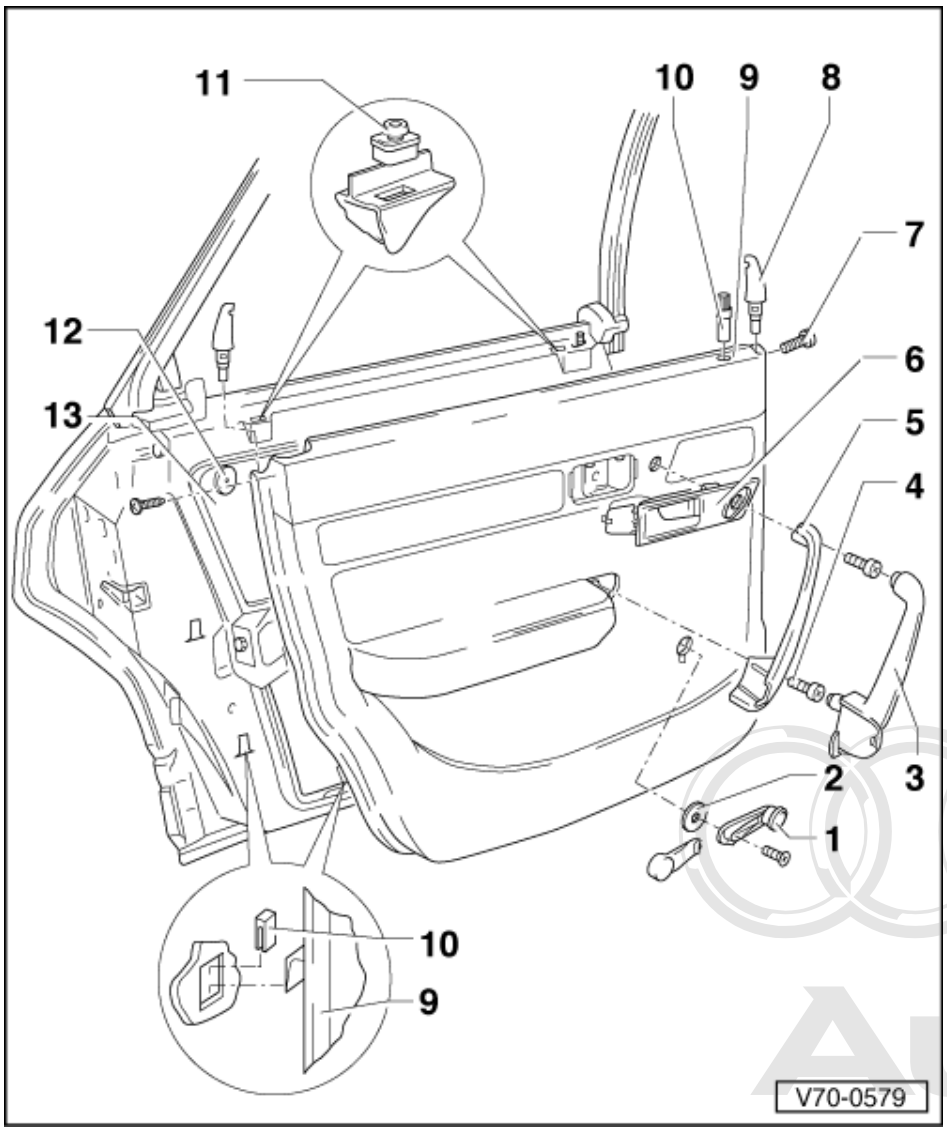
7 Combi self-tapping screw - 1.5 Nm

8 Adapter

- 2 off
- Detach from frame
- Installing => Fig. 6

9 Trim

- Number and position of retaining hooks => Fig. 8
- Remove trim upward



10 Lock knob

- Not necessary to remove in order to remove trim
- Removal and fitting position => Fig. 10

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11 Adjusting clip

- All adjusters must be at the same height to the window slot seal on the outside

12 Stopper

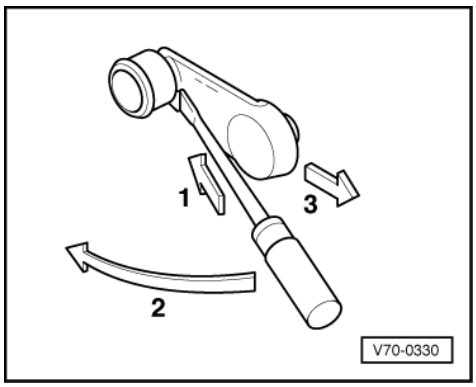
- 3 off

13 Damper

- To remove, unclip stopper -item 12 - from door component carrier

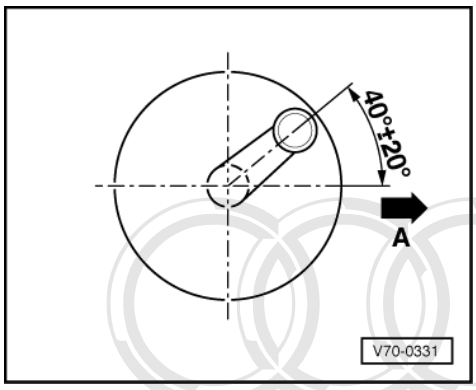
14 Shim for retaining hook

- Plug-on; for ease of fitting, stick on lightly



-> Fig.1 Removing window crank

- Push in screwdriver -arrow 1-.
- Swivel screwdriver -arrow 2-.
- Detach cover -arrow 3-.
- Unscrew combi screw.



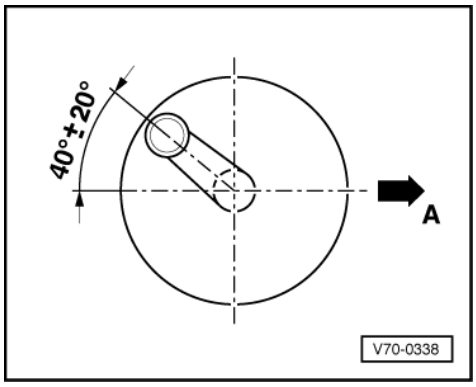
-> Fig.2 Mounting orientation, front door window crank

Note:

The illustration shows the left side window crank (right-side mirror image)

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- Mounting orientation with window closed:
  40 ± 20o inclined towards the front
- A - Direction of travel

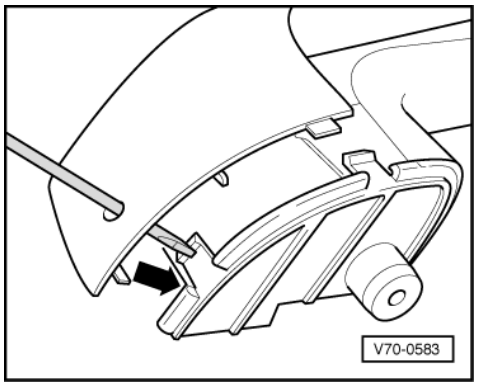


-> Fig.3 Mounting orientation, rear door window crank

Note:

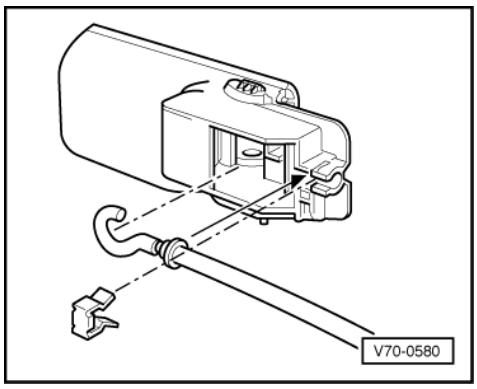
The illustration shows the left side window crank (right-side mirror image)

- Mounting orientation with window closed:
  40 ± 20o inclined towards the rear
- A - Direction of travel



-> Fig.4 Removing handle cover

- With a flat screwdriver push into hole on underside of handle -arrow- and lever off handle.



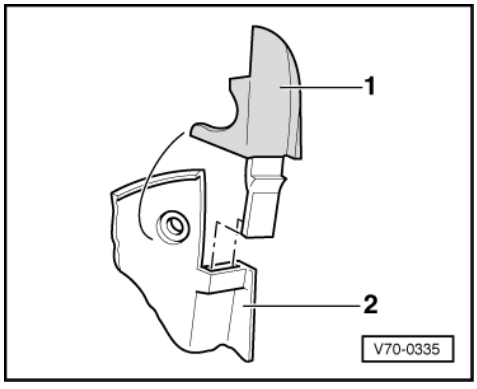
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-> Fig.5 Detaching Bowden cable

- Lever off clip.
- Detach Bowden cable.

Note:

Pay attention to direction of Bowden cable.

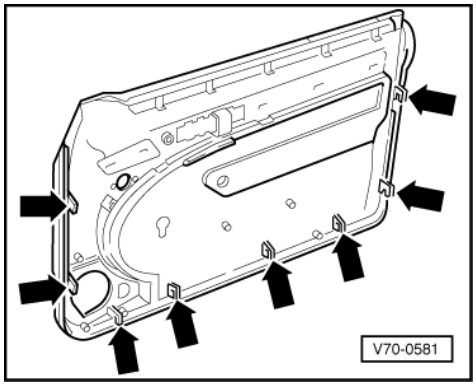


-> Fig.6 Installing adapter

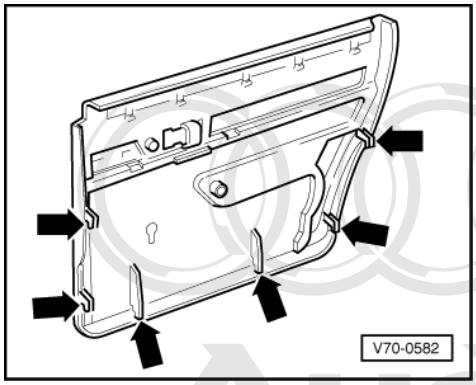
Note:

The illustration shows the adapter at the rear (at front mirror image).

- Slot adapter -1- into door trim -2-.
- Affix to frame with adhesive D 001 300.

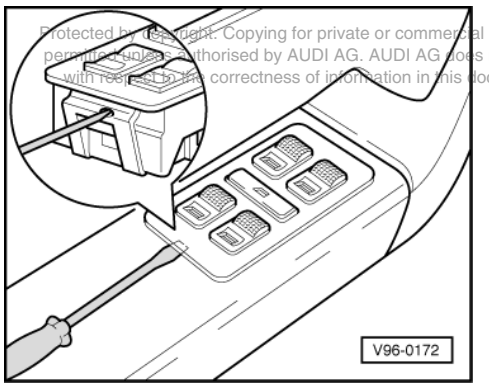


-> Fig.7 Number and position of retaining hooks, front door



-> Fig.8 Number and position of retaining hooks, rear door

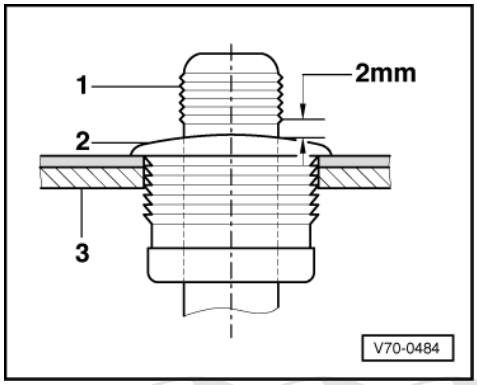
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-> Fig.9 Removing console with switching unit

- Press retaining clip of console in direction of travel with a flat screwdriver.
- Lift off console.

- Disconnect connectors.



-> Fig.10 Lock knob

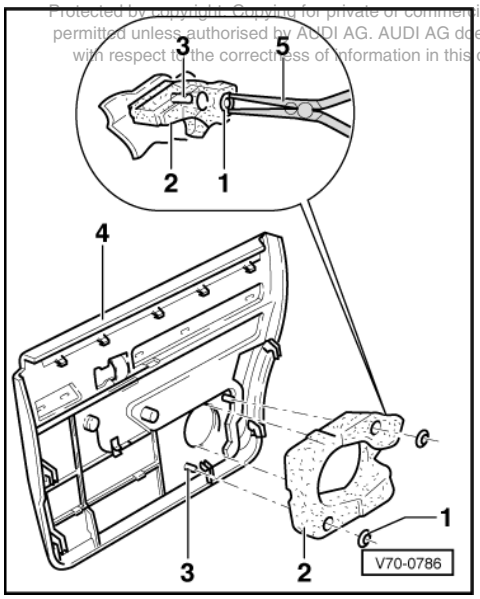
Fitting position: Bottom rim of edging -1- must protrude 2 mm over locator -2- when knob is pressed down.

3 - Door trim

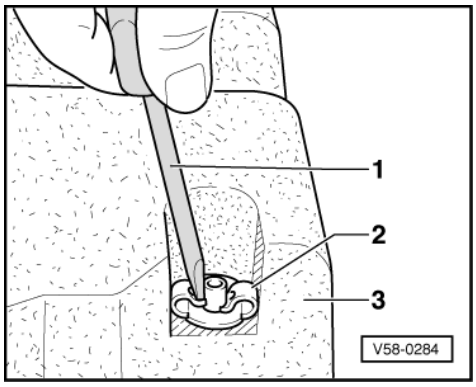
- To remove, rotate knob anti-clockwise approx. 180o and detach.

1.4 - Removing and installing rear door trim impact absorber

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- Remove rear door trim => Page 322 .
- -> Open 2 clips -1- with circlip pliers -5- and lift off.
- Detach impact absorber -2- from door trim -4-.
- Clean adhesive residues from bonding surface on door trim.
- Detach adhesive protection strip and affix impact absorber.
- Slot clips -1- onto locating pin -3- with 10 mm socket wrench.



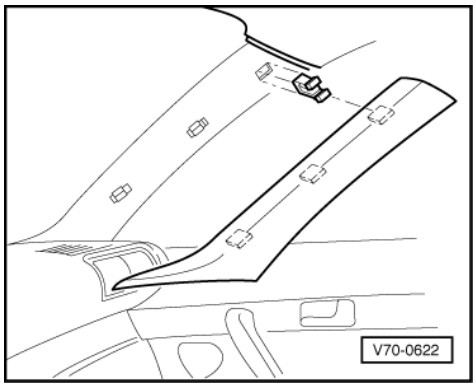
- -> Press on the two retaining lugs of the clip -2- with a screwdriver -1- to bond the impact absorber -3-.

2 - Trims

2.1 - Trims

2.2 - Removing and installing A-pillar trim

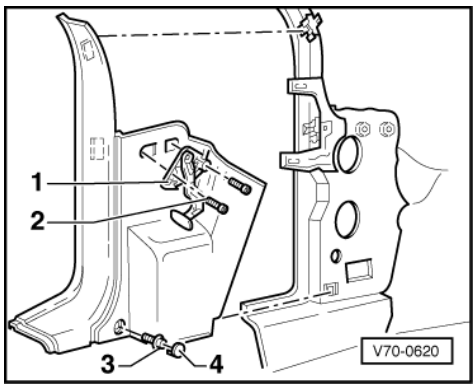
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A-pillar trim, top

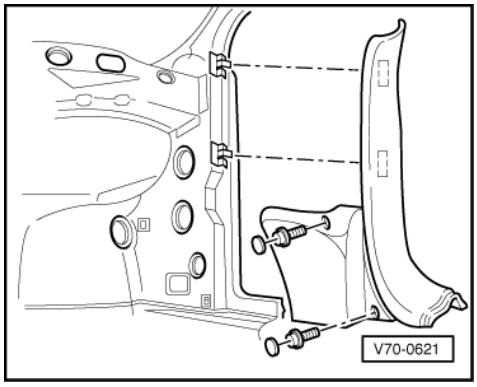
- -> Detach trim towards centre of vehicle and remove upward.
- When installing, ensure all 3 lugs engage in clips.

A-pillar trim, bottom left



- -> Unscrew oval-head screws -2-.
- Remove bowden cable -1- for bonnet.
- Lever off cap -4- using a small screwdriver.
- Unscrew self-tapping screw -3-.
- Lever off trim on top side and remove.

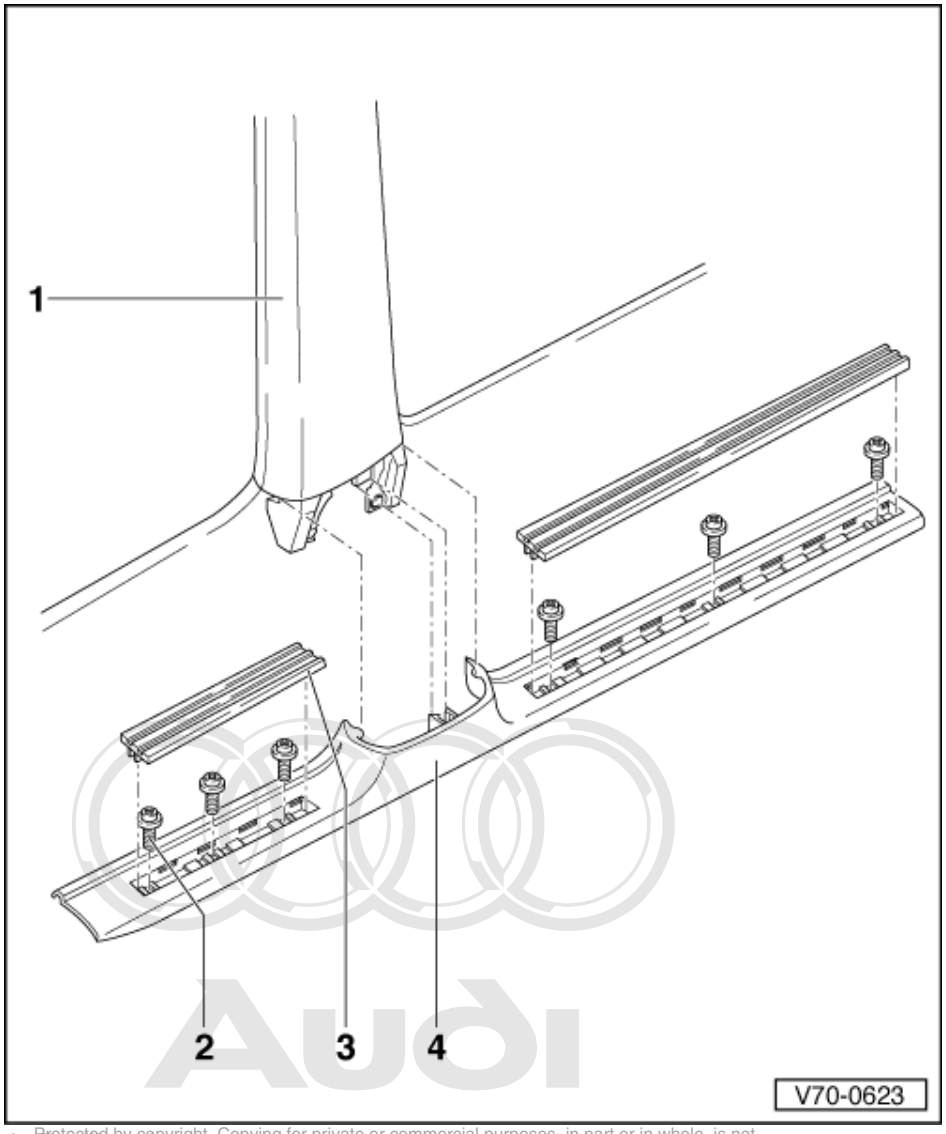
A-pillar trim, bottom right



- -> Lever off caps using a small screwdriver.
- Unscrew self-tapping screws.
- Lever off trim on top side and remove.

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2.3 - Removing and installing inside door sill



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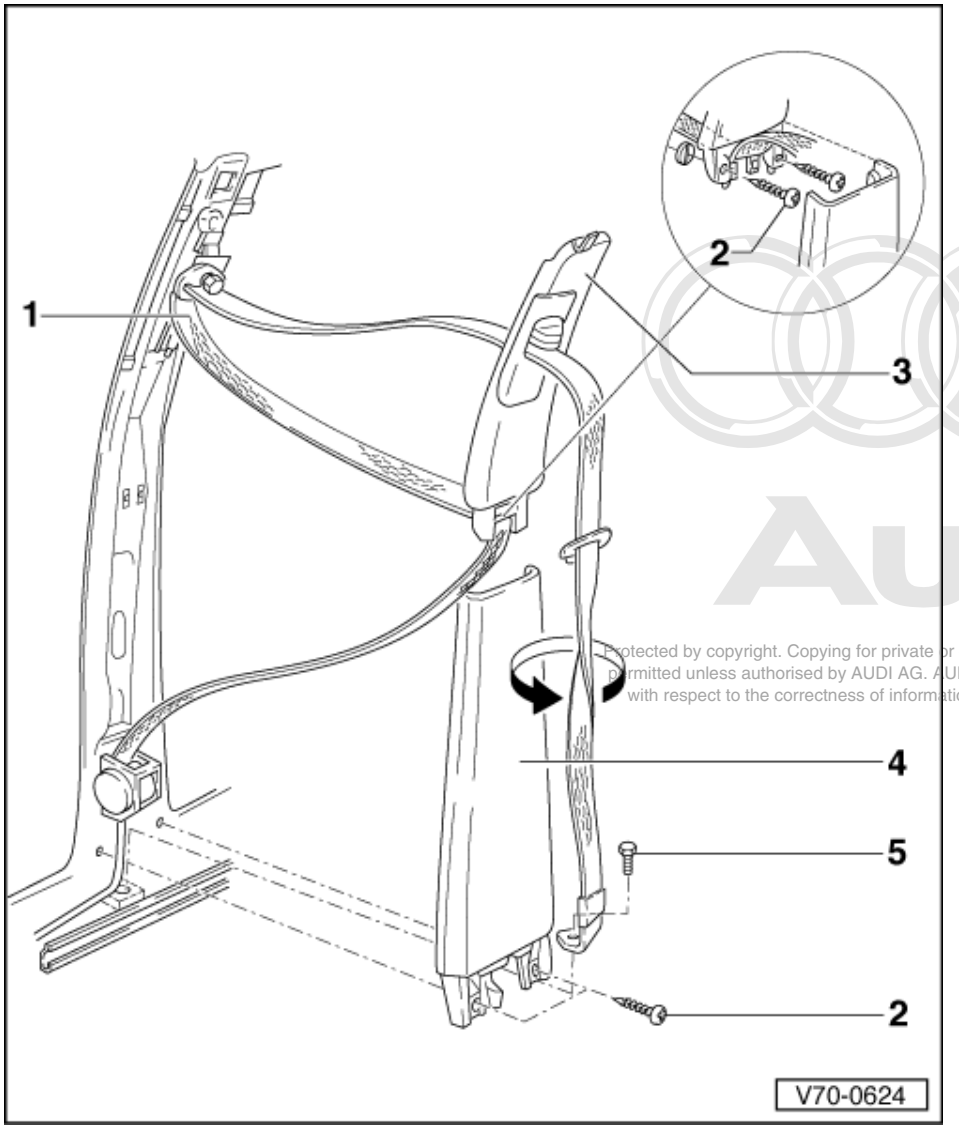
1 B-pillar trim

2 Combi screw - 2 Nm
- 6 off

3 Masking strip
- 2 off
- Lever off upward

4 Inside door sill
- Detach retaining lugs from B-pillar trim

2.4 - Removing and installing B-pillar trim



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- Remove inside sill => Page 331 .

1 Three-point seat belt
- Removing and installing => Page 238

2 Combi screw - 2 Nm
- 4 off

3 B-pillar top section trim
- Installing => Fig. 1

4 B-pillar bottom section trim

5 Hexagon screw - 50 Nm



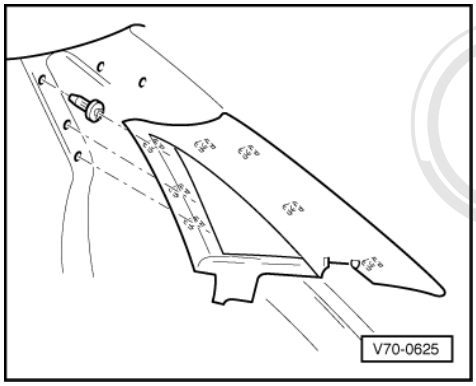
-> Fig.1 Installing B-pillar top section trim

- Thread belt webbing into trim.
- Slot catch of trim panel onto lug, press against B-pillar and push upward.

Function test after fitting of trim:

- Height adjuster must latch audibly into place at all 5 settings.
- Catch must return to upper position after any operation.
- Belt webbing and cable must not be trapped by trim.

