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Body Accessories – Interior

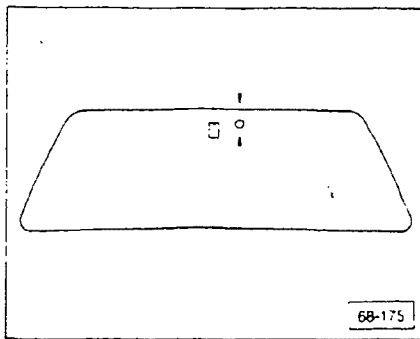
Inside rear view mirror, installing

Parts required

Description	Part Number
Mirror repair kit	175 898 587

Note

Use adhesive at room temperature only and note instructions on container. Adhesive hardens fully after several hours.



CAUTION

Part numbers are for reference only. Always check with your Parts Department for latest parts information.

- Mark location for plate on outside of windshield
a = 145 mm (5 3/4 in.)
- clean contact area on inside of windshield and contact side of plate with activator

Note

Previously used mirror mounting plates must have the contact surface ground lightly before reuse.

- spray activator onto cleaned contact area of windshield and let dry for approximately 1-2 minutes
- apply one drop of metal adhesive to center of cleaned contact area of plate
- press plate onto prepared contact area of windshield and hold in position for approximately 30 seconds
- attach mirror to plate and tighten socket head screw with 1.2 mm wrench
- remove surplus activator

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CAUTION

Seat belt assemblies must be replaced after being subjected to loading by occupants in collision.

CAUTION

Do not bleach or redye seat belt webbing. Webbing that is severely faded will not meet strength requirements and must be replaced.

Belt assemblies must be installed in sets. Do not interchange buckle and retractor assemblies with those designated for other seating positions or other car models.

Seat belt system, inspection procedure

A visual and functional inspection of seat belts is recommended to assure maximum protection for vehicle occupants.

The following inspection is described separately for front, rear and center seat belt positions. It includes all continuous loop, single retractor 3-point restraint systems, 2-point automatic (passive) front seat restraint systems, and all non-retractable belt systems.

System inspection, front seat

Webbing inspection

- check for twisted webbing due to improper alignment when connecting buckle
- fully extend webbing from retractor. Inspect webbing and replace with new assembly if following conditions are noted:
 - cut or damaged webbing
 - broken or pulled threads
 - cut loops at belt edge
 - color fading as a result of exposure to sun or chemical agents
 - bowed webbing

If webbing cannot be pulled out of retractor or will not retract to stowed position, check for the following conditions and clean or correct as necessary:

- dirty webbing coated with gum, syrup, grease or other foreign material
- twisted webbing
- retractor or loop on B-pillar out of position

Cleaning

Clean the belt webbing only with a mild soap solution recommended for cleaning upholstery or carpets. Follow the instructions provided on soap container.

Buckle inspection

- insert tongue of seat belt into buckle until audible click is heard. Pull back on webbing quickly to assure buckle is latched properly
- replace seat belt assembly if buckle will not latch
- depress button on buckle to release belt
 - belt should release with a pressure of approximately 2 lbs.
- replace seat belt assembly if buckle cover is cracked, push button is loose or pressure required to release buckle is too high

Retractor inspection

Front retractors are dual sensing and will lock up in two modes. The unit will lock up as the belt is being withdrawn from the retractor if the inertia increases dramatically. Also, the unit will lock up with a change in vehicle motion such as rapid braking.

- grasp seat belt webbing and, while pulling from retractor, give belt a fast jerk

Note

For automatic belt vehicles this mode is difficult to inspect due to a low setting of the inertia unit.

- drive vehicle in an open area away from other vehicles at a speed of approximately 5 to 15 mph and quickly apply footbrake
- if retractor does not lock up under these conditions, remove and replace seat belt assembly

Note

A passenger can be used to test the right hand retractor. The driver alone can test both retractors simultaneously by grasping the right hand webbing, extracting approximately 26 inches from the retractor and holding the belt while braking.

Seat belt warning light/buzzer

A light in the instrument panel displaying the words "fasten seat belts" or "fasten belts" along with an audible signal that lasts for four to eight seconds should be noticed when the ignition switch is moved to the "on" or "start" position and the driver's belt is unlatched. If the driver's belt is latched the buzzer should not activate.

For 2-point automatic belts, both belts must be connected to the door in order to start the vehicle. The "fasten belts" light should activate if either automatic belt is disconnected after starting.

Note

Correct any malfunctions in this system if the customer desires.

Anchorage Inspection

Seat belt mounting bolts are installed at 35.3 Nm to 47.0 Nm (20 to 35 ft lb). Retractors must be securely anchored in place. The bolts at the lower belt anchor point (not the retractor) and upper seat belt loop must be tight and still allow the hardware to swivel. Anchorage areas must be sound and uncorroded.

Note

Reinforce bolt mounting area if necessary.

System inspection, rear seat

Webbing/buckle inspection

same as for front seat

Retractor inspection

Rear seat retractors lock automatically when the webbing is extended and allowed to feed back into the retractor.

- check retractor by extending webbing and fastening to buckle. Allow several inches to feed back into retractor and then jerk belt sharply
- if retractor does not lock up, remove and replace seat belt assembly

Body Accessories – Interior

Lap and shoulder belts (rear seat)

The 3-point system for the rear seat is the same as for front seat except for the light and buzzer warning system.

Anchorage inspection

same as for front seat

Center seat position (and non-retractable belts)

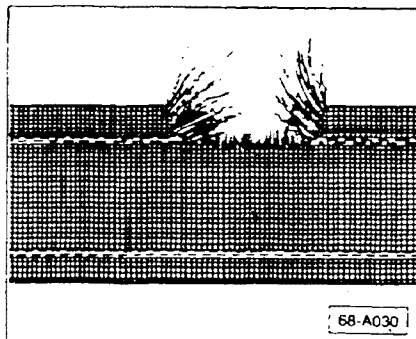
Some models have a rear center seat belt. These belts do not have a retractor. In addition to checking the webbing and anchorages, the adjustable slide locking of the belt must be checked.

- fasten tongue to buckle and adjust by pulling webbing end at right angle to connector and buckle
- release webbing and pull upward on connector and buckle
- If slide lock does not hold, remove and replace seat belt assembly

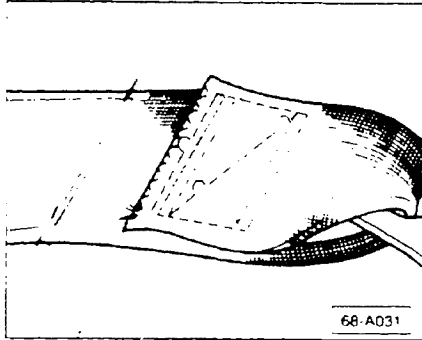
Center seat position (retractable belts)

same as for rear seat retractor inspection

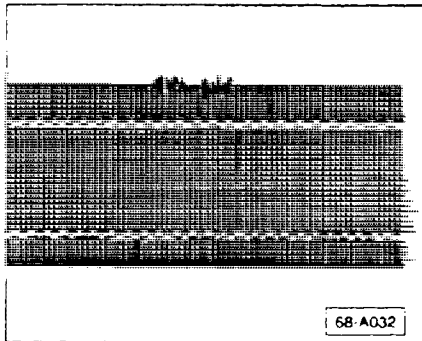
Webbing defects, examples



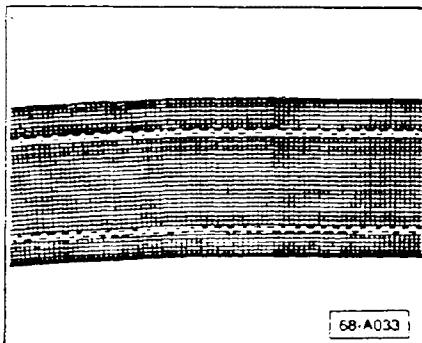
► Fig. 1 Cut or damaged webbing



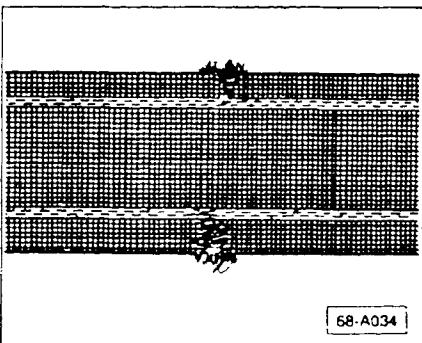
► Fig. 2 Broken or pulled threads



► Fig. 3 Cut loops at belt edge

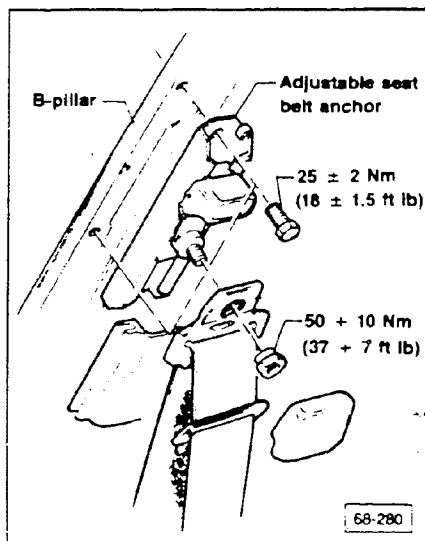
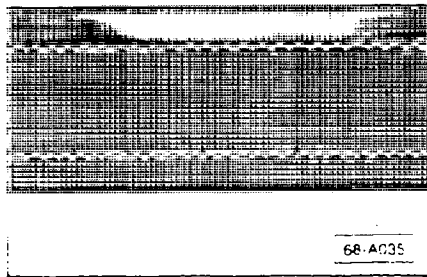


► Fig. 4 Bowed webbing



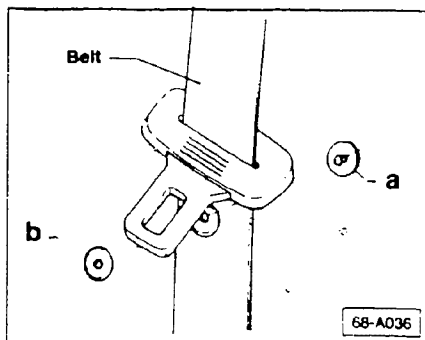
► Fig. 5 Cut loops at belt edge
■ from being caught in door

► Fig. 6 Color fading



Adjustable belt mounting point, B-pillar

- reuse original adjusting mechanism when possible



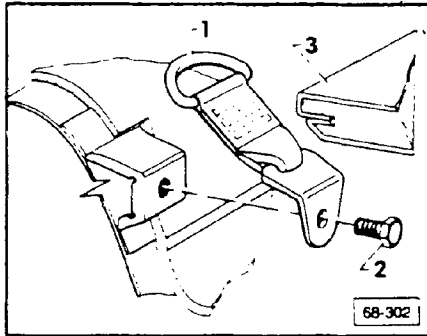
Seat belt stop button, replacing (front belt illustrated)

Note

Check seat belt for damage and proper function before installing stop button.

- remove all traces (residue) of old button
- warm replacement button **A** and eyelet **B** with hot air gun to 25° – 40°C (77° – 104°F)
- press button through webbing
 - hole may be prepunched with pencil or similar tool
- clip on eyelet with flat nose pliers or similar tool

Body Accessories – Interior



Tether anchoring, child seat restraint

All Audi vehicles are equipped with three anchoring points and one anchoring fixture. If additional fixtures are needed, refer to the following illustrations and procedures.

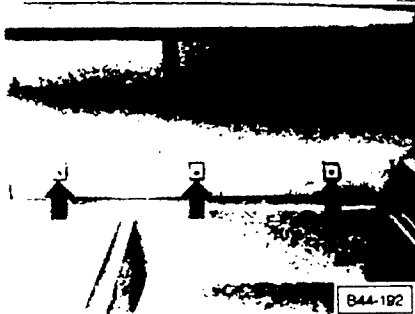
Avant only
(up to three anchoring fixtures possible)

Install Anchoring Fixture Kit, Part Number 445 898 714.

