

## Central locking system

### Assembly overview

#### 1 - Vacuum line

#### 2 - Right-front door lock actuator

- ◆ Removing and installing ⇒ [page 57-12](#)

#### 3 - Vacuum line connectors

- ◆ Disengage harness connectors ⇒ [page 57-42](#)
- ◆ Additional vacuum line connectors are located at bottom of A-pillar and in boot at B-pillar

#### 4 - Right-rear door lock actuator

- ◆ Removing and installing ⇒ [page 58-14](#)

#### 5 - Fuel filler flap lock actuator

- ◆ Removing and installing ⇒ [page 57-46](#)

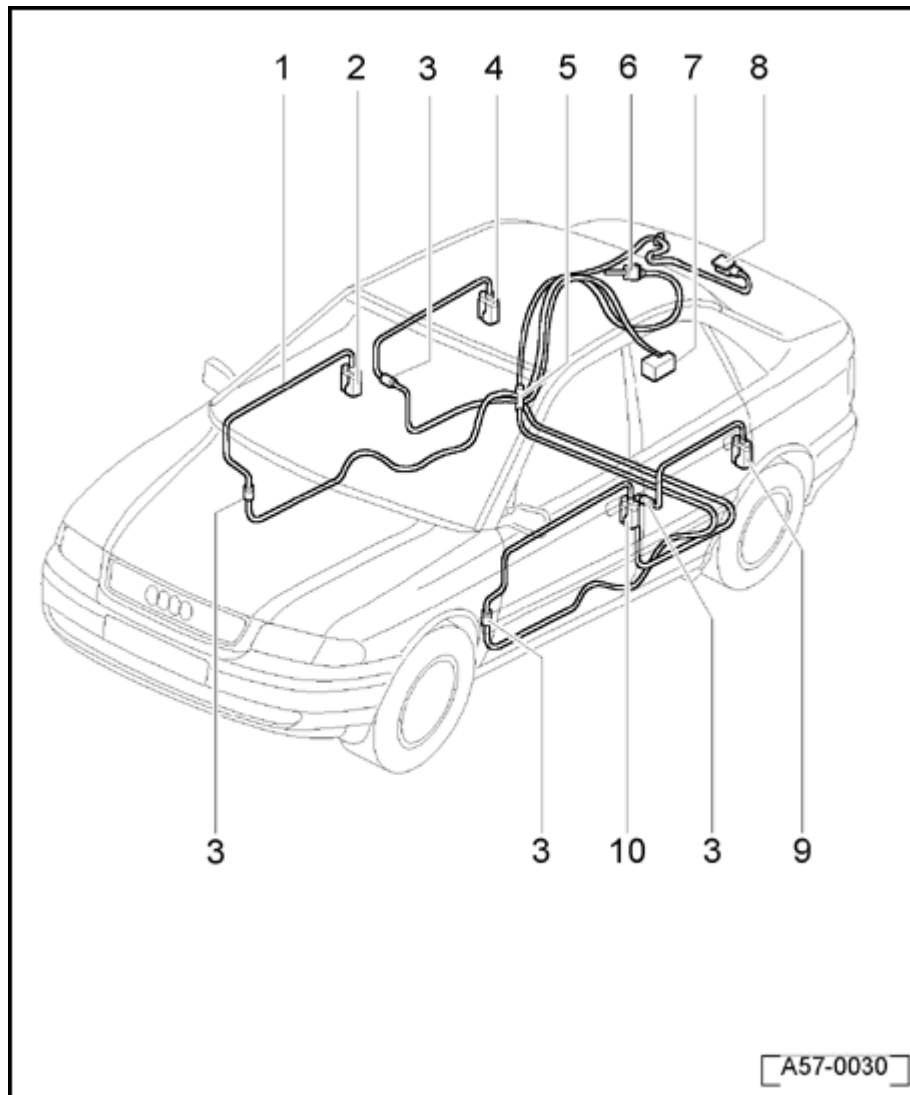
#### 6 - Central locking system pump

- ◆ Removing and installing ⇒ [page 57-49](#)

#### 7 - Distribution box

- ◆ Connected with all other wires excluding wire for rear lid

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**8 - Left-front door lock actuator**

- ◆ Removing and installing same as for right door

**9 - Rear lid lock actuator**

- ◆ Removing and installing ⇒ [page 57-47](#)

**10 - Left-rear door lock actuator**

- ◆ Removing and installing same as for right door

## Repairing central locking system

For additional information ⇒ Electrical Wiring Diagrams, Troubleshooting & Component Locations binder.