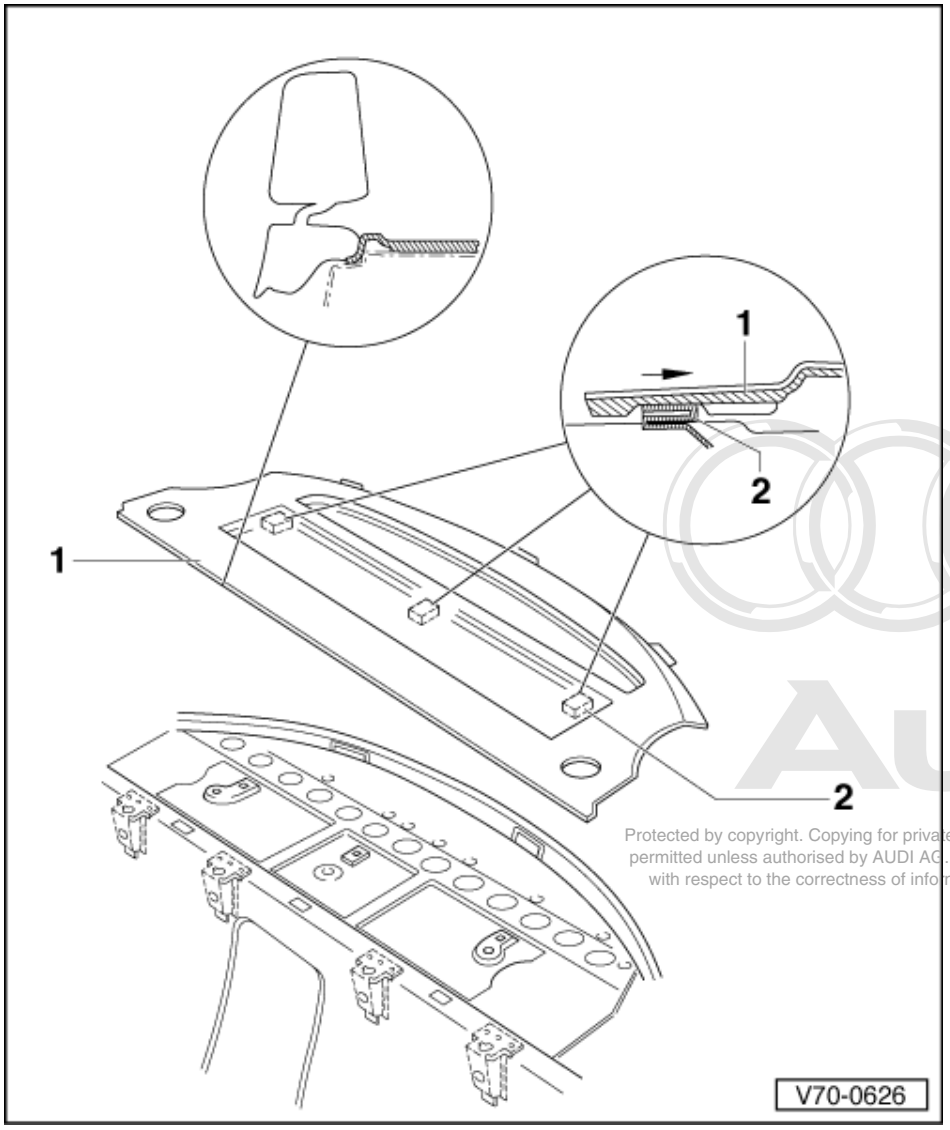
2.5 - Removing C/D-pillar trim (Saloon)



- Remove parcel shelf => Page 334 .
- -> Detach trim towards centre of vehicle.
- When installing, ensure all 7 clips engage in brackets.

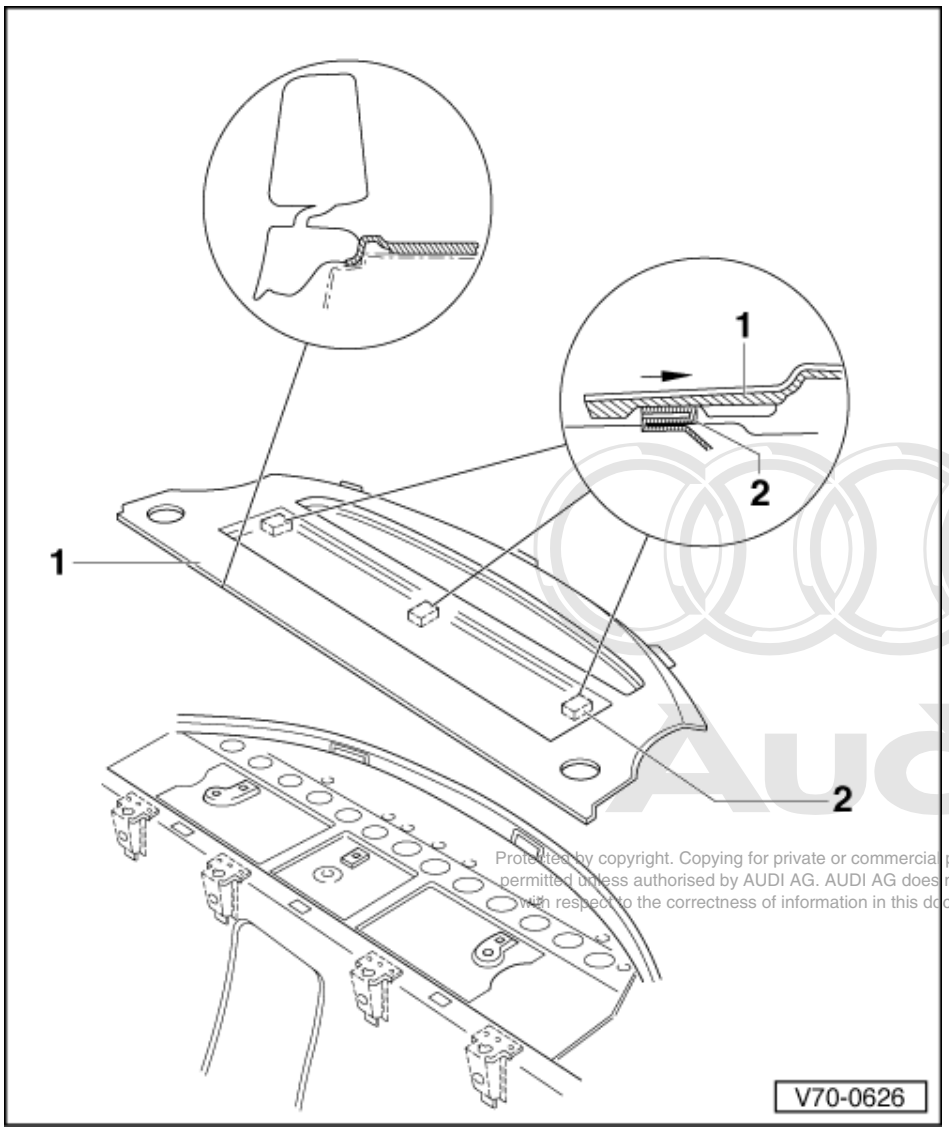
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2.6 - Removing and installing parcel shelf



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- Remove rear seat bench and seat back => Page 374 .
- Remove speaker => Fig. 1 .
- Unscrew outer seat belt fittings from floor group => Page 247 .
- Remove webbing guide => Page 243 .



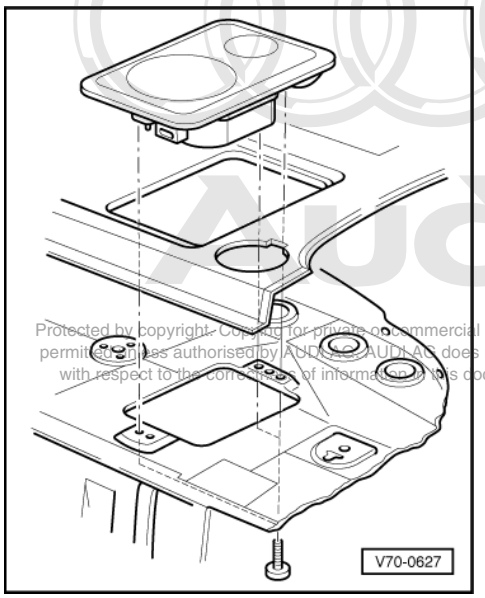
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1 Parcel shelf

- Detach towards the front out of retaining clips
- When installing, press downward in area of 3 brackets
- Front edge must be below seat back on installation

2 Retaining clips

- When installing, retaining clips must engage.



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-> Fig.1 Removing speaker

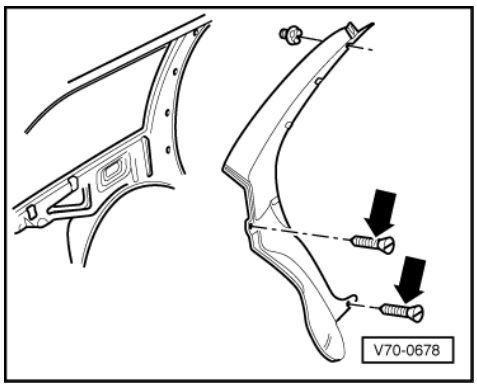
- Unscrew 3 combi screws in boot.
- Remove speaker, disconnect connector.

2.7 - Removing and installing C-pillar trim (Avant)

Note:

The C-pillar trim can be removed without removing the side trim.

- Remove rear seat bench => Page 376 .
- Remove rear seat back => Page 378 .
- Remove inside door sill => Page 331 .

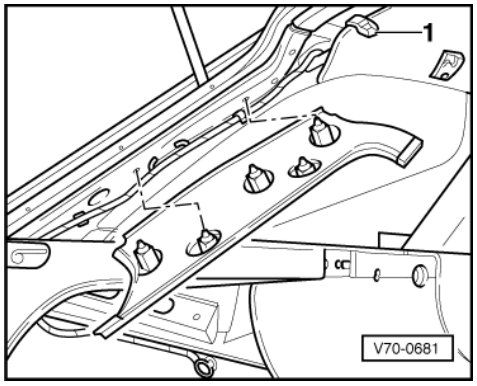


Note:

Pull inside door sill out as far as necessary to remove C-pillar trim.

- Unscrew striker pin for rear seat back locking => Fig. 382 .
- -> Unscrew screws -arrows-.
- Detach C-pillar trim.

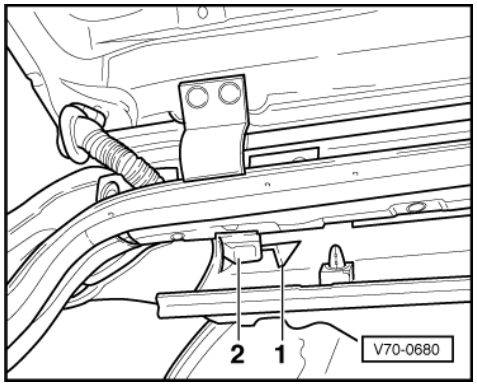
2.8 - Removing and installing D-pillar trim (Avant)



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- Remove roof frame trim => Page 337 .
- -> Unclip D-pillar trim.

2.9 - Removing and installing roof frame trim (Avant)



- Pull trim downward on rear side.

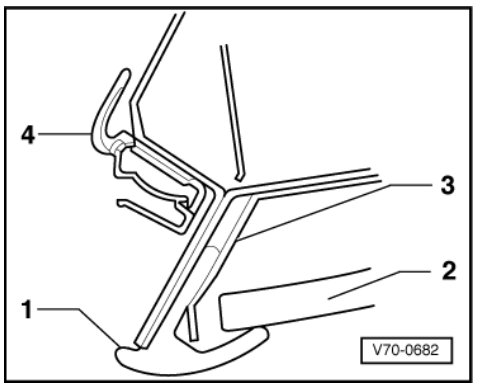
Note:

-> Do not detach trim completely, because locator -1- is hooked into bracket -2-.

- Push trim forward out of locator.

Note:

If the roof frame trim no longer fits flush to the headliner when refitted, bend bracket back slightly.



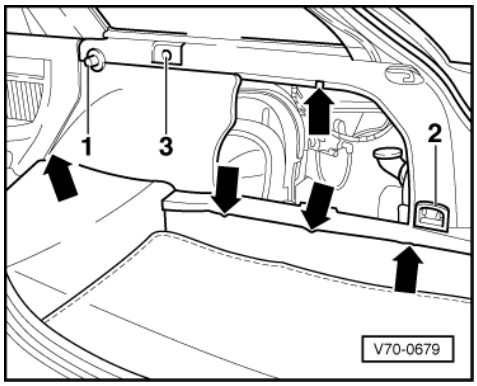
Removing masking strip

- -> 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.

2.10 - Removing and installing boot side trim (Avant)



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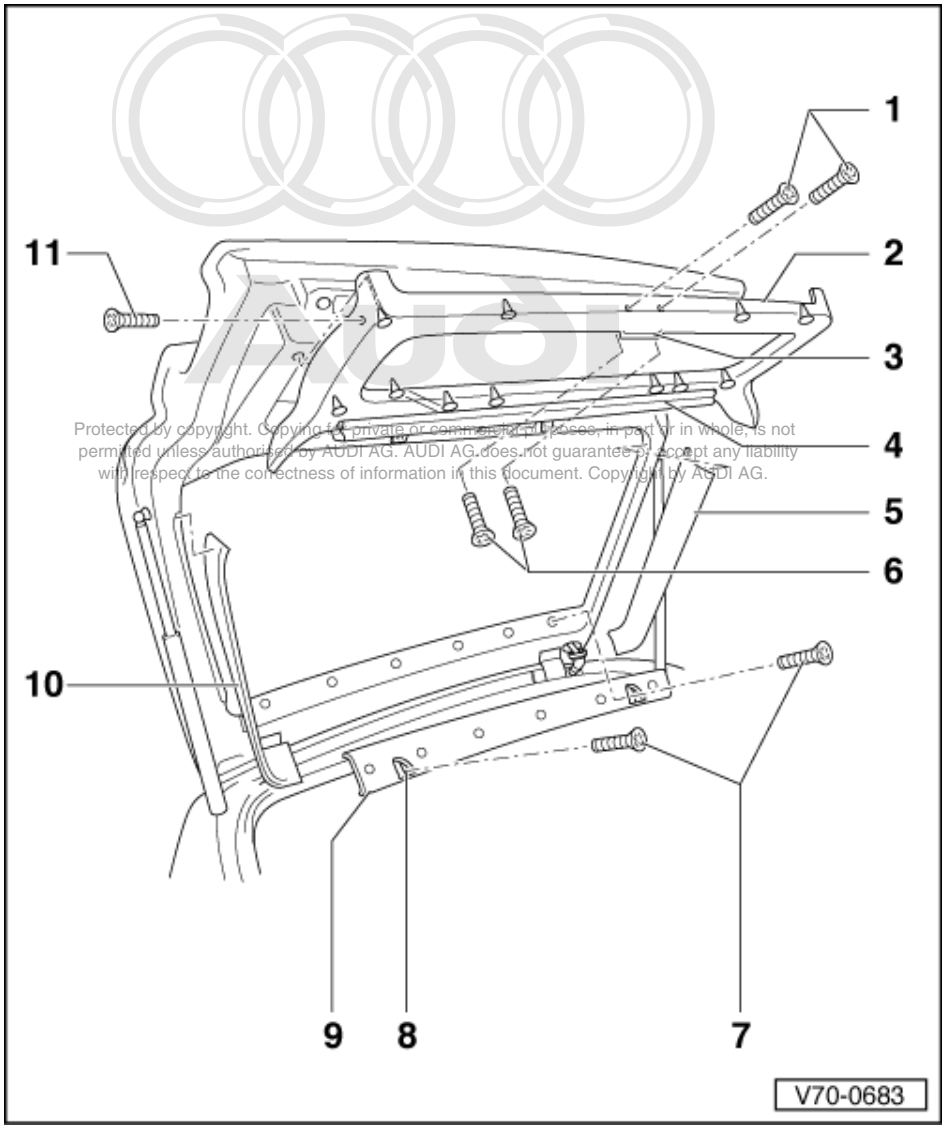
- Remove cover from boot side trim.
- -> Unscrew 5 screws -arrows- (1 Nm).
- Unscrew striker pin for rear seat back locking => Fig. 382 .
- Unscrew 2 screws for lashing eye -2- (2.5 Nm).
- Unscrew 2 screws for boot roller cover bracket -3- (1.5 Nm).

Note:

In vehicles without boot roller cover, there is only a trim plate - no screws. Detach trim plate.

- Detach boot side trim towards centre of vehicle.

2.11 - Removing and installing tailgate trims (Avant)



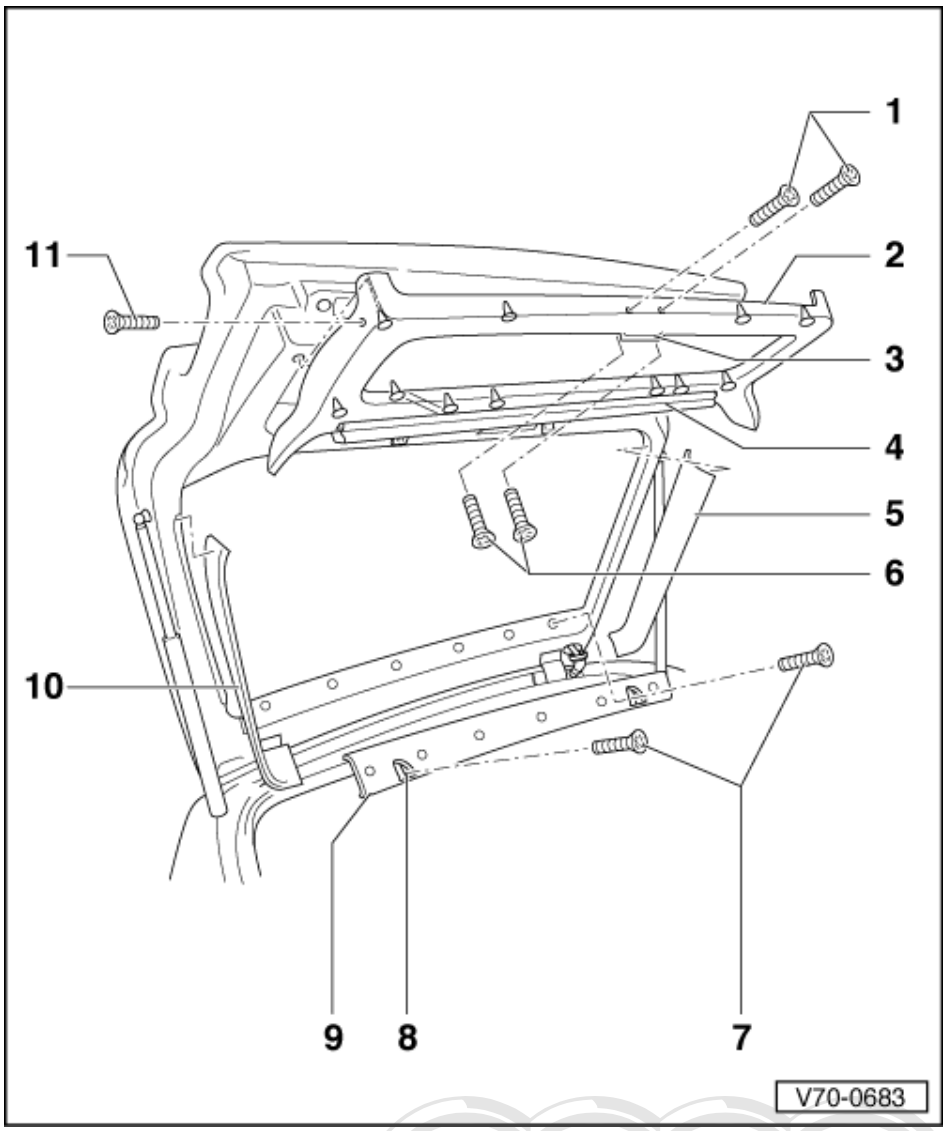
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1 **Screw**
- 2 off
- Only fitted with "internal control" optional extra

2 **Bottom trim**

3 **Grip strip**
- Removing and installing => Fig. 1
- With "internal control" optional extra, the bottom trim -item 2 - can be unclipped without removing the grip strip.

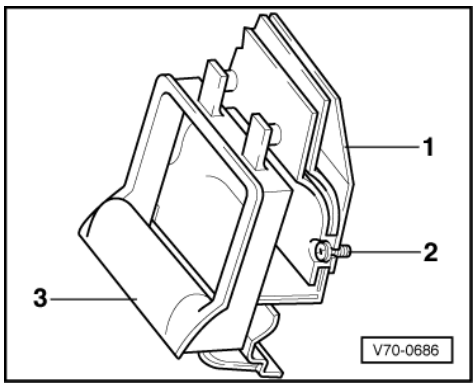
4 **Sun blind**
- Removing and installing => Page 341



5 Right trim
6 Screw - 1.5 Nm
- 2 off

7 Screw
8 Bracket
9 Top trim
10 Left trim
11 Screw
- 2 off

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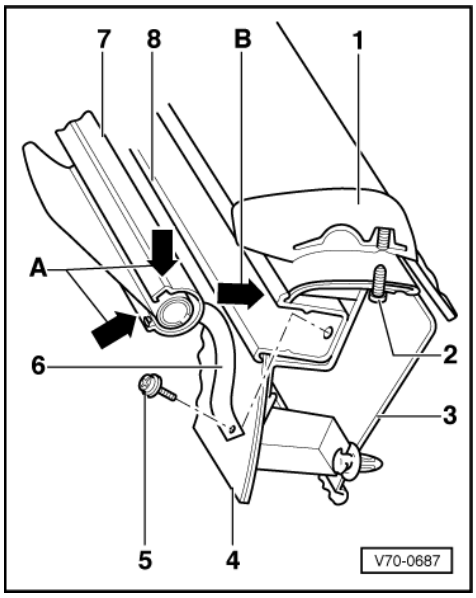
-> Fig.1 Removing and installing grip strip

- Remove tailgate bottom trim.
- Unscrew 2 screws -2-.
- Remove grip strip -3-.

1 - Tailgate

2.12 - Removing and installing sun blind (Avant)

Removal



- -> Press together sun blind -7- with two plastic wedges in direction of arrow -A- and lever out.
- Pull sun blind out of holder -8- across its full length.
- Unscrew screws -5- of arresters -6- on both sides of blind.

1 - Impact absorber
2 - Fixing screws for impact absorber
3 - Tailgate
4 - Tailgate bottom trim

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Installation

- Screw in arresters.

Notes:

- Arresters must be screwed in. Faulty parts must be replaced for safety reasons.
- Arresters must not be rotated during attachment.