- 1 = anchoring fixture
- 2 = hex head bolts
 - torque 25 ± 3 Nm (18 ± 2 ft lb)
- 3 = weld nut (not part of kit, factory installed on vehicle)

Note

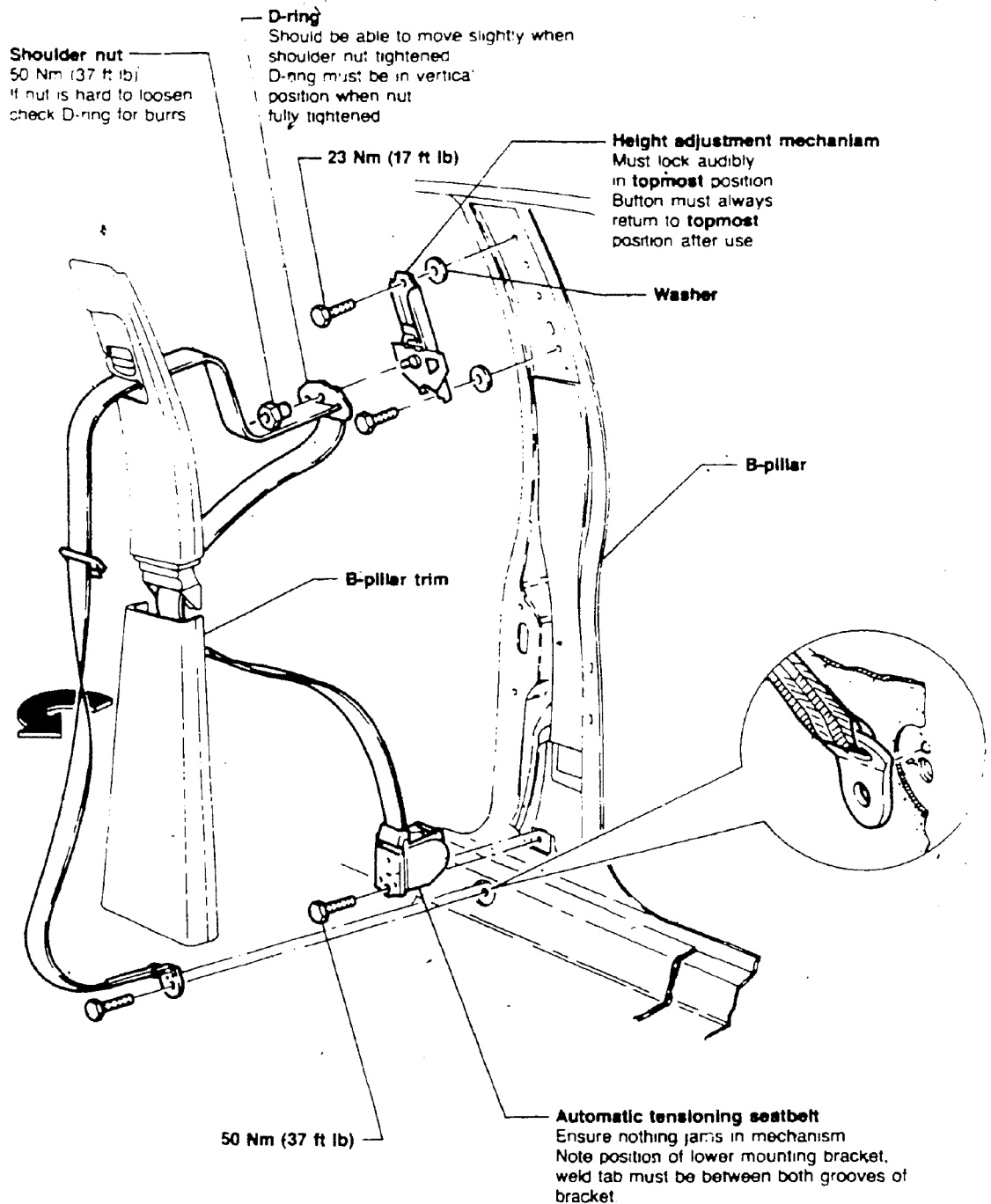
The anchoring points will be found under the cargo floor at left, right and center (**arrows**) on the sloped section of the cross member.



CAUTION

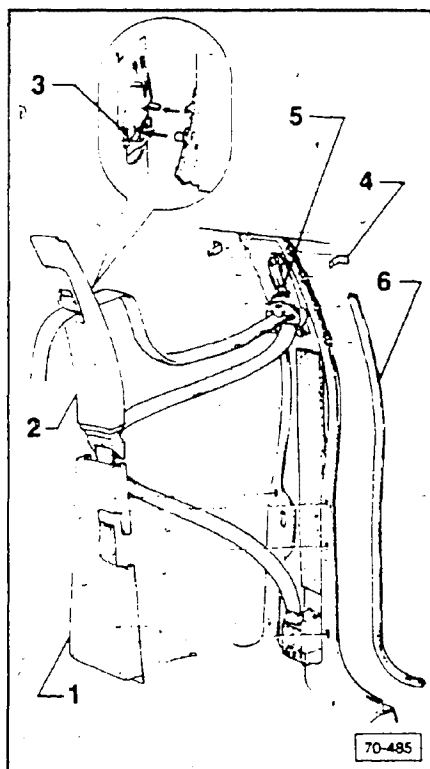
Part numbers are for reference only. Always check with your Parts Department for latest parts information.

Body Accessories – Interior



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Body Accessories – Interior



B-pillar trim, removing

- pull front and rear door seals 6 off at area of B-pillar
- pull B-pillar trim 1 inward and out of locating tab
- pull B-pillar trim 2 upward and out of retaining clips 4

B-pillar trim, installing

Reinstall all components in reverse order of removal, noting the following:

- reinstall B-pillar trim 1 by pushing locating tab on trim into slot at B-pillar
- reinstall B-pillar trim 2 top first, pushing trim with button 3 onto pin then over retaining clips 4
 - operating lever 5 must be below button 3

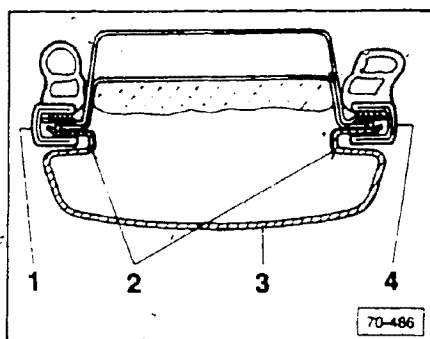


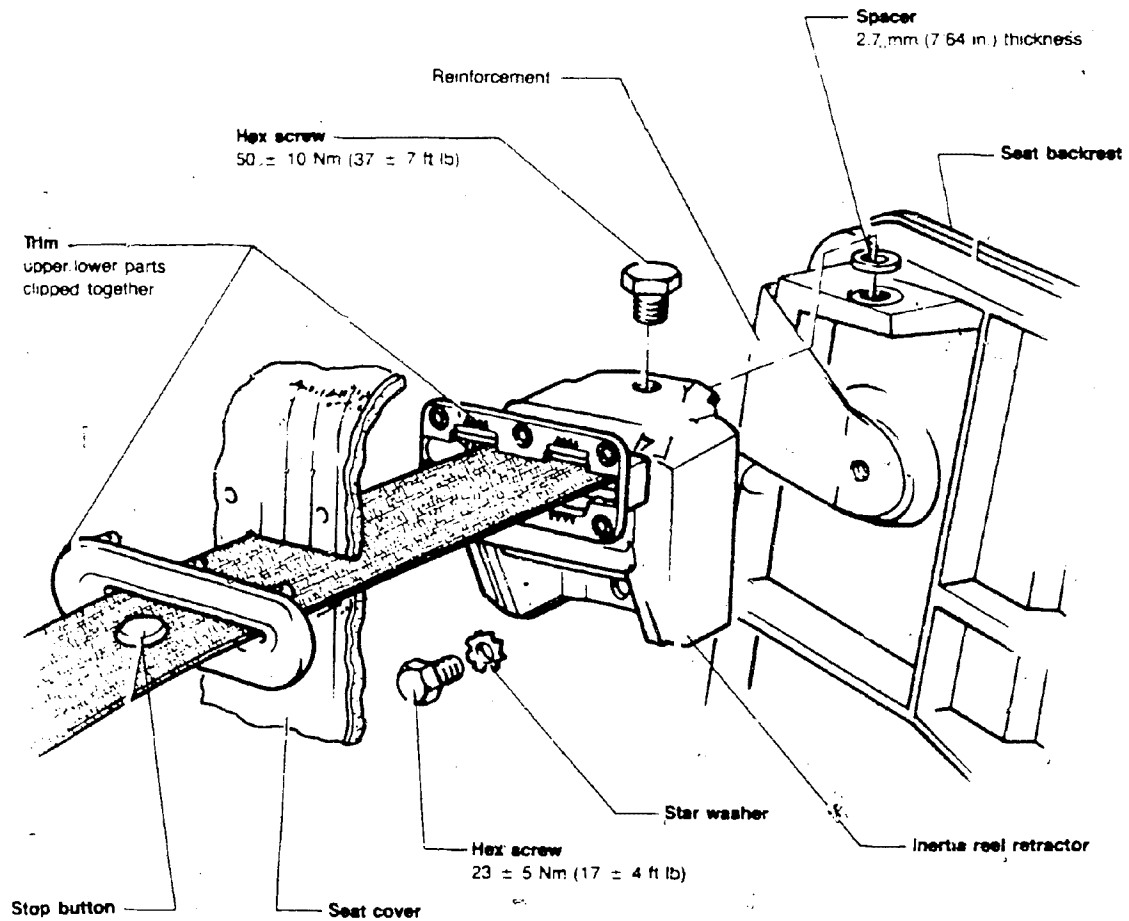
Fig. 1 Retaining clips, location

- 1 — front door seal
 - pull off to side to remove B-pillar trim
- 2 — retaining clips (quantity 8)
 - mounted on B-pillar
- 3 — B-pillar trim, upper
- 4 — rear door seal
 - pull off to side to remove B-pillar trim

Body Accessories – Interior

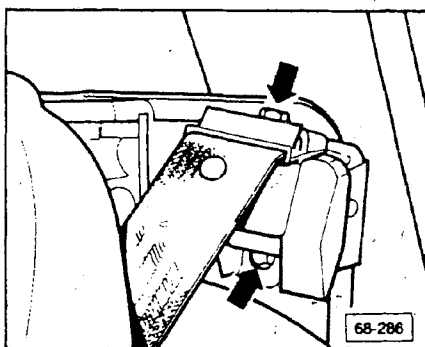
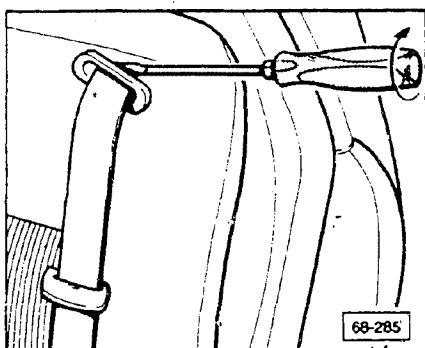
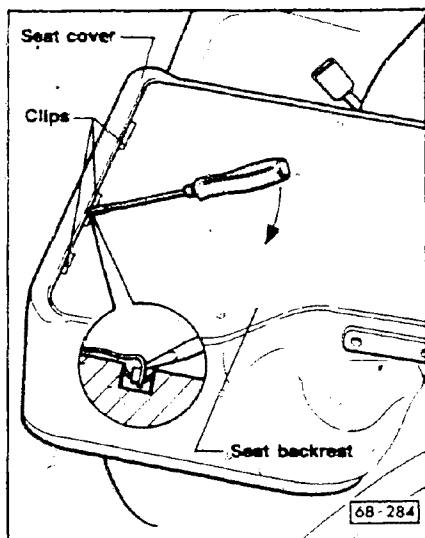
Note

Seat belts with inertia reel locking mechanisms are built into rear seat backrest cushions of all 100 200 Wagons.



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Body Accessories – Interior



Rear seat combination belt, removing

- remove bottom seat cushion
- unbolt seat belt from floor
- remove headrest
- unclip and remove headrest guide
- detach and remove backrest lock mechanism

Note

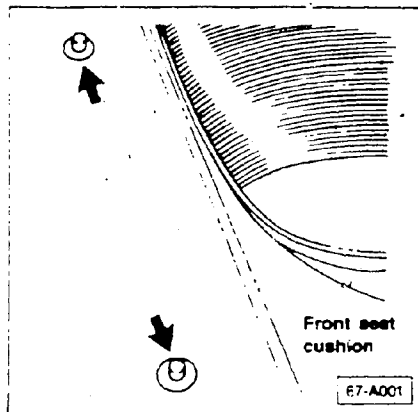
Take care not to damage seat upholstery material.

