

80–260 Checking central interlock

Data

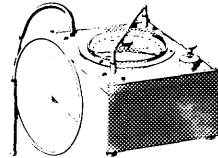
Perm. leaks in system (without vacuum supply tank)	6 mbar/min at 400 mbar vacuum
Perm. leaks of individual members	5 mbar/min at 300 mbar vacuum
Attaching length of connections	12 ± 2

Color code of vacuum lines for central interlock

Vacuum line	1st version	Color code 2nd version	3rd version
Suction line from distributor to vacuum supply tank (96)	yellow	grey-yellow	yellow-grey
Interlocking line (85, 86, 87, 90, 92, 94)	white	yellow-red	yellow-red
Unlocking line (88, 89, 91, 93, 95)	black	yellow-green	yellow-green

Special tool

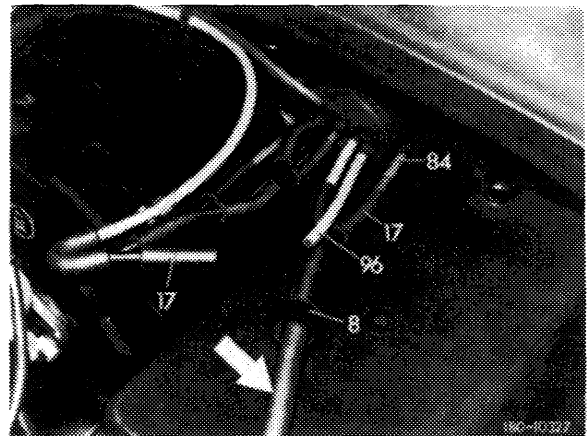
Tester for vacuum systems



116 589 25 21 00

Checking central interlock without vacuum reservoir

- 1 Pull suction line (96) out of connection (17) and connect tester to 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!

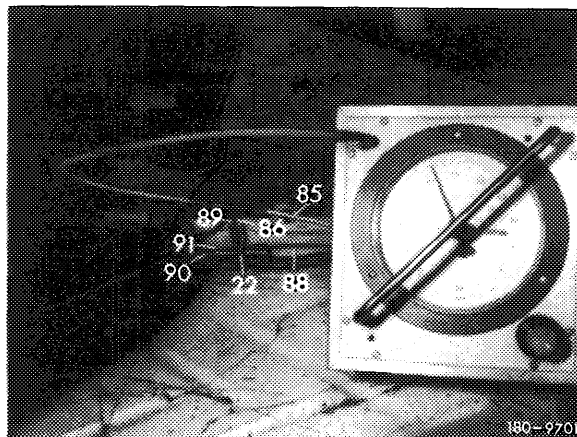
Prior to exchanging vacuum elements of leaking circuit, check hose lines and their connections.

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.

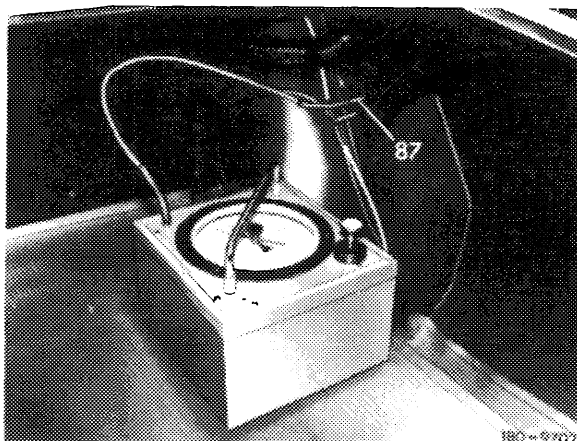
4 Loosen carpeting at rear right on entrance and remove covering strip to make distributors (22) for checking vacuum elements for righthand rear door, flap for tank filler neck and trunk lid accessible.

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



6 In the event of a leak here, remove cover in trunk rear right.

7 Connect tester to line (87) toward vacuum element for flap of tank filler neck and evacuate.



8 In the event of leaks, replace vacuum element of flap for tank filler neck (80–230).

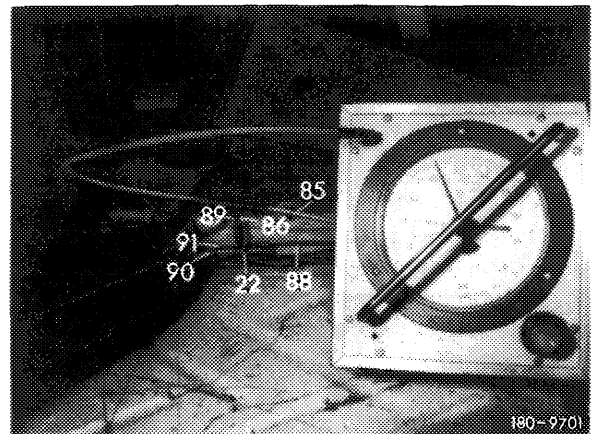
9 If readout is not changing, vacuum element of flap for tank filler neck is leaktight. The prevailing leak is therefore in vacuum element for trunk lid.