3 - Roof trim

3.1 - Roof trim

3.2 - Replacing moulded headliner

Notes:

- 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, unstripping is begun 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

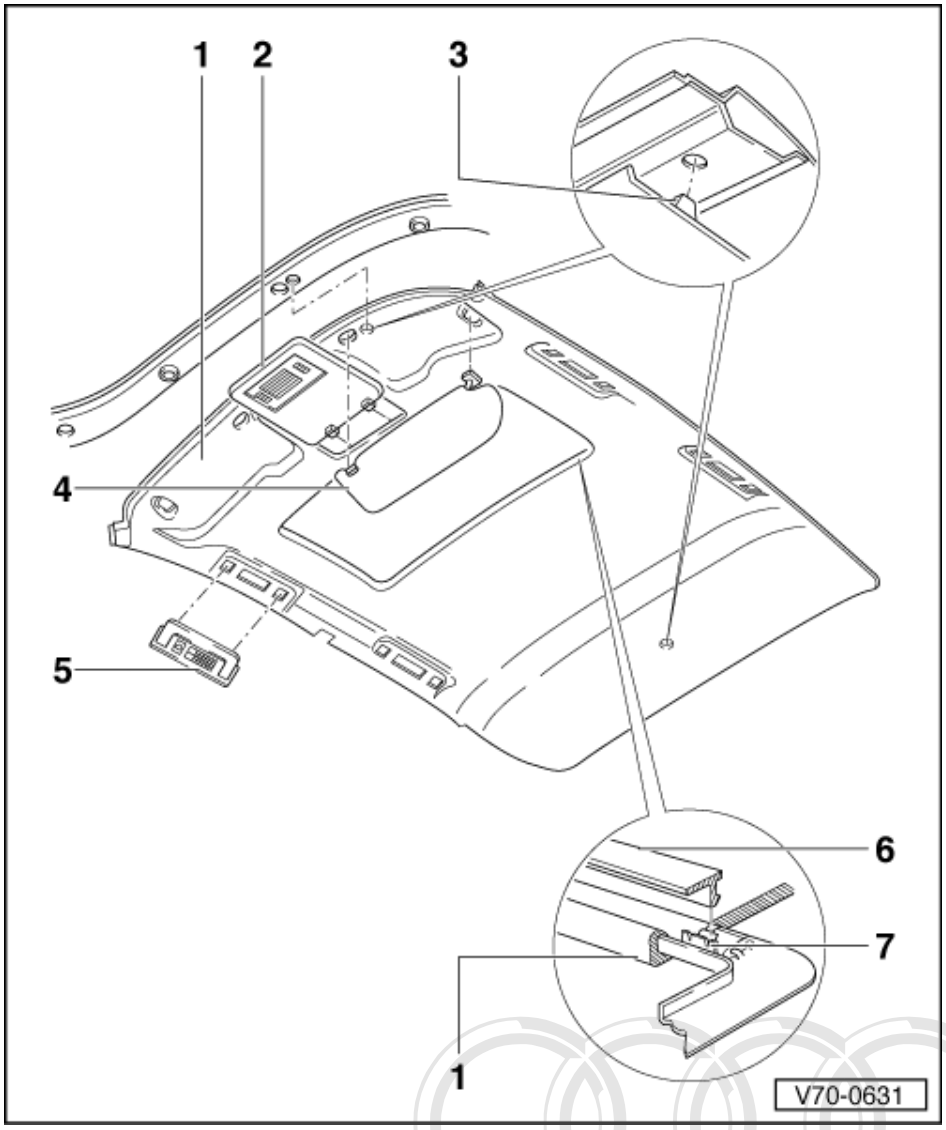
- Wallpaper roller
- Serrated stopping knife, serration height 2 ... 3 mm (doctor blade)
- Carpet knife with serrated blade
- Hot-air blower

Adhesive

- Adhesive AKL 407 000 05 in 320 ml cartridges

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3.3 - Removing moulded headliner



Note:

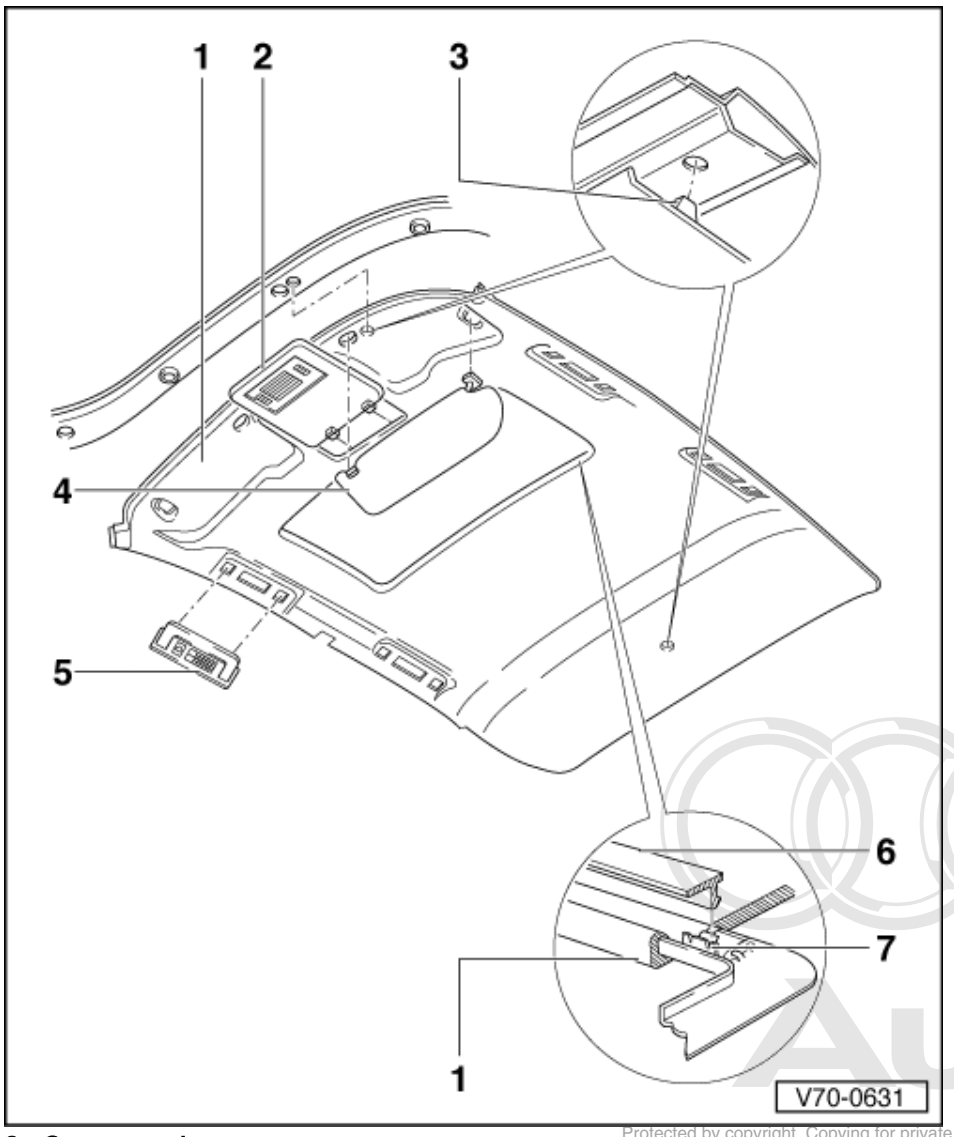
Before disconnecting the battery, determine radio security coding.

- Disconnect battery earthing strap.
- Remove A-, B-, C- and D-pillar trims => Page 329 .

1 Moulded headliner

- Detaching door seal in area of moulded headliner => Fig. 1
- Detaching moulded headliner from roof => Page 347

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2 Cover panel

- In vehicles with sliding/tilting roof: Removing => Fig. 2
- In vehicles without sliding/tilting roof, remove courtesy light => Fig. 3

3 Centring

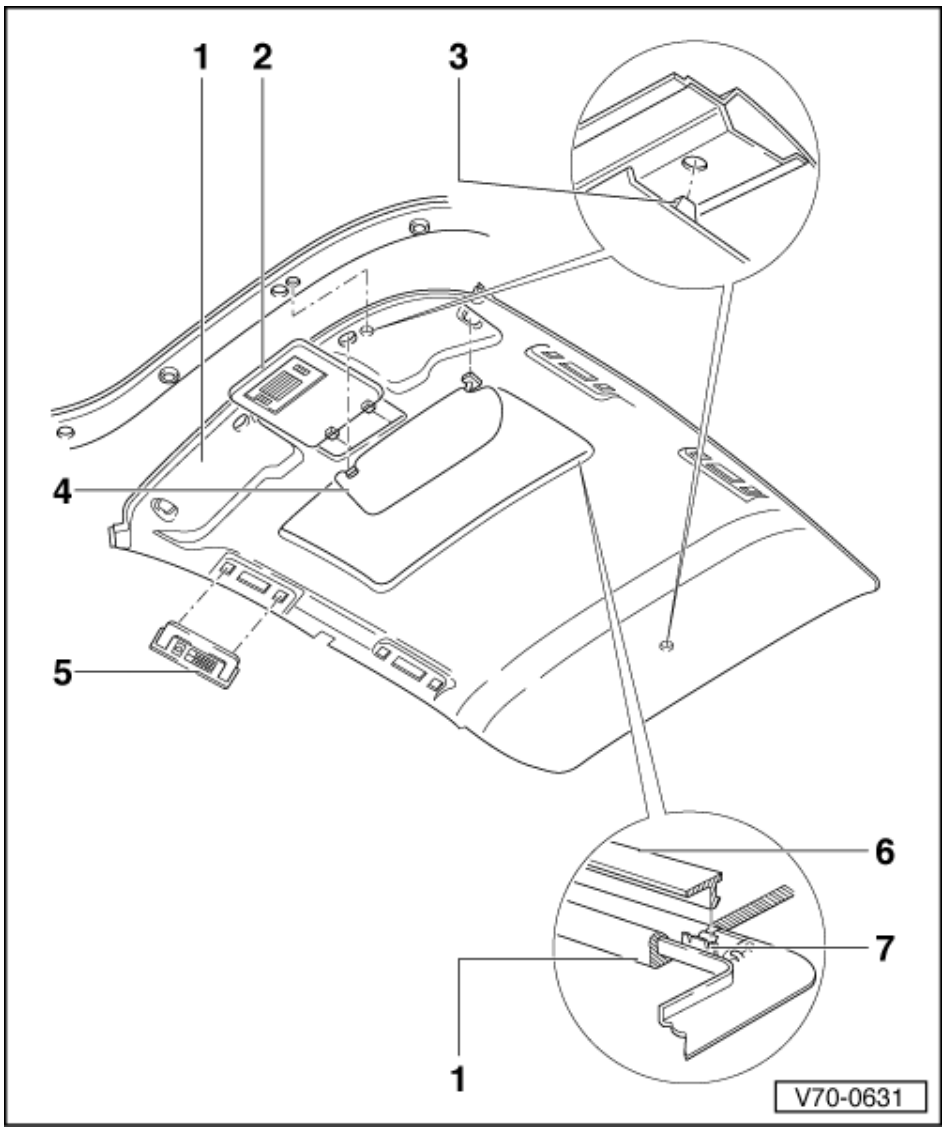
- Front left and rear centre
- Moulded headliner must audibly latch into place on installation.

4 Sun visor

- Removing => Fig. 4

5 Handle

- Removing => Fig. 5

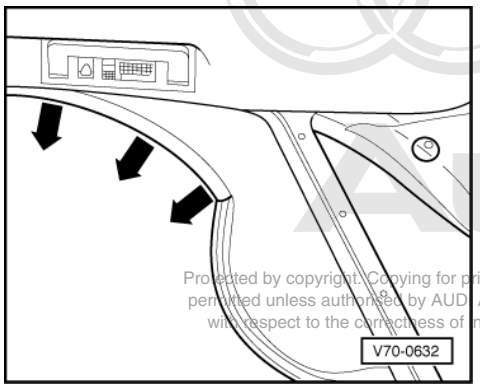


6 Masking frame

- Lever out of clips -item 7 -

7 Clips

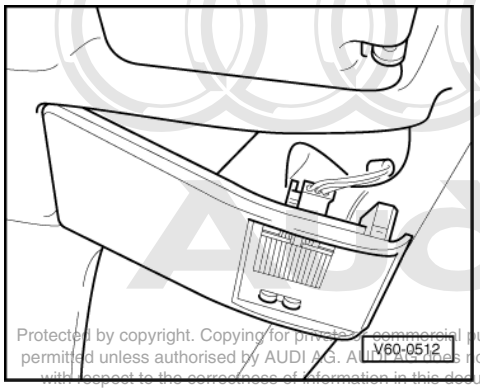
- 12 off
- Part of moulded headliner assembly



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-> Fig.1 Detaching door seal

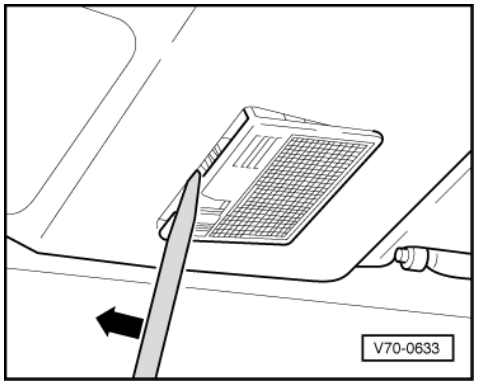
- Detach door seal in area of moulded headliner -arrows-.



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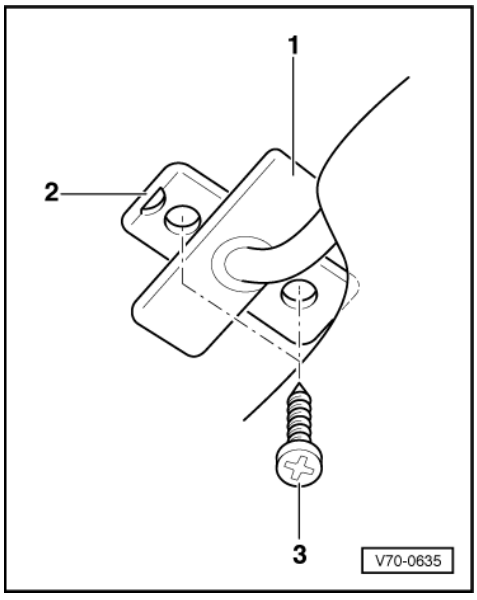
-> Fig.2 Removing cover panel

- Unclip cover panel at front, disconnect connector and remove cover panel.



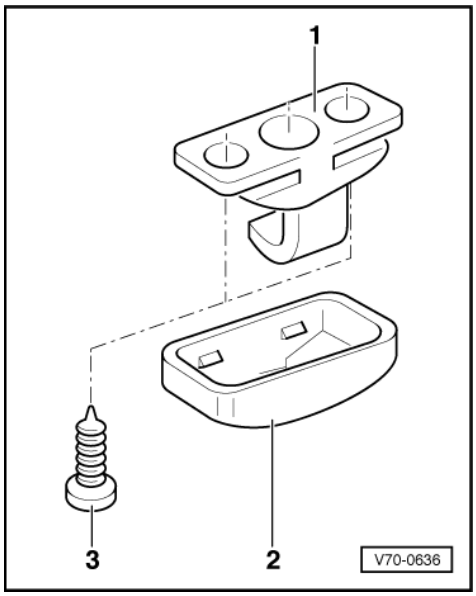
-> Fig.3 Removing courtesy light

- Lever out courtesy light with a flat screwdriver -arrow-.
- Disconnect connector and remove courtesy light.

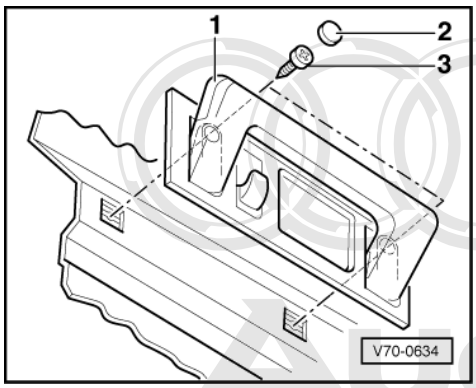


-> Fig.4 Removing sun visor

- Swivel sun visor to side.
- Lever off cap -1-.
- Unscrew self-tapping screws -3- (2.5 Nm).
- Remove mounting -2- with sun visor.



- -> Lever off cap -2-.
- Unscrew self-tapping screws -3- (2.5 Nm).
- Remove sun visor mounting -1-.
- In vehicles with illuminated make-up mirror, disconnect connector.



-> Fig.5 Removing handle

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- Pull down handle -1-.
- Lever off caps -2-.
- Unscrew self-tapping screws -3- (2.5 Nm).
- In vehicles with reading lamp, disconnect connector.

Detaching moulded headliner from roof

- **Vehicles with sliding/tilting roof**

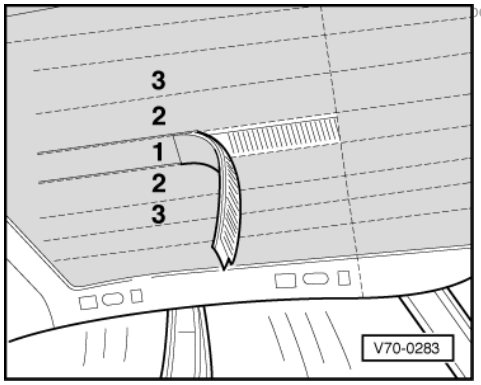
- Lever off masking frame for sliding/tilting roof => Page 345 .
- Carefully pull moulded headliner down from rain channel.

Notes:
- The paper remaining on the rain channel 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 without sliding/tilting roof**

Important!
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.

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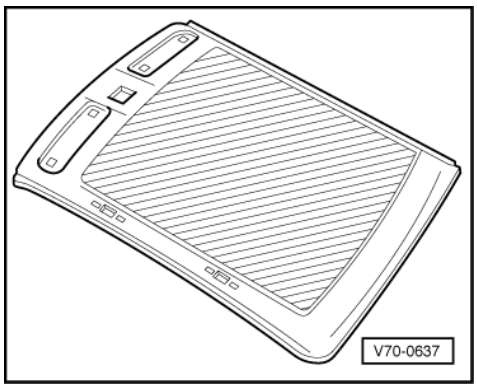
- -> Make a parting cut in the centre of the roof transverse to the roof.
- Cut headliner into approx. 100 mm-wide strips.
- Starting from the parting cut, detach the individual strips from the roof from the centre towards the outer in the order 1, 2, 3 etc. Use your other hand to support the roof.

Notes:
- 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.

3.4 - Installing moulded headliner

- Shorten cartridge nozzle by half in wedge-shaped part, and cut into it at an angle.
- Process adhesive at temperatures not below 20 oC.

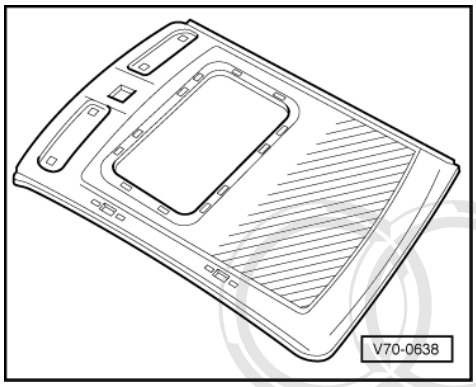
Note:
The content of a cartridge -320 ml- is not sufficient to affix a moulded headliner. Before starting bonding work, always make sure a second cartridge is to hand.
- Apply adhesive in adjacent, thick beads, and spread with a serrated stopping knife (doctor blade).



- Allow adhesive to flash at 20 oC for at least 30 minutes. Finger test: no stringing.

-> Bonding surface in vehicles without sliding/tilting roof.

- Bonding surface shown as shaded area in the illustration.



-> Bonding surface in vehicles with sliding/tilting roof

- Bonding surface shown as shaded area in the illustration.

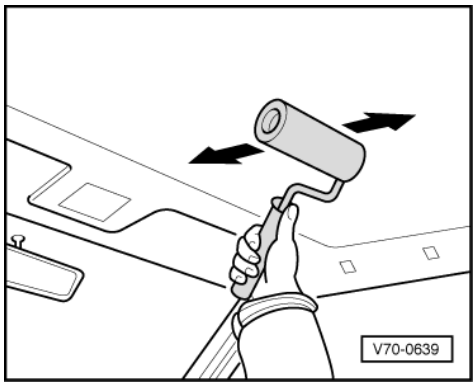
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- If work cannot be continued during application of the adhesive, the adhesive must be scratched off. The moulded headliner can then be re-used.
- Excess adhesive must be immediately cleared away with water.
- Partially set adhesive can be removed with stain remover (e.g. ethyl acetate).
- Set adhesive can no longer be removed.

- 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 from the headliner.

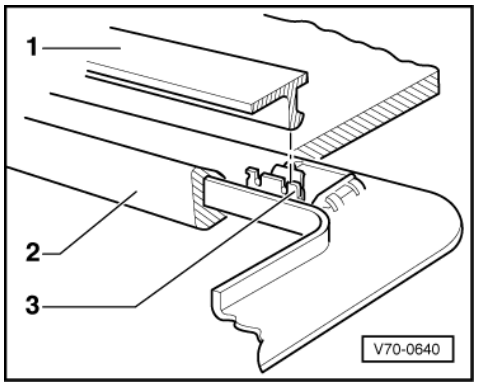
- Introduce moulded headliner diagonally into the vehicle through an open door and engage it in the centring lugs => Page 344 .



- -> Stick headliner to roof using a wallpaper roller, starting in the middle. It sticks in seconds.

Note:

When applying with the roller, exert only sufficient force on the headliner to stick it to the roof, without leaving press marks on it.



- -> In vehicles with sliding /tilting roof, clip masking frame -1- into clips -3- of moulded headliner -2-.

4 - Dash panel

4.1 - Dash panel

4.2 - Removing and installing dash panel

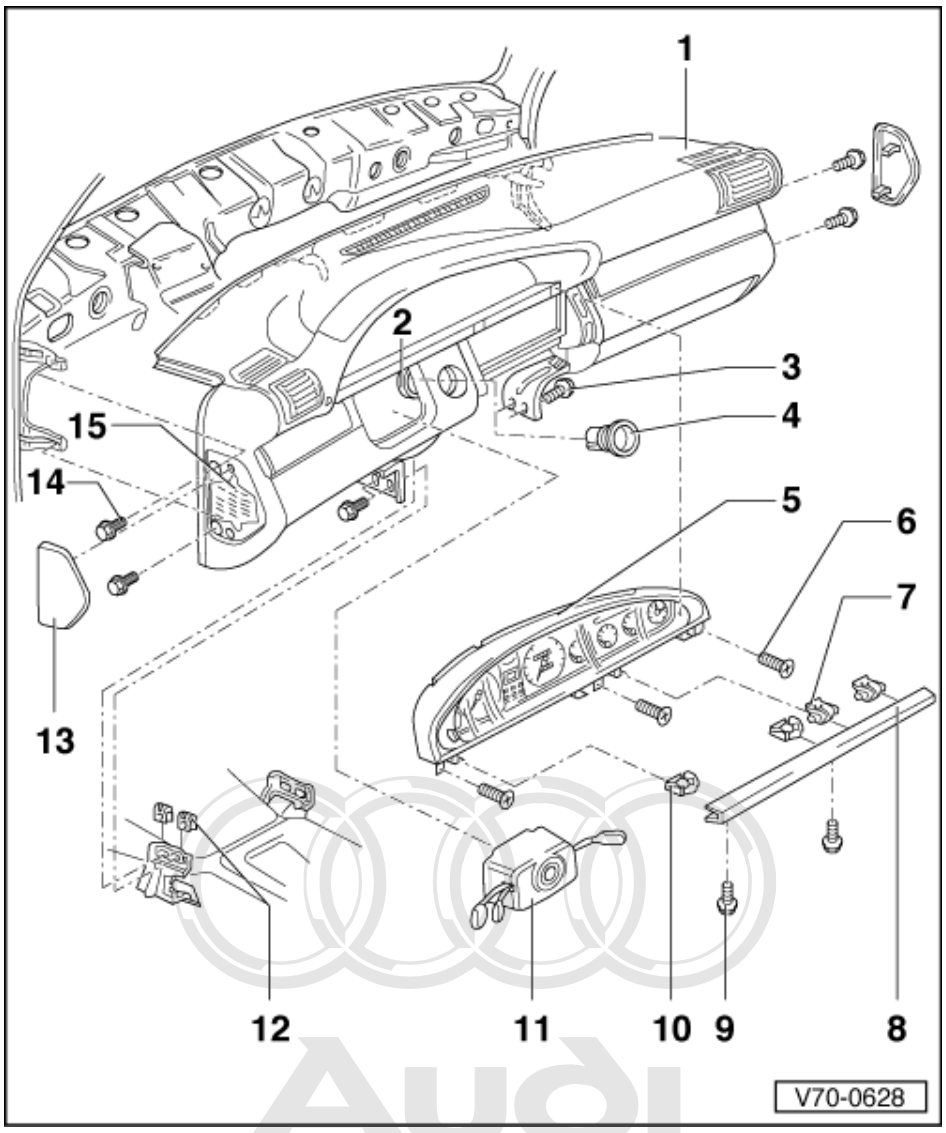
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Note:

In vehicles with front passenger airbag there is an additional fixing point=>Fig. 1 .