- insert flat edged screwdriver between each clip and seat backrest
- pry apart (**arrow**) moving on to each clip around entire seat backrest
- unclip upper trim piece (**arrow**)
- pull backrest cover back, remove belt

- detach retractor mechanism (**arrows**)
 - note position of spacer (**top arrow**), stop button

Rear seat combination belt, installing

- install all components in reverse order, noting the following:
 - check proper position of stop button. Install only with belt in **unextended** position
 - torque backrest lock mechanism bolts to $8 \pm 1 \text{ Nm}$ ($5.9 \pm 1 \text{ ft lb}$)
 - check belt system for proper function



Accessory floor mats, installing

Audi vehicles are equipped with floor mat retention posts in both front foot wells.

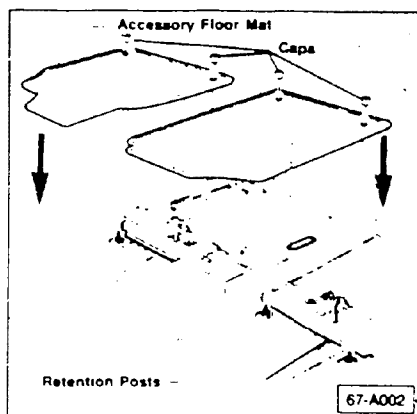
Specially designed floor mats must be attached to these posts (**arrows**).

- turn off ignition switch
- place front seats into rear most position
- remove factory installed mats, where applicable

CAUTION

Do not use protective floor mats other than Audi approved mats.

Be sure to have the mats engaged to the retention posts and secured by the plastic caps at all times. **Do not install more than one set of floor mats as they may shift forward and interfere with the floor pedals.** Restricted pedal movement may cause loss of vehicle control and personal injury.



- place accessory floor mat over retention posts (as shown)
- press mats firmly downward (**arrows**)
- install black plastic caps over retention posts

CAUTION

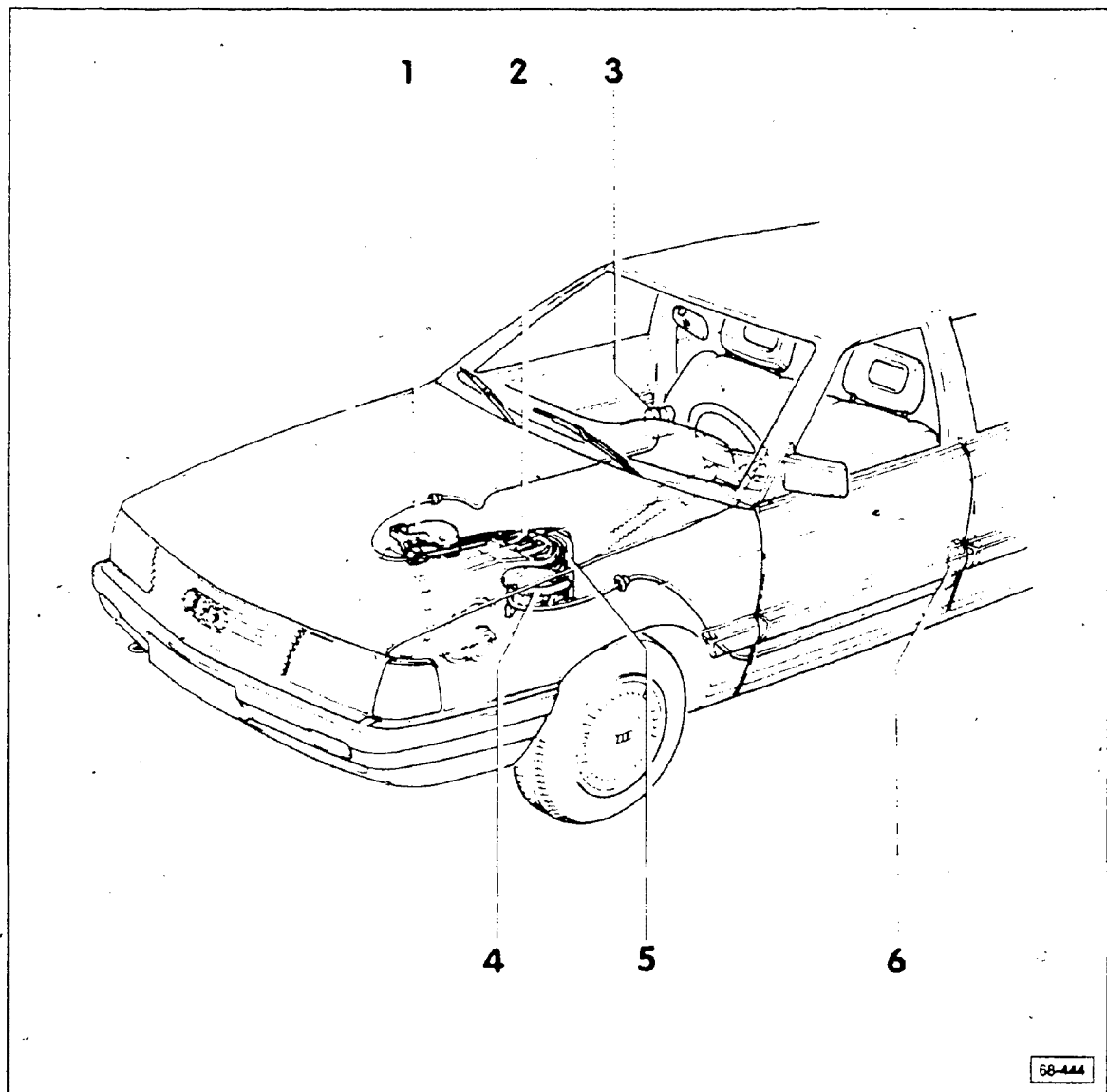
Do not lose plastic caps when removing floor mats for cleaning.

Accessory floor mats, removing

- grasp corner of mat and pull straight up off retention post
 - plastic cap will be pulled off. Retain for re-use
- repeat procedure at opposite corner

Note

Leave all instruction sheets with owner's manual for future reference.



- 1 — Retaining bracket, right
- 2 — Cable guide bracket
on end of transmission
- 3 — Automatic seat belt
with retractor cable, right
- 4 — Retaining bracket, left
- 5 — Cable bracket
- 6 — Automatic seat belt
with retractor cable, left

Automatic seat belt tensioning, checking

Note

After an accident, if only one portion of system operates, both cables, retaining brackets, retainer clips, and the plastic barrel clips **must be** replaced.

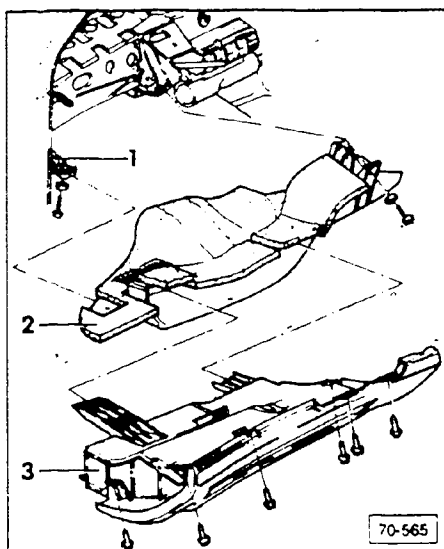
Seat belt will not move or retract

If the seat belt cannot be pulled out or does not roll up automatically, the automatic seat belt tensioning system has been activated during impact.

Note

Seat belt and retractor cables are supplied as one unit.

If the automatic seat belt tensioning system was not activated, then individual components may be replaced separately if defective.

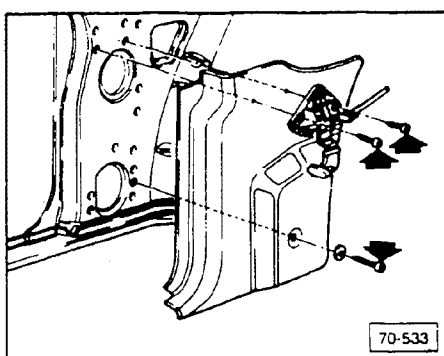


Automatic seat belt tensing system, removing

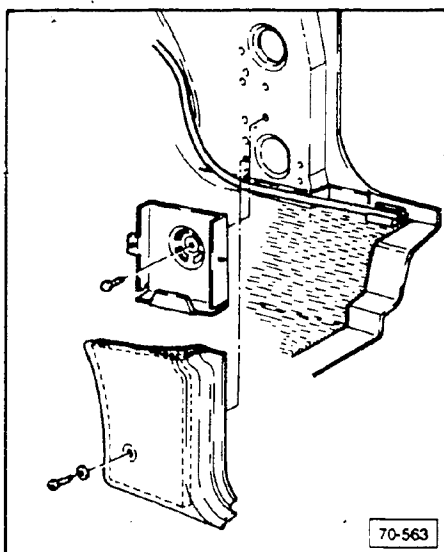
- remove door seals at B-pillar
- remove inner B-pillar trim and sill panel trim
- pull off door seal at area of lower A-pillar

Driver's side

- remove storage tray 3
- loosen clamping screw 1 in bracket
- pull cover 2 out of bracket

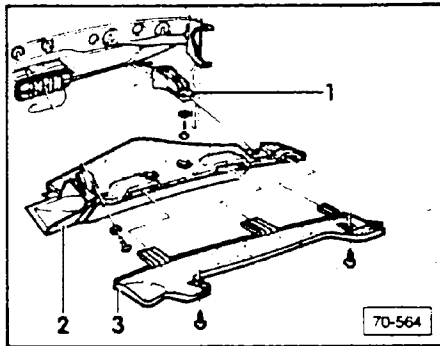


- remove screws (**arrows**) and take off lower A-pillar trim panel and hood release lever
- remove ignition control unit
 - where applicable
- pull back carpet and sound insulation
- remove tie wrap
 - bowden cable is under wiring harness
- open retaining clips on door sill
- pull out bowden cable from door sill

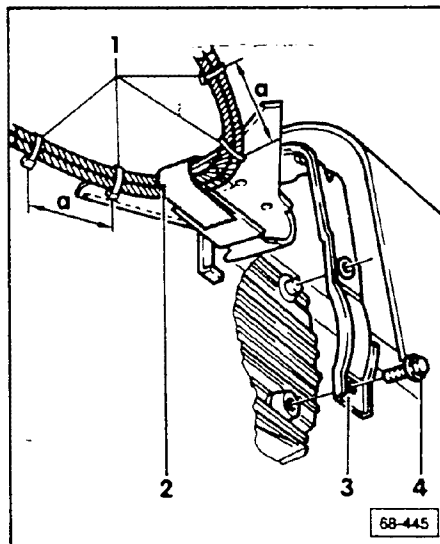


Passenger side

- remove lower A-pillar trim
- remove control unit with bracket
 - disconnect electrical wiring to control unit



- remove cover 3
- loosen clamping screw 1 and pull cover 2 out of bracket
- remove tie wraps
 - bowden cable lies over wiring harness
- open retaining clips on door sill
- pull out bowden cable from sill

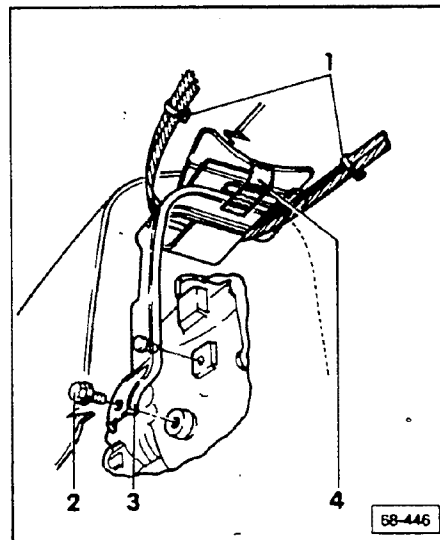


Vehicles with 012 and 01A manual transmission

- remove bolts 4 and take off bracket 3 from transmission
- cut and remove tie wraps 1
- take off adhesive tape 2 from bracket

Note

Adhesive tape is only used in production. It is not required for repairs.