10 Replace 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 righthand rear door on line (86 or 89) of respective circuit.

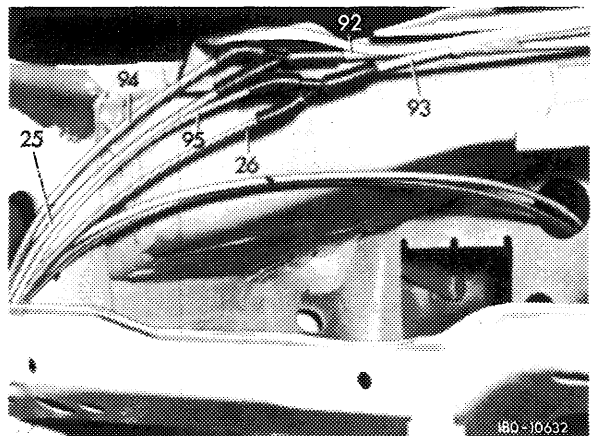
13 If one of these lines is leaking, replace vacuum element of rear door (80–220).



14 To check front circuit (righthand driver's door and lefthand rear door), remove lateral and top cover at front left in legroom, as well as air duct, to make distributors accessible.

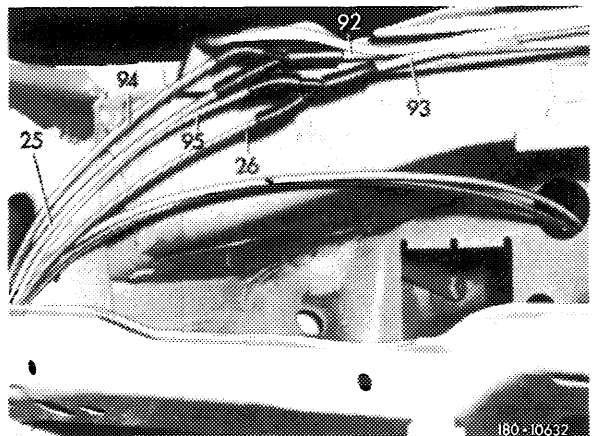
Attention!

Starting March 1975, the distributors in range of front wall pillars are installed closer to vehicle center and are therefore more easily accessible.



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

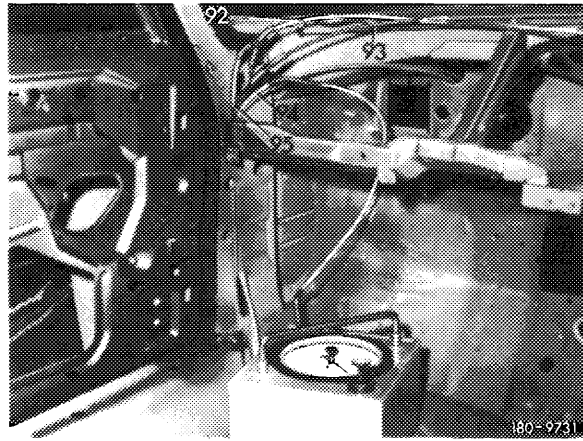
16 If readout on pressure gauge changes during check-up, replace vacuum element of righthand driver's door (80–210).



17 If both circuits of righthand driver's door are leaktight, the leak is in lines (94 or 95) of lefthand rear door.

18 Connect tester and evacuate.

19 If readout on pressure gauge changes while testing, replace vacuum element of lefthand rear door (80-220).

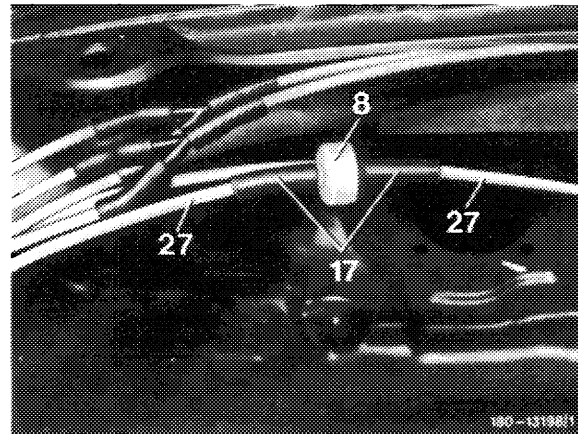


Leaking locking and unlocking circuit

20 If both circuits are leaking, check valve may be leaking.

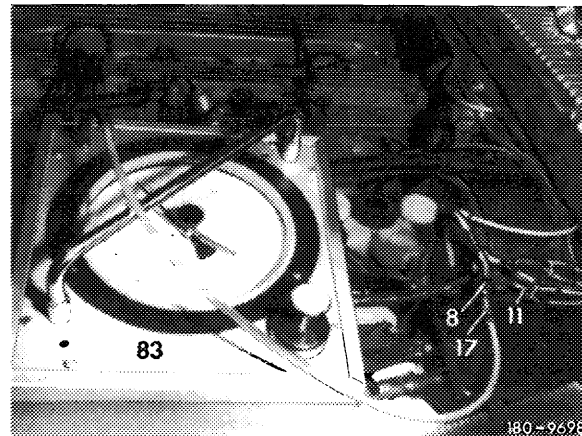
Attention!

