

Audi 80 Lock Cylinder Replacement

http://translate.google.com/translate?hl=en&sl=ru&u=http://cage.nm.ru/zamok/&ei=Z_6yTKC_BoyYvAPQrsy8BQ&sa=X&oi=translate&ct=result&resnum=1&ved=0CBkQ7gEwAA&prev=/search%3Fq%3Dhttp://cage.nm.ru/zamok/%26hl%3Den%26cl

from: <http://forums.quattroworld.com/a6100/msgs/13713.phtml>

Tools Required:

- Phillips screwdriver
- Two keys to 15 (possible head)
- head at 24
- a set of bits "Hex Star" with the deepening of the center

Removing the ignition lock.

- For convenience, the first thing is better to remove the wheel (photo 1). To do this, gently pull off the steering pad (the one button signal), disable the connector signal heads at 24 unscrew the nut and make a mark on the steering wheel and the pulley to which it puts remove the wheel (the labels are needed to deliver and then driving the same position where it was before removing). In principle, this item is optional, but life easier:).



- Next, remove the dashboard. To do this, unscrew the two screws that secure the steering column cover (photo 2) and remove the cover. Further twisting the two screws securing the instrument panel itself (photo 3) and Veneman panel. For convenience, better unplug the two connectors from the tidy and put it aside.



Next the camera got the batteries and the process failed to impress ... : (

- If you want to replace only the Contact Group, then the lock can not shoot. You can look through the window and see a tidy two small screws that secure the contact group to the body of the castle. They are filled with blue (in my case) paint (photo 4). A thin screwdriver, unscrews the two screws and Veneman, a contact group from the lock box.



- If you want to replace grub lock or still need to remove the lock for some reason, proceed as follows. In order to detach the lock of the steering column I had to unscrew the last one. To do this using two keys at 15 unscrew the two bolts securing the steering column to the body. Next I had to disconnect the column and the steering rack (in the legs, the pedals). *(I've heard that someone turned out pull lock without disconnecting the column from the rack, but I thought it would be faster to disconnect than to find a way around this procedure.)* It requires only unscrewing the two nuts. As a result, the steering kolnku can move relatively freely.
- Now you can shoot directly to the castle. To do this using the "star" with a deepening should unscrew the bolt that secures the lock body. *(If you do not have this tool, you have to drill out the pin in the bolt head. The operation is not a pleasant one and will take about another hour of time. So I advise all the same find the very same "star";)* then lock without any problem removed from the steering column.

Disassembly of the ignition.

- Now at home you can do the extraction of larva. The larva is fixed in the lock with the latch located on the most larva (photo 5) and groove on the inner side of the body (photo 6). In order to extract the larva will require drill a small hole in the lock with a diameter of 3-4 mm. Throughout the literature, which I came across said that the hole has to come right on the border extruded rectangle on the lock. In fact, the hole needs to be done a little closer to the center of the rectangle, ie in the corner closest to the ribs (photo 7).



- Once a hole drilled appears access to the catch (photo 8). With an awl or small screwdriver to press the latch and pull the larvae out of the housing. Maybe not immediately, but sooner or later it will be in your hands (photo 9).



- As seen in photo 8 in my case the cause of dismantling the castle became a snap off blade on the end of the larva, which was responsible for the rotation of the contact group. As can be seen on the photos, the detail, which was this same blade can be removed from the most larvae. And if you find the same item, but with the whole blade, then the larvae can "revive". I was lucky and I was given to striker, who died as a result of the barbaric acts hijackers. But this was a striker blade is still alive (photo 10).



- To replace the parts with a shovel to using a thin (about 1 mm) rod knock pin and the part comes off easily (11). Next, put a new blade and hammering pin (photo 12). Verifies that the larvae and proceed to build the castle.



Assembling the ignition.

- It's all simple. To install the larvae need to combine the "locks" on the body of the larva (photo 13) and of the ignition switch (photo 14) and insert the larva until it snaps into the catch (photo 8). Next, check that the established state paddle larvae (Photo 15) coincided with the mating of the contact group (photo 16) and to establish a contact group.



At this stage, may have little difficulty, due to the fact that the body of the contact group may be slightly cracked (as in my case) and install it, it can not be inserted in the reserved for him at recess in the lock. I just pushed a little harder ... :)

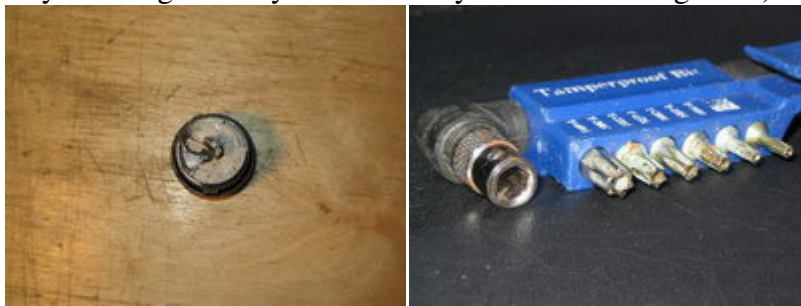
Next, tighten the bolts that hold the contact group, and you can put the castle náměstí.

Install the ignition lock.

- Install in the reverse order of removal. If you have completed all of the above, the installation will not cause any trouble:).

I want to warn owners of Audi 80 **91-year issue and younger (> 91)**. For locks to be installed on machines with the 1991 release, there are only genuine striker. The cost of the original larvae to March 2005 amounted to 1700 rubles. Not the original **is not in nature!** The earlier castles are unoriginal larvae to 350 rubles. Though outwardly they **are very** similar, but **they are still different!** The difference lies in the inclination angle of the blade itself with respect to "lock" on the body of the larva (photo 18). Ie If a striker and will establish a contact group may not be in that position.

In the photo 18 shows the original larva with the correct slope shoulder, and on photo 19 set the very 'cunning stars' by which was vykruchen 'cunning bolt':)



Number of original larvae **4A1 905 855**