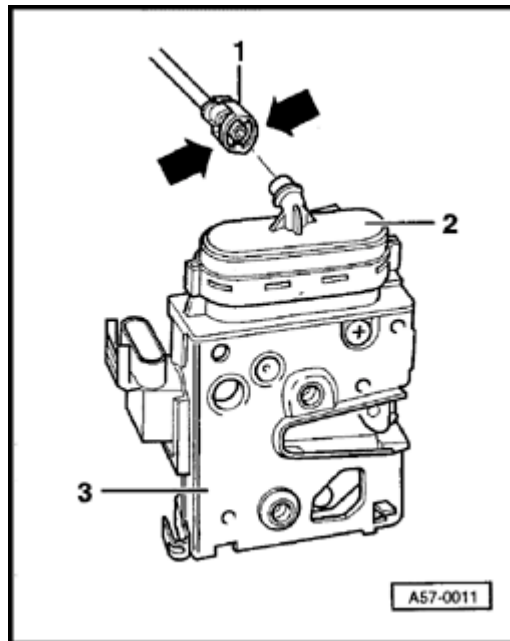
### **Notes:**

- ◆ *After the car has been parked for a lengthy time and/or after replacing the central locking system pump, the central locking system will not function properly until prompted repeatedly.*
- ◆ *When the system is operating correctly, all locks will close within 2 seconds.*
- ◆ *If the pump operates for longer than 5 seconds, there is a leak in the system.*
- ◆ *When there is a leak in the system, the pump must not run for more than 30 seconds. The pump's control unit must shut it off at this point.*
- ◆ *All the lock actuators are equipped with special vacuum line connectors that must lock when plugged in.*

## Vacuum line connectors, disengaging

### Note:

*Do not simply pull on the lock actuators to disconnect; the locking mechanism installed on the harness connector must first be disengaged.*



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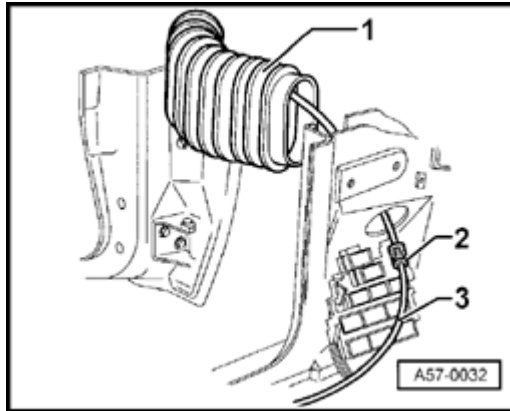
- To disengage lock, squeeze harness connector on locking mechanism at arrows.
- Disconnect harness connector.

### **Damaged vacuum line, repairing**

- Remove damaged area using knife.
- Cut connecting line e.g. ET-Nr 533 862 225 to proper length and push onto vacuum line.

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### A-pillar vacuum line connector

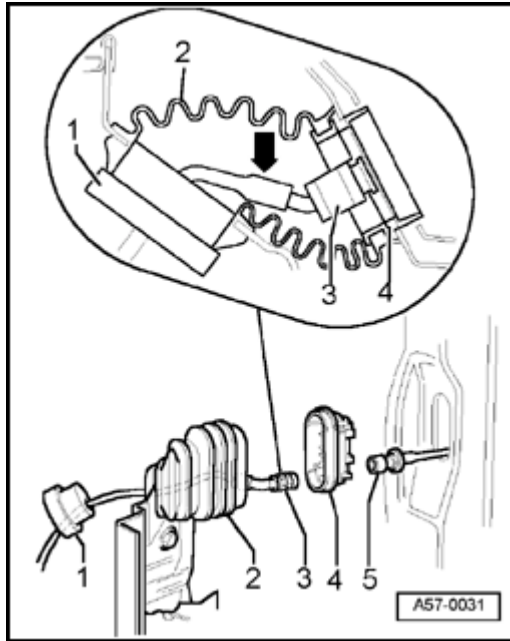
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- After removing lower A-pillar cover, vacuum line connector -2- becomes accessible at bottom of A-pillar.

1 - Boot

3 - Line to distribution box

## B-pillar vacuum line connector

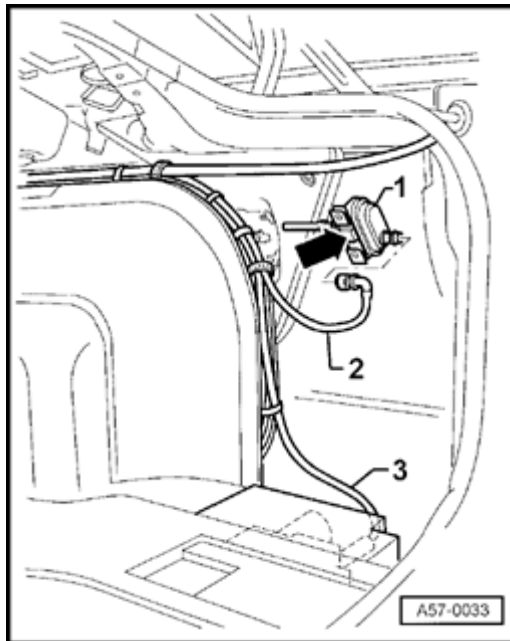
**A**

- Assemble seal -1- with cable slot at bottom.
- After removing boot -2-, vacuum line connector -3- can be removed by disengaging locking mechanism from line -5-.

