

Volkswagen Corrado 1990 - 1994

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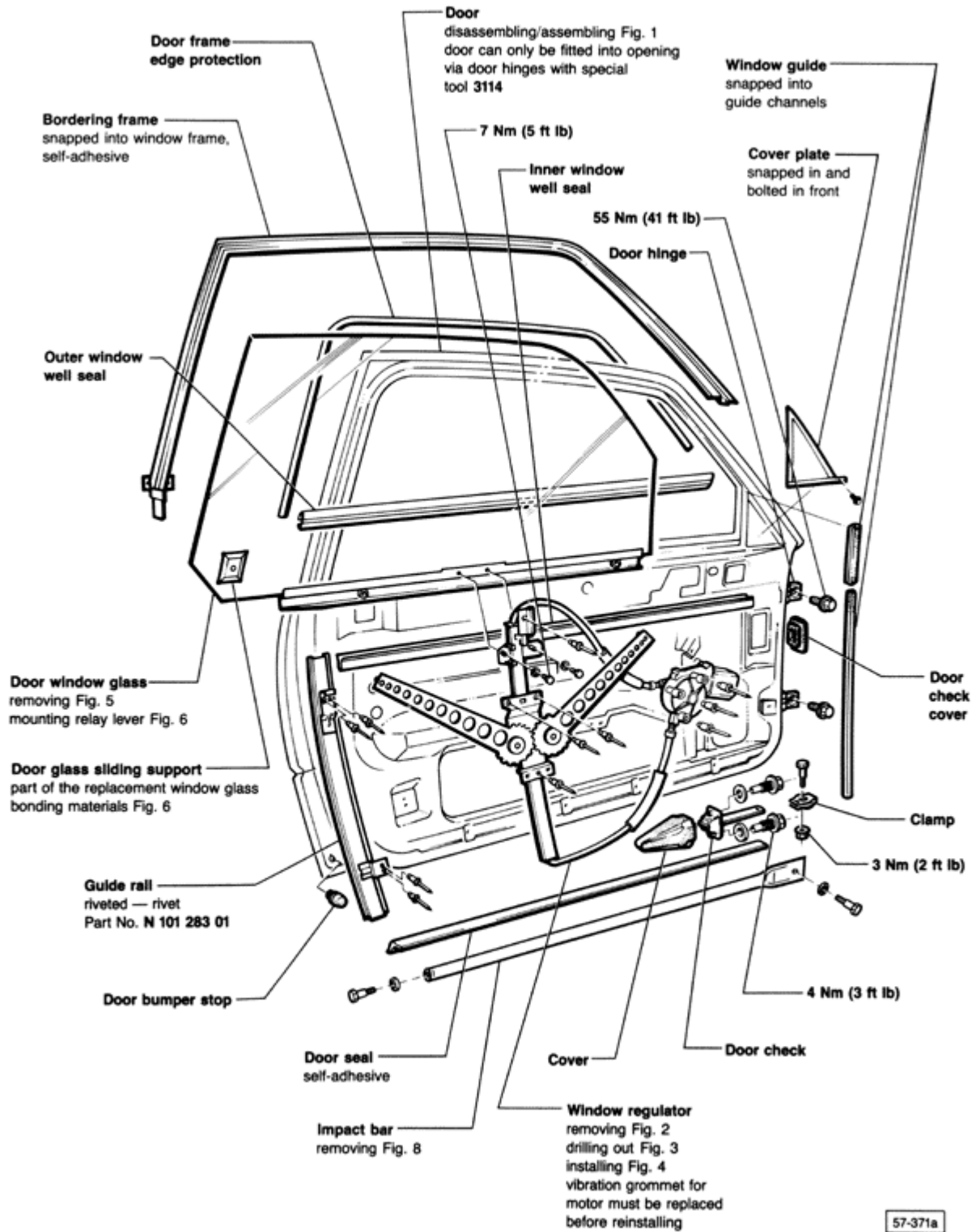
Window regulator

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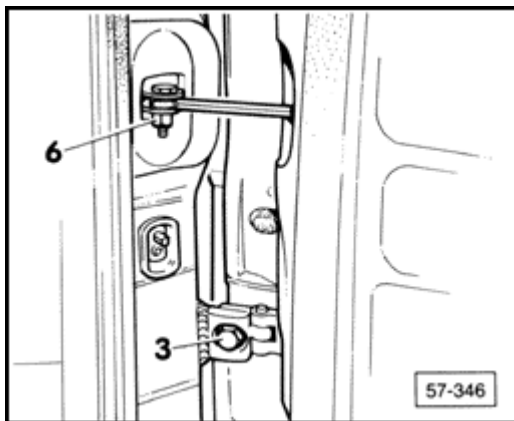
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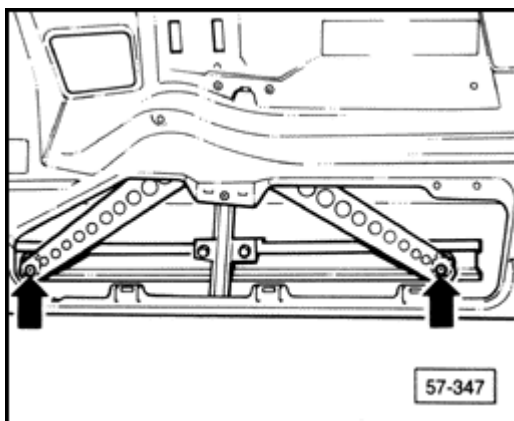
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A

Fig. 1 Door, removing/adjusting

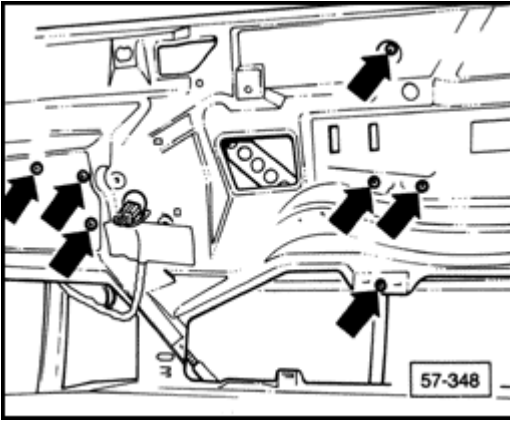
- unscrew nut **6** and pull out bolt
- remove hex head bolt **3** from upper and lower hinge part
- remove door with help of a second mechanic
- tightening torques:
 - nut **6** = 3 Nm (2 ft lb)
 - hex head bolt **3** = 55 Nm (41 ft lb)



A

Fig. 2 Window regulator, removing

- lower door glass fully
- unscrew door glass and pull off guide arms (**arrows**)
- push door glass upward and wedge in place



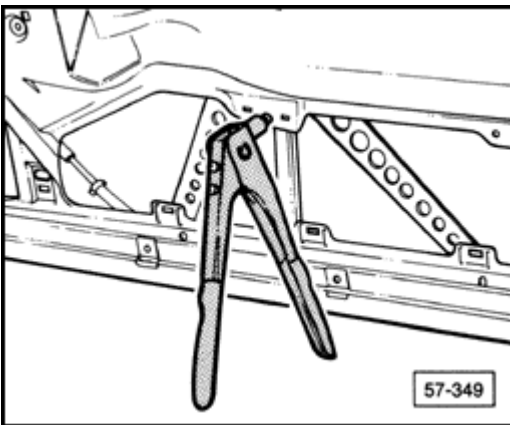
A

Fig. 3 Drilling out rivet

- drill out rivets (**arrows**) with a 5 mm (13/64 in.) drill and drive out rivet shafts with a mandrel
- remove window regulator from bottom

Notes

Check rivet points for paint damage and apply anti-corrosion primer as required.



