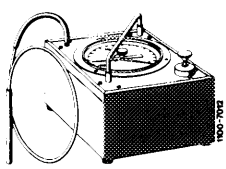
Data

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

Special tool

Tester for vacuum systems		116 589 25 21 00

Note

For checking the vacuum elements for flap of tank filler neck, trunk lid and front passenger door in coupe models 114.02 and 114.07, remove cover under instrument panel and lateral cover front right in leg-room.

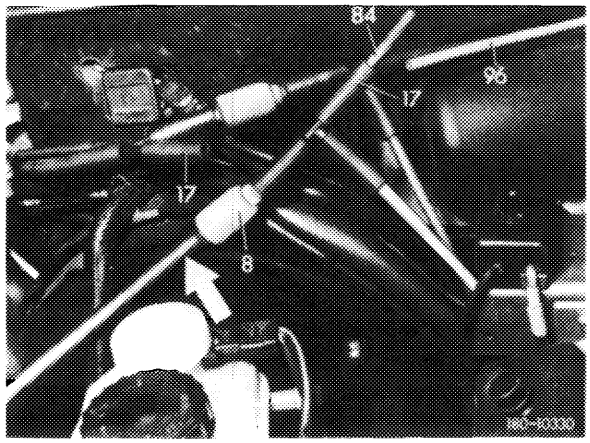
Checking central interlock without vacuum reservoir

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 both hose lines and their connections.



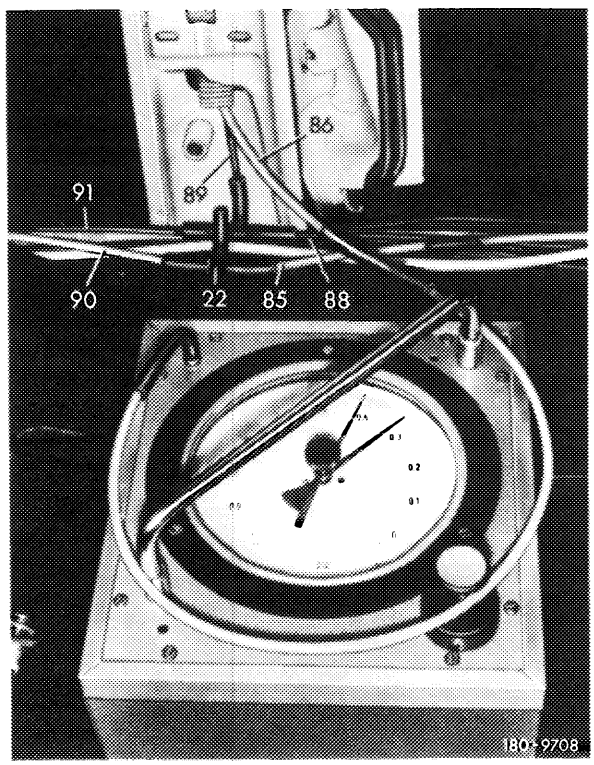
Leaking locking or unlocking circuit

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 cover of center column and cover strip at right of entrance to make distributors (22) for checking vacuum elements for righthand rear door, flap for tank filler neck and trunk lid accessible.

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

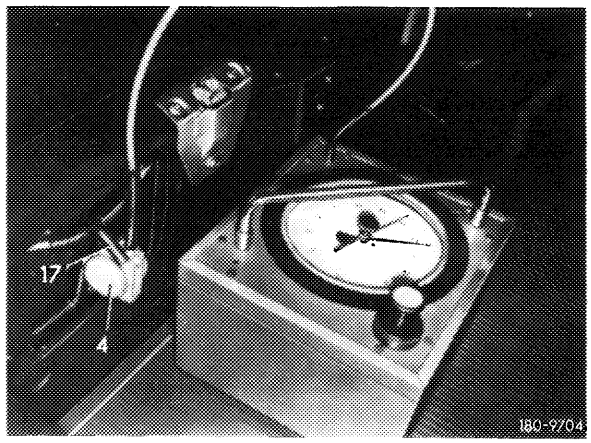
6 If a leak shows up, remove cover of rear center piece in trunk at rear right.