**Note:**

*The 45° plug (arrow) must point toward front of vehicle.*

### Lock actuator for fuel filling flap, removing and installing

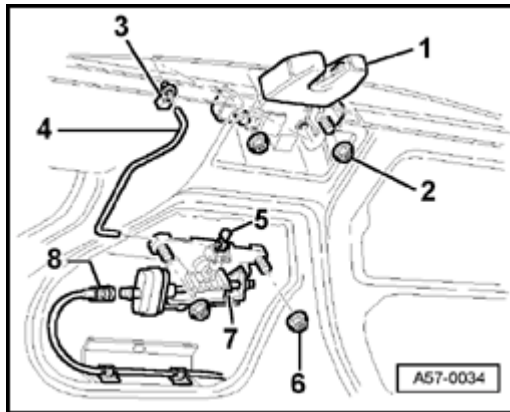
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- Disengage locking mechanism from angled plug and detach vacuum line -2-.
  - To remove, press in locking lug arrow and pull lock actuator -1- rearward and out.
- 3 - Vacuum line to the pump for central locking system



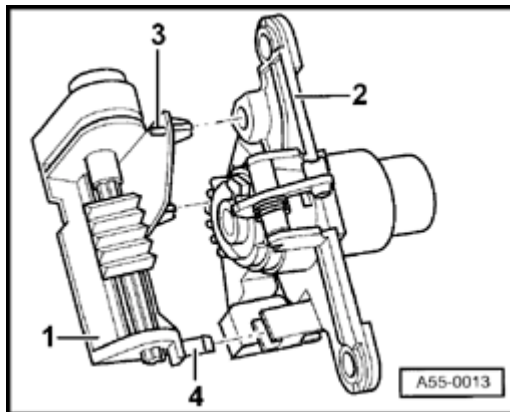
## Rear lid lock actuator, removing and installing

### Removing



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- Separate harness connector and detach vacuum line.
- Disengage operating rod -4- from clip -3-.
- Remove hex nuts -6- and remove lock actuator -7- from rear lid lock.



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- Push out retaining pin -3- (2x) remove expanding clip.
- Push clip -4- back and disconnect.
- Remove lock actuator -1- from rear lid lock.

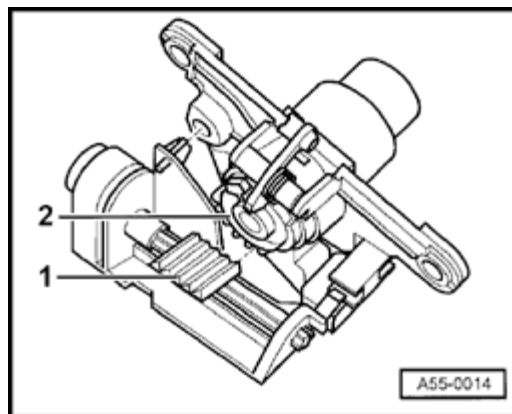
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## Installing

- Set lock cylinders in "open" position.

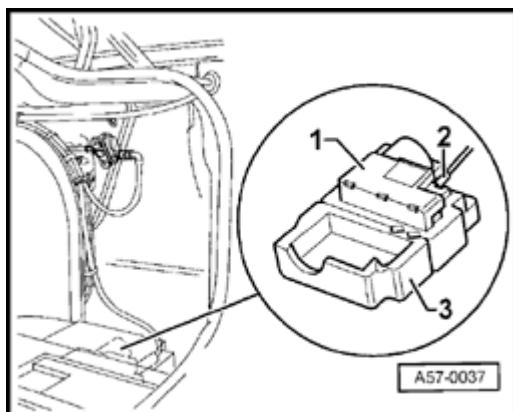
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- Push ridged plate -1- to left. The first ridge of the plate -1- must snap into the first groove on the grooved segment -2-.



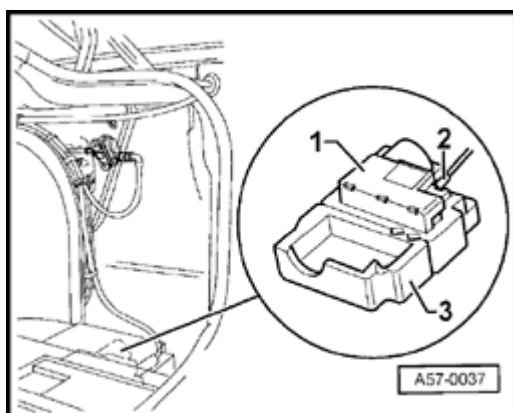
## Central locking system pump, removing and installing

The pump for the central locking system is located in the right-rear of the luggage compartment under the luggage compartment trim.



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- Fold back luggage compartment trim and remove insulation -3- with pump for central locking system -1-.
- Disengage connecting line -2-.



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- Open insulation, disengage electrical harness connectors and remove connector -2- for vacuum line.

### **CAUTION!**

**After disconnecting all three connectors from the central locking system pump, ensure that the middle 6-pin connector (for power supply) is always plugged in last.**