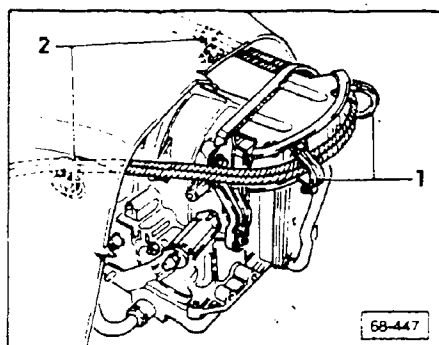


Vehicles with 016 manual transmission

- remove bolts 2 and take off bracket 3 from transmission
- cut and remove left tie wrap 1 from underneath
- turn steering wheel to full right lock, and cut right tie wrap, from above, in engine compartment
- take off adhesive tape 4 from bracket

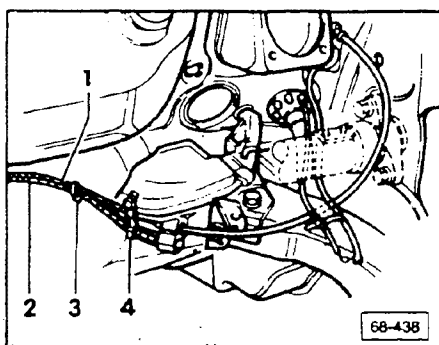
Note

Adhesive tape is only used in production. It is not required for repairs.



Vehicles with automatic transmission 087

- open clips 1 on cable guide
- remove clamps 2 on transmission tunnel



- remove retaining clips 4 from right anchor bracket, left guide bracket
- unhook cables at anchor bracket
 - frozen grommet or cable ends may be driven out with a punch

Note

Second cable does not have to be unhooked.

- pull grommet inward out of front panel
- pull bowden cable inward through hole in front panel

Installing

Note

Plastic barrel clips on bowden cable and retractor cable ends must always be replaced.

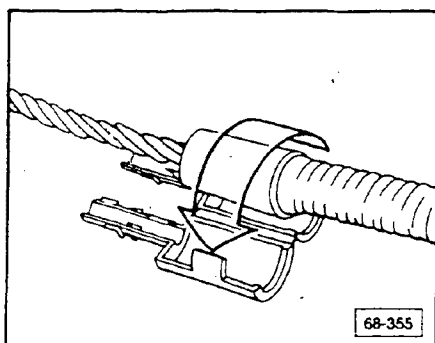
Retaining clips for cables on retaining brackets must always be replaced.

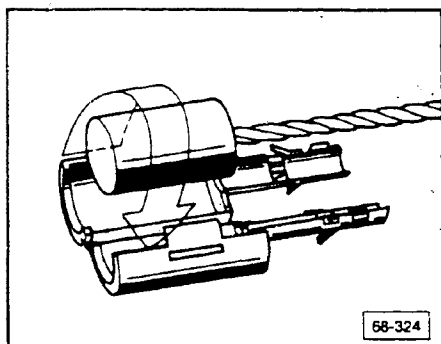
Different cables are required for different transmission versions.

CAUTION

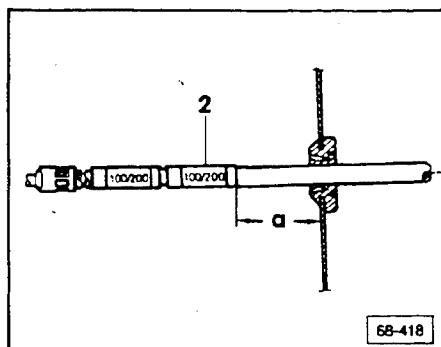
Do not apply grease to plastic barrel clips, retaining brackets, cable ends or cable mounting grooves in retaining brackets.

- install new plastic barrel clip on end of bowden cable

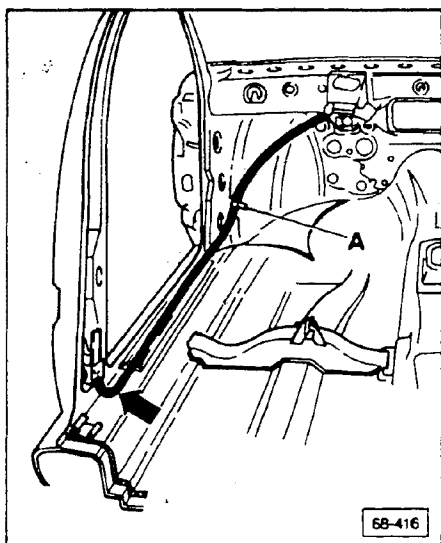




- install new plastic barrel clip on retractor cable ends
- mount automatic seat belt and retractor to B-pillar, see section 68
 - note proper placement of belt guide
- lightly lubricate grommet for bowden in front panel
- lubricate cable lightly in area of grommet
- insert cable through grommet from inside
 - ensure grommet is properly fitted into front panel to prevent leaks

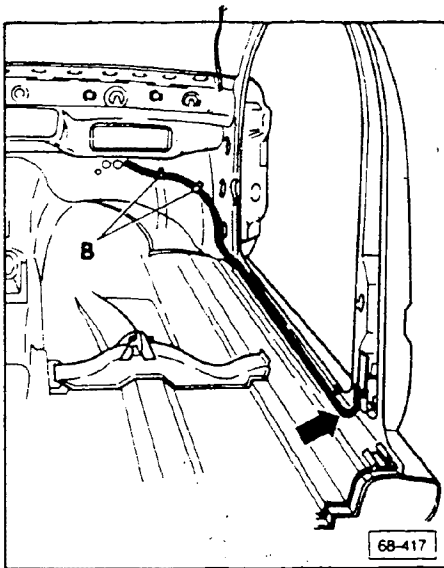


- distance of identification tape 2 in engine compartment from front panel
 $a = 65 \pm 5.0 \text{ mm}$
 (approximately $2.5 \pm 13/64 \text{ in.}$)



Driver's side

- place retractor cable on left door sill with enough slack so curve (arrow) is smooth and kink free
- secure cable with tie wrap A in footwell, insert in retainer clips
 - cable lies **under** wiring harness

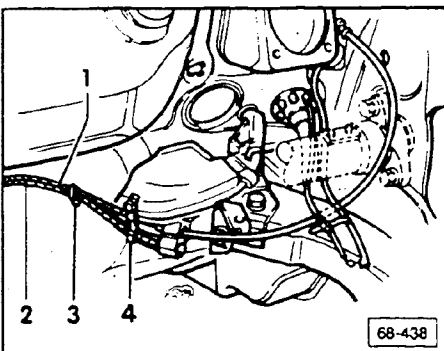


Passenger side

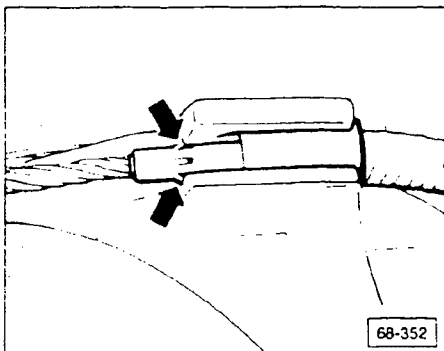
- place retractor cable on right door sill with enough slack so curve (**arrow**) is smooth and kink free
- secure cable with tie wraps **B** in footwell, insert in retainer clips
 - cable lies **over** wiring harness

CAUTION

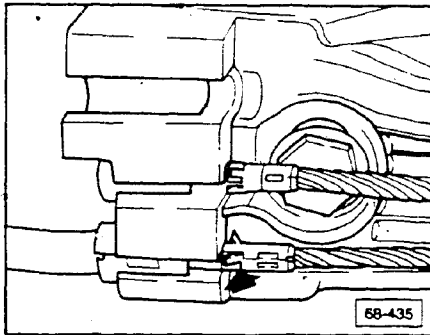
Do not allow cables to become crossed when installing onto retaining brackets. Cables must be fully seated into the slots on the retaining brackets.



- route left retractor cable **1** so it rests against retaining bracket and fits into **upper** slot of retainer clip **4**
- route right retractor cable **2** so it rests against retaining bracket and fits into **lower** slot of retainer clip **4**



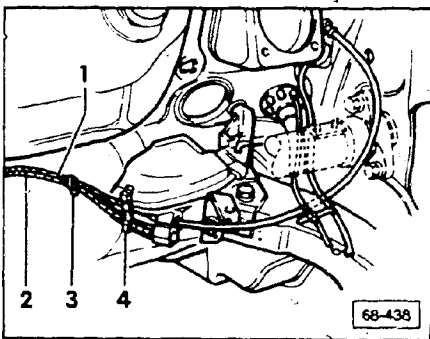
- hook left/right bowden cable onto retaining brackets so plastic barrel clip is centered against slot in retaining bracket
 - tabs (**arrow**) must rest against slot as shown
- route retractor cables around cable guide bracket on transmission
- insert left/right cable into slots on retaining bracket



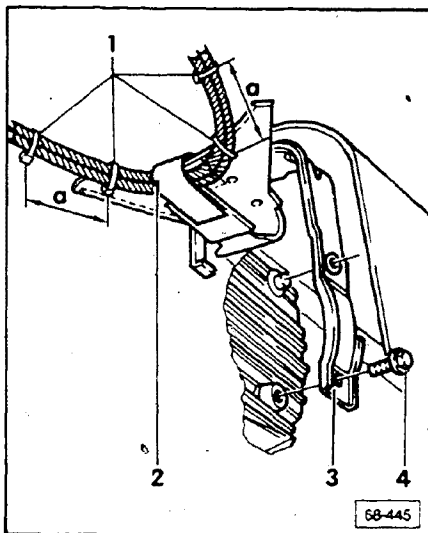
- check fit of plastic barrel clips
 - tabs (arrows) must fit against retaining bracket

CAUTION

Retaining clips must be installed correctly to ensure proper function of the automatic seat belt tensioning system.



- install retaining clips 4 on bracket



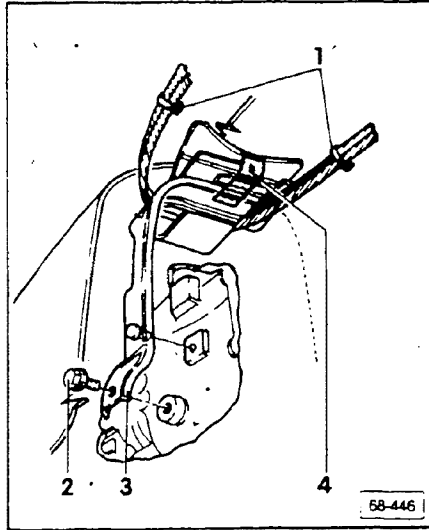
Vehicles with manual transmission 012, 01A

- push retaining clip 3 fully forward and over all cables on guide bracket

CAUTION

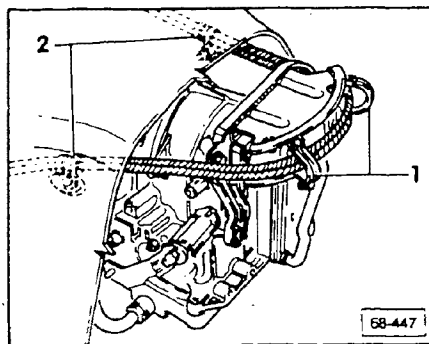
Red hook on guide bracket must fit into slot on transmission.

- press retaining clip onto locating pin and secure
 - bolt 4 40 Nm (30 ft lb)
- secure cables with tie-wraps 1 as shown
 - distance between retaining clip 2 and first tie wrap is 40 ± 10 mm (approximately $5.6 \pm 25/64$ in.)
 - $a = 100 \pm 10$ mm ($3.9 \pm 25/64$ in.)