7 Connect tester to vacuum element of flap for tank filler neck (4) and evacuate.

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

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

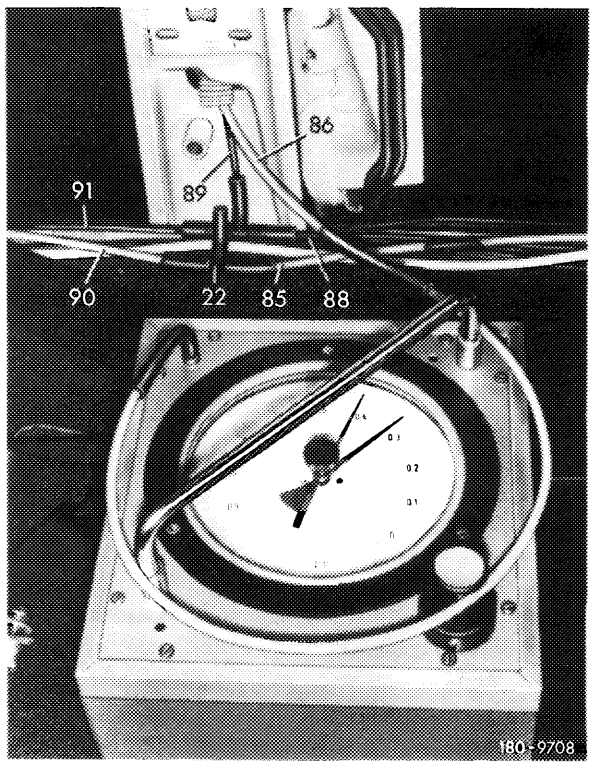


10 Replace vacuum element for trunk lid (80–240).

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 leaks, replace vacuum element of rear door (80–220).



14 For checking front circuit (righthand driver's door and lefthand rear door), remove lateral and top cover at front left in legroom to make distributors accessible.

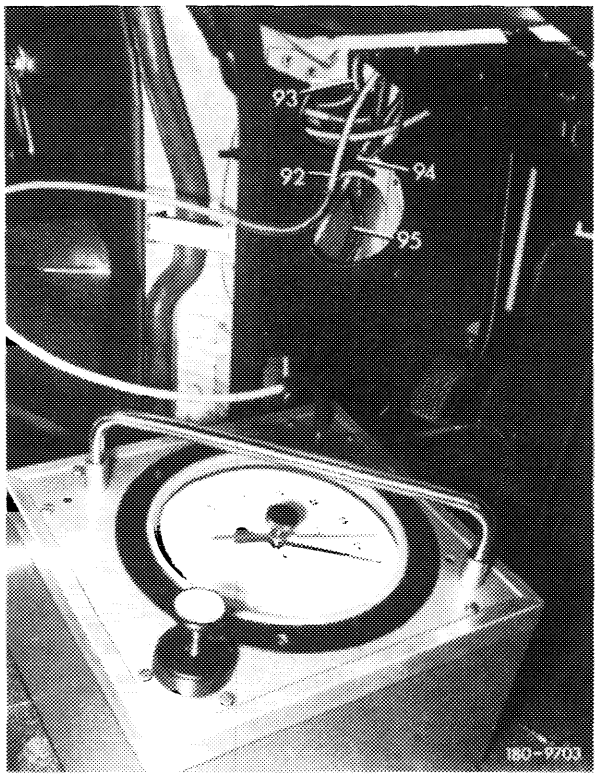
15 Check righthand driver's door at line (92 or 93) of respective circuit. Connect tester and evacuate.

16 If the readout on pressure gauge changes when checking these circuits, renew 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.

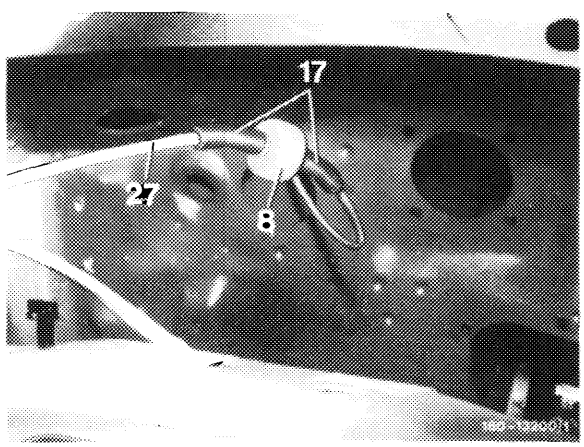
19 If readout on pressure gauge changes when checking these circuits, replace vacuum element of lefthand rear door (80–220).