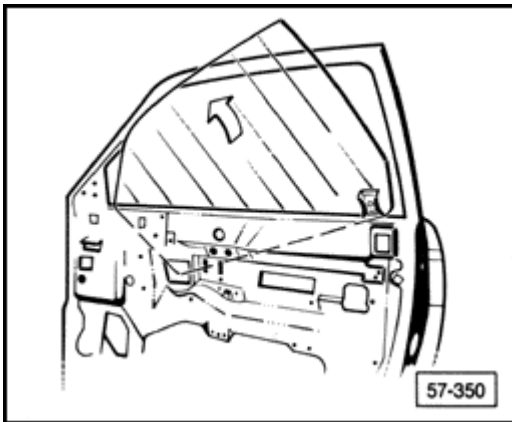
A

Fig. 4 Window regulator, installing

- insert window regulator in door and align with mounting holes
- rivet window regulator to inner door panel (rivet Part No. **N 101 283.01**)

CAUTION!

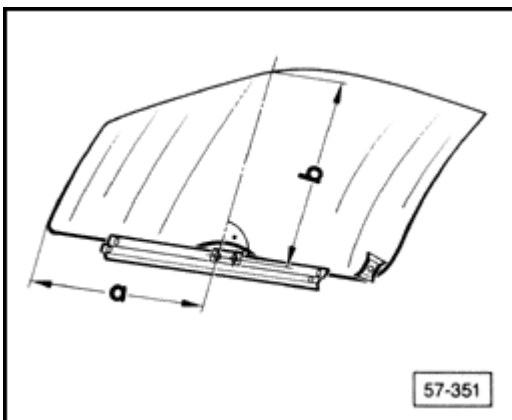
Part numbers are listed for reference only. Always consult with the Parts Department for latest information.



A

Fig. 5 Door glass, removing/installing/adjusting

- lower door glass fully
- unscrew door glass, pull off guide arms (Fig. 2), tilt door glass toward front and remove upward (window well seal, inner, removed)
 - tightening torque = 7 Nm (5 ft lb)
- when installing door glass, sliding support must engage with guide rail when door glass is installed
- adjust door glass by loosely bolting door glass together with window regulator
- raise door glass to top (glass will center) and tighten bolts
 - tightening torque = 7 Nm (5 ft lb)



A

Fig. 6 Window carrier to door glass, bonding

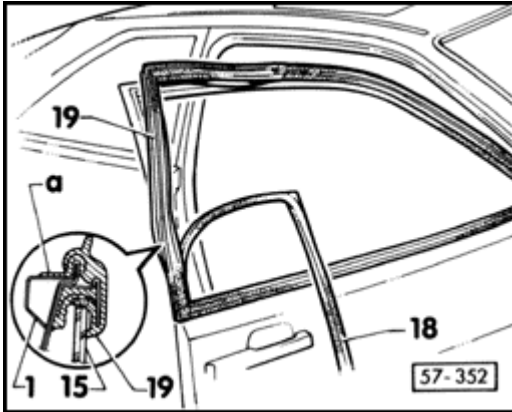
CAUTION!

Part numbers are listed for reference only. Always consult with the Parts Department for latest information.

- when repairing, area that is to be covered with adhesive should be cleaned prior to bonding (Part No. **D 009 400 01**) and primed (glass primer Part No. **D 009 200**)
-

attach window carrier to door glass with adhesive, Part No. **D 009 100 03** (small cartridge)

- prior to installation, the bonding area (window carrier/door glass) must harden for at least 24 hours
- dimensions for window carrier:
 - **a** = 425 mm (16-39/64 in.)
 - **b** = 475 mm (18-1/2 in.), curvature of glass not included



A

Fig. 7 Trim frame, removing/installing

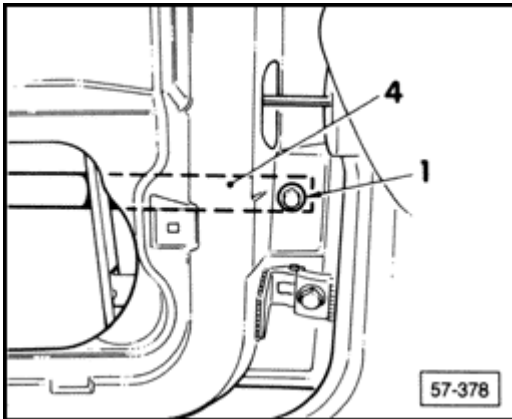
- remove cover (triangular plates inside and out)
- pull off edge protection **18** from flange
- snap off trim frame **19** from flange trim frame
 - trim frame is bonded with door frame at interior lip
 - a** - adhesive surface
 - 1** - door frame
 - 15** - door glass

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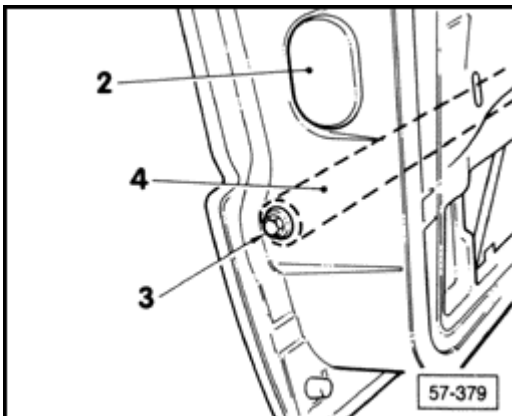
- install by inserting trim frame into rear portion of window well
- push trim frame down and press onto flange from upper corner
 - remove protective paper on adhesive tape only after trim frame has been properly seated



A

Fig. 8 Impact bar, removing

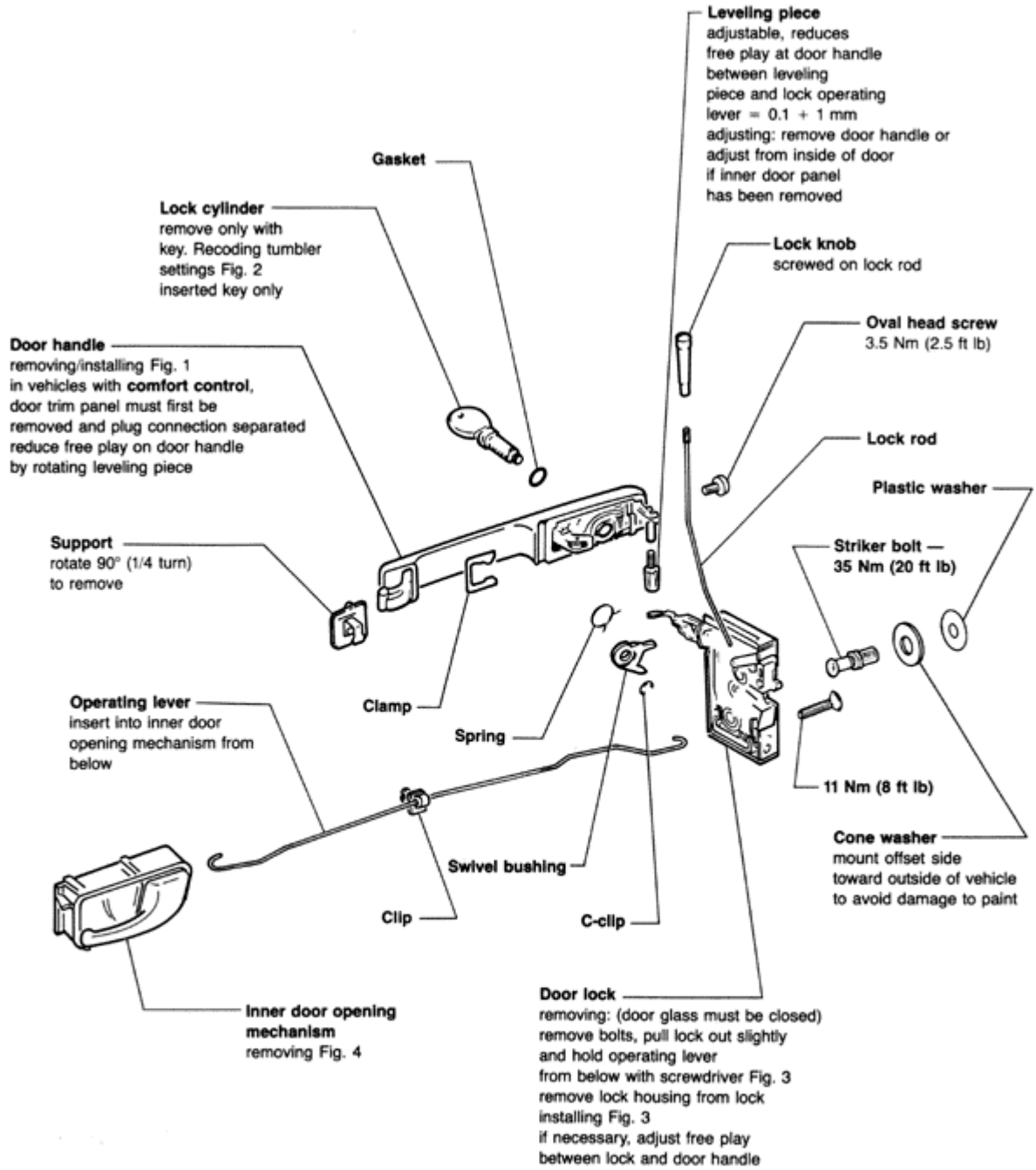
- remove inner door panel and plastic moisture barrier, [Repair Group 70](#)
- remove guide rail
 - 4 - impact bar