Vehicles with manual transmission 016

- push retaining clip 3 fully forward and over all cables
- press retaining clip onto locating pin and secure
 - bolt 2 40 Nm (30 ft lb)
- secure cables with tie wraps 1 half-way between cable guide bracket retaining bracket and retaining clip and cable guide bracket



Vehicles with automatic transmission 087

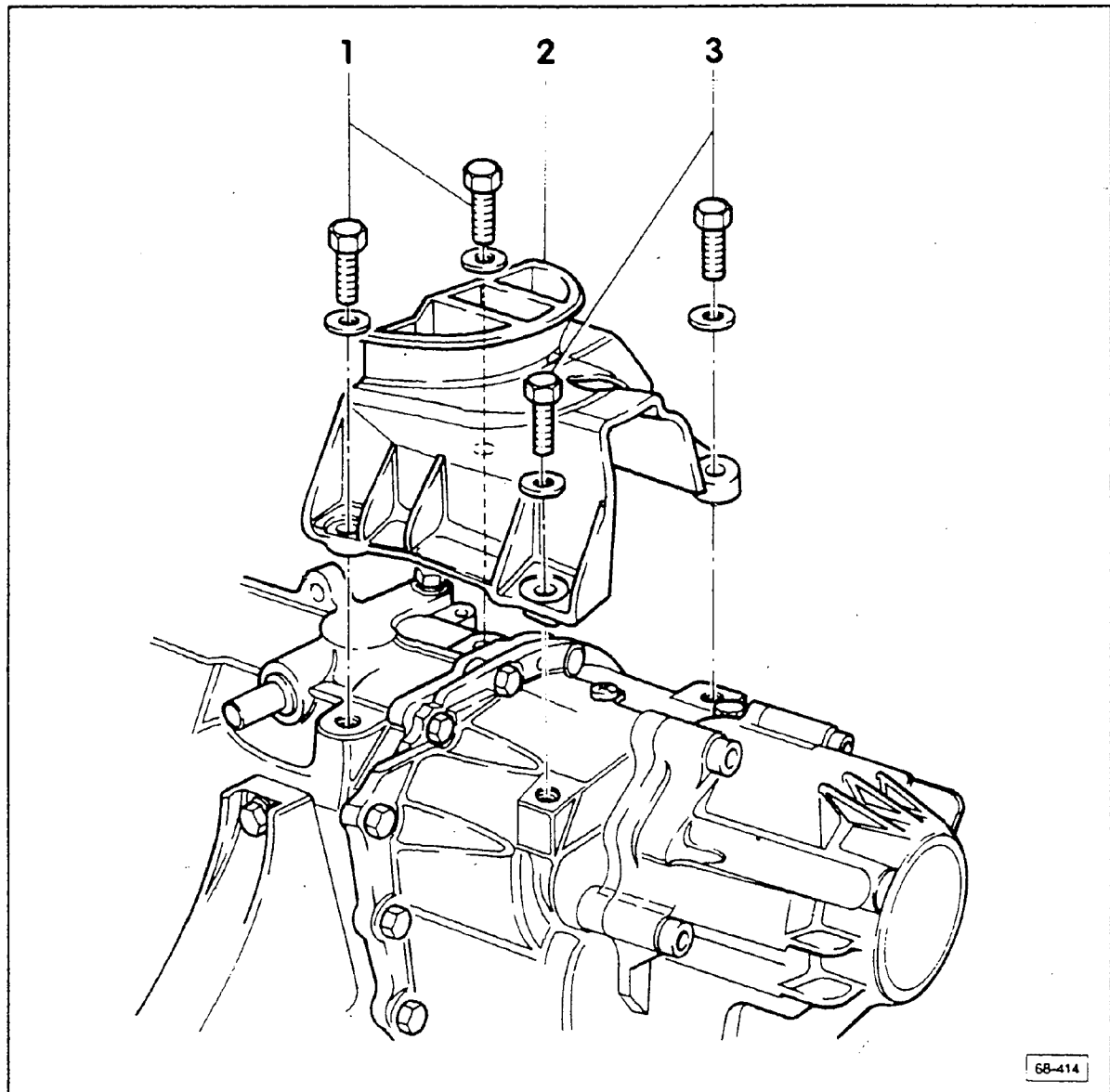
- secure cables to transmission tunnel with tie wraps 2
- secure cables to cable guide bracket with retaining clips 1

CAUTION

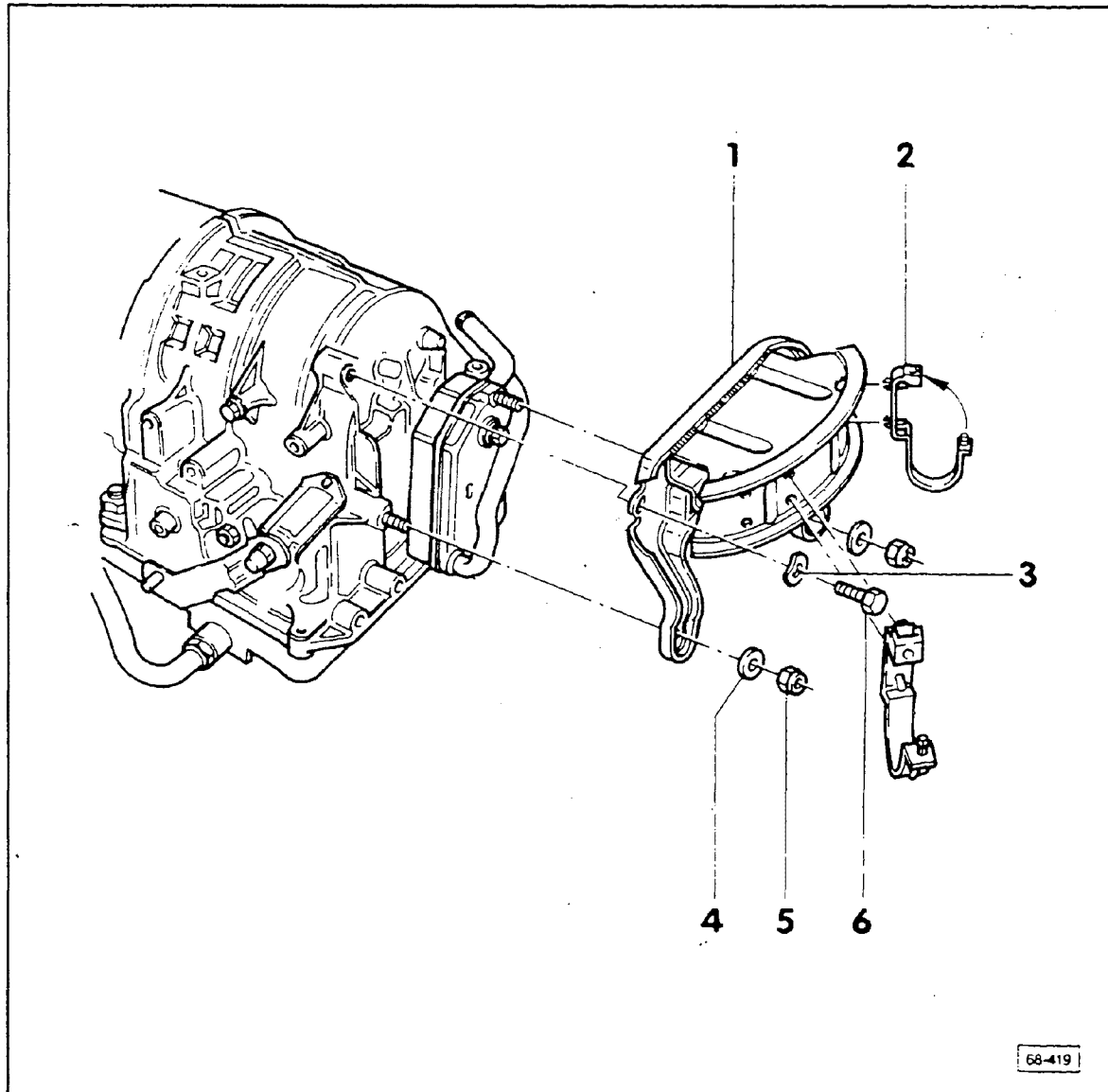
Ensure cables are properly routed in the engine compartment.

Note

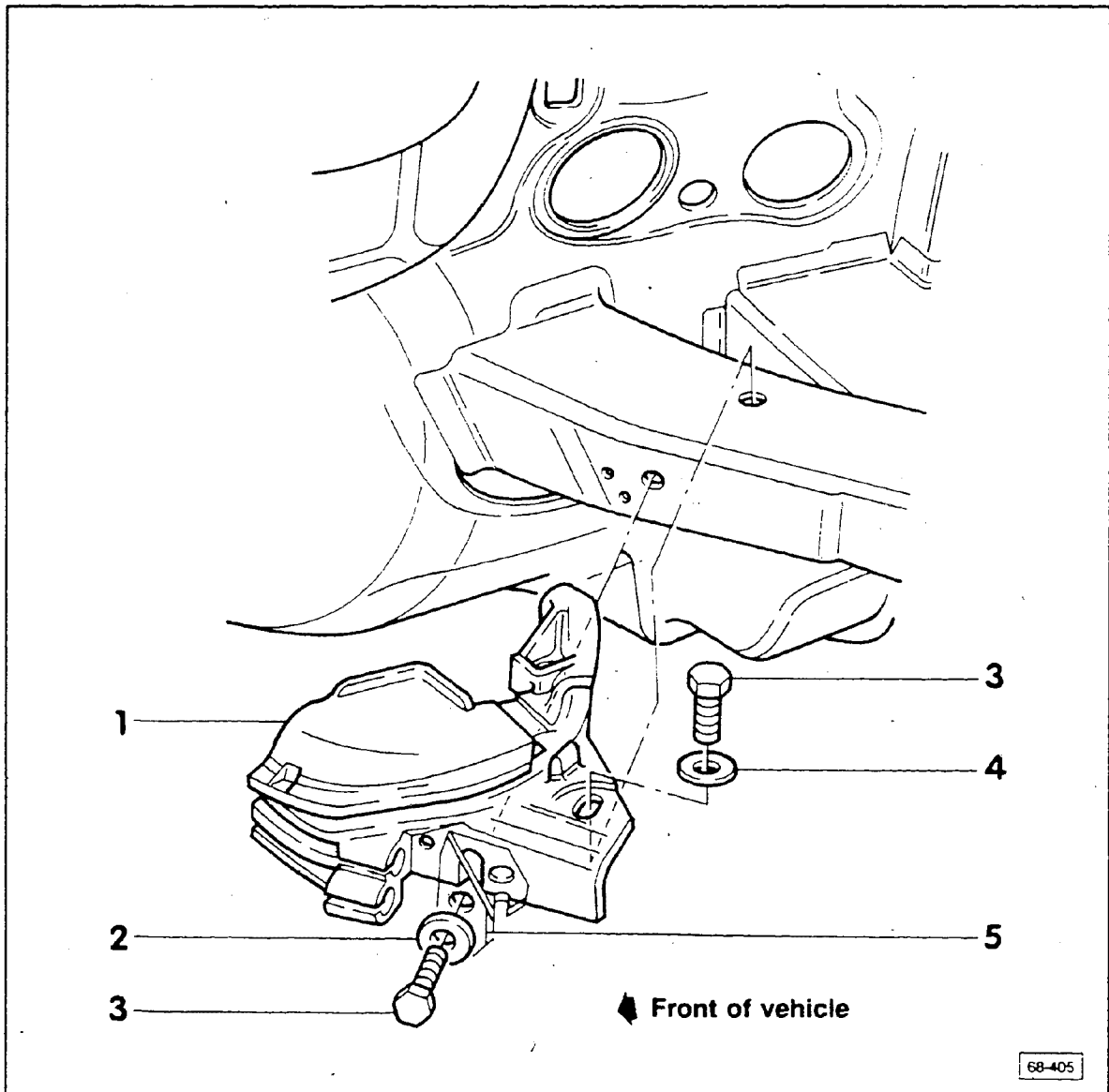
Both cables must be a distance of 30 ± 10 mm ($1.2 \pm 25/64$ in.) from cable retainer on transmission. If **not**, check the slots on retainer brackets and verify correct cables are installed.