Leaking locking and unlocking circuit

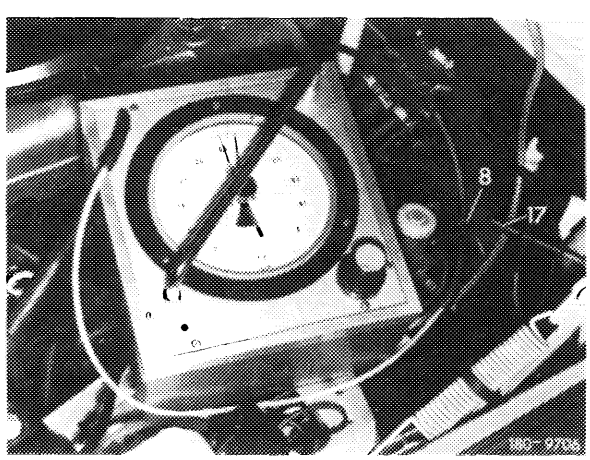
20 If both circuits are leaking, the check valves may be leaking.

Attention!
Since May 1975, a check valve is additionally installed in suction line (27) under instrument panel. 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.



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

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

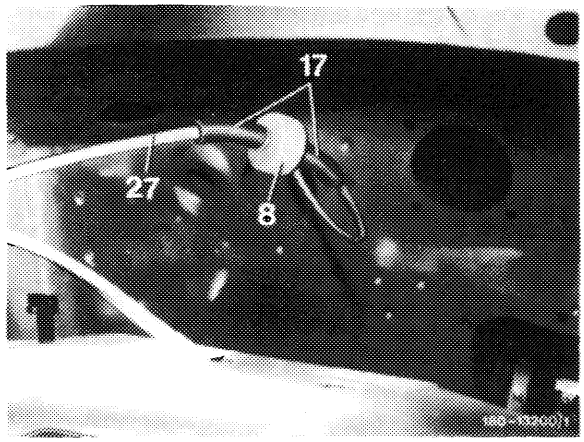


23 In such a case, remove cover at left under instrument panel.

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.



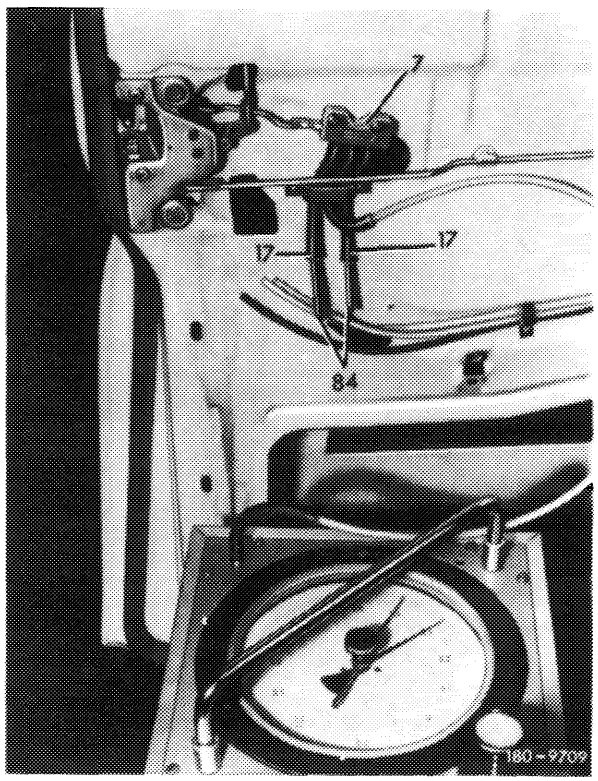
27 In such a case, remove door lining and check vacuum switch.

28 For this purpose, pull locking and unlocking line from vacuum switch (7) and close connecting pieces (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 reservoir

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

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