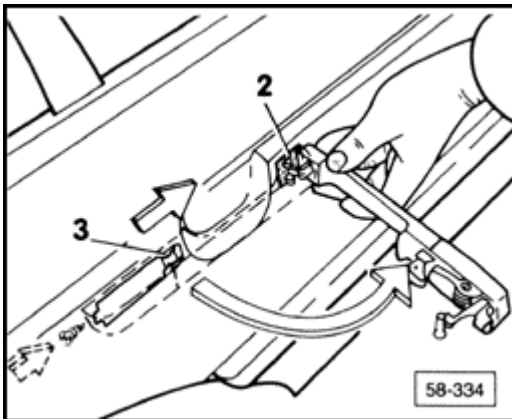


A

- pry off cover cap **2**, remove hex head bolts **1,3** and take out impact bar from mounting opening
 - tightening torque = 25 Nm (18 ft lb)

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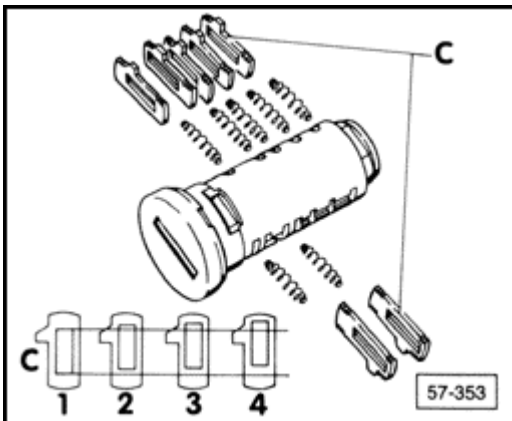




A

Fig. 1 Door handle, removing/installing

- remove bolt and washer assembly
- push door handle in direction of arrow and pivot out of door
- when installing check washer **2** and clip **3** for damage
- check tolerance (free play of door handle) between leveling piece and operating lever. If necessary, adjust through rotating leveling piece
 - 0.1 + 1 mm
 - torque fastening bolt 7 Nm (5 ft lb)



A

Fig. 2 Identical tumbler setting, maintaining

- matching tumbler settings in vehicle can be made by rearranging tumblers **C**
 - possible locking plate sizes = 1 2 3 4

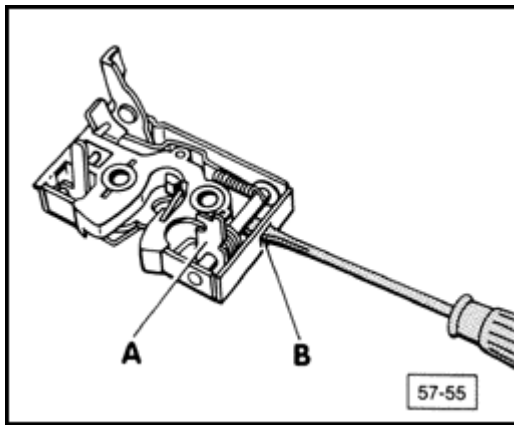
CAUTION!

Part numbers are listed for reference only. Always consult with the Parts Department for latest information.

Notes

Lubricate tumblers and springs with lubricant, Part No. G 000 400, and insert lock cylinder guide

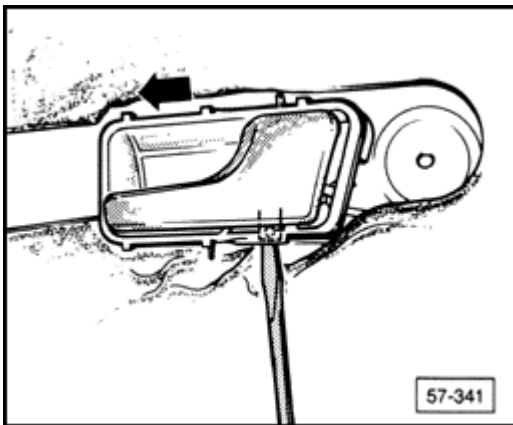
channels.



A

Fig. 3 Door lock, installing

- pull operating lever **A** 90° and fasten through opening **B** with screwdriver
- check tolerance (free play of door handle) between leveling piece and door lock operating lever, if necessary, adjust by rotating leveling piece
 - 0.1 + 1 mm, see [page 57-6](#)

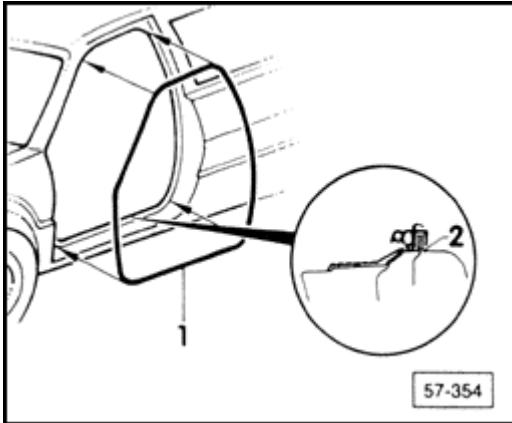


A

Fig. 4 Door inner handle, removing

- push flange out of hole in inner door panel with a screwdriver
- push door handle in direction of arrow

Door inner seal, removing



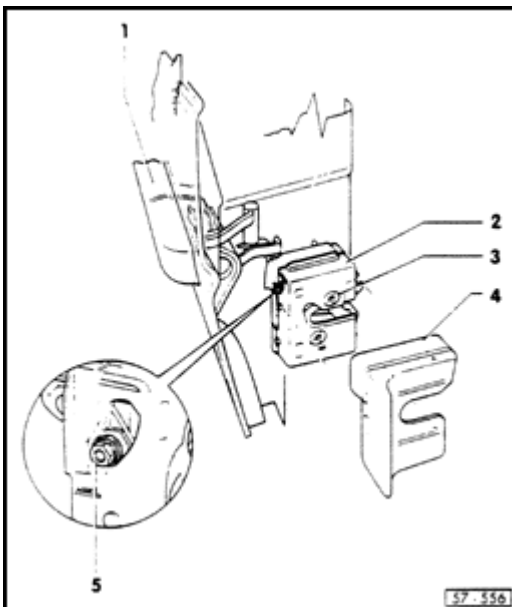
A

- remove or loosen inner trim, see [Repair Group 70](#)
 - door inner seal 1 is fitted on door flange 2

Door inner seal, installing

Reinstall in reverse order of removal.