- Removing centre console at rear => Page 357 .
- Removing centre console at front => Page 361 .
- Removing dash panel centre section => Page 355 .
- Removing steering wheel and steering column switch

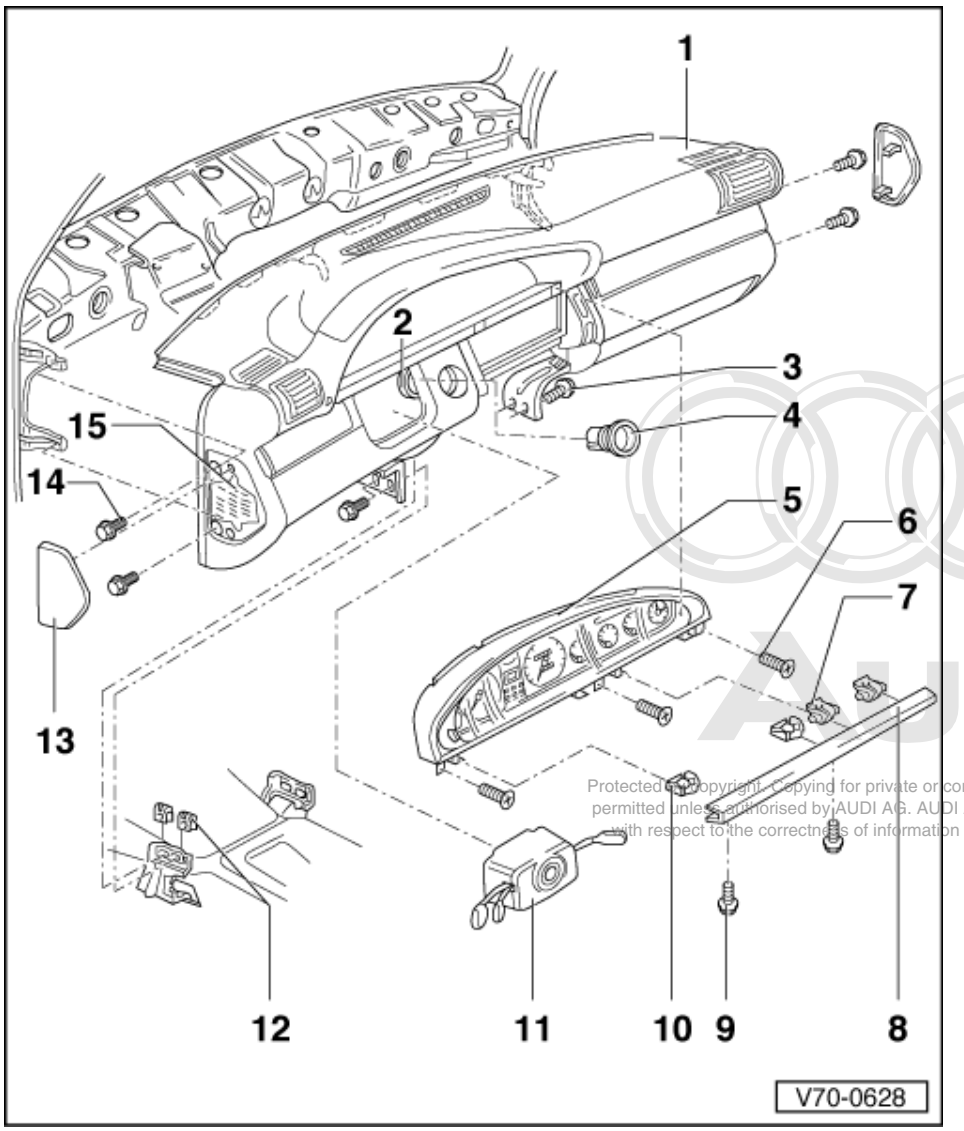
=> Electrical system; Repair group 94; repairing steering column switch; removing and installing steering column switch repairing steering column switch removing and installing steering column switch



1 Dash panel

- ◆ Removal:
- Unscrew screws -item 9- and remove strip -item 8- toward the rear.
- Unscrew screws -item 6-, carefully withdraw dash panel -item 5-, disconnect connectors, remove dash panel.
- Remove ignition lock cover -item 4-.
- Unscrew combi self-tapping screws -item 3-.
- Unclip caps -item 13-.
- Remove fuse carrier -item 15- => Fig. 2 .
- Disconnect connectors.
- Unscrew screws -item 14-, remove dash panel towards the rear.

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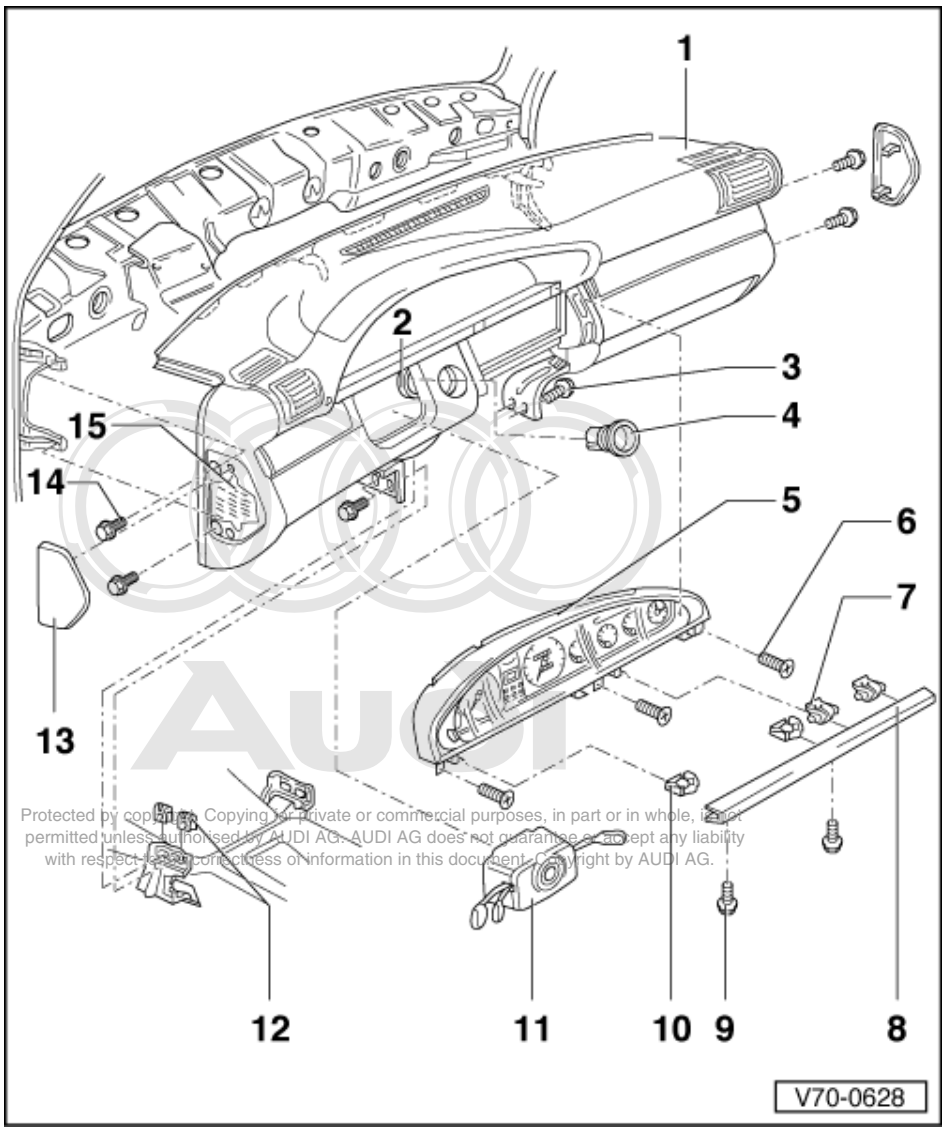
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2 Clamp ring for ignition lock cover
3 Combi self-tapping screw - 5 Nm
- 4 off

4 Ignition lock cover
5 Dash panel insert
6 Screw
- 3 off

7 Fixing clip
- 2 off

8 Strip
9 Hexagon screw
- 2 off



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10 Snap-on nut

- 2 off

11 Steering column switch

- Removing and installing

=> Electrical system; Repair Group 94; repairing steering column switch; removing and installing steering column switch repairing steering column switch removing and installing steering column switch

12 Snap-on nut

- 4 off

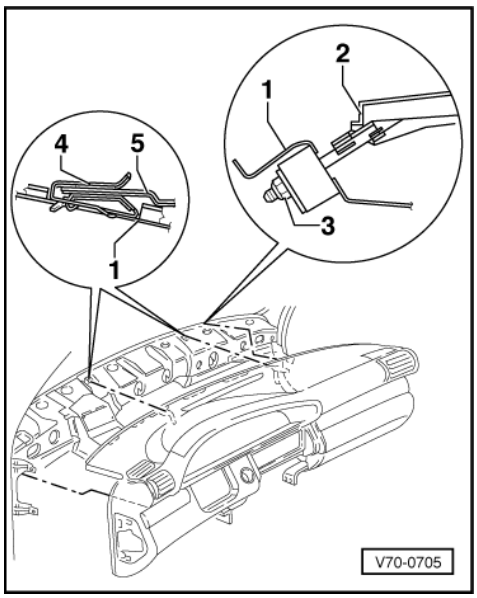
13 Cap

- 2 off

14 Hexagon screw - 4 Nm

- 4 off

15 Fuse carrier

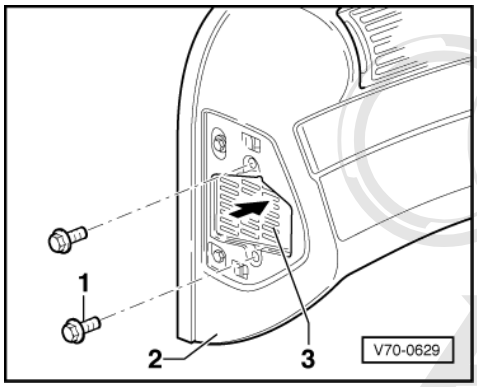


-> Fig.1 Additional attachment of dash panel in vehicles with front passenger airbag

- Remove plenum chamber cover.
- Unscrew nut -3- from plenum chamber (2.5 Nm).

1 - Cross-member for steering column
2 - Reinforcement of dash panel for vehicles with front passenger airbag

- On installation, the defroster duct -5- must be inserted into the brackets -4- in the cross-member together with the dash panel.

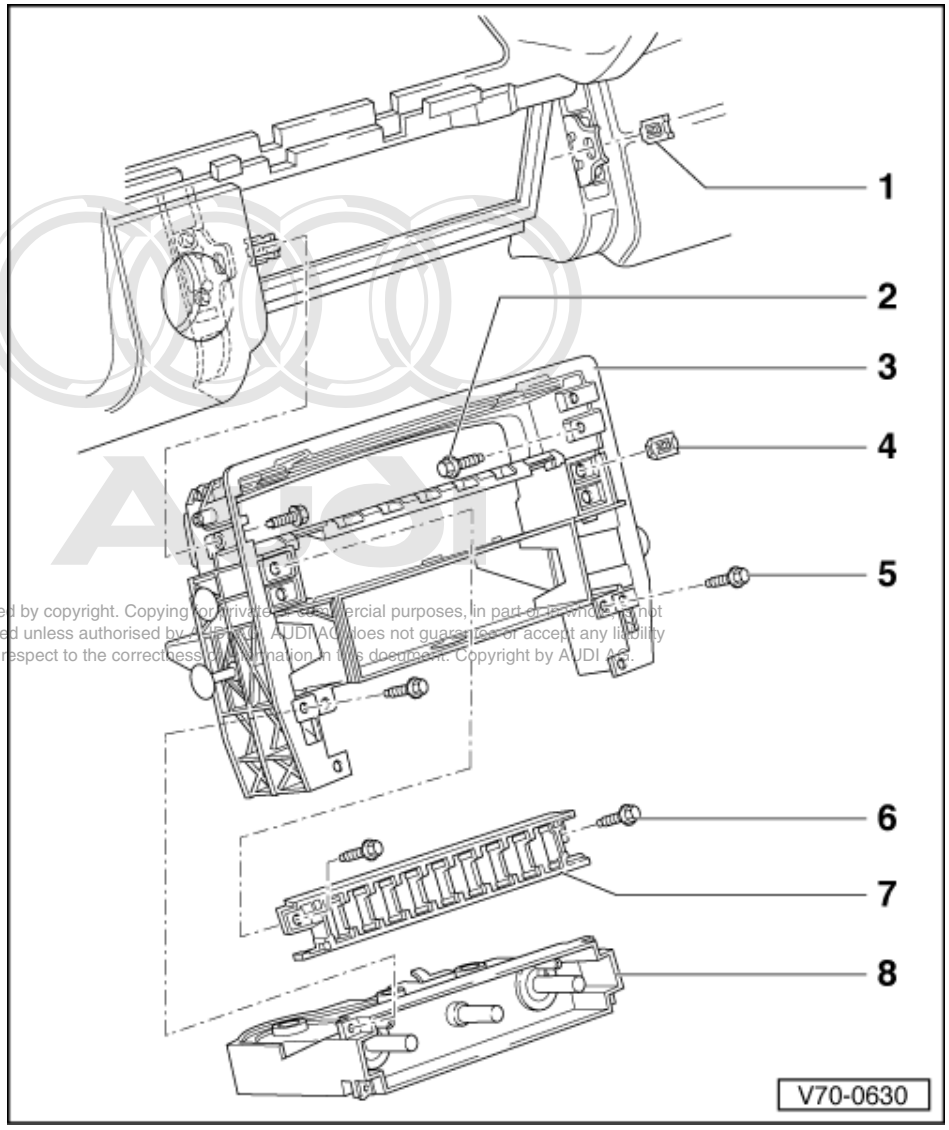


-> Fig.2 Removing fuse carrier

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- Unscrew screws -1- (2 Nm).
- Unclip fuse carrier -3- from dash panel -2-, -direction of arrow-.

4.3 - Removing dash panel centre section



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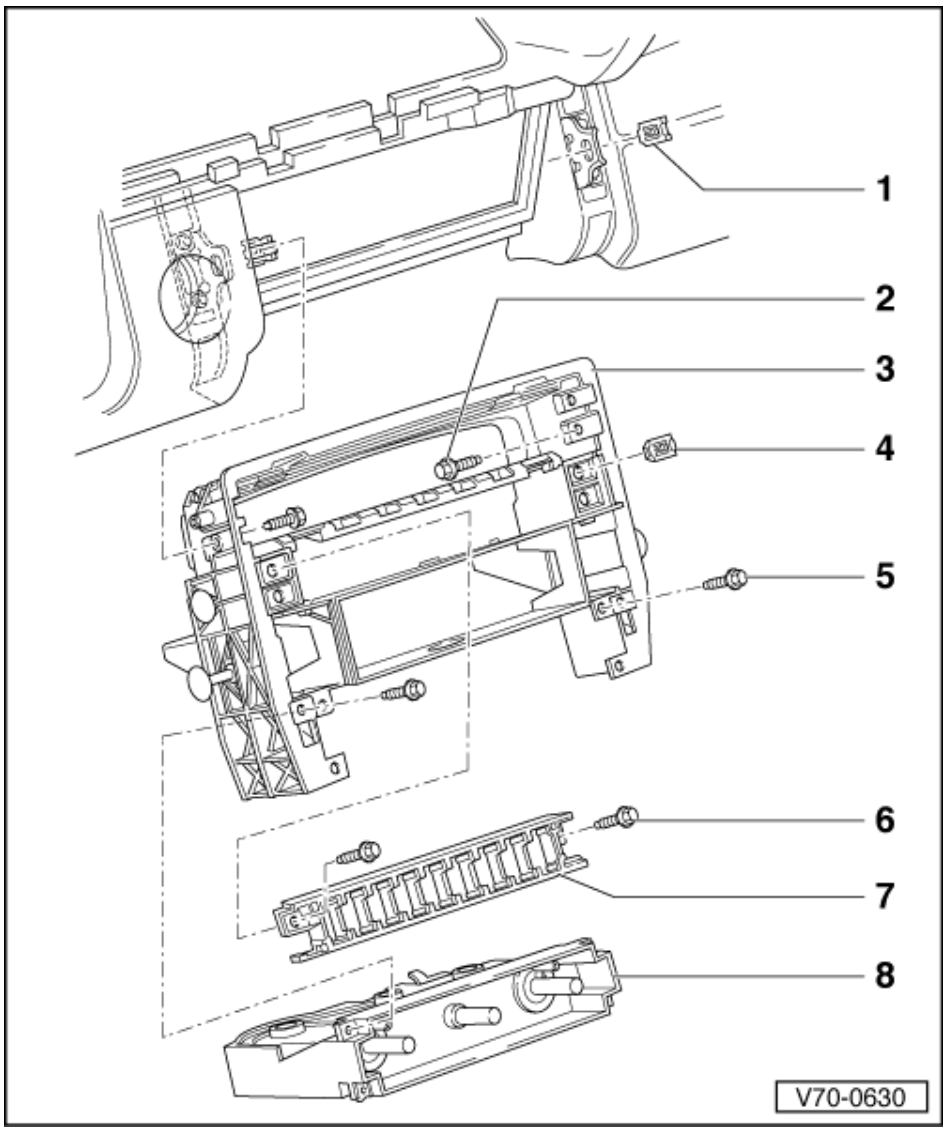
- Remove centre console at rear => Page 357 .
- Removing centre console at front => Page 361 .

1 Snap-on nut
- 2 off

2 Hexagon screw - 5 Nm
- 2 off

3 Dash panel centre section

4 Snap-on nut
- 2 off



5 Hexagon screw - 3.5 Nm
- 2 off

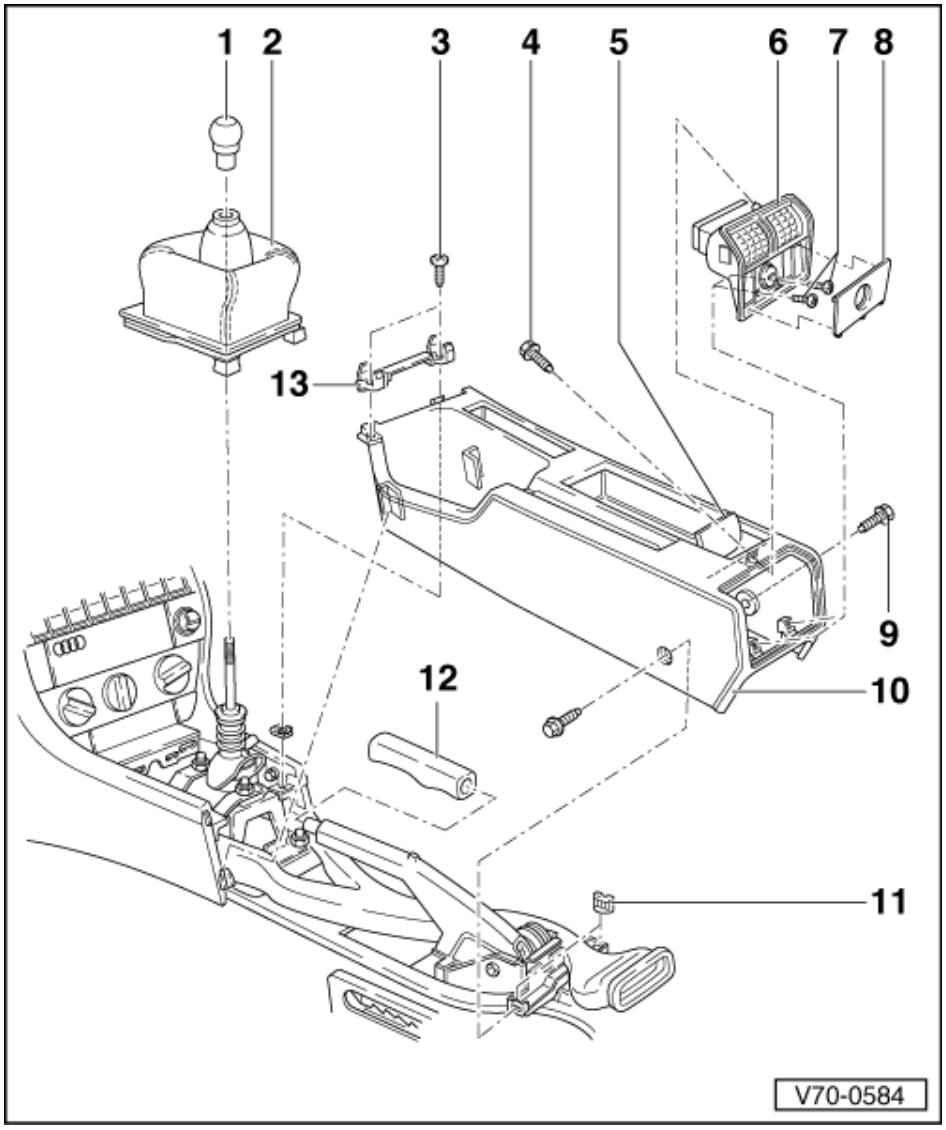
6 Hexagon screw - 5 Nm
- 2 off

7 Switch mounting

8 Heater control

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4.4 - Removing and installing centre console at rear



1 **Shift lever knob**
- Unscrew before removing centre console

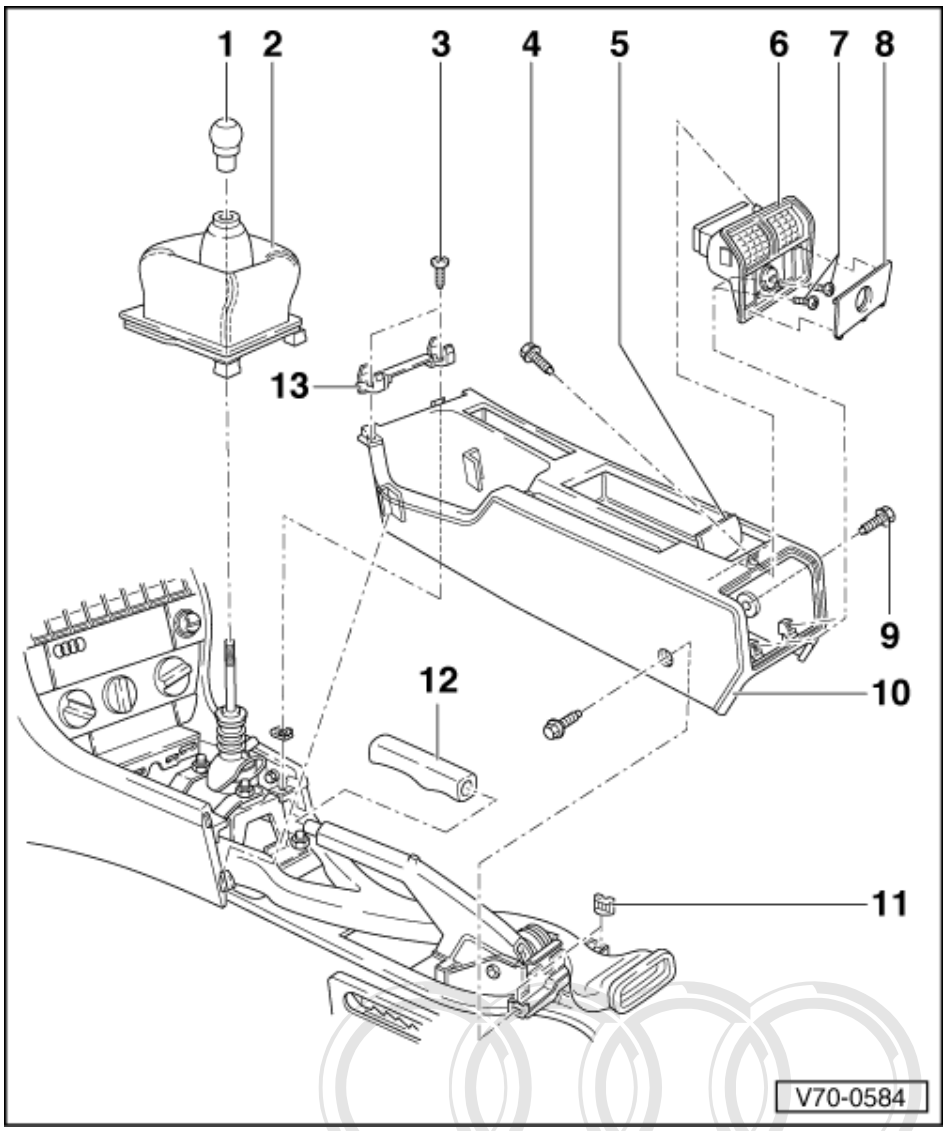
2 **Shift lever trim**
- Before removing centre console, unclip from retaining clip -item 13 - and pull off upward.

3 **Screw - 5 Nm**
- 2 off

4 **Self-tapping screw - 1.5 Nm**

5 **Facing**

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6 Rear area air duct

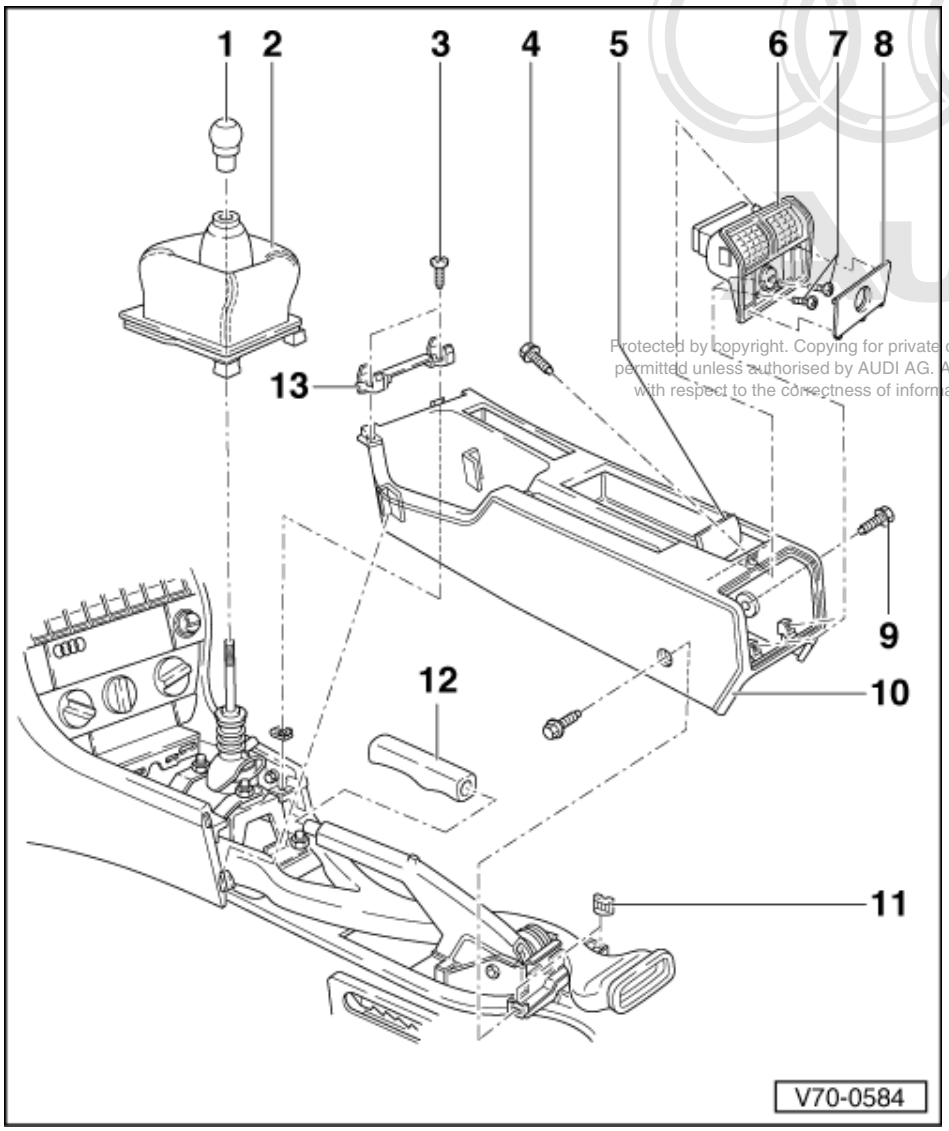
- ◆ Unscrew before removing centre console
- ◆ Removal:
- - Unclip cigar lighter trim plate -item 8 - and unscrew self-tapping screws underneath -item 7 -.
- - Lift facing -item 5 - and unscrew self-tapping screw underneath -item 4 -.
- - Withdraw rear area air duct and disconnect connectors.