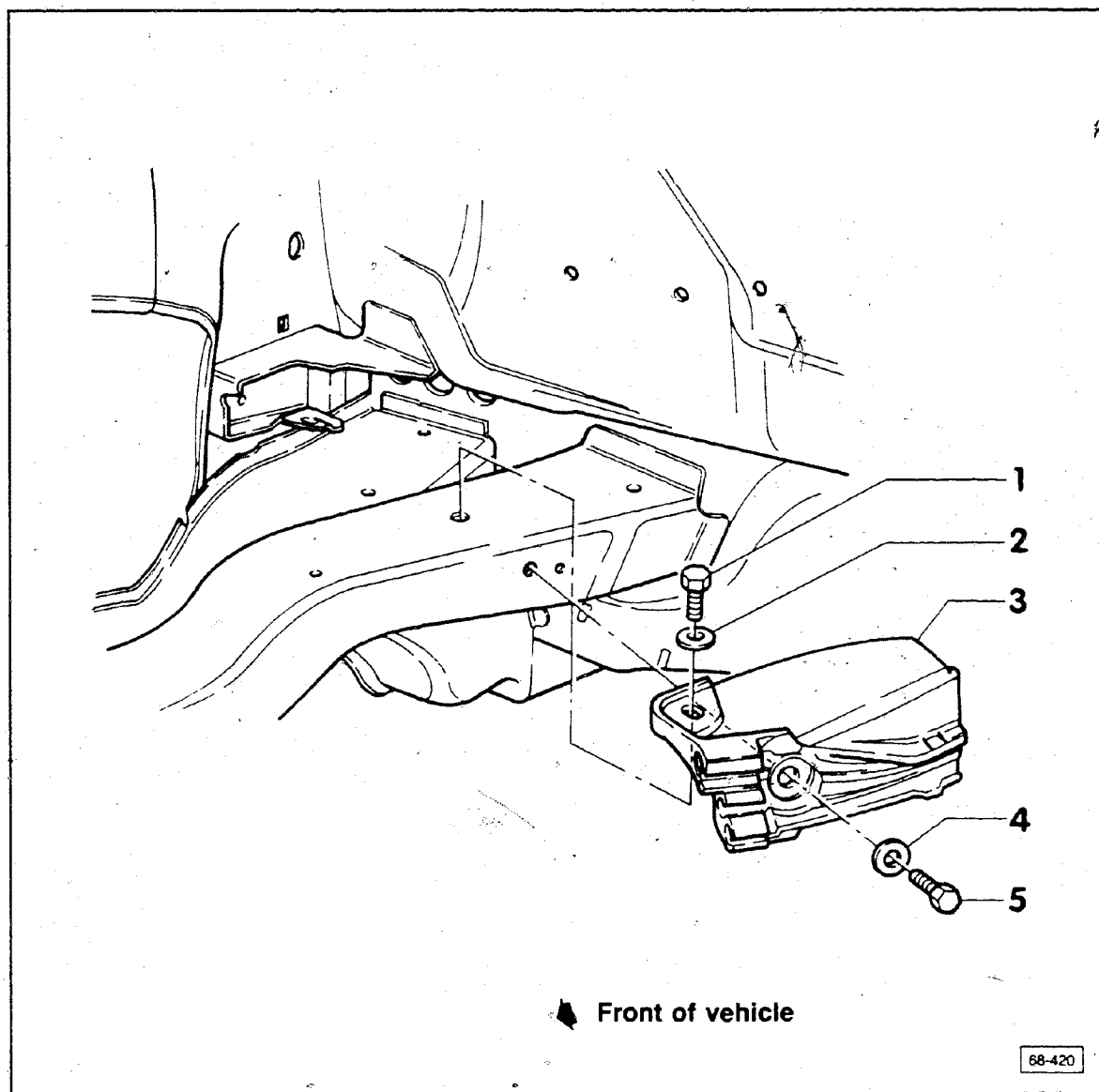
- 1 — Bolt
40 Nm (30 ft lb)
- 2 — Cable guide bracket
Part of transmission housing in 012, 01A manual transmissions
- 3 — Bolt
65 Nm (48 ft lb)



- 1 — Cable guide bracket
- 2 — Cable bracket
- 3 — Spring washer
- 4 — Washer
- 5 — Nut
40 Nm (30 ft lb)
- 6 — Bolt
40 Nm (30 ft lb)

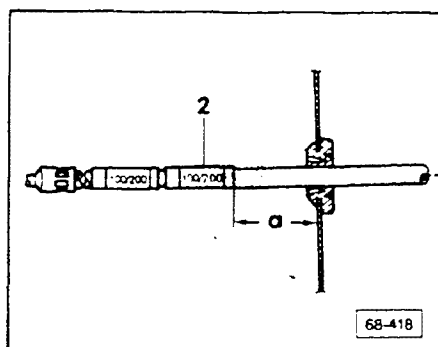


- 1 — **Retaining bracket**
transmission installed
- 2 — **Washer**
used on vehicles without A/C or self-leveling
suspension
- 3 — **Bolt**
75 Nm (55 ft lb)
- 4 — **Washer**
- 5 — **Bracket**
used on vehicles with manual transmission or
automatic with A/C



- 1 — Bolt
75 Nm (55 ft lb)
- 2 — Washer
- 3 — Retaining bracket
- 4 — Washer
- 5 — Bolt
75 Nm (55 ft lb)

Cable identification



Note

Identification tape 2 for all vehicles is placed on bowden cables.

Bowden cables are also marked for left or right side with letters L/R

- distance for identification tape in engine compartment from front panel
 $a = 65 \pm 5.0 \text{ mm}$
 (approximately $2.5 \pm 13/64 \text{ in.}$)

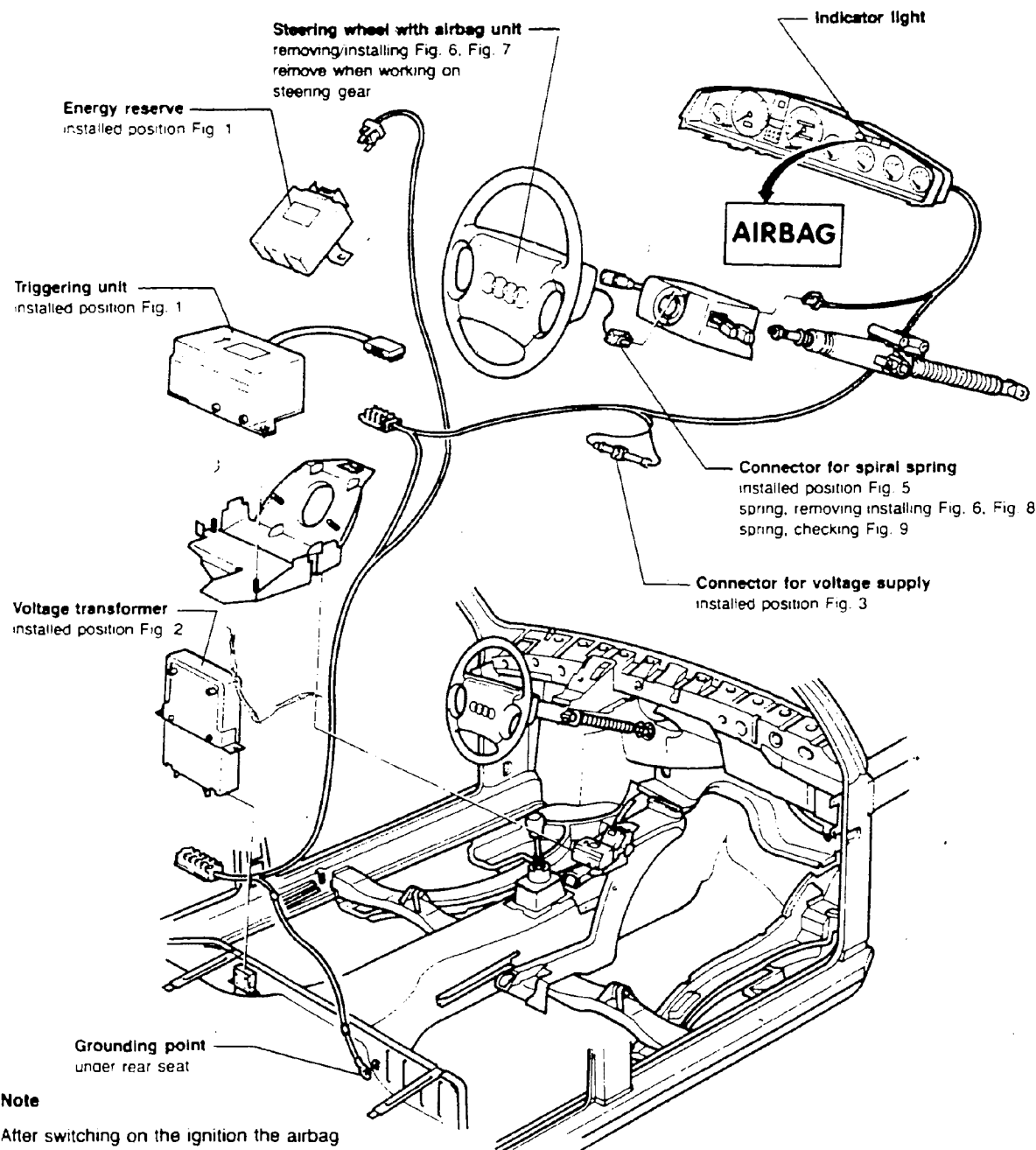
Color coding

Transmission code letters

012/01A
 016
 087

Color

White
 Brown
 Green



Note

After switching on the ignition the airbag indicator light will light up for approximately 10 seconds.

When the indicator light goes out, the system is functional.

Use the airbag tester **VW 1619** if indicator light does not go out, or if indicator light does not come on (check bulb first).

CAUTION

Always disconnect the battery whenever doing any electric welding on the vehicle.

96-497 1

CAUTION

Testing, assembly and repair work on the airbag system must only be conducted by trained Service Department personnel.

Always observe the following safety measures when working on the airbag system:

- Testing of the airbag system is never conducted with a test light or voltmeter. Use the special airbag tester **VW 1619** and test the system only in an installed condition.
- Airbag system components must not be opened or repaired. Always use new parts.
- The airbag unit has an expiration date. The date can be found on a sticker behind the sun visor. After ten years the airbag unit must be replaced. For safety reasons all other component parts of the airbag system must also be replaced at this time.
- If the airbag unit or triggering unit has been dropped from a height of 0.5 meters (20 in.) or more, do not install the component into a vehicle.
- Always replace airbag system components which have been mechanically damaged (bubbles, cracks, etc.).
- Disconnect the negative battery cable and cover the battery terminal during all work on the airbag system. Also separate the terminal connector for the power supply behind the center console.
- Do not leave airbag unit unattended if work is interrupted. Assemble unit as soon as it is removed from storage.
- Always place a removed airbag unit so the horn pad is facing upwards.
- The airbag unit must not be exposed to grease or cleaned with any type of cleaning agent.

(continued on next page)

CAUTION

- do not expose airbag units to temperatures above 100°C (212°F) even for brief periods while handling them during the repair process. Keep the airbag unit clear of heat sources such as heating plates, soldering irons, heat lamps, welding equipment and the like
- if the airbag has been deployed during an accident, replace the triggering unit, the airbag, and the spiral spring. Check all other components for damage and replace if necessary
- the storage, transportation and disposal of airbag units are subject to the laws for flammable solids

Disposal of airbag and triggering units

- active airbag gas generators: Remove an active (unit which has not been deployed) airbag gas generator carefully from the vehicle, and return to the Warranty Parts Test Center for proper disposal. **DO NOT deploy in vehicle**
- deployed airbag gas generators do not have to be disposed of as a "hazardous waste" but can be disposed of with other trash, although it is recommended that for conservation reasons it be sent out with automotive metal scrap for recycling
- triggering units contain a mercury switch and must be disposed of in an approved manner

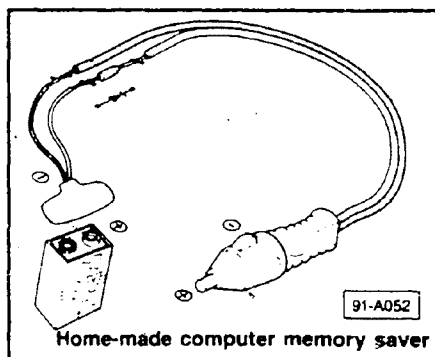
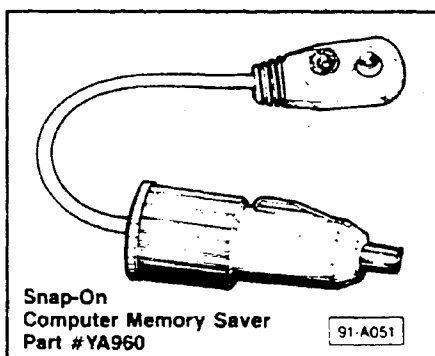
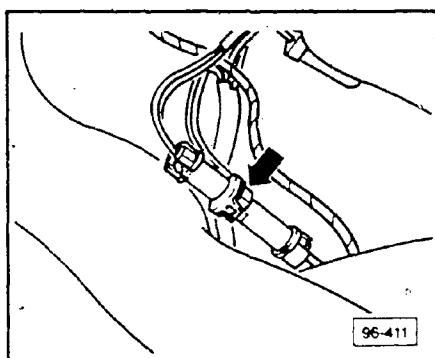
Computer memory saver, installing

The computer memory saver tool is used on vehicles with theft protected radios to prevent the radio from electronically locking when battery power is disconnected. Using the tool eliminates the need to re-activate (code) the radio after reconnecting battery power. See Service Circular, Tools — Equipment dated April 27, 1988.