Door lock with freeplay adjustment as of VIN 50 NK 015 279

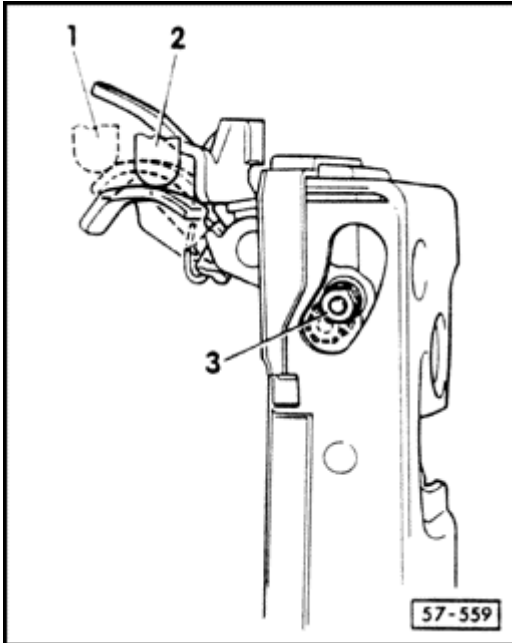


- 1 - Door handle
- 2 - Door lock with freeplay adjustment
- 3 - Bolt
 - 20 Nm (15 ft lb)
- 4 - Cap
- 5 - Nut
 - with freeplay adjustment

Removing

- unclip cap **-4-**
- remove bolts **-3-**
- pull away door lock **-2-** slightly and lock operating lever with 3 mm mandrel
- pull out door lock and unhook pull rod from inner lock mechanism

Installing



- loosen nut -3- with 5.5 mm wrench
 - release lever will give way
 - right side = left hand thread
 - left side = right hand thread

1 Assembly position

- install door lock
 - freeplay adjustment actuated between release lever and actuating lever

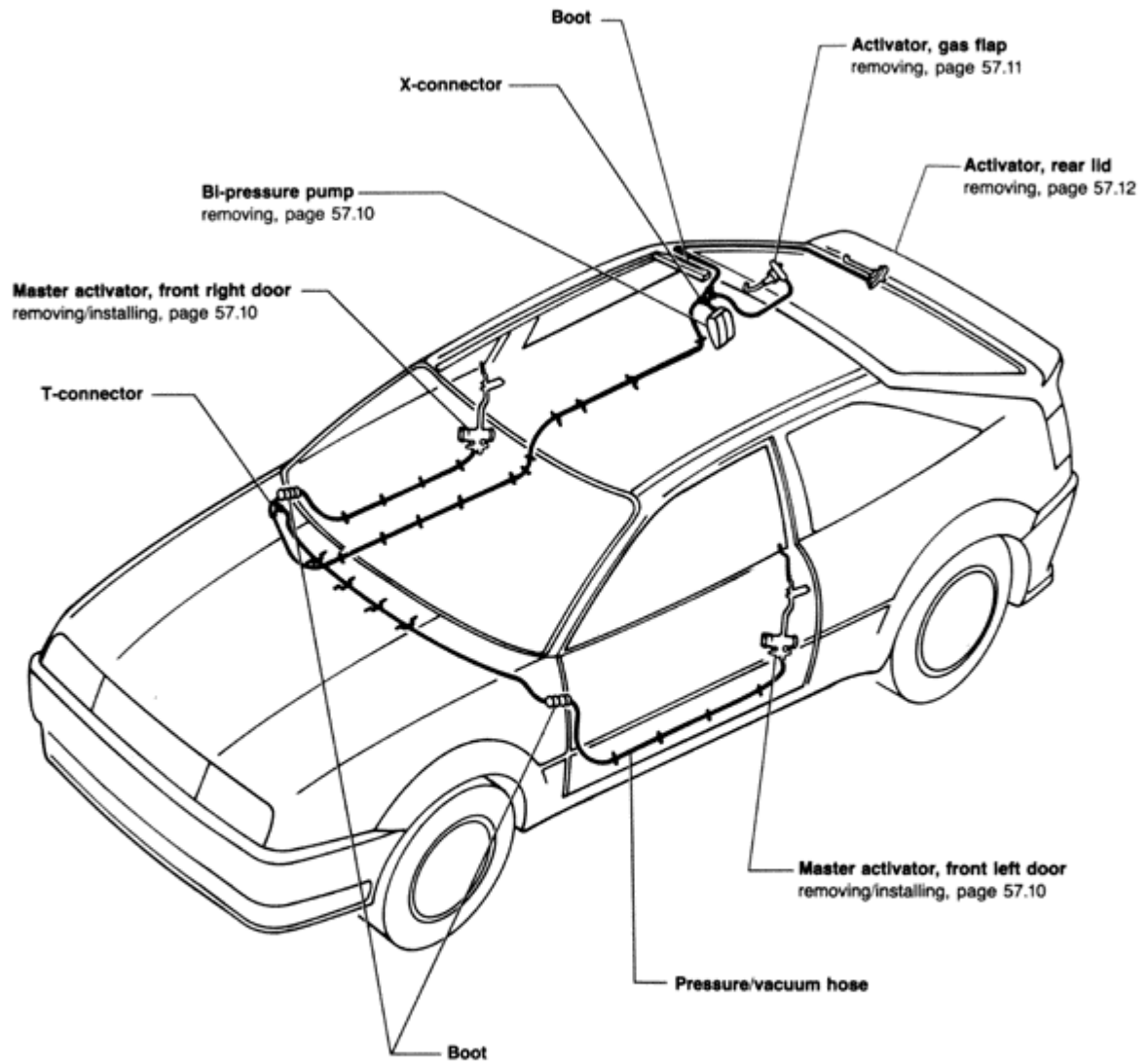
2 Installed position

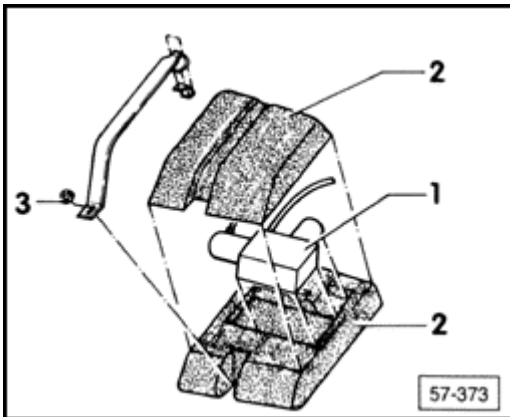
- tighten nut -3-
 - use torque wrench **VAG 1783** and insert **VAG 1784** or equivalent
 - torque to 2.4 Nm (2 in. lb)
- check for proper function

Notes

This adjustment must be made whenever the door handle is removed, replaced or reinstalled.