7 Self-tapping screw - 1.5 Nm

- ◆ 2 off

8 Cigar lighter trim plate

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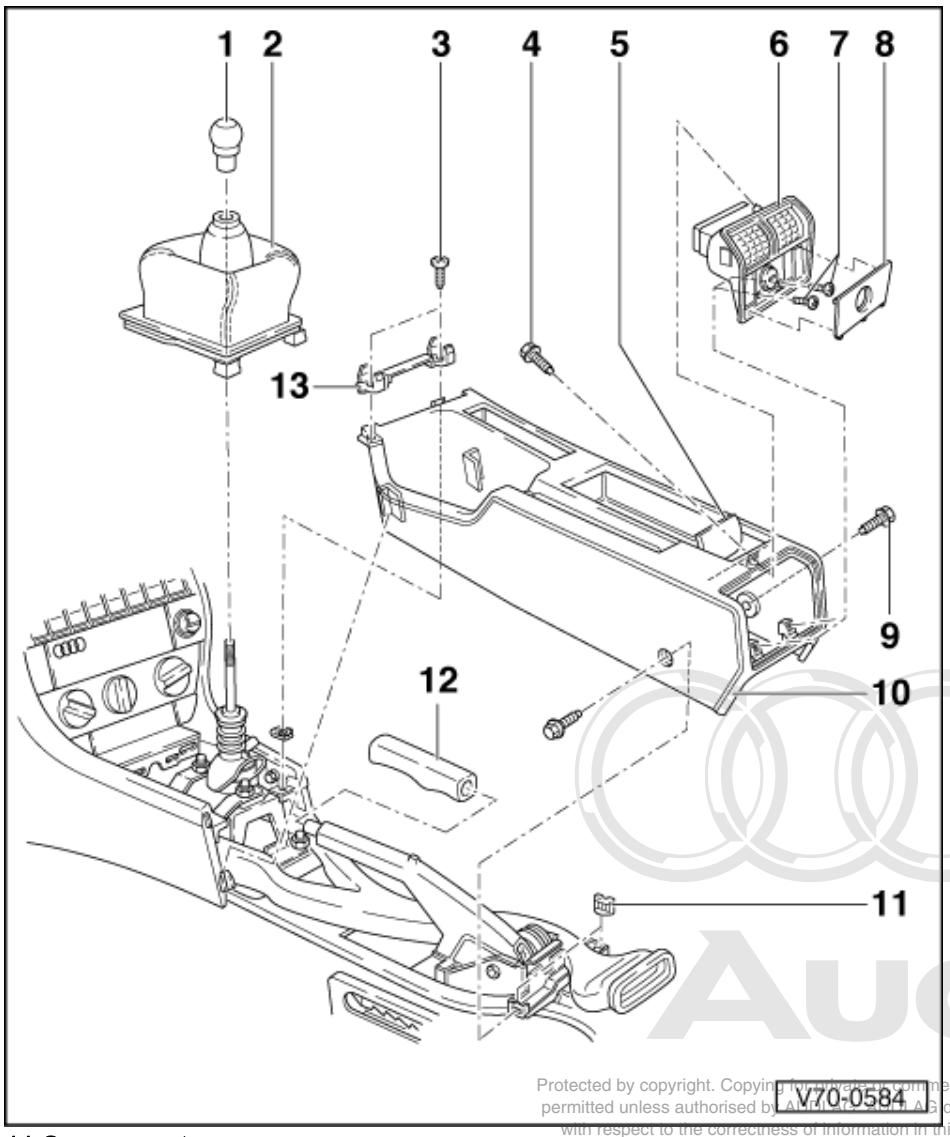
9 Hexagon screw - 5 Nm

- 2 off

10 Centre console at rear

- Removal:

- Push driver seat and front passenger seat forward to their full extent.
- Pull up hand brake lever fully.
- Carefully press grip -item 12 - from lug of insert using a screwdriver, and detach.
- Unscrew screws -item 3 - and hexagon screws -item 9 -.
- Lift centre console at front and remove at an angle towards the front over the hand brake lever.



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11 Snap-on nut

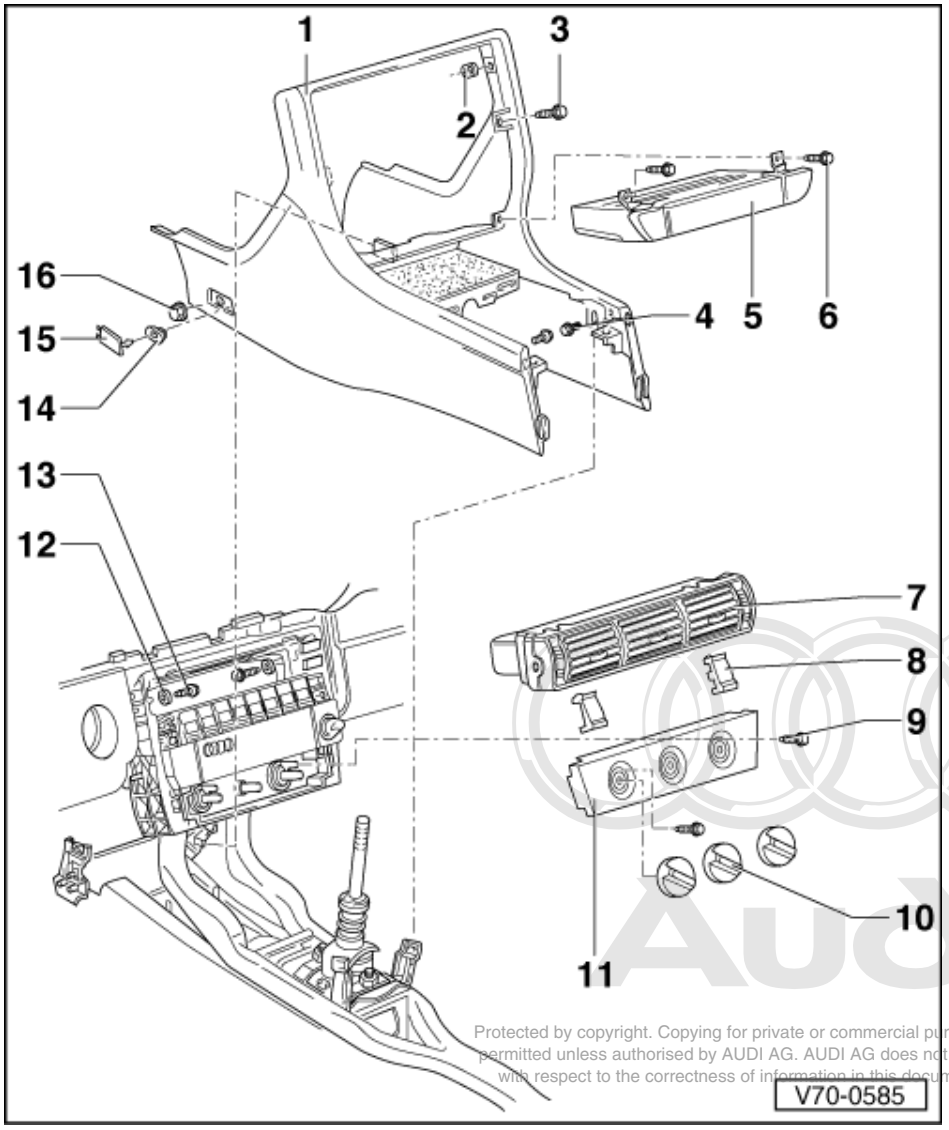
- 2 off

12 Grip

- Remove before removing centre console

13 Bracket

4.5 - Removing and installing centre console at front



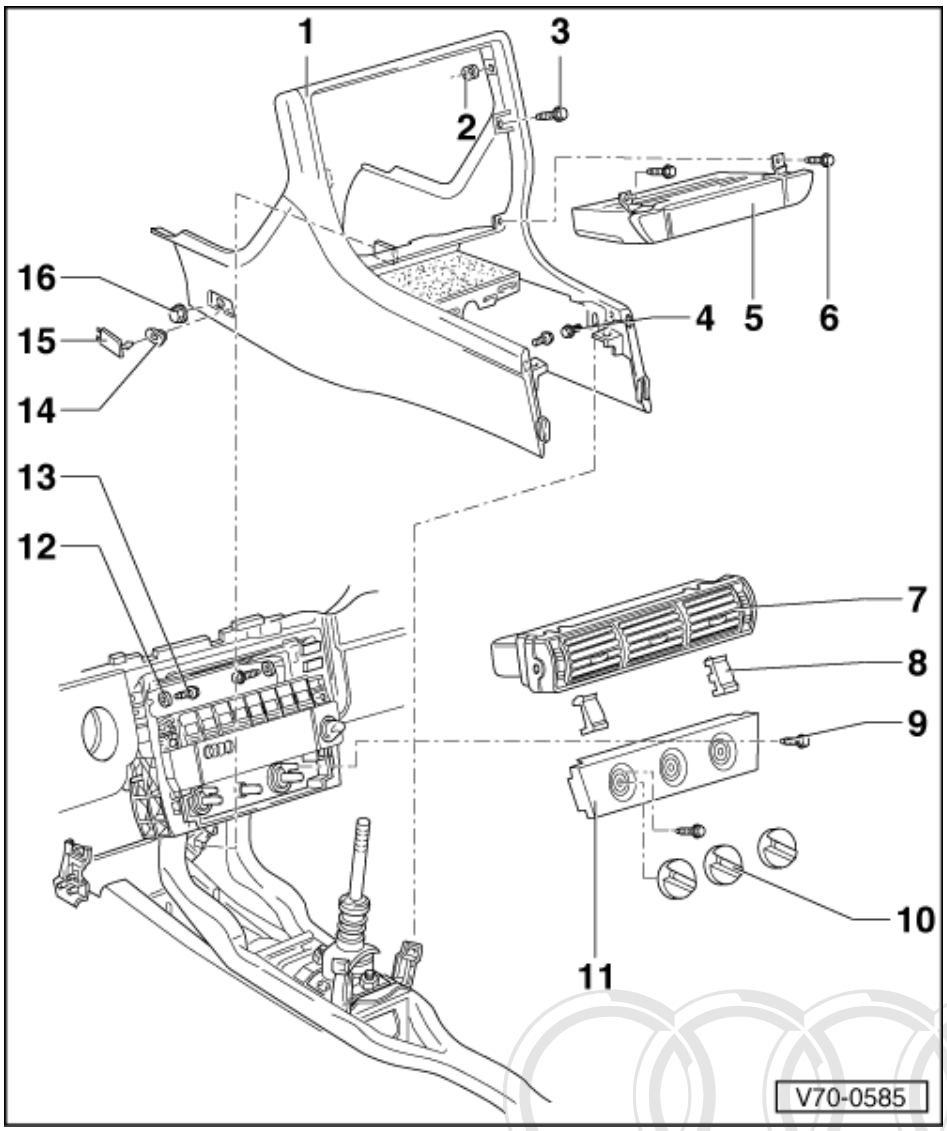
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Notes:

- The centre console at the rear must be removed before removing the centre console at the front.
- The centre console at the front can be removed without removing the centre section of the dash panel.

1 Centre console at front

- Unclip cover -item 15 - and unscrew hexagon nut -item 16 - underneath.
- Remove radio.
- Remove central air outlet -item 7 - and unscrew screws -item 13 -.



- Unclip switch mounting cover -item 8- and unscrew screws -item 3- underneath.
- Detach turn knob -item 10-, unscrew screws -item 9-, and remove cover.
- In vehicles with air conditioner, remove cover.
- Unscrew screws -item 6- and remove ash tray.
- Only loosen screws -item 4-.
- Remove centre console at an angle towards the rear over the shift lever.

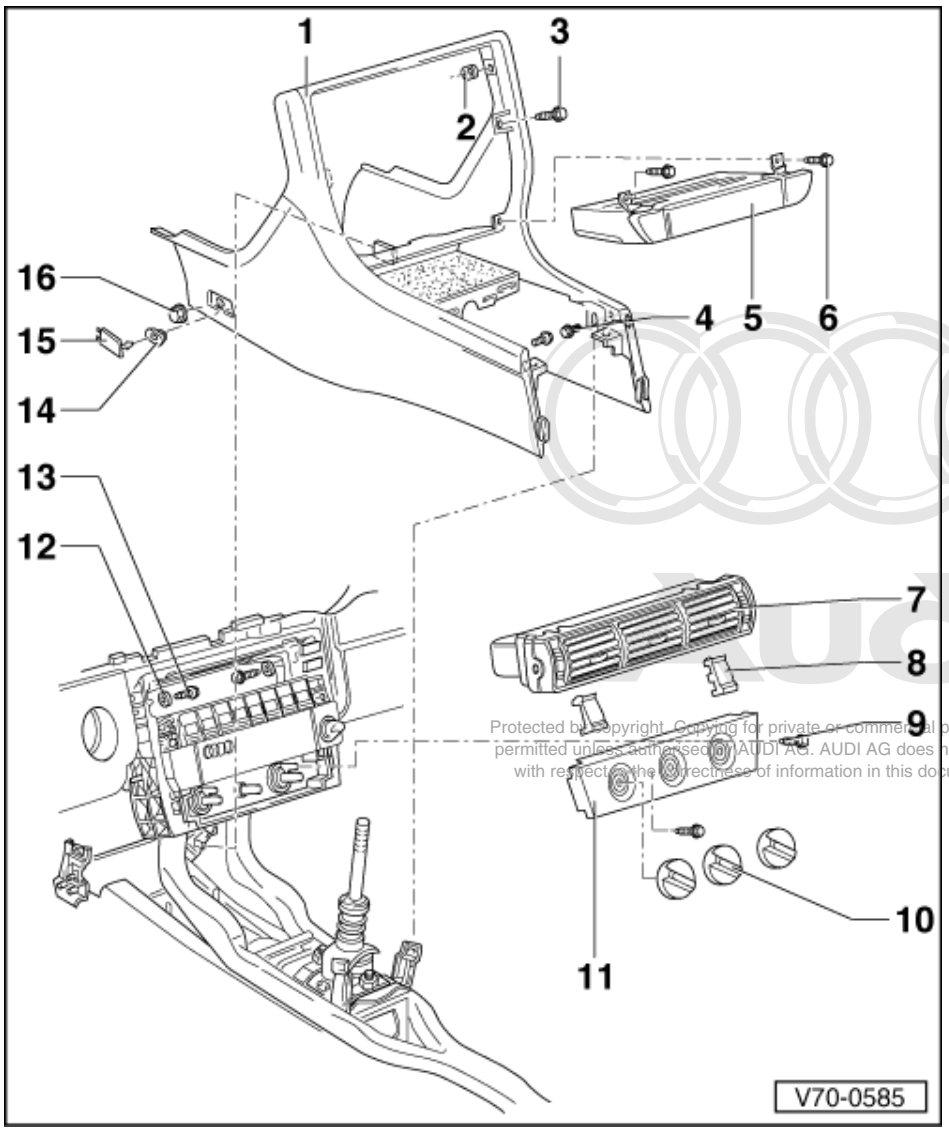
2 Snap-on nut

- 2 off

3 Hexagon screw - 5 Nm

- 2 off

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4 Hexagon screw - 5 Nm
- 2 off

5 Ash tray
- Unscrew before removing centre console

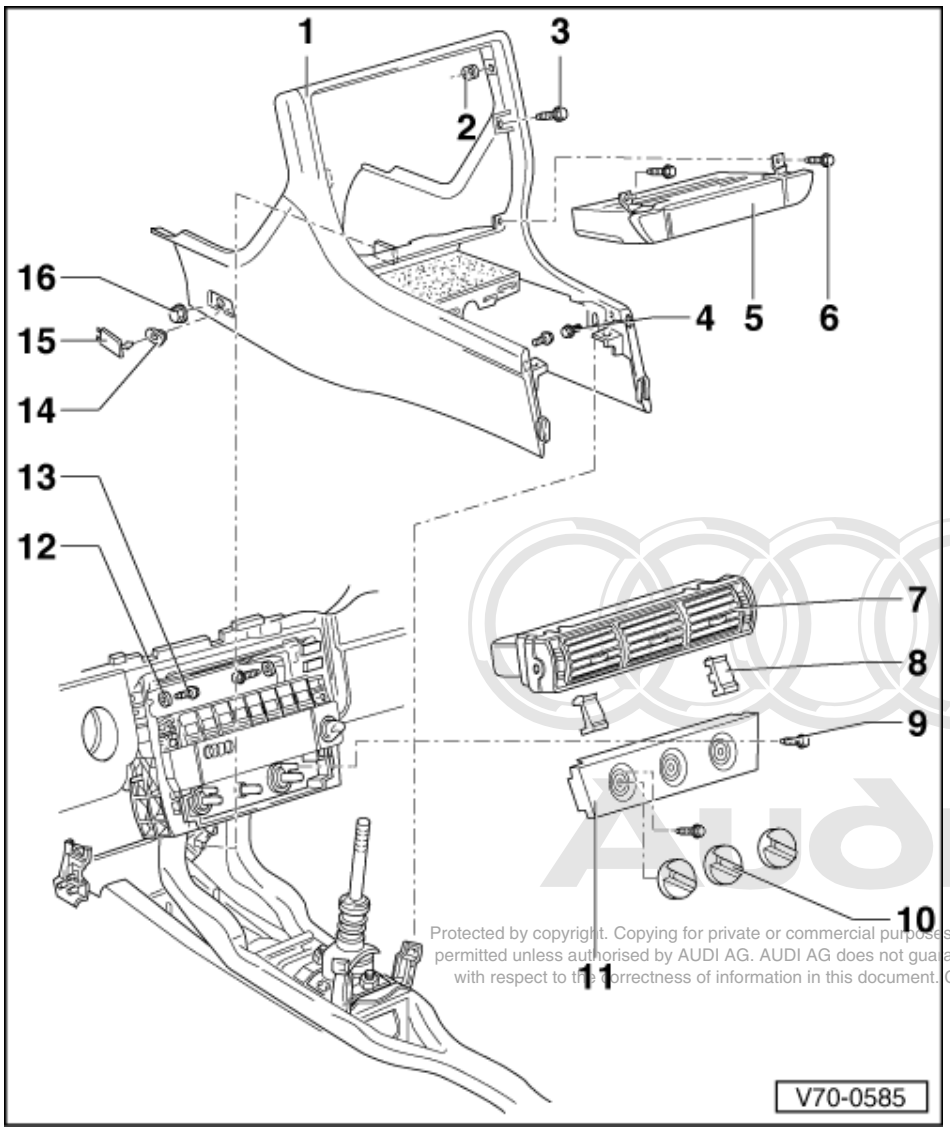
6 Hexagon screw - 3.5 Nm
- 2 off

7 Central air outlet
- Remove before removing centre console

8 Switch mounting cover
- 2 off

9 Screw - 1.5 Nm
- 2 off

10 Turn knob
- 3 off



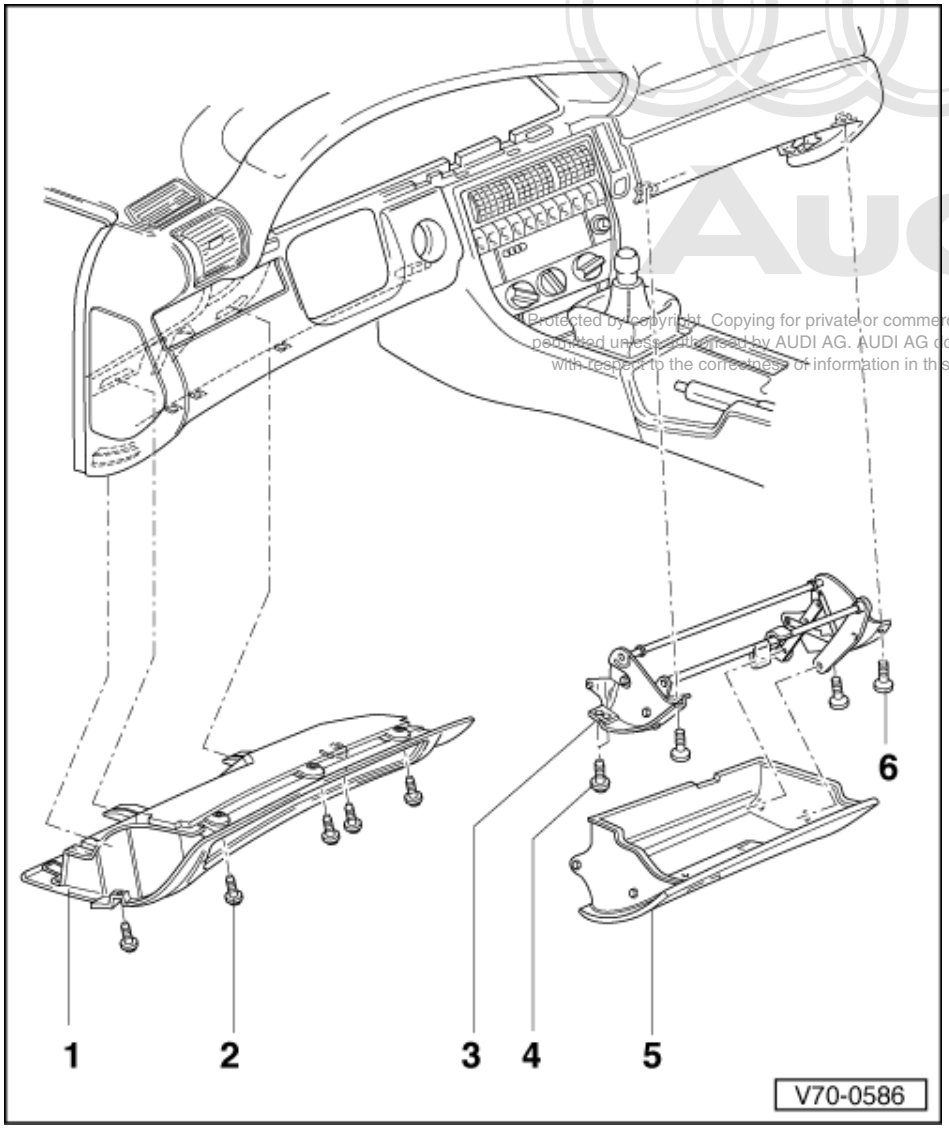
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11 Heater control cover
12 Washer
- 2 off

13 Hexagon screw - 5 Nm
- 2 off

14 Fixing
15 Cover
16 Hexagon nut - 5 Nm

4.6 - Removing and installing shelf and glove compartment



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1 Shelf
- Unscrew screws -item 2 - and remove shelf towards the rear.