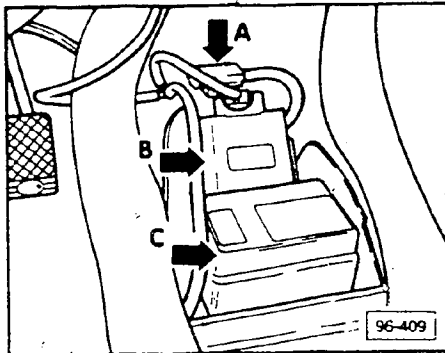
WARNING

ALWAYS separate airbag power supply connector before using computer memory saver. Failure to do so may result in accidental activation of the airbag.

- disconnect airbag power supply connector (arrow)
 - located behind center console
- install computer memory saver into cigarette lighter
- disconnect battery

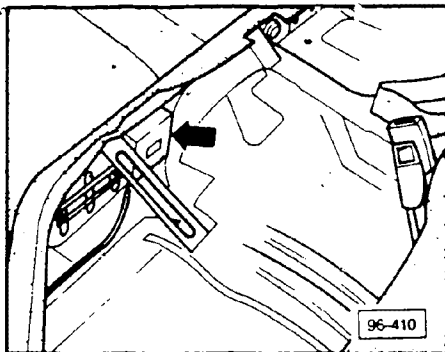


Body Accessories – Interior



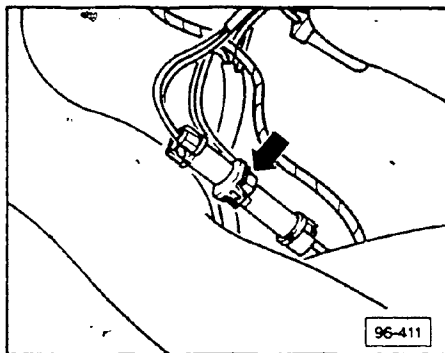
► Fig. 1 10-pole connector/triggering unit/energy reserve, installed position

- A — connector
- B — energy reserve
 - torque mounting nuts to 6 Nm (53 in. lb)
- C — triggering unit
 - torque mounting nuts to 6 Nm (53 in. lb)



► Fig. 2 Voltage transformer, installed position (arrow)

- torque mounting bolts to 6 Nm (53 in. lb)

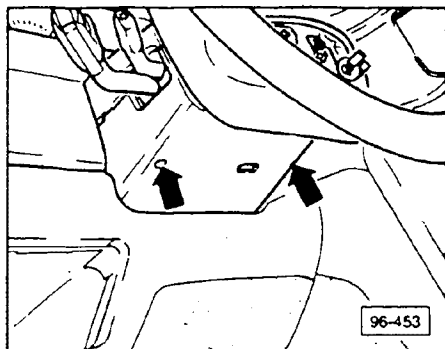


► Fig. 3 Connector for power supply, installed position

- remove side trim from center console

CAUTION

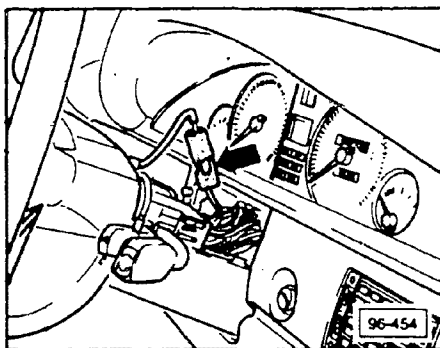
When removing parts of the airbag system (e.g., steering wheel), this connector must be separated.



► Fig. 4 Steering column switch trim, removing

- remove screws for trim (arrows)
- remove upper part of trim

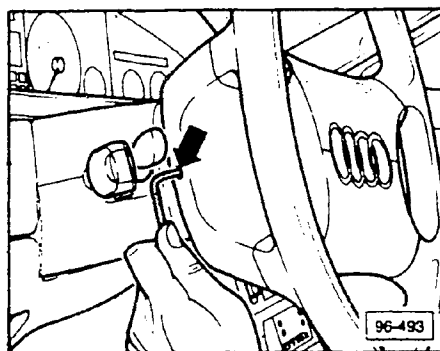
Body Accessories – Interior



► Fig. 5 Connector for spiral spring, installed position

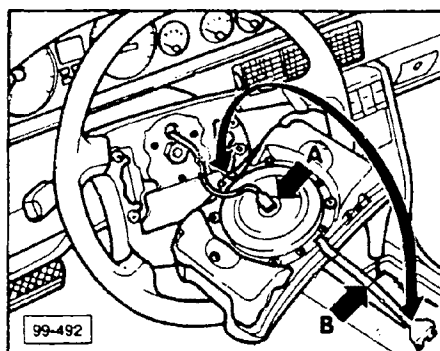
Note

Separate connector before removing steering wheel.



► Fig. 6 Airbag unit, removing/installing

- remove mounting bolts with Torx handle (arrow)
- when installing, torque bolts to 6 Nm (53 in. lb)

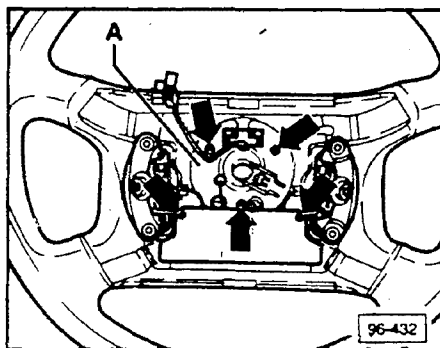


► Fig. 7 Steering wheel with airbag unit, removing/installing

- unhook airbag unit
- lift up safety clamp B
- remove wiring at terminal A
- remove steering wheel nut to remove steering wheel

CAUTION

Always remove/install the steering wheel with the front wheels in the straight ahead position.

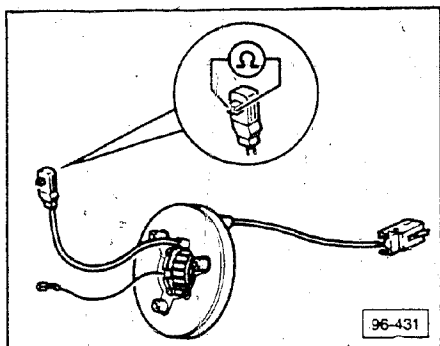


► Fig. 8 Spiral spring, removing/installing

- remove screws (arrows)
- separate wiring connector
- remove spiral spring from back
 - wheels must be in straight-ahead position when removing/installing spring

Note

Do not twist spiral spring after removing it.



► Fig. 9 Spiral spring, checking

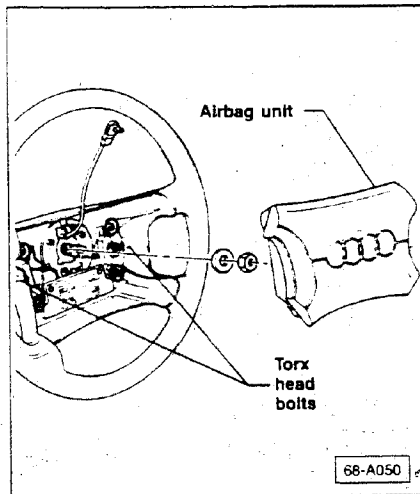
- attach multimeter to terminal for airbag unit
 - 0-1 Ω
- replace spiral spring if specified value is not attained

Note

The spiral spring must only be checked after it has been disconnected and removed.

Body Accessories – Interior

Disposal of active airbag unit



Active airbag gas generators present a potential danger. The units are classified as "Hazardous Materials" and must be disposed of in accordance with applicable regulations.

Remove an active (unit which has not been deployed) airbag gas generator carefully from the vehicle, and return to the Warranty Parts Test Center for proper disposal. For removal instructions, refer to Section 48 and 68 of the applicable Repair Manuals.

In situations where the airbag unit cannot be safely removed from the vehicle, contact your DSM.

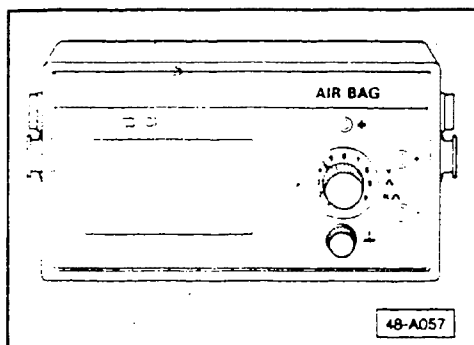
Shipment of active airbag gas generators must be in accordance with 49 CFR 107.113 and 107.105 of the Department of Transportation (DOT) Hazardous Materials Regulations. In addition, a copy of the DOT exemption must be attached to the unit being shipped.

Note

A copy of the Department of Transportation (DOT) exemption is included with the replacement airbag unit supplied to the dealer from the Parts Depot. If exemption paper is missing, contact the Parts Depot.

Always use original box for shipping airbag unit to the Warranty Parts Testing Center.

Airbag system, testing



Test conditions:

- airbag warning light OK
- disconnect battery
- remove center console trim on right side
- separate 10-pole connector for triggering unit
- connect airbag tester 1619 to wiring harness (triggering unit remains disconnected)
- connect battery
- test in sequence using following chart:

Switch position on tester	Test	Actuation	Specified result	Possible causes of deviation from specified result
1	voltage supply	ignition ON	tester light ☐ : ON Airbag warning light: ON tester display: ^{battery} voltage	battery charge NOT OK wiring defective
2	voltage transformer	ignition ON	tester light ☐ : ON tester display: 11-13	wiring, voltage transformer, or energy reserve unit defective
3	resistor, ignition circuit	ignition ON turn steering wheel to left and right stops	tester light ☐ : ON tester display: 2.15-3.4	spiral spring defective wiring defective
3	short circuit	ignition: ON push button	tester light ☐ : ON tester display: EE-E	wiring defective
4 and 5	not used			
6	check energy reserve charge	ignition: ON	tester light : ON display: greater than 9.0	wiring defective energy reserve defective
7	check energy reserve	ignition: ON	tester light : ON _{then goes out} display: greater than 7.0 after light goes out	energy reserve defective
8-10	not used			

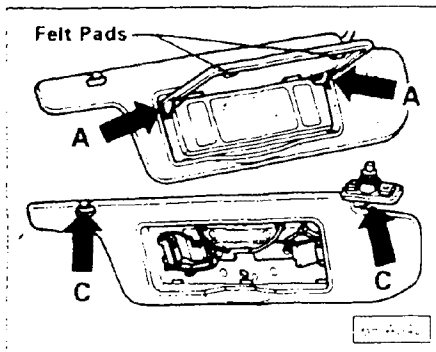
after testing:

- disconnect battery
- disconnect tester 1619
- reconnect 10-pole connector for triggering unit
- connect battery

Illuminated vanity mirrors, repairing

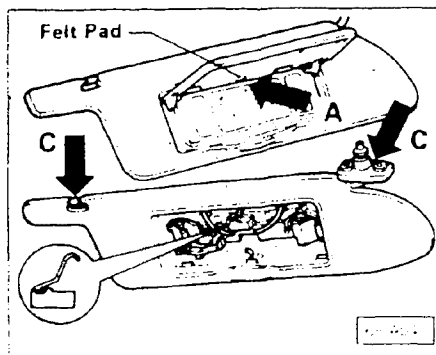
Version I

- rounded hinge corners (**arrows A**)
- twin felt pads on inside of mirror cover
- uses hinge pivots (**arrows C**) for voltage and ground contacts