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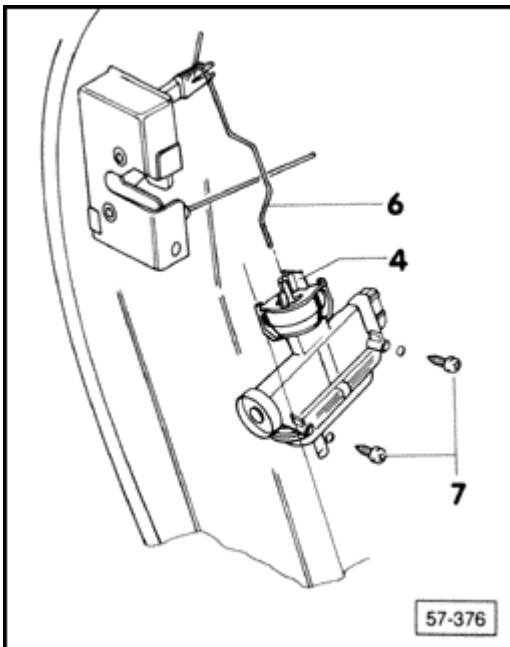
A

Fig. 1 Bi-pressure pump, removing

- loosen right luggage compartment trim in rear area
- remove hex nut 3
 - tightening torque = 6 Nm (4 ft lb)
- remove bi-pressure pump 1 from deadener 2

Bi-pressure pump, installing

Install all components in reverse order of removal.

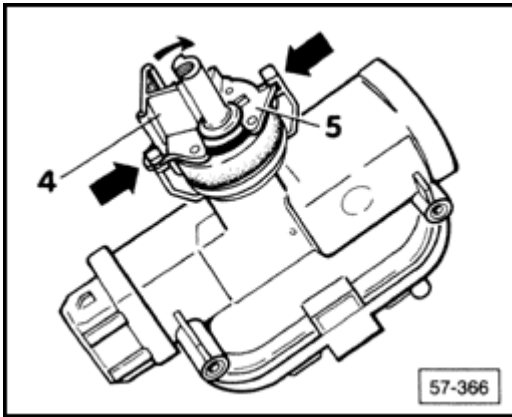


A

Fig. 2 Master activators, removing

- close window
- remove door trim, [Repair Group 70](#)
- carefully remove door film

- remove pressure line and connector from switch element
- open hinge and activator **4** and unhook lock rod **6**
- remove screws **7**



A

Fig. 3 Master activators, installing

Notes

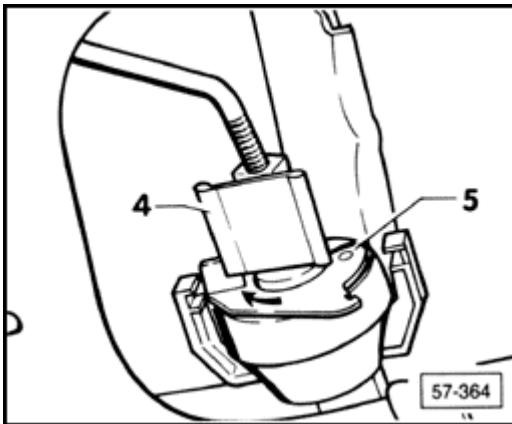
For lock rod assembly, activator and door lock must be in locked position.

Door lock on driver's side must be in **closed** position.

- lock washer **5** must be locked
- push in lock rod and close hinge **4**

CAUTION!

Do not pull lock rod downward when pushing in.

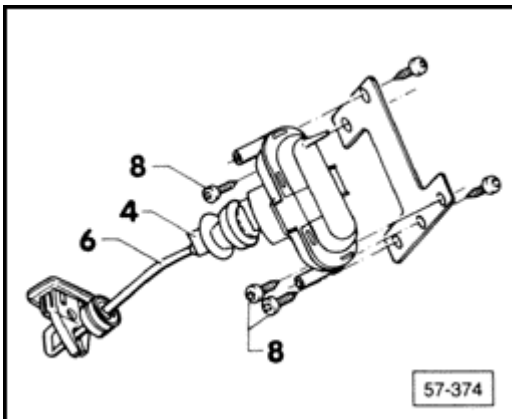


A

Notes

When locking, hinge 4 must turn lock washer 5 and unlock.

- conduct functional test, [page 57-13](#)



A

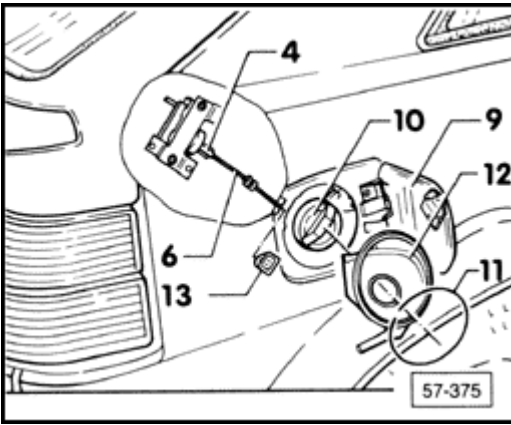
Fig. 4 Gas flap activator, removing

- remove pressure line on activator
- remove screws 8
- open hinge on activator 4 and unhook lock rod 6

Gas flap activator, installing

Install all components in reverse order of removal, noting adjustment of activator, [page 11a](#)

Gas flap lock rod, removing



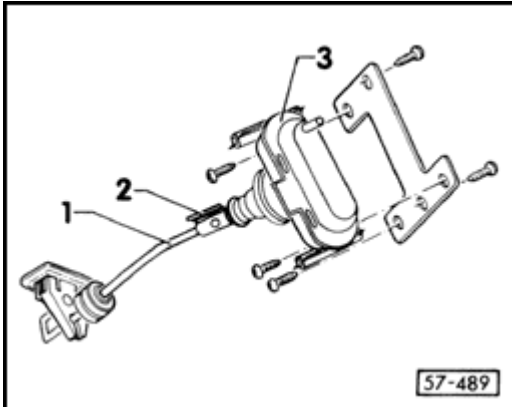
A

- open hinge on activator **4** and unhook lock rod **6**
- open gas flap **9**, unscrew tank lock **10**
- unhook lock ring **11** and pry out rubber sleeve **12**
- screw on tank lock **10**
- unclip lock plug **13**
- pull lock rod **6** downward out of tank opening

Gas flap lock rod, installing

Reinstall all components in reverse order of removal.

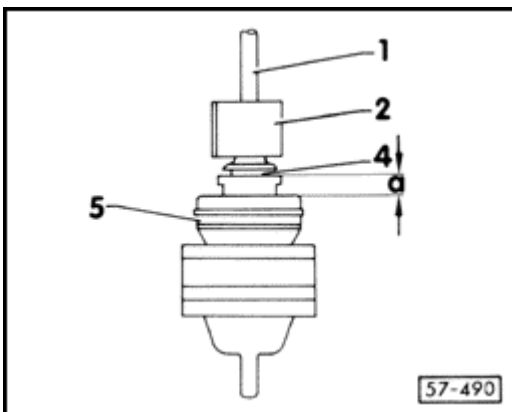
Gas flap activator, adjusting



Notes

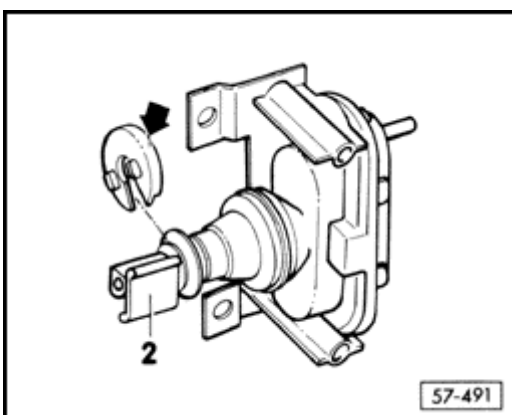
Gas flap activators must be adjusted on vehicles that are not equipped with the 4.0 mm (5.32 in.) distance spacer. The spacer is not available as a replacement part, and may not be retrofitted to earlier vehicles.

- hook lock rod 1, hinge 2 on activator 3



- pull lock rod 1 out of activator until pretension distance **a** between support 4 and rubber boot 5 is attained

a = 4.0mm (5/32 in.)

