

Data

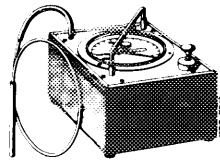
Perm. leaks in system (without vacuum supply tank)	6 mbar/min at 400 mbar vacuum
Perm. leaks of individual components	5 mbar/min at 300 mbar vacuum
Plug-on length of connections	12 ± 2

Color code of vacuum lines for central interlock

Vacuum line	Color code		
	1st version	2nd version	3rd version
Suction line from distributor to vacuum supply tank (96)	yellow	grey-yellow	yellow-grey
Interlocking line (85, 87, 90, 92)	white	yellow-red	yellow-red
Unlocking line (88, 91, 93)	black	yellow-green	yellow-green

Special tool

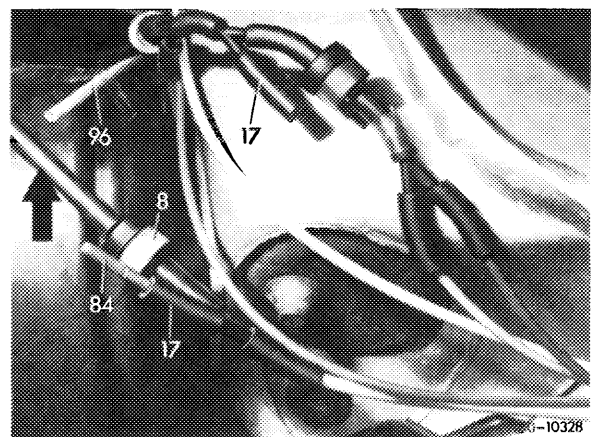
Tester for vacuum systems



116 589 25 21 00

Checking central interlock without vacuum reservoir

- 1 Pull suction line (96) out of connection (17) and close connection with blind plug (84).
- 2 Pull check valve (8) out of connection (17) and connect tester (refer to arrow).



3 Evacuate system in unlocked condition and read pressure increase at pressure gauge of tester. Check analogously in locked condition. Depending in which condition (locked or unlocked) the pressure rises, continue test "leaking locking or unlocking circuit". If a leak shows up in locked and unlocked condition, continue test "leaking locking and unlocking circuit".

Attention!

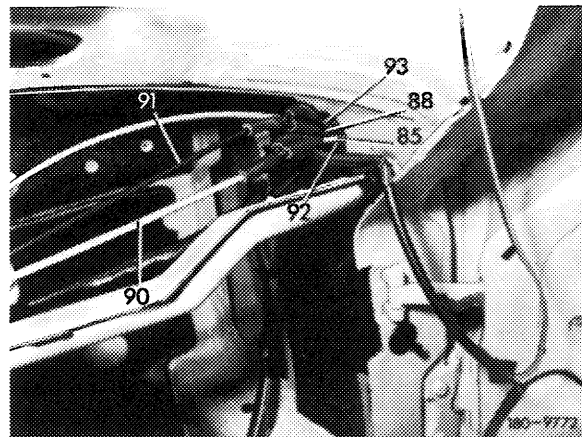
Prior to exchanging vacuum elements of leaking circuit, check hose lines and their connections.

Leaking locking or unlocking circuit

Note: If one circuit is leaking (the interlocking circuit or the unlocking circuit), systematically check the individual vacuum elements of this circuit one after the other. Upon replacement of a leaking vacuum element, check the circuit found leaking once again for leaks, starting at engine compartment.

4 Remove lateral and upper cover in legroom front right, so that the connections for checking the vacuum elements for the righthand driver's door, the flap for the tank filler neck and the trunk lid become accessible.

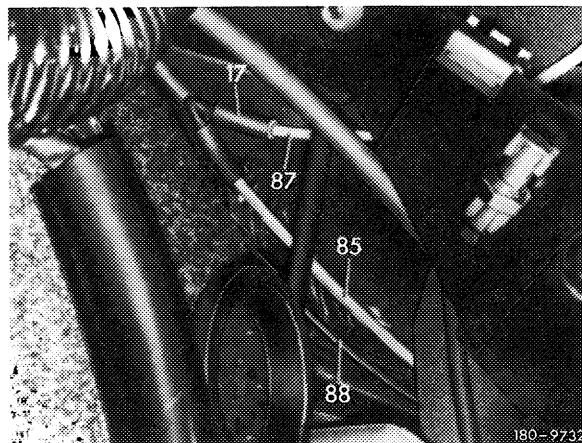
5 Check interlocking circuit of flap for tank filler neck and trunk lid with line (85).