Version II

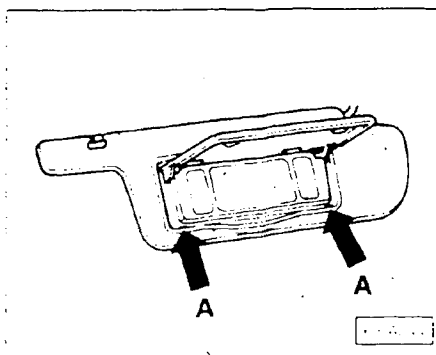
- center tab (**arrow A**), single felt tab
- contains microswitch activated by center tab when lid opened or closed (**inset**)
- uses hinge pivots (**arrows C**) for voltage and ground contacts



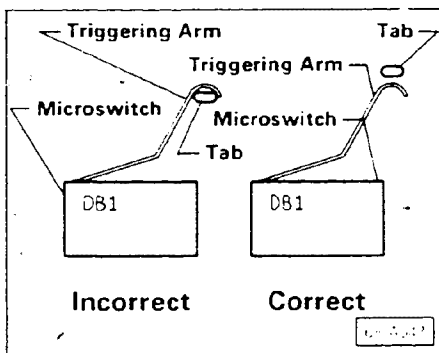
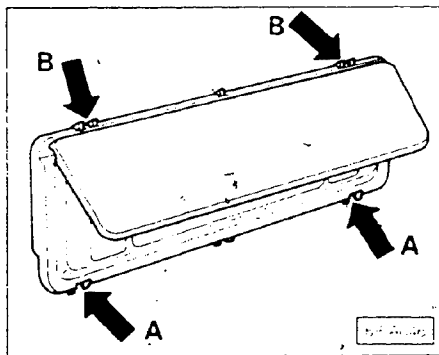
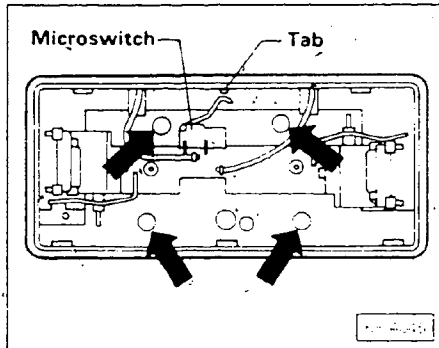
CAUTION

Part numbers are for reference only. Always check with your Parts Department for latest information.

- lower sunvisor, open mirror cover
- using soft cloth to protect sunvisor, pry up at points **A** with small screwdriver
- remove mirror/lens assembly
- using volt/ohmmeter, check light circuit for continuity
- replace light bulb(s), Part No. **N 017 725 2** or repair connectors as necessary
 - microswitch is not available as a replacement part



Body Accessories — Interior



- inspect light assembly for tight fit in visor
- if loose or falling out of sunvisor, reglue the back side with adhesive, Part No. **AKD 476 KD505** or equivalent
 - additional glue may be added to the open vent holes (**arrows**) until a bead forms (Version II shown)

- reinstall mirror/lens assembly into light assembly, first at points **B**, then carefully apply pressure at points **A**, and push fully into light assembly
- check illuminated vanity mirror for proper function

Note

On Version II, if vanity light still does not function, or a loud clicking noise is heard when opening or closing mirror cover, the microswitch triggering arm does not meet center tab, and must be realigned.

Triggering arm, aligning

- remove mirror/lens assembly
- carefully bend microswitch triggering arm outward from light assembly
 - arm must contact center of tab to prevent slipping behind tab when opening mirror lid, as shown in illustration 68-A045
- reinstall mirror assembly into visor and test for proper function

CAUTION

If new sunvisor is installed, the airbag date sticker, Part No. 443 010 028F, must be replaced.

Do not transfer the original sticker onto the replacement visor.

Refer to current repair literature for airbag sticker replacement instructions.

Body Accessories – Interior

Airbag date sticker, replacing

Airbag has been deployed or replaced

- remove original airbag sticker from sunvisor
- use new airbag sticker and punch or cut out the month and year when airbag next requires renewal (10 years from date of replacement)
- install new label on driver's side sunvisor

Example

If airbag was renewed in August of 1990, punch out the month **08**, and the year **2000** as date of next renewal of airbag.

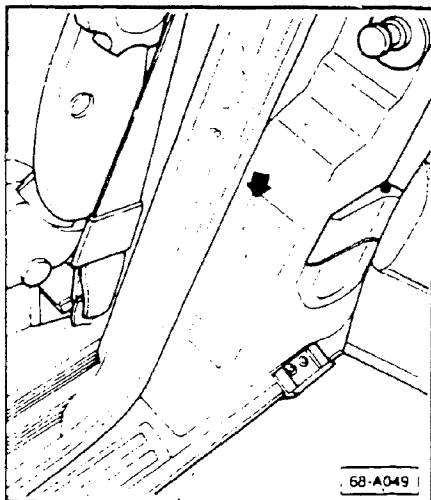
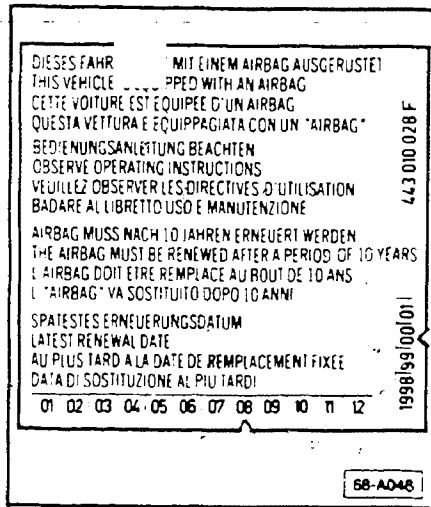
Replacing airbag sticker to new sunvisor

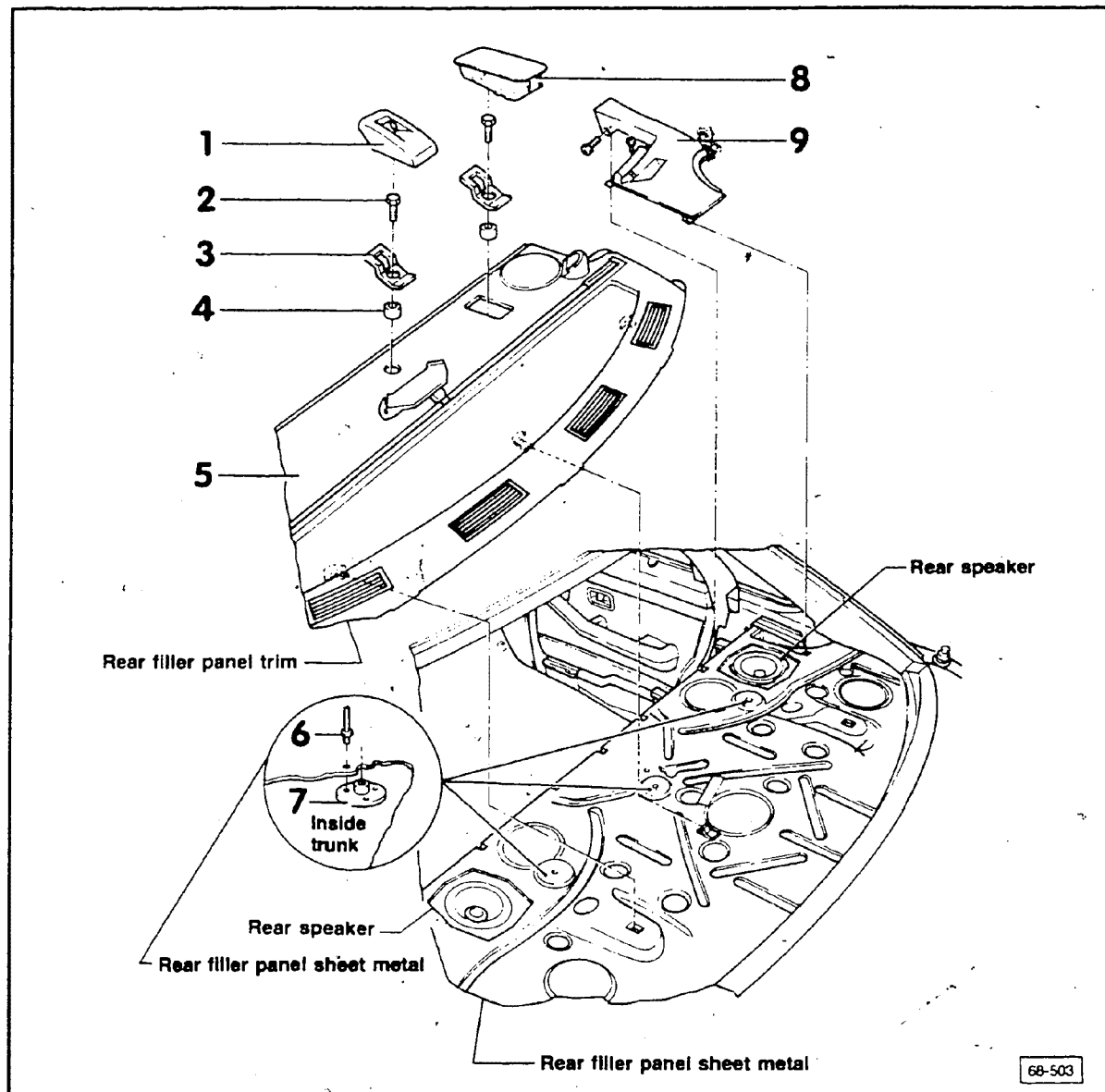
If, for any reason, sunvisor needs to be replaced:

- use new airbag sticker
- transfer correct month and year from original sticker to new sticker
- affix sticker to new sunvisor

Note

If the airbag sticker on sunvisor is missing, use the vehicle manufacture date (**arrow**), found on label on driver's side B-pillar as the original airbag installation date.





Note

Provision is made in the rear filler panel for the installation of up to 3 child restraint tether anchor points.

1 — Cover

when installing, hook onto front of anchor bracket, then push down in rear

2 — Bolt — 25 Nm (18 ft lb)

3 — Anchor bracket

4 — Spacer sleeve

5 — Rear filler panel trim

6 — Pop-rivet

- secures washer 7 to rear filler panel sheet metal
- install from top (inside vehicle)

7 — Washer

- insert from inside trunk, secure with pop-rivets 6 from inside vehicle
- holes are pre-drilled in rear filler panel sheet metal
- holes are located in line between rear speakers

8 — Cap

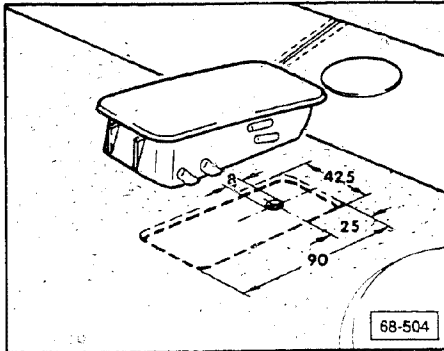
covers anchor point when not in use or removed from vehicle

9 — Rear seat belt cover

see repair group 68

Body Accessories – Interior

Child restraint anchorage, installing



- remove rear seat bench, seatback
- open rear lid
- from inside trunk locate anchorage points for washer 7, pop-rivets 6 in rear filler panel sheet metal
 - points in line between rear speakers
- mark center of anchor point hole on rear of filler panel trim
- remove rear filler trim panel
- drill a 8.0mm (5/16 in) starter hole in rear filler trim panel at center mark
- enlarge hole to dimensions shown
 - measurements in mm

CAUTION

Washer 7 is only to be riveted to the rear filler panel sheet metal.

- using pop-rivets 6, mount washer 7 to under side of filler panel sheet metal (see inset on opposite page)
- mount spacer sleeve 4, anchor bracket 3
- install bolt 2
 - 25 Nm (18 ft lb)
- install cover 1 onto anchor bracket

Note

Cap 8 is only used to cover hole in rear filler panel trim when anchor bracket is removed or not in use.