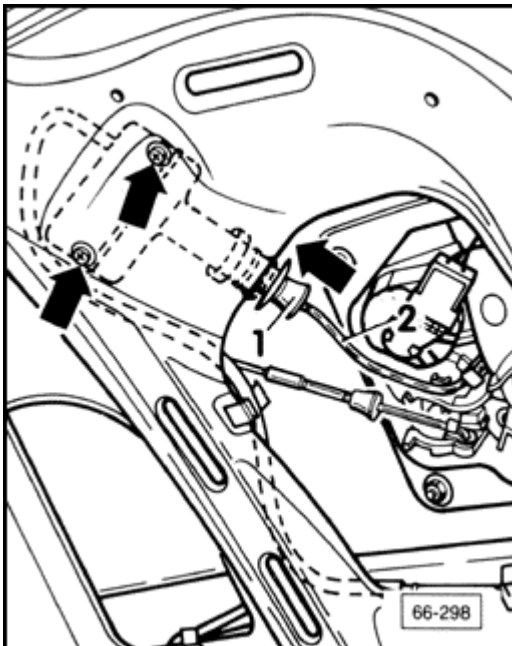


Notes

From VIN 50 MK 002 478, a 4.0 mm (5/32 in.) spacer (**arrow**) is installed to maintain pretension

distance a

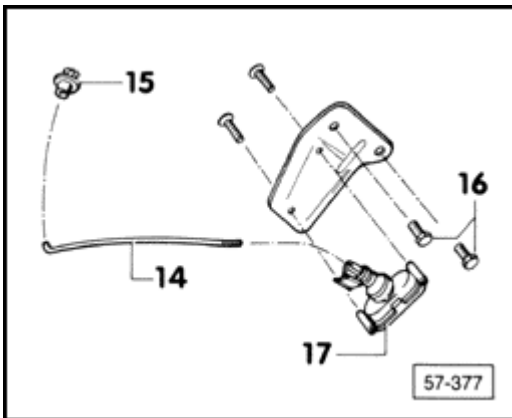
- if gas flap activator is replaced, the spacer may be transferred to the replacement activator
- close hinge **2** on activator



A

Fig. 5 Activator for rear lid, removing

- turn clips (**arrows**) 90° (1/4 turn) (unlock) and unclip inner trim for rear lid



A

- remove pressure line from activator **17**
- unclip tension rod **14** from clip **15**
- remove hex head bolts **16**
 - tightening torque = 10 Nm (7 ft lb)

Activator for rear lid, installing

Install all components in reverse order of removal.

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Central locking, checking

Notes

All locks must close within approximately 2 seconds. If the bi-pressure pump runs longer than 5 seconds, either the linkage or the activator is not correctly adjusted or the system has leaks.

*The shut-off point in the activator is not attained if the linkage is not adjusted correctly - bi-pressure pump "**pulses**." After 35 seconds the control unit must shut off the bi-pressure pump.*

Test conditions

- rear lid and gas flap must be closed
- windows completely open

Locking, checking

- push lock button on either door down
 - both lock buttons must go down, both doors, rear lid and gas flap are locked
- repeat on passenger door

Notes

The central locking procedure can be done on the passenger side. Central locking of all activators is possible through the door locks on both doors.

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Central locking, electrical troubleshooting

Notes

Always refer to appropriate wiring diagram.

Test requirements

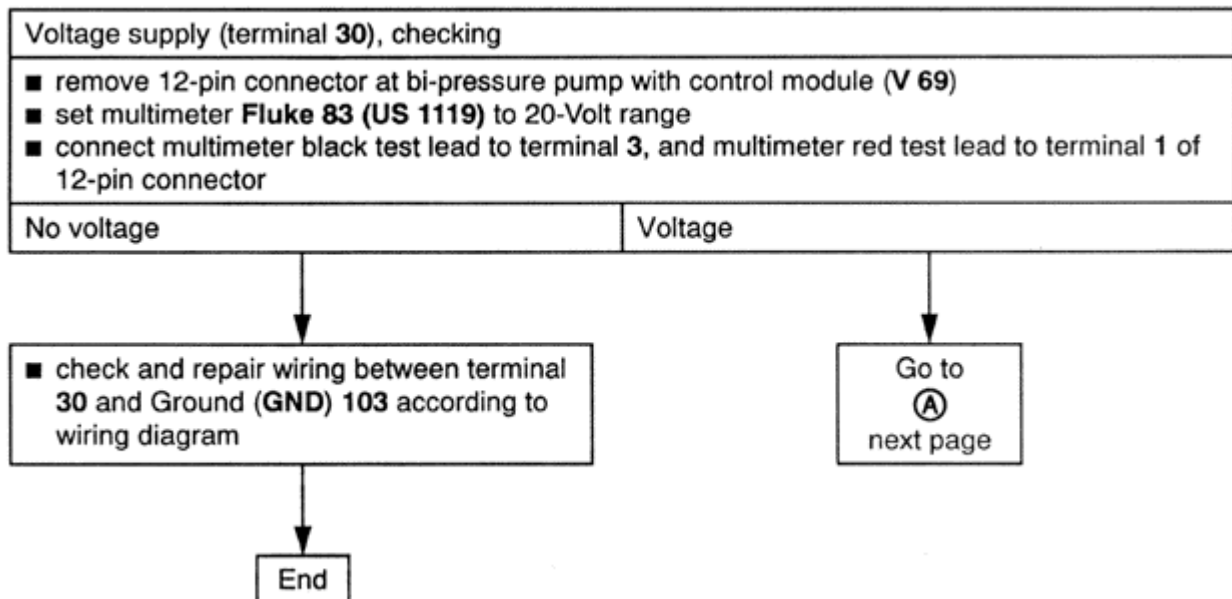
- fuses S16, S52 **OK**
- battery voltage **OK**
- vacuum system **OK**
- bi-pressure pump with control module (**V 69**) accessible
- activators properly adjusted, see [Index](#)