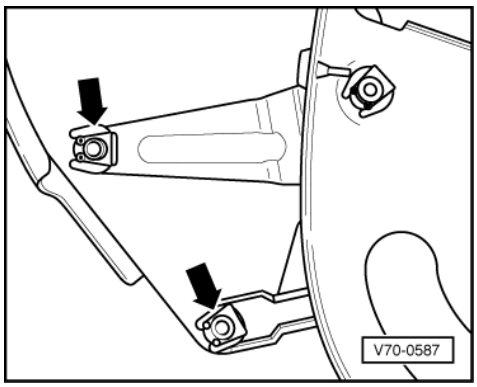
2 Hexagon screw - 3 Nm
- 5 off

3 Glove compartment frame
- Removing => Fig. 2
- Only supplied together with glove compartment

4 Hexagon screw - 5 Nm
- 2 off

5 Glove compartment
- Removing => Fig. 1

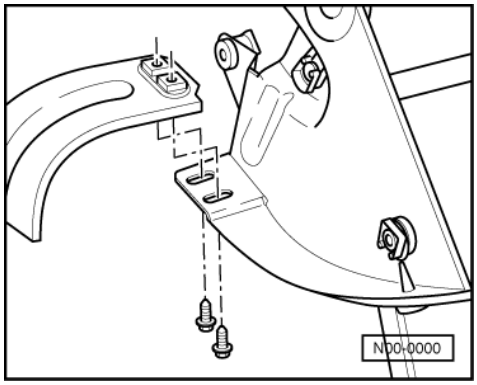
6 Screw - 5 Nm
- 2 off



-> Fig.1 Removing glove compartment

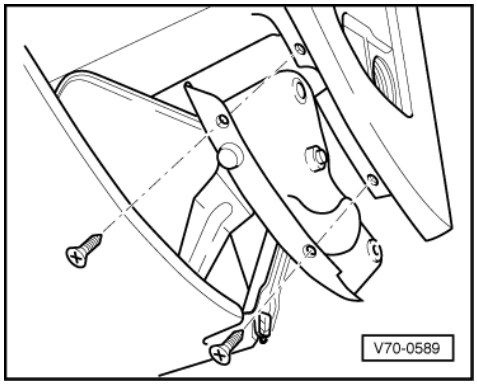
- Detach fixings -arrows- on both sides of glove compartment.
- Remove glove compartment.

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-> Fig.2 Removing glove compartment frame

- Unscrew hexagon screws (5 Nm).



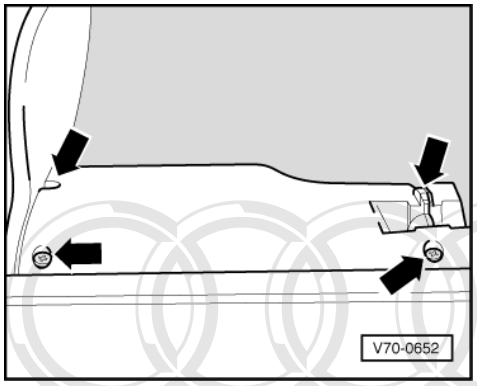
- -> Unscrew countersunk screws (5 Nm).

Note:

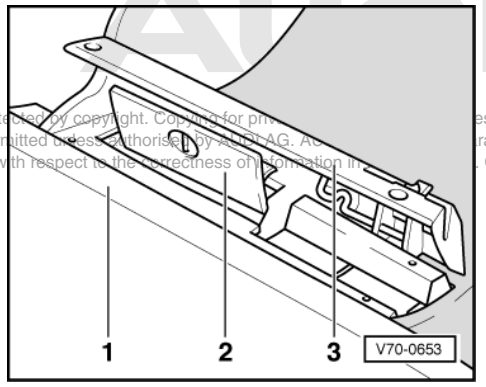
On the inside of the vehicle the frame is secured only by the countersunk screw at the top.

- Remove frame.

4.7 - Removing and installing glove compartment lock cylinder

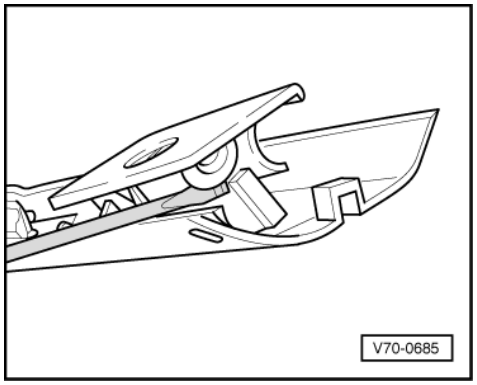


- Open glove compartment.
- -> Unscrew torx screws T10 -arrows-.



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- -> Raise grip -2- slightly from catch -3-, pull into glove compartment-1- and remove catch.

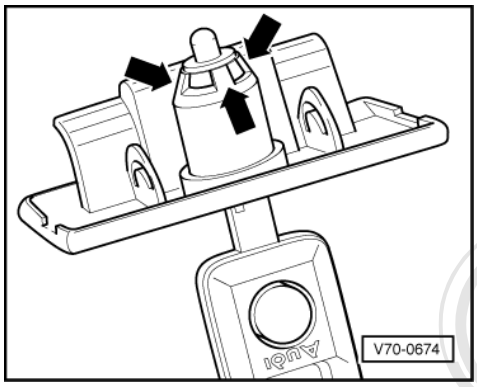


- -> Using a screwdriver, carefully press side locators on grip out of bearing on catch, as shown in the illustration, and remove.

Note:

Press off carefully - danger of breakage!

- To install, press grip in.



- -> Bend back lugs -arrows-.
- Withdraw lock cylinder out of grip towards the rear.
- To install, press lock cylinder into place.

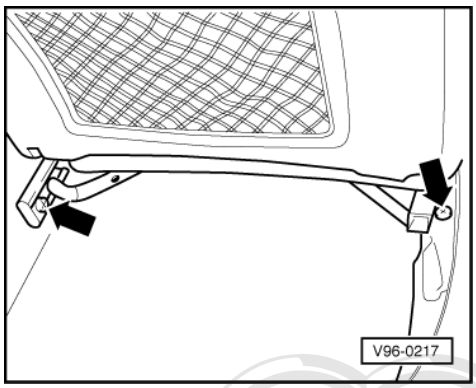
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72 - Seat frames

1 - Front seat

1.1 - Front seat

1.2 - Removing and installing front seat



- Seat with manual adjustment.

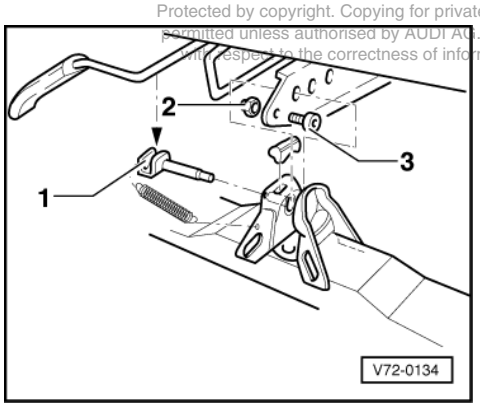
Note:

Removing front seat with electric adjustment

=> Electrical system; Repair group 96; Electrically adjustable seats; Removing and installing seats Electrically adjustable seats Removing and installing seats

- Push seat forward.
- -> Unscrew screws -arrows-.
- In vehicles with electric windows, disconnect connectors.
- Withdraw caps and masking strip to rear out of guide rails.

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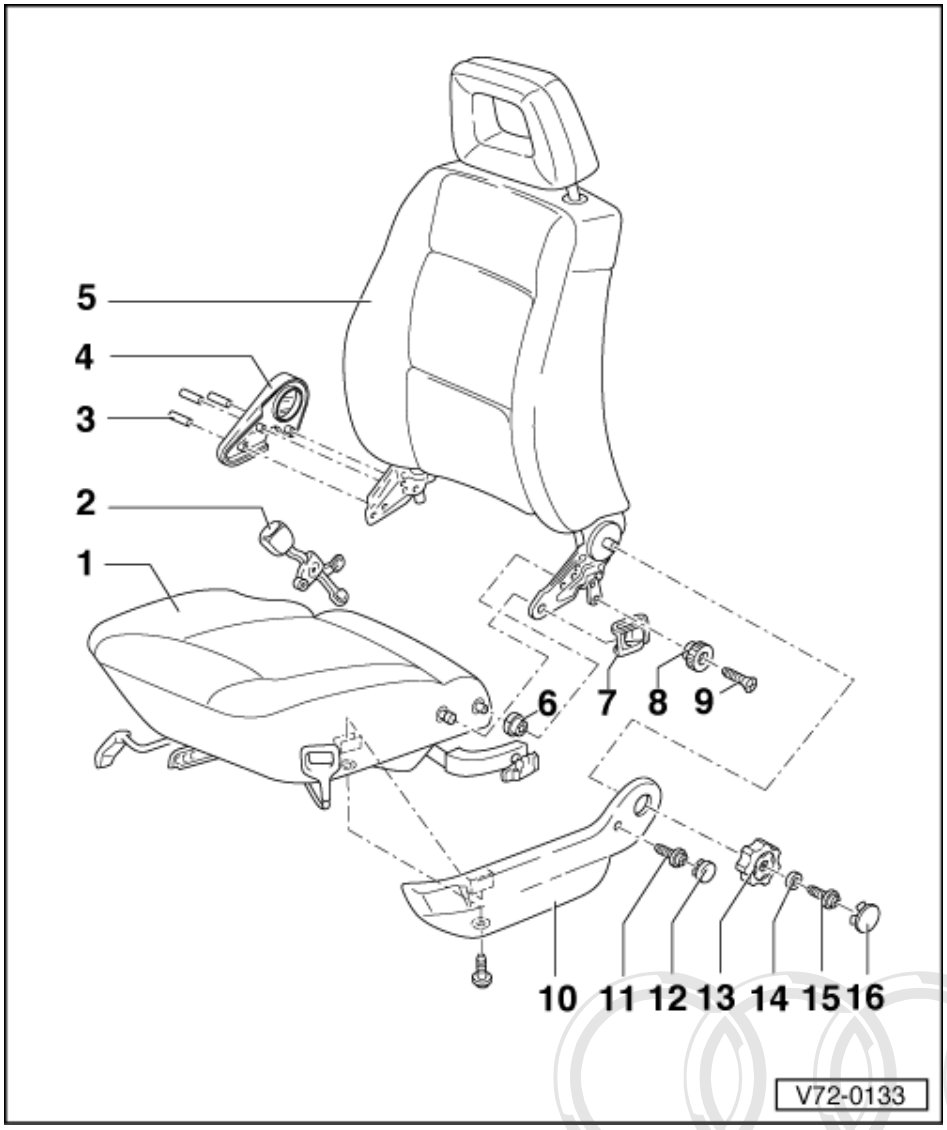


- -> Unscrew cap nut -2- (8 Nm), and remove socket-head cap screw -3-.
- Release retaining bar -1- and withdraw seat towards the rear out of guide rails.

Note:

Cover floor covering to protect against damage/dirt.

1.3 - Removing and installing seat back



- Removing front seat => Page 369 .

1 Front seat

2 Belt buckle

- Removal not necessary

3 Retaining pins

- 3 off
- Drive through towards the inside with a punch. Detach cap -item 4 -

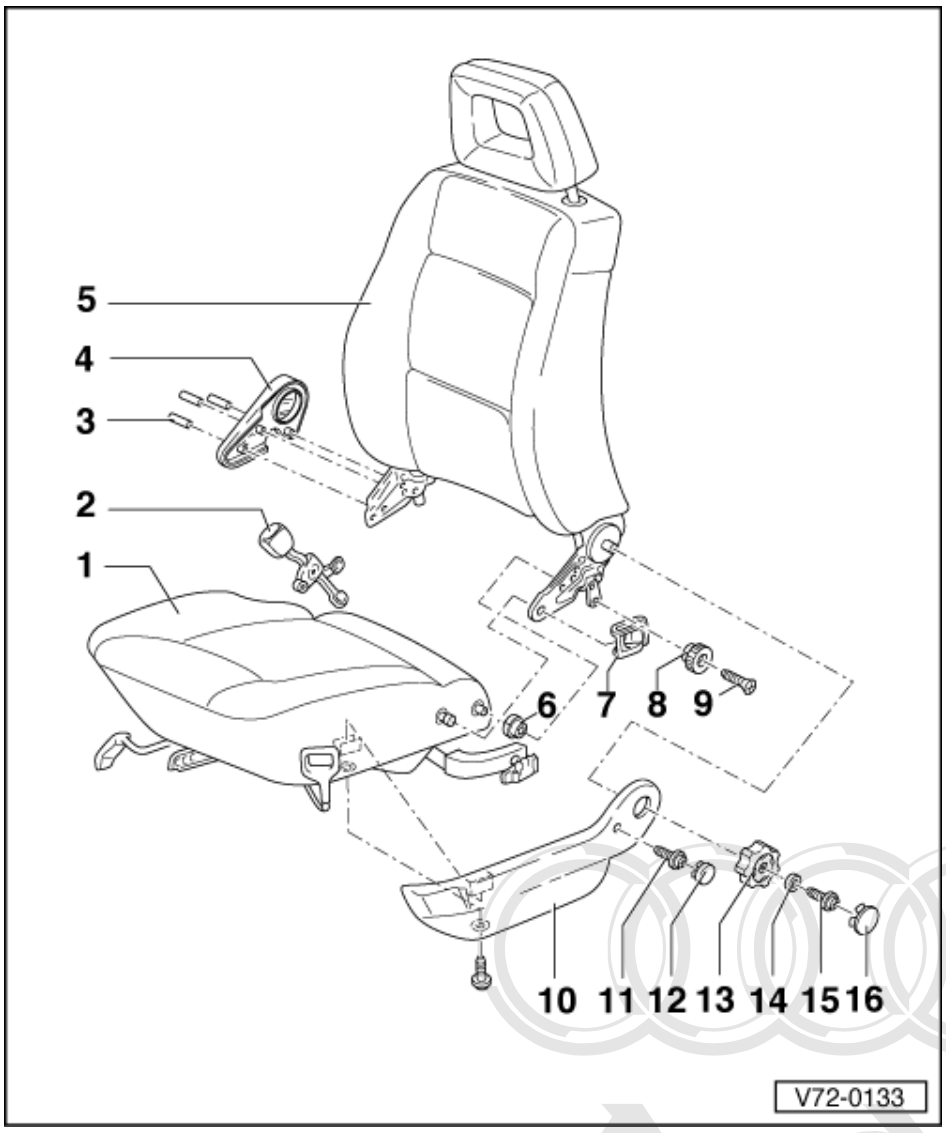
4 Cap

5 Seat back

- Removal:

- Remove trim plate -item 10 -, screw -item 9 - and fixing -item 7 - on both sides.

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- Push apart seat back frame on seat back bearing and remove from seat frame.
  - ◆ Installation: Ensure fixing -item 7 - engages cleanly in seat back bearing.

6 Bush

7 Fixing
  - ◆ Must engage in groove on seat back bearing on installation.

8 Eccentric cam

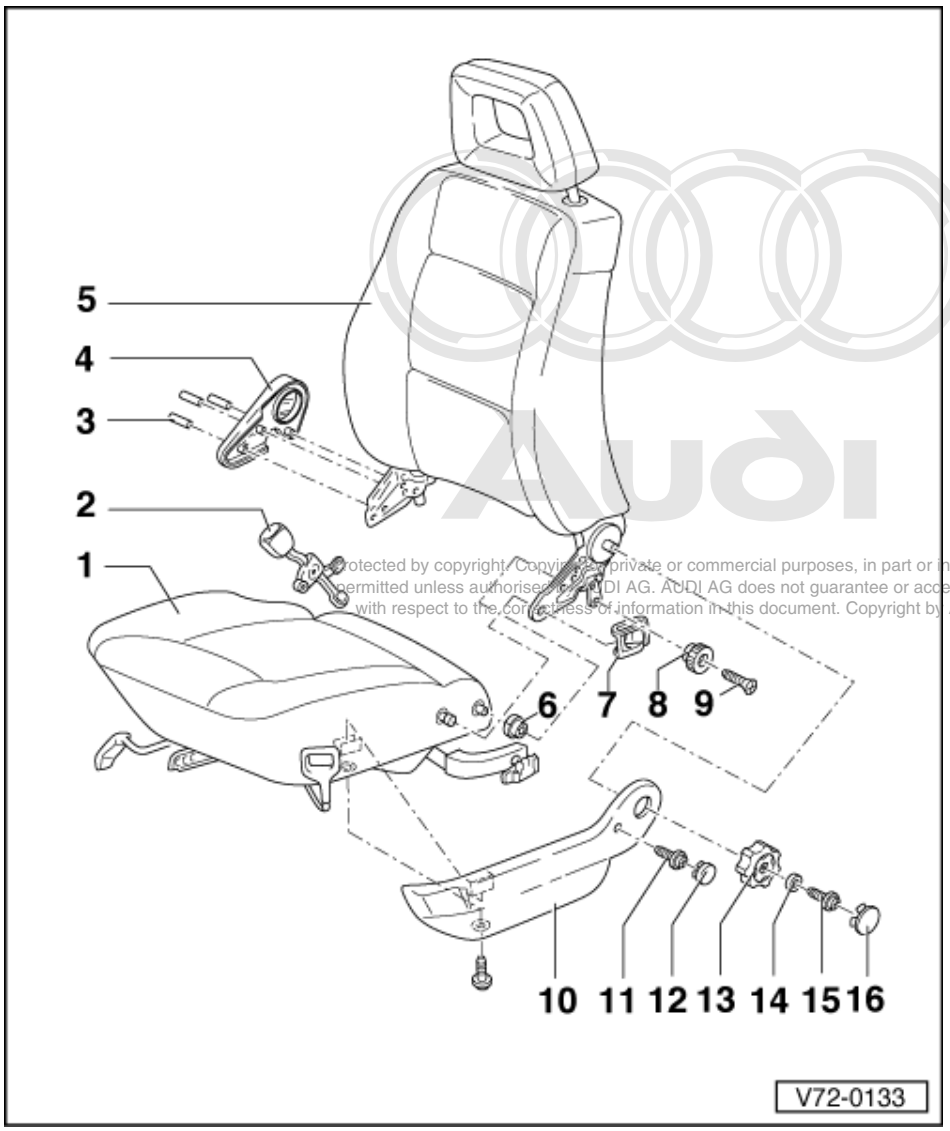
9 Countersunk screw - 8 Nm

10 Trim panel

11 Oval-head screw - 3 Nm

12 Cap

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13 Adjuster knob

- Remove before removing trim panel -item 10 -
- Removal not necessary in vehicles with lumbar support adjustment

14 Washer

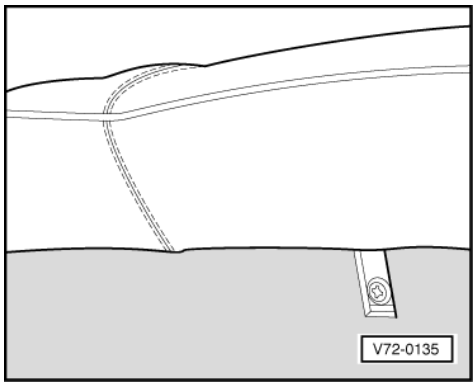
15 Oval-head screw - 3 Nm

16 Cap

2 - Rear seat

2.1 - Rear seat

2.2 - Removing and installing rear seat bench (Saloon)



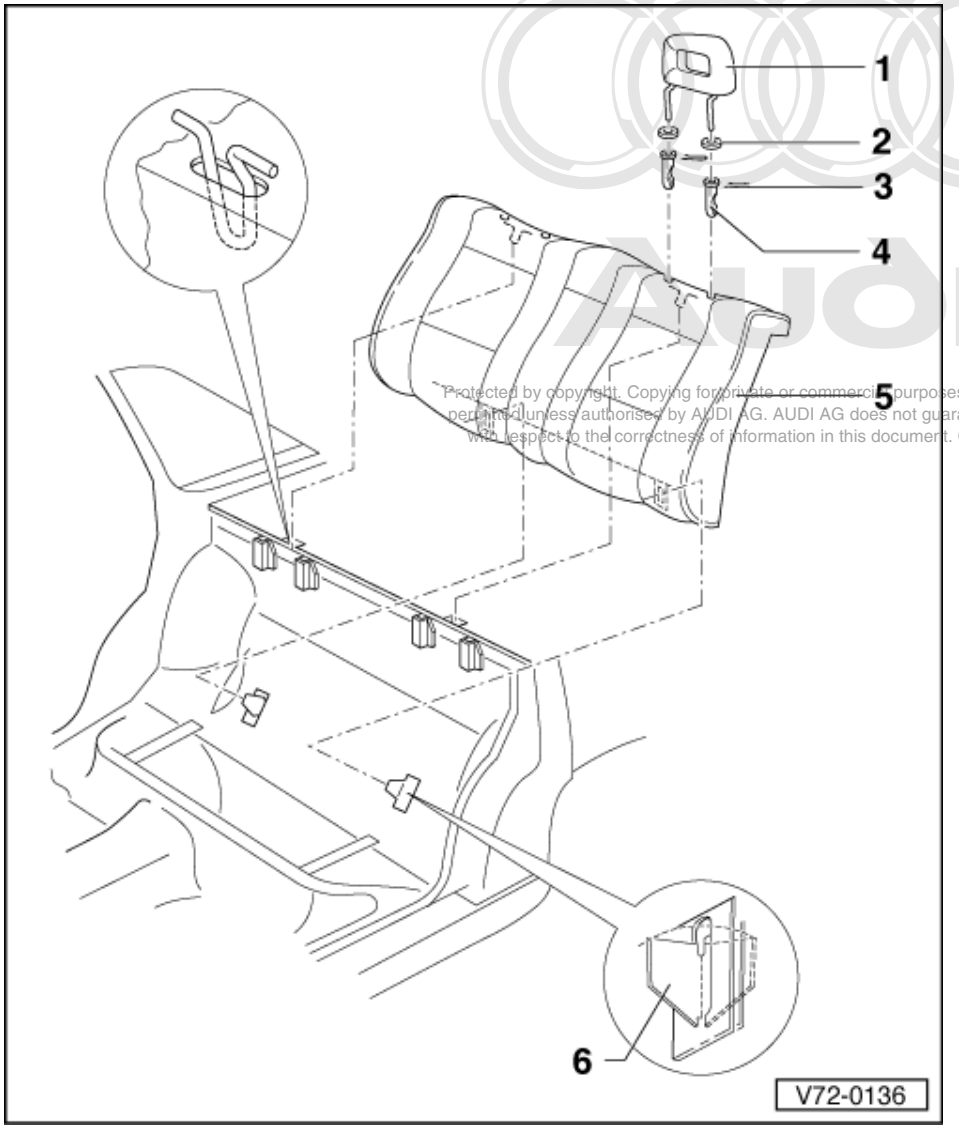
- -> Unscrew crosshead screws left and right.
- Raise rear seat bench slightly and take out towards the front.

Note:

In vehicles with electric windows, disconnect connectors.

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2.3 - Removing and installing rear seat back (Saloon)



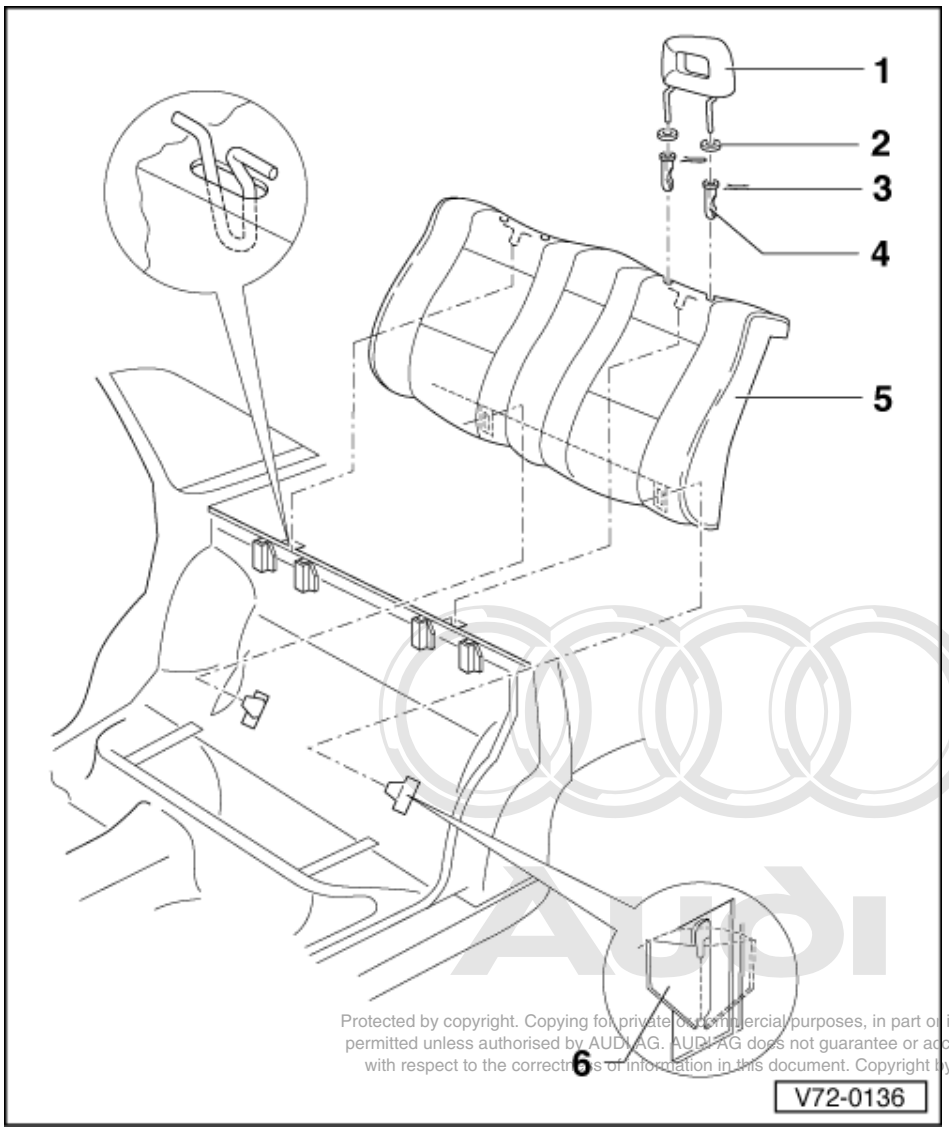
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1 Head restraint
- Removal: Withdraw fixings

2 Cap

3 Fixing

4 Locator
- After removing head restraint, push out upwards from the boot using a screwdriver



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5 Rear seat back

- Open sheet metal brackets -item 6 - and remove rear seat back upward.

