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
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.*

- 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.
A-pillar vacuum line connector

- 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

- 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

- 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

- 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.

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

- Set lock cylinders in "open" position.

- 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.

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

- 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.