Tools required

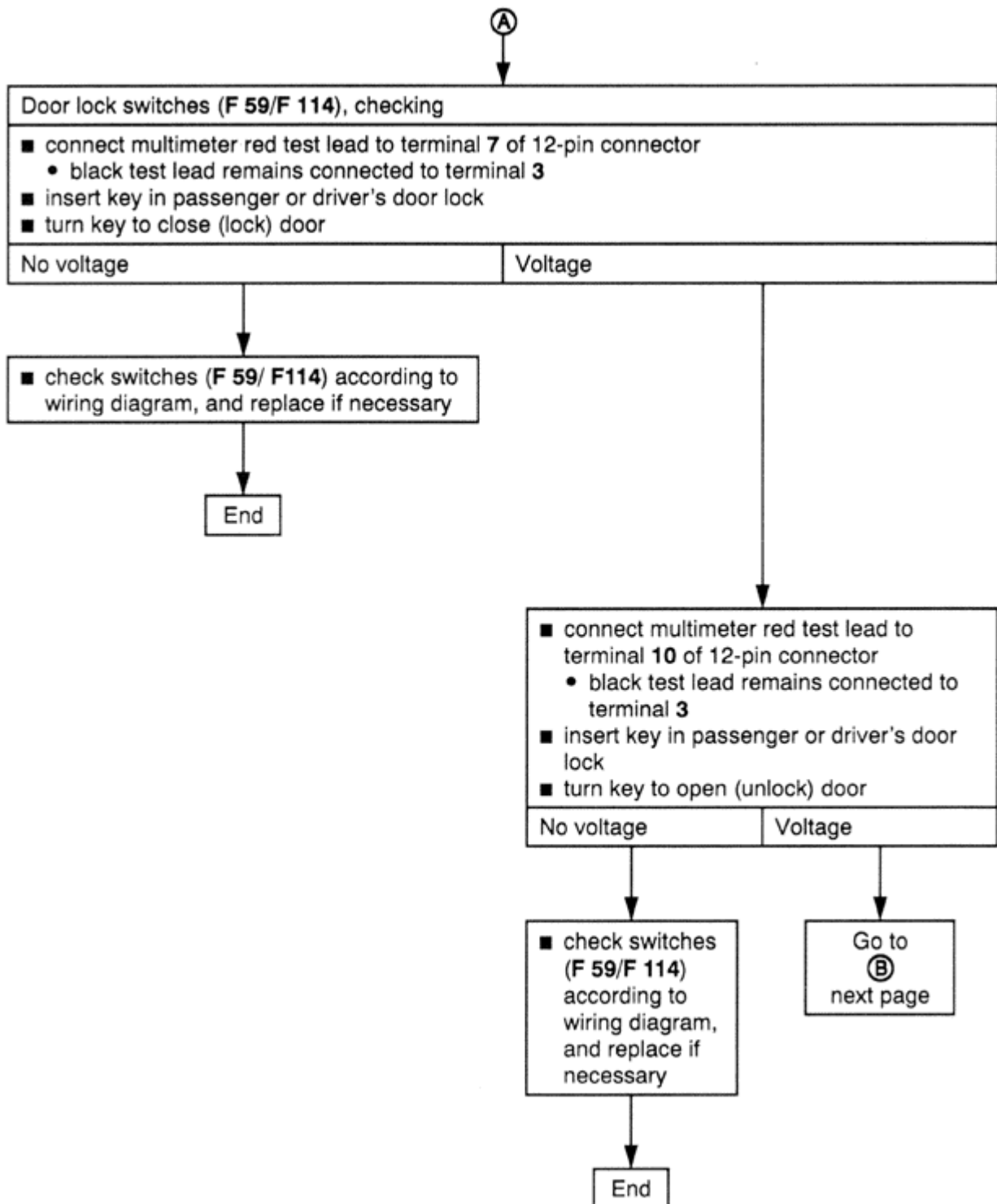
- digital multimeter **Fluke 83 (US 1119)**

Notes

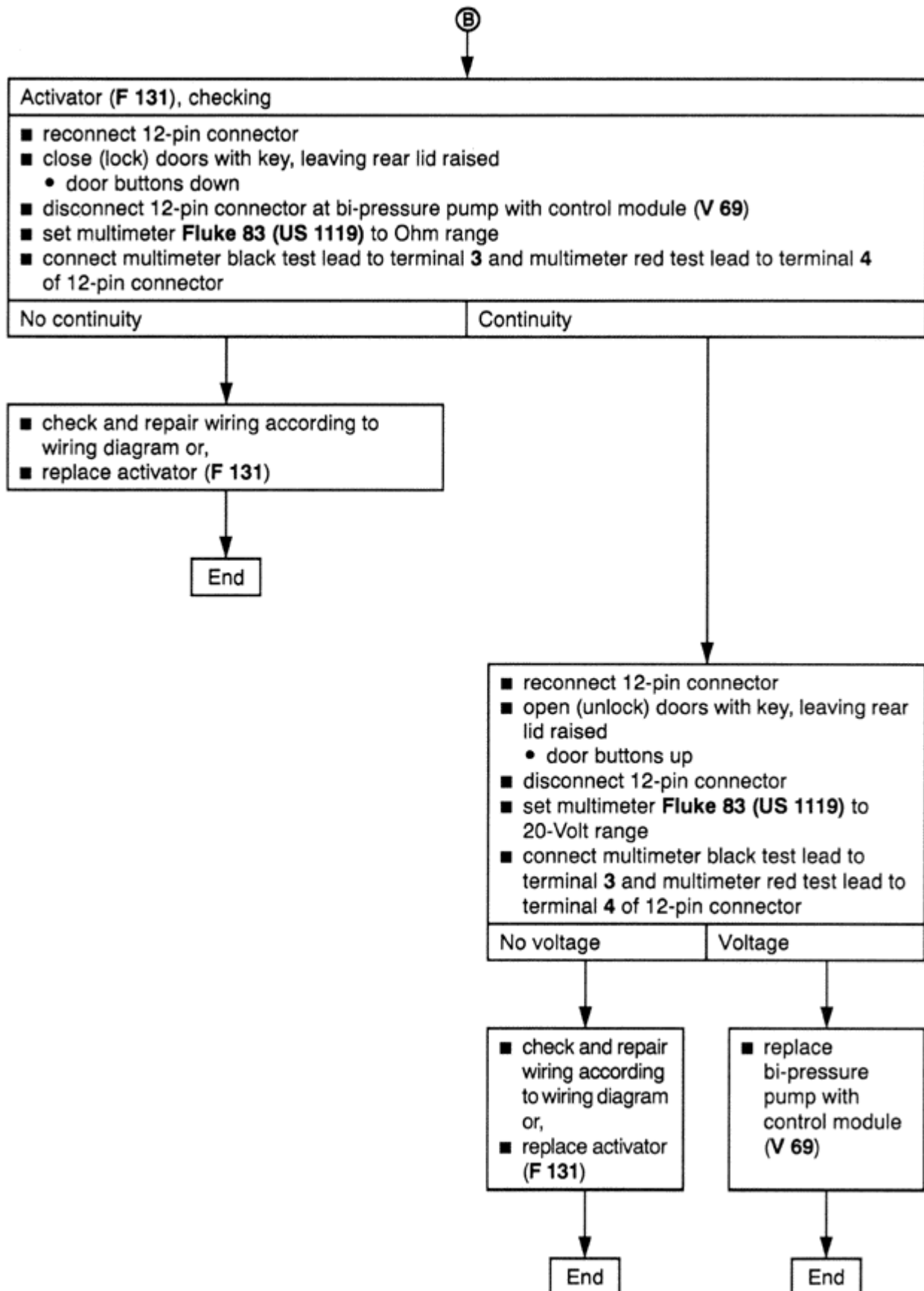
Should one or more activators not operate, check if bi-pressure pump operates longer than 5 seconds, then pulses (pumps) again. If yes, eliminate leak in vacuum system.



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Body

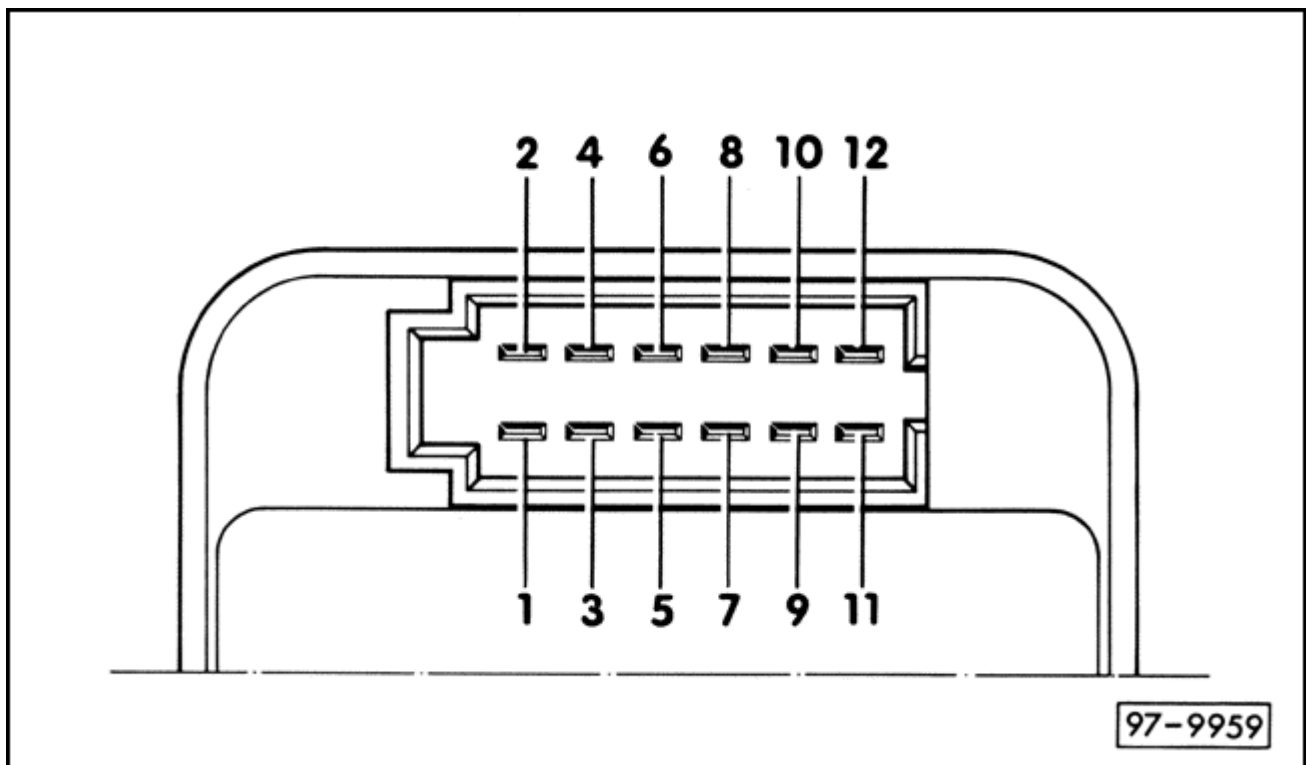
Body-Front Doors (Page 57-17)