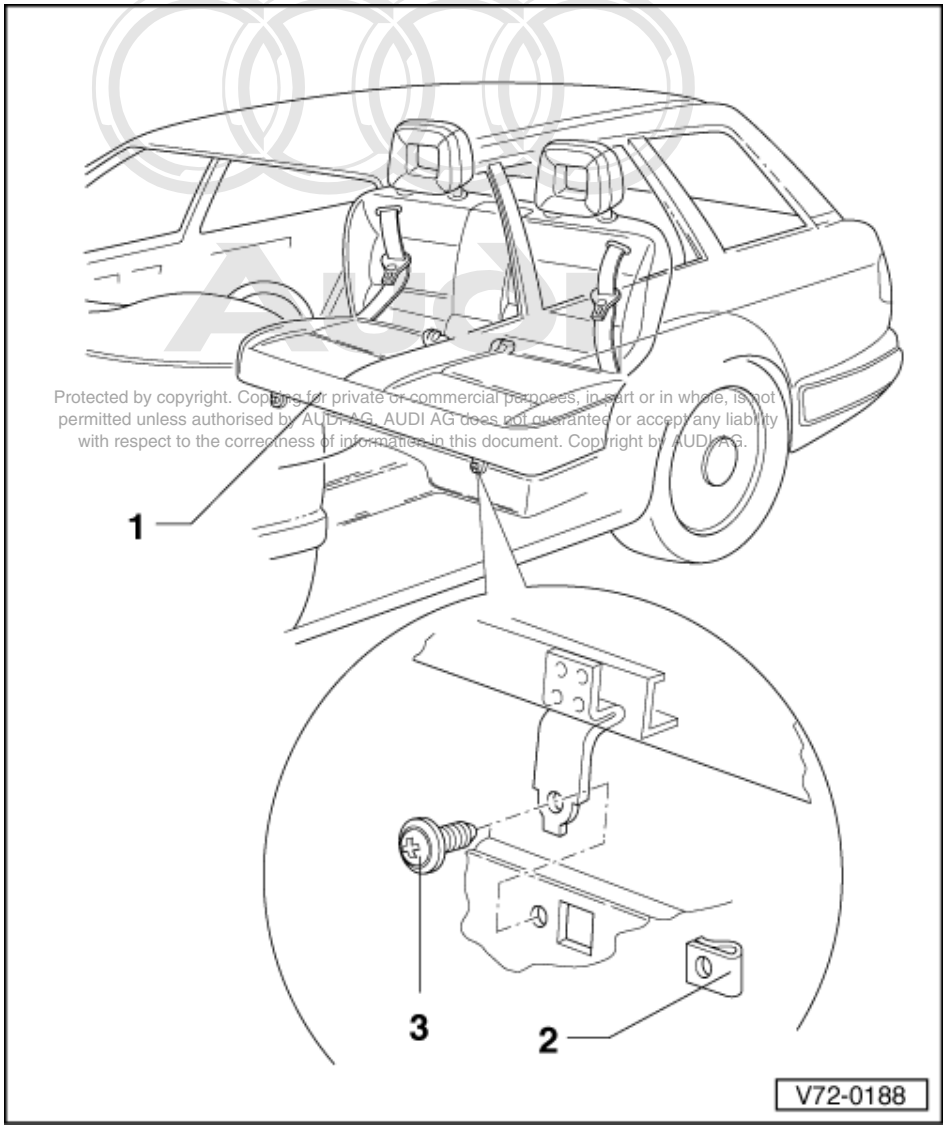
Note:

In vehicles with electric windows, disconnect connectors.

6 Sheet metal bracket

- When installing rear seat back, bend outwards

2.4 - Removing and installing rear seat bench (Avant)



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1 Rear seat bench

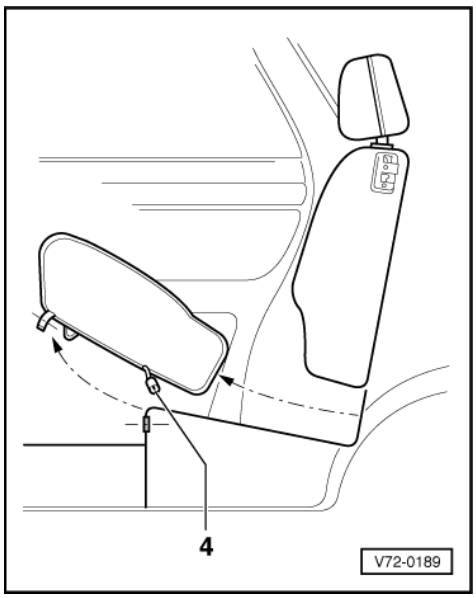
- ◆ Removal:
- \- Loosen combi screws -item 3 - on both sides.
- \- Swivel seat bench upward and pull forward at the same time => Fig. 1 .

Note:

In vehicles with electric seat heating, disconnect connectors on both sides => Fig. 1 .

2 Snap-on nut

3 Combi screw - 8 Nm

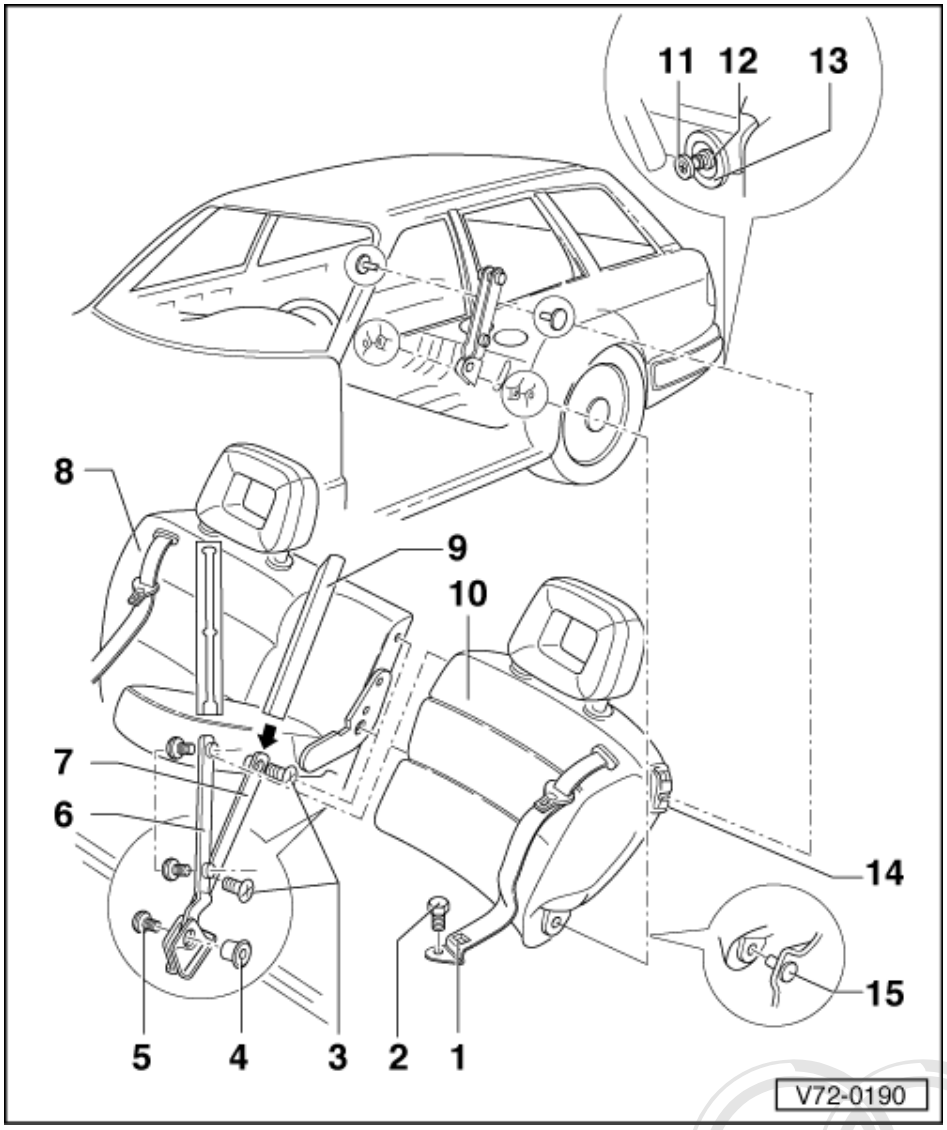


-> Fig.1 Removing rear seat bench

- In vehicles with electric seat heating, disconnect connectors -4- on both sides before fully removing seat bench.

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2.5 - Removing and installing rear seat back (Avant)



- Remove rear seat bench => Page 376 .
- Cover over area behind cross-member to prevent dirt/damage to the seat cover when the seat back is folded down.

1 Automatic seat belt

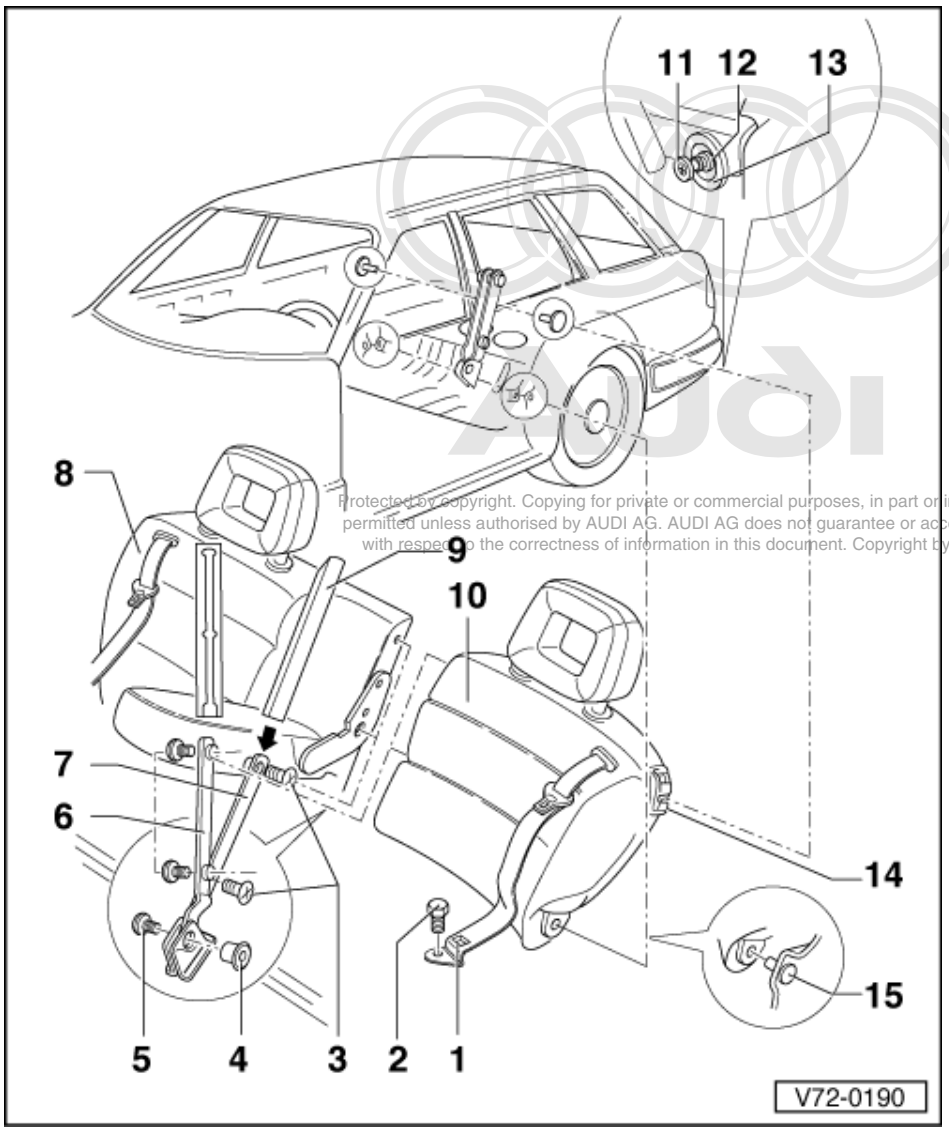
2 Hexagon screw - 50 Nm

- Use with liquid locking compound D 000 600

3 Oval-head screw - 8 Nm

- Use with liquid locking compound AMV 197 000 01

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4 Bearing nut

5 Bearing screw - 12 Nm

6 Inside left hinge

- Removing => Fig. 2

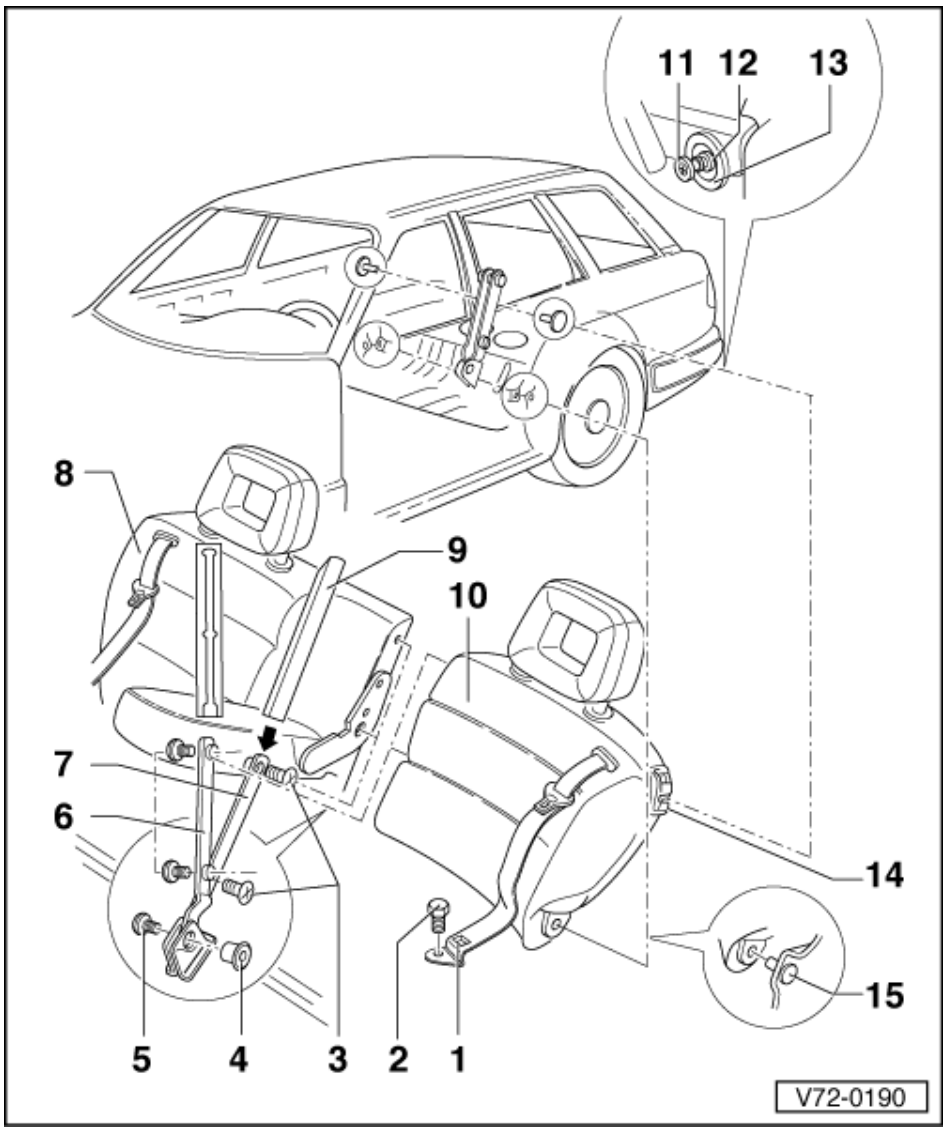
7 Inside right hinge

- Removing => Fig. 2

8 Rear seat back, right

- Removal:

- Loosen hexagon screw -item 2 -.
- Release rotary catch -item 14 - and fold down right side seat back.
- Release front of boot mat from seat back => Fig. 1 .
- Push trim panel -item 9 - in direction of top edge of seat back and detach from inside right hinge -item 7 -.



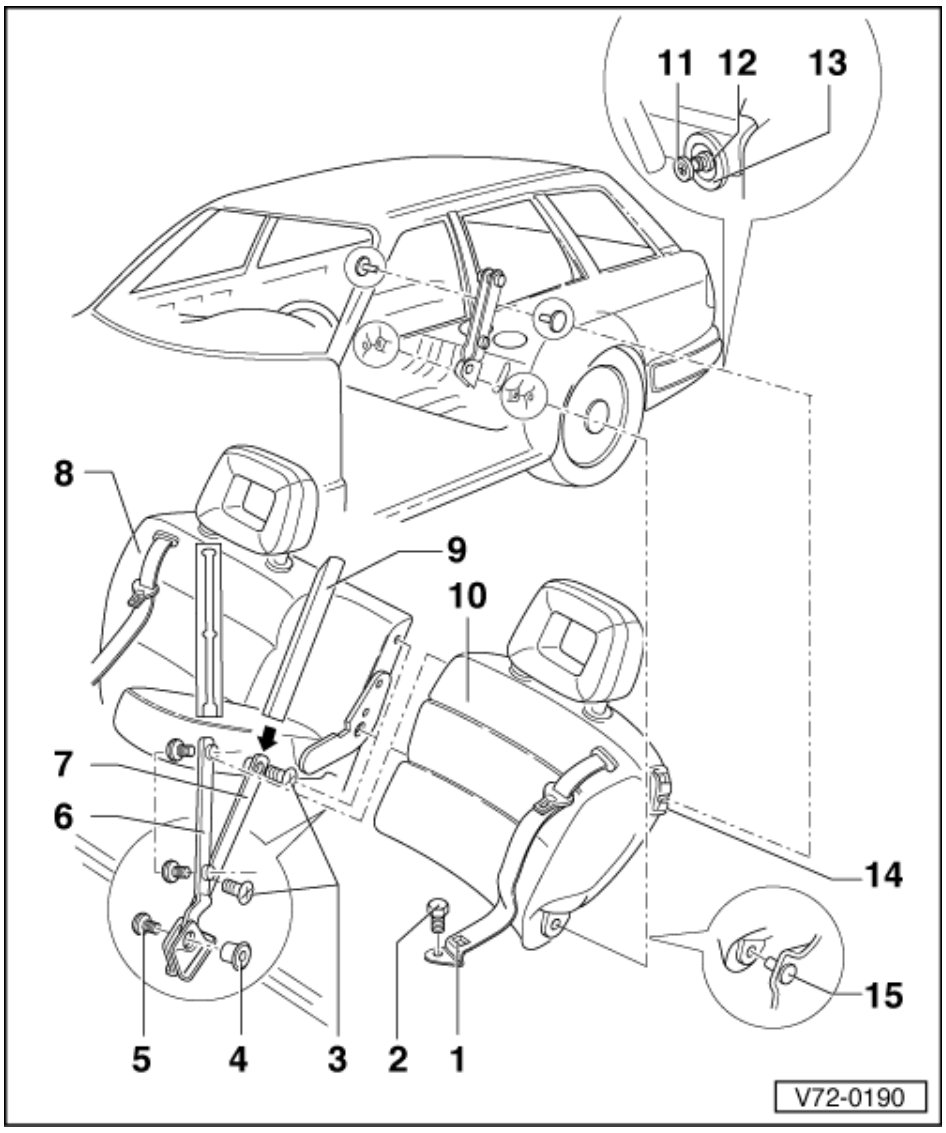
- Loosen oval-head screw -item 3 -.
- Fold back inside right hinge -item 7 -.
- Press right side seat back towards centre of vehicle and detach from stopper -item 15 -.

9 Trim panel

◆ Removal:
- Fold down left or right seat back.
- Push trim panel in direction of top edge of seat back and detach from inside hinge.

◆ Installation:
- Do not mount trim with force or hammer on - danger of breakage!
- The two arms of the trim panel must enclose the inside hinge.

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10 Rear seat back, left

- Removal as rear seat back right

11 Striker pin

- For rear seat back locking
- Removing => Fig. 3
- Tightening torque 50 Nm

Note:

The striker pin must be adjusted so the seat back is arrested firmly, without rattling.

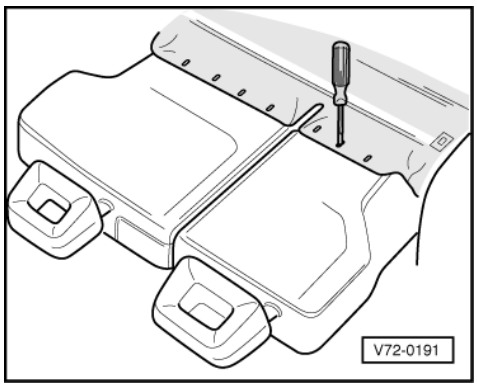
12 Nut

13 Plate washer

14 Rotary catch

15 Stopper

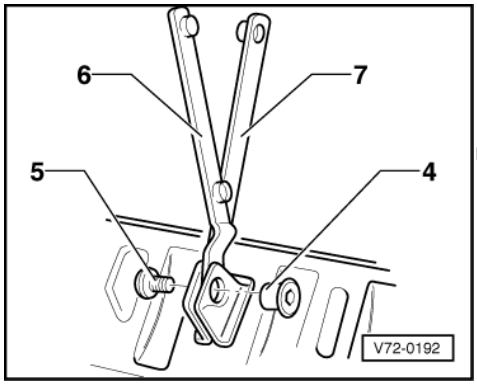
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-> Fig.1 Releasing boot mat from seat back

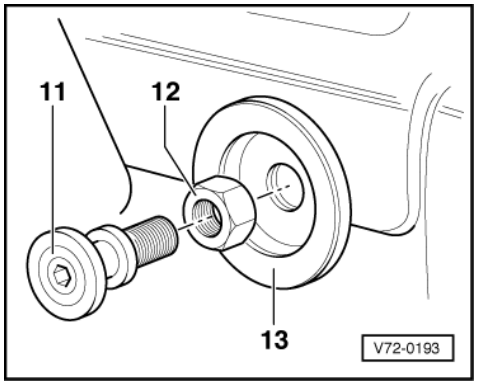
- Loosen self-tapping screws in recesses in front boot mat.
- Remove front boot mat with profile strip.

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-> Fig.2 Removing inside hinge

- Loosen bearing screw -5- and bearing nut -4- and remove from centre bearing fitting.
- Remove inside hinge left -6- and inside hinge left -7-.



-> Fig.3 Removing striker pin

- Loosen nut -item 12-.
- Unscrew striker pin -11-.
- Remove plate washer -13-.

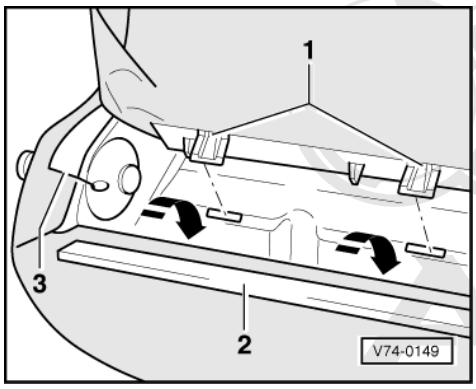
74 - Seats - Upholstery, Covers

1 - Front seat

1.1 - Front seat

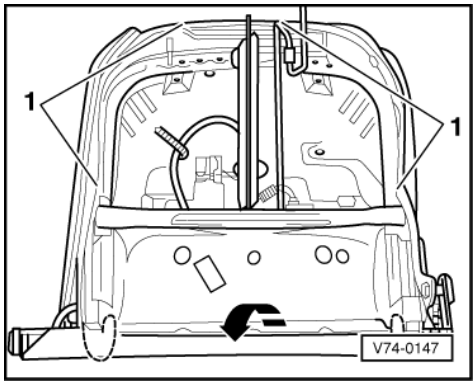
1.2 - Removing and installing seat cover

Removal

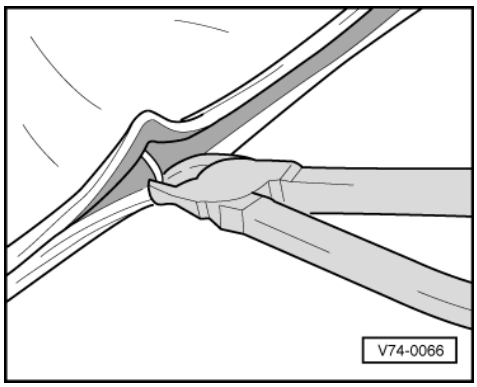


- Remove front seat => Page 369 .
- Remove seat back from seat frame => Page 370 .
- -> Unclip fleece -1-.
- Lever out cover reinforcer -2-.
- Detach tensioning wire -3-.