Since August 1976, the yellow suction line (27) under instrument panel is additionally provided with a check valve (white-black). Never use the additional check valve at any other point of the vacuum system, since the correct function of the system is then no longer assured.



21 Pull check valve (8) in engine compartment together with connecting piece (17) from distributor (11) and connect tester, evacuate and read pressure gauge.

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

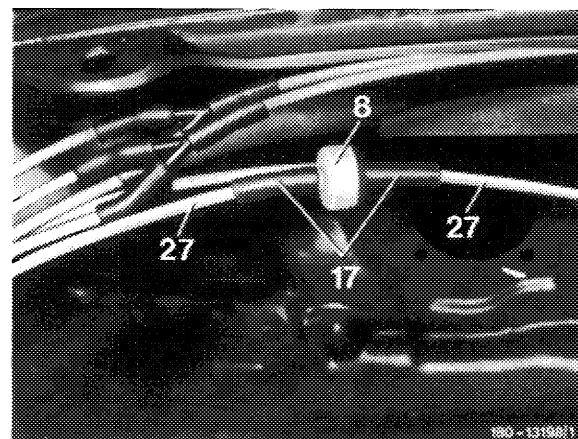


23 In such a case, remove cover at left under instrument panel.

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

25 If readout on pressure gauge changes, replace check valve.

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



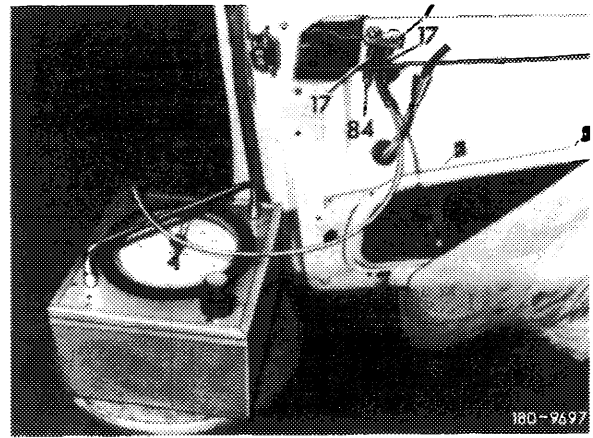
27 In such a case, remove door lining and check vacuum switch.

28 For this purpose, pull-off interlocking and unlocking line from vacuum switch (7) and close connections (17) with blind plugs (84).

29 Pull off suction line, connect tester to center connection of vacuum switch and evacuate.

30 If switch is leaking, readout on pressure gauge will change.

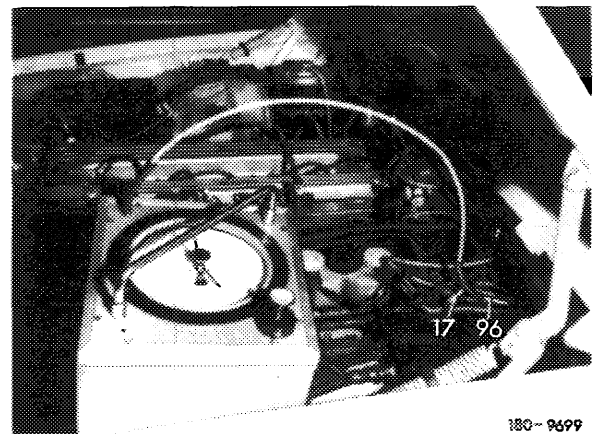
31 Replace vacuum switch (80–200).



Checking vacuum supply tank

32 Pull suction line (96) from connection (17), connect tester to suction line (96) and evacuate.

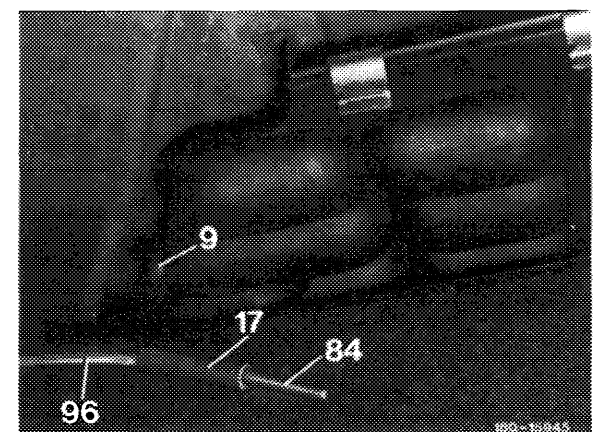
33 If readout on pressure gauge changes, replace seal of vacuum supply tank or vacuum supply tank (80–250).



Checking suction line to vacuum reservoir

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

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



36 Pull suction line (96) out of distributor (22) in engine compartment. Connect tester (refer to arrow) and evacuate.

37 Replace suction line if readout changes.

Note: Any other vacuum line in system can be tested for leaks as described under item 34 to 37.