Central locking system pump and control module, location/terminal identification

Location

The central locking system pump and control module are located in the luggage compartment, on the right.

Connector terminal identification



1 = T 12/1
2 = T 12/2
3 = T 12/3
4 = T 12/4

5 = T 12/5
6 = T 12/6
7 = T 12/7
8 = T 12/8

9 = T 12/9
10 = T 12/10
11 = T 12/11
12 = T 12/12

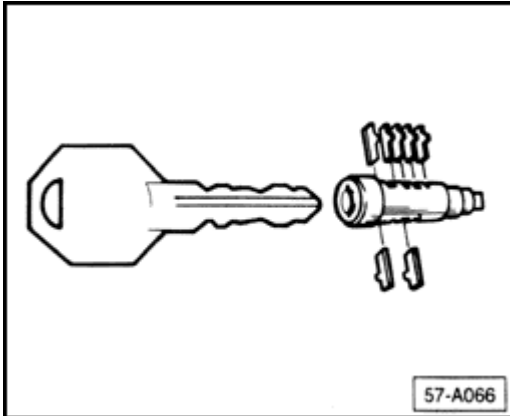
Connector color

T 12 - transparent

Notes

See wiring diagram for wire routing to connector T 12. Always refer to appropriate wiring diagram when performing any electrical tests or repairs.

Re-keying locks



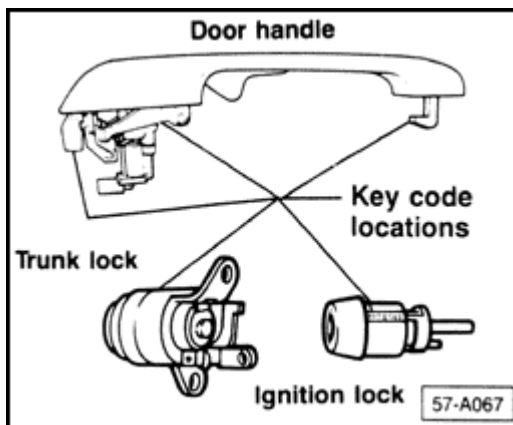
Lock cylinders cannot be ordered by specified key numbers. On most cars one-key convenience can be retained by changing the appropriate lock tumblers to match the key that is going to be used.

Notes

*Tumblers in the ignition lock **cannot** be changed.*

On certain older vehicles, the glove box key is different than the ignition key. A separate kit is available from the Parts Department to change this lock.

Key code, locating



The key code is a two-letter, four-digit number that represents the contour of the key.

- The key code may be found on:
 - the plastic plate that comes with the original set of keys
 - recorded by owner or selling dealer in vehicle owners manual
 - door handle
 - ignition lock
 - rear lid lock

Lock cylinder tumblers, changing

- select correct tumbler repair kit
 - bags are marked by numbers **1-2-3-4** to identify the tumblers
- insert lock's original key into cylinder lock

- carefully remove lock cylinder
 - do not damage O-ring
- place thumb and forefinger over tumblers to hold them in place
- pull out key

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- if tumblers are peened in place, carefully remove peened metal with suitable tool until lock tumblers can be removed
- place lock cylinder on clean flat surface
- release the cylinder and tumblers slowly
 - tumblers will come out as you let go

CAUTION!

Do not lose any springs or tumblers.

- remove all tumblers and springs from cylinder

Selecting tumblers

CAUTION!

VW Key Code Service Catalog is strictly confidential.

- look up key code of ignition lock in Key Code Service Catalog
 - catalog will tell you what tumblers to use and the sequence they are to be inserted into lock cylinder

Example:

Key code **AH 9129**

The code in catalog is listed in following sequence:

3-1-3-2-3-1-3

- add **1** to the **first** and **third** tumbler size to initially make the lock work. In example use tumbler sizes in this order:

4-3-4-1-3-4-1

3 1 3 2 3 1 3 = tumbler arrangement according to code list

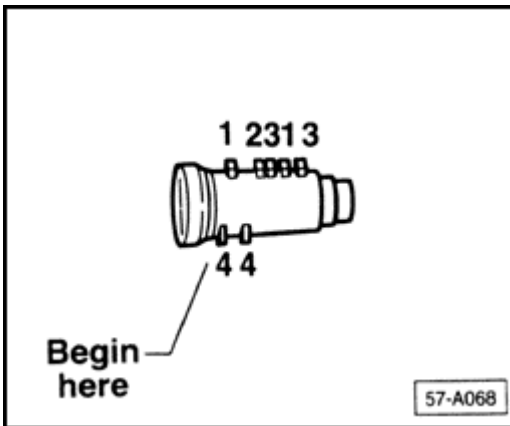
1 1

+ 4 1 4 2 3 1 3 = tumbler arrangement of converted lock cylinder

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CAUTION!

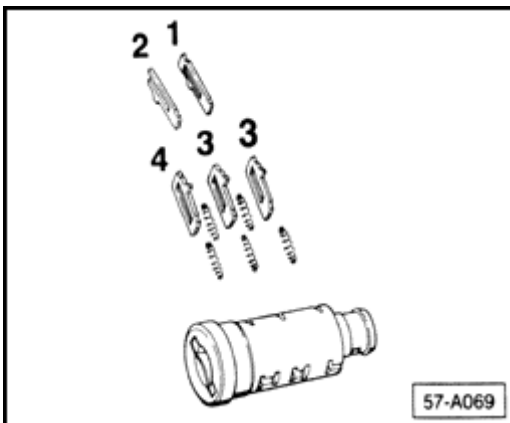
Part numbers are for reference only. Always consult with the parts department for the latest information.



Notes

Lubricate the tumblers and springs with G 000 400 grease or equivalent as they are inserted into the lock cylinder.

- reading key code numbers from left to right, insert tumblers in the lock cylinder housing starting at the key slot



Notes

*When working with a lock cylinder with only 5 tumblers, use tumbler number sequence **minus** the first two tumblers.*

Example:

4 1 4 2 3 1 3 = code from catalog

- - 4 2 3 1 3 = are the tumblers to be used

Notes

The central locking procedure can be done on the passenger side. Central locking of all activators is possible through the door locks on both doors.