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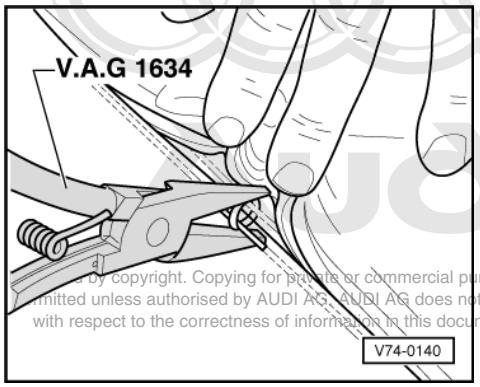


- -> Open upholstery hooks -1-.
- Detach seat cover.



- Fold back seat cover.
- -> Snip off upholstery clips and remove seat cover.

Installation

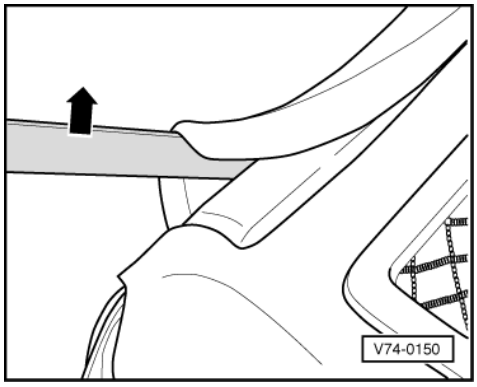


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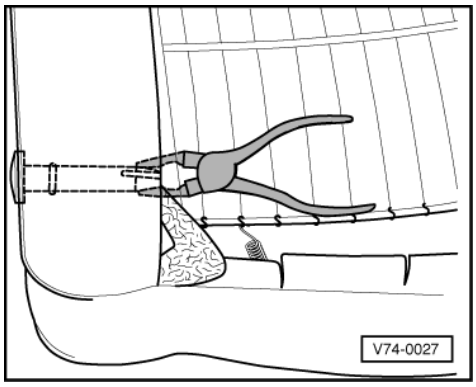
- Remove old upholstery clips.
- -> Attach new clips at the same points with special tool V.A.G 1634.

1.3 - Removing and installing seat back cover

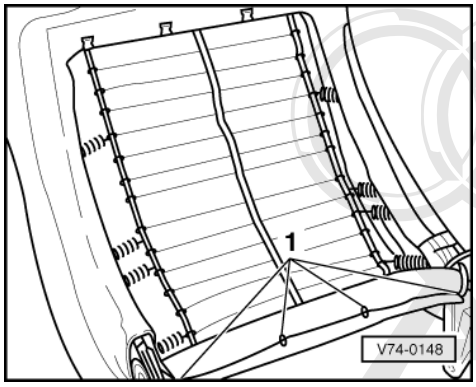
- Remove front seat => Page 369 .



- Remove head restraint.
- Remove seat back from seat frame => Page 370 .
- -> Lever out cover reinforcer from seat back covering using a flat plastic wedge -arrow-.
- Unscrew 2 fixing screws on underside of seat back covering.
- Remove seat back covering downwards.

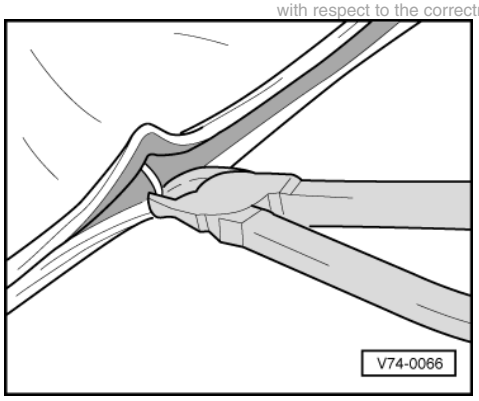


- -> Press together head restraint locator using pliers and pull out upwards.



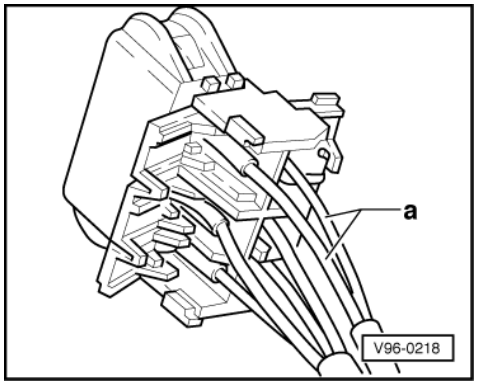
- -> Open upholstery hooks -1-.

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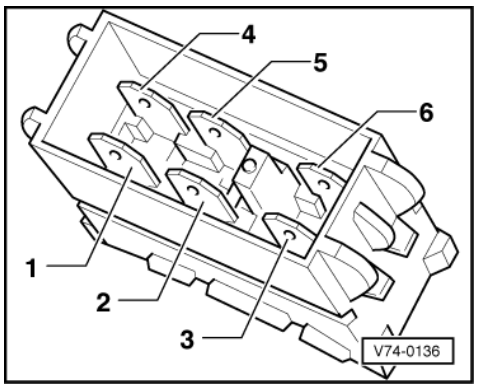
- Fold back seat cover.
- -> Snip off upholstery clips and remove seat cover.
- Installation => Page 384

1.4 - Replacing seat heater element



Manually adjustable seat:

- Removing front seat => Page 369 .
- Unclip multiple connector for electric seat heating from holder.
- -> Open flap, draw leads -a- for seat back heater element out of connector housing.
- Remove seat back from seat frame => Page 370 .



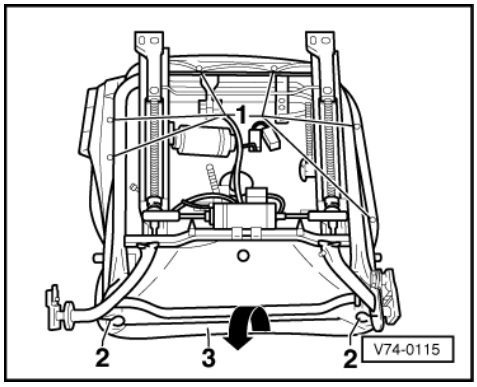
-> Contact assignment, multiple connector for seat heating

1 - Seat heater element
2 - Temperature sensor
3 - Seat back heater element
4 - Temperature sensor
5 - Seat heater element
6 - Seat back heater element

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- For connection of leads use current flow diagram.

Electrically adjustable seat:



- Remove front seat

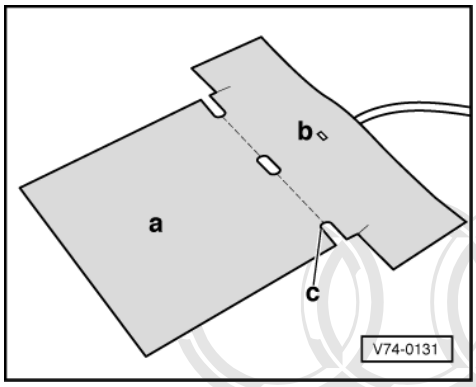
=> Electrical system; Repair group 96; Electrically adjustable seats; Removing and installing seats Electrically adjustable seats Removing and installing seats

- Remove seat back from seat frame.

=> Electrical system; Repair group 96; Electrically adjustable seats; Removing and installing seat back Electrically adjustable seats Removing and installing seat back

- -> Detach tensioning wire -2-.
- Lever out cover reinforcer -3-.
- Lever out cover clips -1-.

All:



- Remove seat cover => Page 383 .
- -> Cut through heater element at meeting point -c-.
- Remove part -b- with lead. Remaining part -a- stays on seat cushion.
- Affix new heater element to remaining part -a-.

1.5 - Replacing seat back heater element

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Manually adjustable seat:

- Removing front seat => Page 369 .
- Draw leads for seat back heater element out of connector housing => Page 386 .
- Removing seat back from seat frame => Page 370 .

Electrically adjustable seat:

- Remove front seat

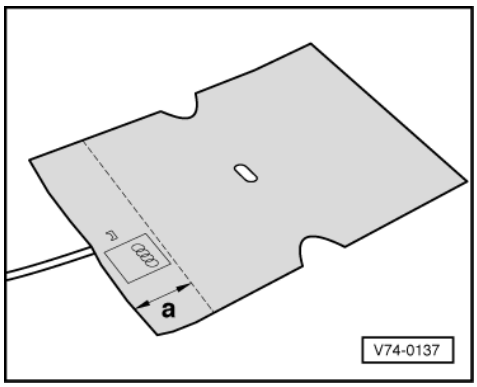
=> Electrical system; Repair group 96; Electrically adjustable seats; Removing and installing seats Electrically adjustable seats Removing and installing seats

- Remove seat back from seat frame.

=> Electrical system; Repair group 96; Electrically adjustable seats; Removing and installing seat back Electrically adjustable seats Removing and installing seat back

All:

- Remove seat back cover => Page 384 .



- -> Cut through bonded seat back heater element at bottom.
  - Dimension a = approx. 80 mm
- Remove part with lead. Remaining part stays on seat cushion.
- Affix new heater element to remaining part.

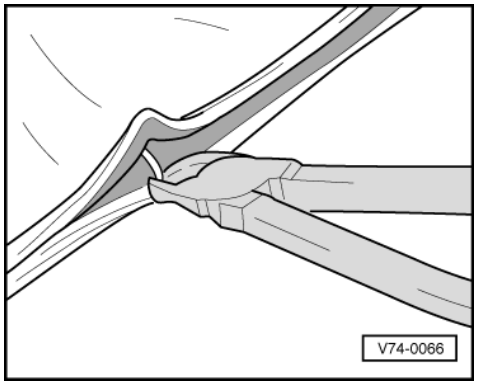
2 - Rear seat

2.1 - Rear seat

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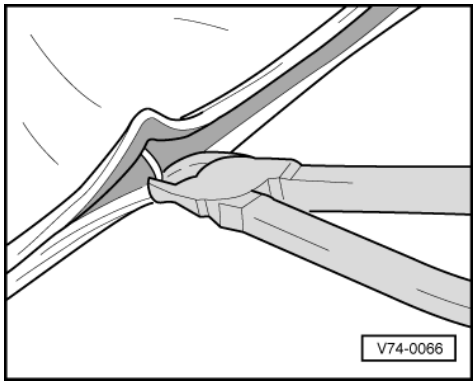
2.2 - Removing and installing rear seat cover

- Remove rear seat bench => Page 376 .



- -> Snip off upholstery clips.
- Fold back seat cover.
- Snip off upholstery clips and remove seat cover.
- Installation => Page 384

2.3 - Removing and installing rear seat back cover (Saloon)

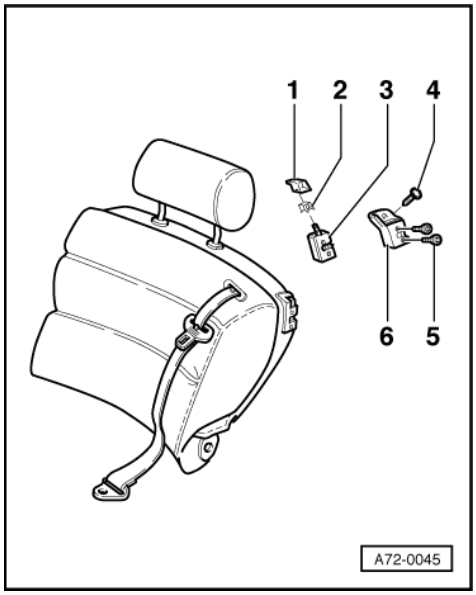


- Remove rear seat back => Page 374 .
- Remove head restraint.
- Unscrew 4 screws from centre armrest on rear side of rear seat back. Remove centre armrest.
- -> Snip off upholstery clips.
- Fold back seat cover.
- Snip off upholstery clips and remove seat cover.
- Installation => Page 384

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2.4 - Removing and installing rear seat back cover (Avant)

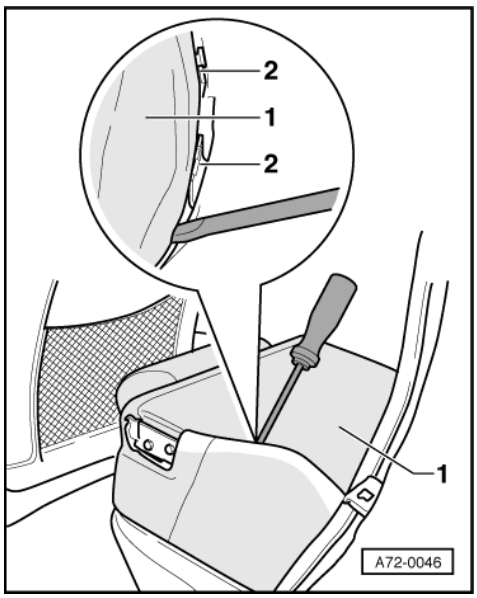
- Remove rear seat bench => Page 376 .
- Remove rear seat back => Page 378 .



- -> Unscrew screws -4- and -5- and remove seat back lock -3- with covering -6-.

1 - Grip
2 - Fixing

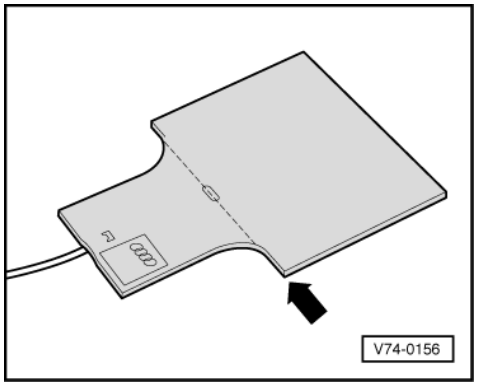
- Remove centre armrest and ski bag where fitted.



- -> Carefully lever seat back cover -1- out of clamping strip -2- on rear side of seat back using a screwdriver, and fold forward.
- Remove head restraints and head restraint locators.
- Snip off upholstery clips and remove seat cover.
- Installation => Page 384 .

2.5 - Replacing rear seat heater element

- Remove rear seat bench => Page 376 .
- Draw leads of defective heater element out of connector.
- As necessary for repair, fold back left or right half of cover => Page 388 .

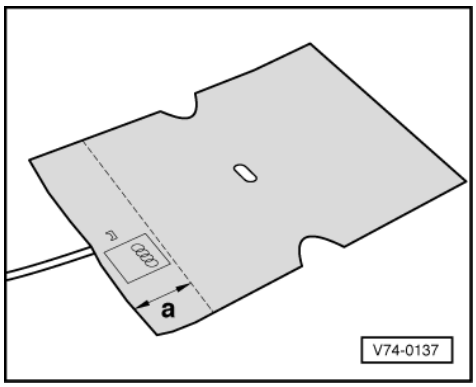


- -> Cut through heater element at meeting point -arrow-.
- Remove part with lead. Remaining part stays on seat cushion.
- Affix new heater element to remaining part.

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2.6 - Replacing rear seat back heater element

- Remove rear seat bench => Page 376 .
- Remove rear seat back => Page 378 .
- Draw leads of defective heater element out of connector.
- As necessary for repair, fold back left or right half of cover => Page 389 .

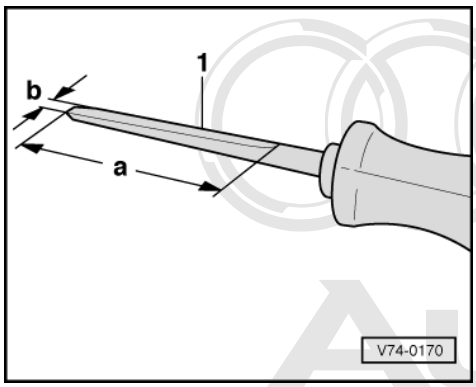


- -> Cut through bonded seat back heater element at bottom.
  - Dimension a = approx. 80 mm
- Remove part with lead. Remaining part stays on seat cushion.
- Affix new heater element to remaining part.

3 - Frame-type head restraints

3.1 - Frame-type head restraints

3.2 - Removing and installing frame-type head restraint cover

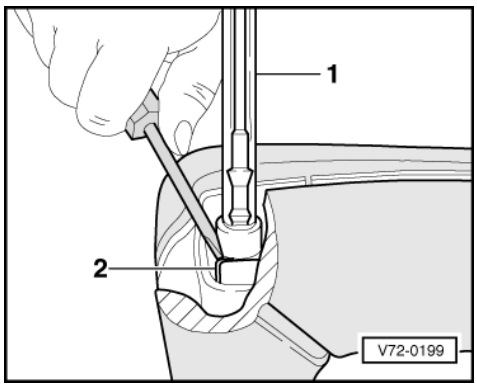


- -> Grind down a screwdriver, as shown in the illustration, to use as a tool. Shaft tip not smaller than 1 mm.
  - Dimension a = 65 mm
  - Dimension b = approx. 5 mm
- Smooth edges on shaft -1- thoroughly and treat with fine emery cloth.

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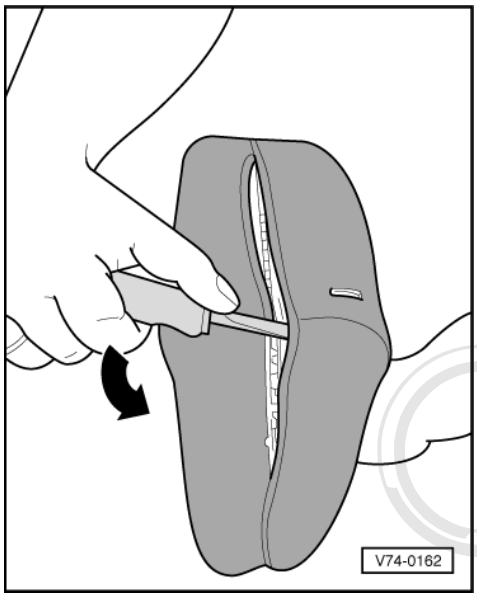
Note:

The smoother the surface of the shaft, the less the risk of damage to the head restraint covers.



Removal

- -> Push back wire clip -2- with screwdriver.
- Withdraw guide rod -1-.



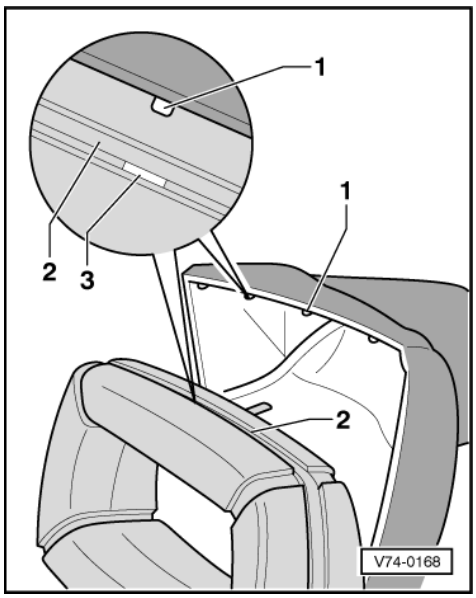
- -> If the covers are undamaged, use the tool to lever the two plastic clamping strips out of the fixing channel one after the other all the way round, as shown in the illustration.
- If the covers are damaged, lever plastic clamping strip out in the middle and cut through it.

Installation

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Note:

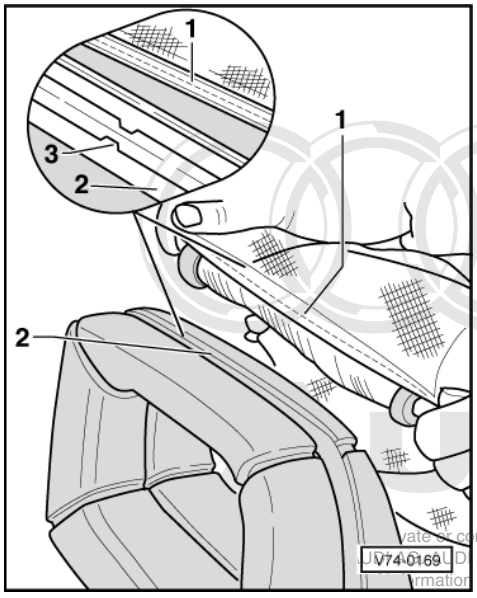
Head restraint covers are different for head restraints ‣ 01.92 and head restraints 01.92 ‣. It is not possible to fit a combination of the two variants.



Head restraints ä 01.92:

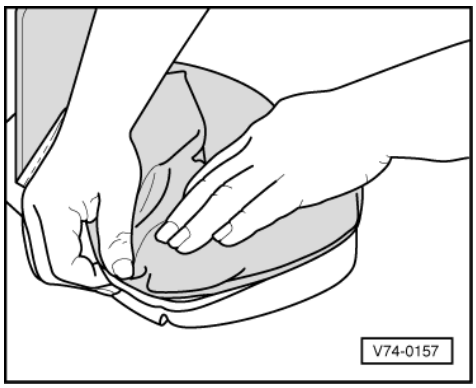
-> The lugs on the clamping strip -1- must engage in the recesses -3- in the fixing channel -2-.

Head restraints ä 01.92:



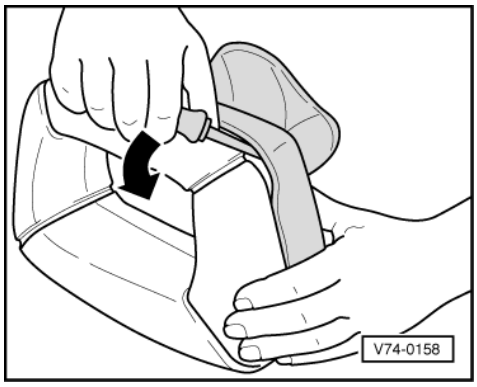
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-> The clamping strip -1- must engage in the lugs -3- in the fixing channel -2-.

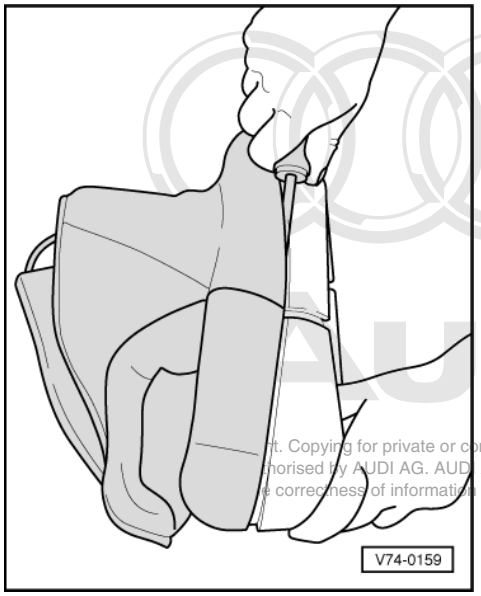


All:

- 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.

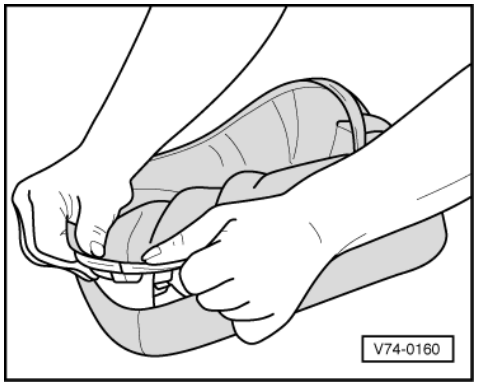


- -> At the fourth corner use the tool to carefully lever the plastic clamping strip into the fixing channel, as shown in the illustration.



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- -> 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.



- -> Lightly position the plastic strip at 3 corners, as previously described.

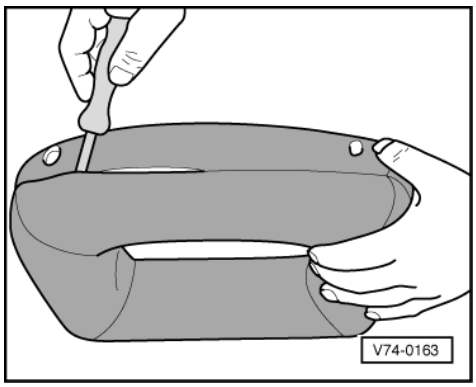


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Note:

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.