6 If there is a leak, pull interlocking line (87) toward vacuum element of flap for tank filler socket in trunk rear right out of connection (17).

7 Connect tester to interlocking line (87) and evacuate.

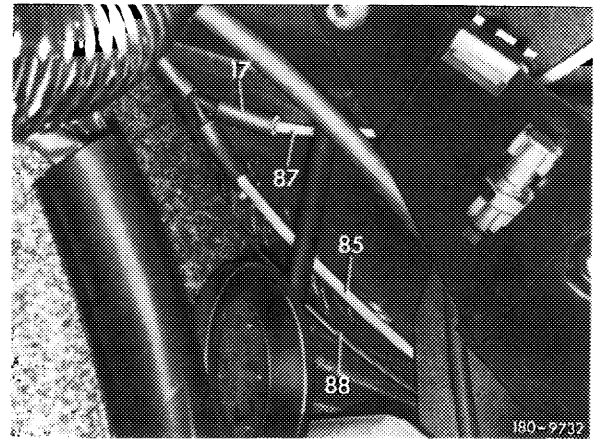
8 In the event of a leak, renew vacuum element of flap for tank filler neck (80-230).



9 If the readout on pressure gauge is not changing, the vacuum element of the flap for tank filler neck is sealtight. The prevailing leak is therefore in vacuum element for trunk lid.

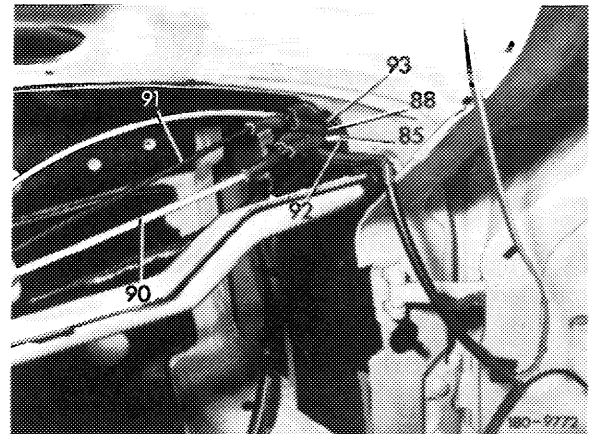
10 Renew vacuum element for trunk lid (80-240).

11 If the unlocking circuit line (88) toward rear end leaks, the vacuum element for trunk lid is the only source of leak.



12 Check right hand driver's door on line (92 or 93) of respective circuit. Connect tester and evacuate.

13 If the readout on pressure gauge changes when checking, renew vacuum element of righthand driver's door (80-210).



Leaking locking and unlocking circuit

14 If both circuits are leaking, the check valve may be leaking.

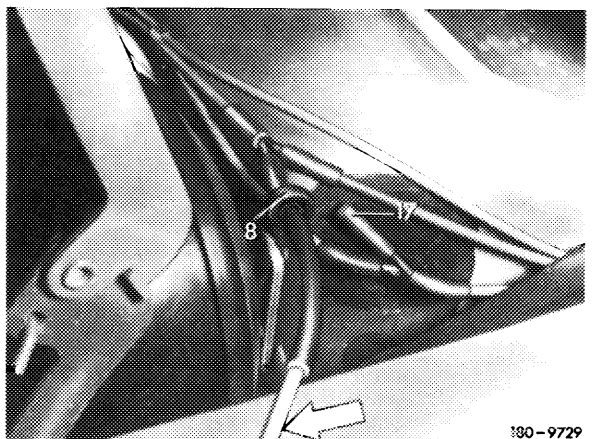
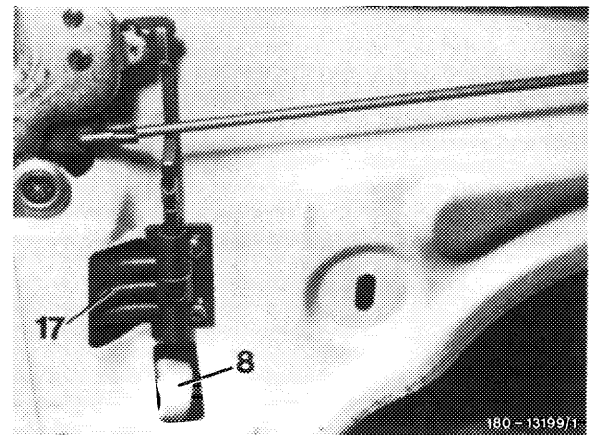
Attention!

Since June 1972, the suction line (27) of lefthand driver's door is provided with an additional check valve. Since August 1976, this check valve is replaced by a modified version (white-black).

In contrast to the former version, the additional check valve of the new version may not be used at any other point of vacuum system, since otherwise the function of the system is no longer assured.

15 Pull check valve (8) in engine compartment out of connection (17) and connect tester (refer to arrow), evacuate and read pressure gauge.

16 If the readout on pressure gauge is not changing, check valve in engine compartment is leaktight.

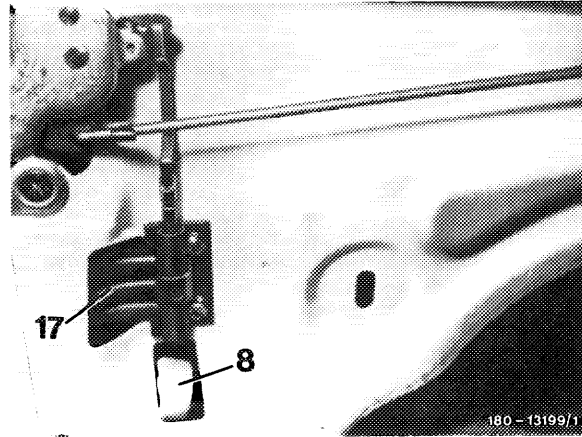


17 In such a case, remove door lining.

18 Pull check valve (8) out of connecting piece (17) and connect tester, evacuate and read pressure gauge.

19 If readout on pressure gauge changes, replace check valve (8).

20 If both check valves are leaktight, the fault is in vacuum switch of driver's door.

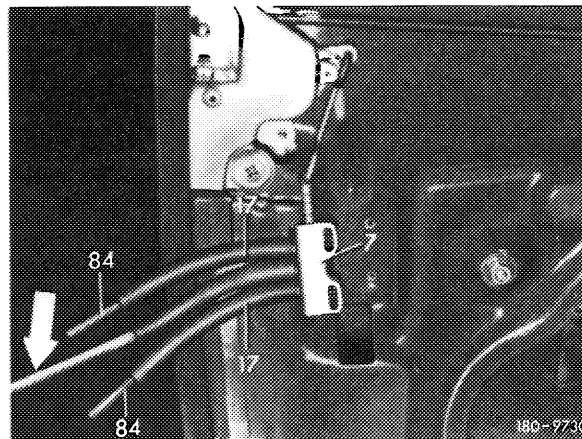


21 In such a case, remove locking and unlocking line on vacuum switch (7) and close connecting pieces (17) with blind plugs (84).

22 Pull off suction line, connect tester (refer to arrow) on center connection of vacuum switch and evacuate.

23 If the switch leaks, the readout on pressure gauge will change.

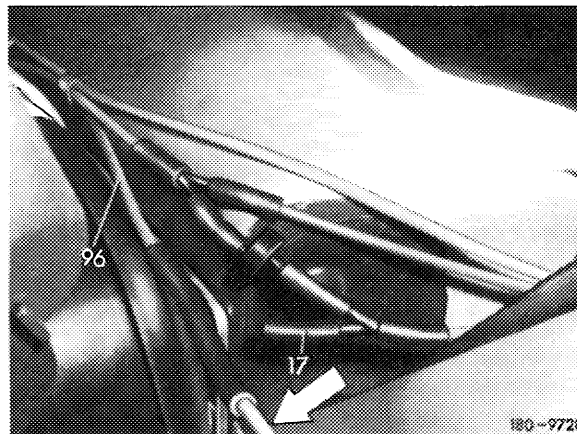
24 Replace vacuum switch (7) (80-200).



Checking vacuum reservoir

25 Pull suction line (96) out of connecting piece (17). Connect tester (refer to arrow) to suction line (96) and evacuate.

26 If readout on pressure gauge changes, replace seal of vacuum reservoir or replace reservoir (80-250).



Checking suction line to vacuum supply tank (reservoir)

27 Pull suction line (96) out of sealing (9).

28 Close connection (17) with blind plug (84) and slip on suction line (96).

