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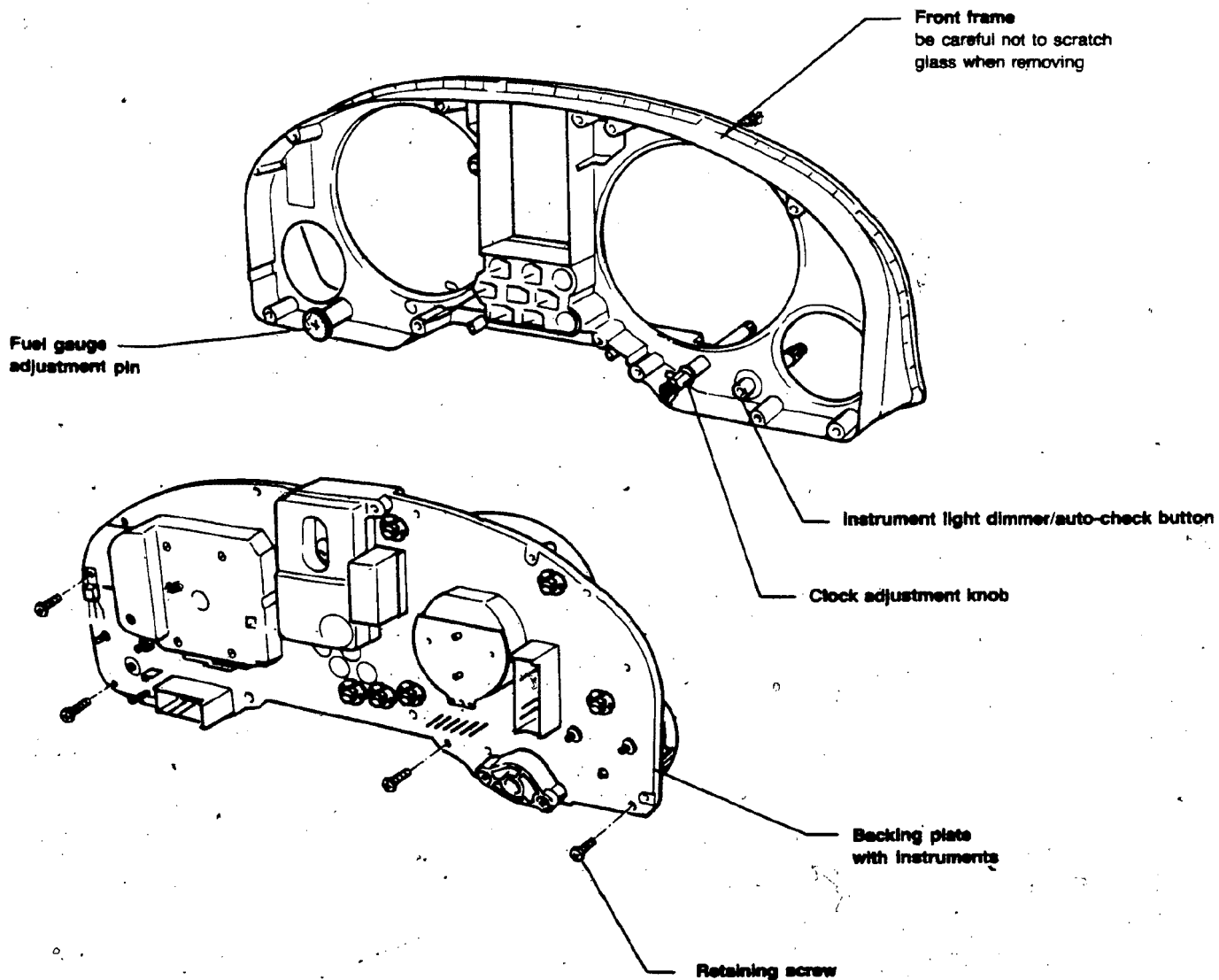
- checking 90.21
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26-point connector

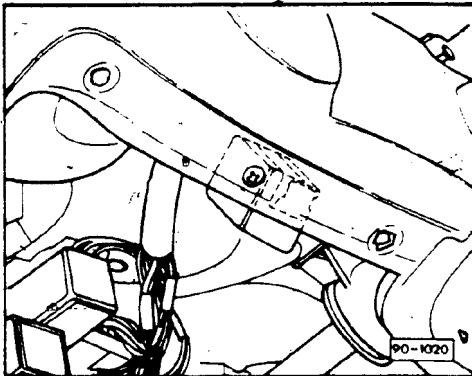
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Instrument panel, removing/ installing/disassembling

- Flasher relay
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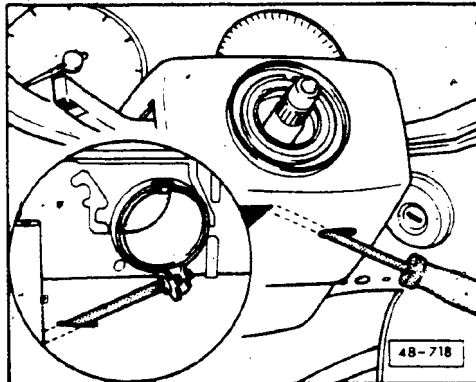
90-1019



► **Fig. 1 Flasher relay**

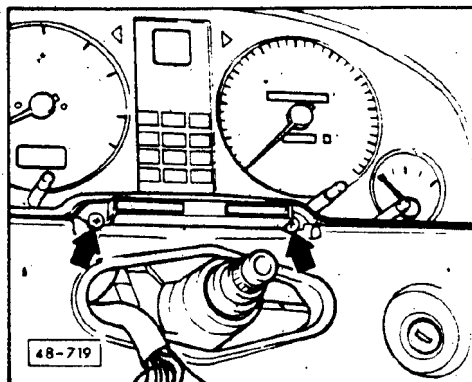
Relay is fastened underneath instrument panel to the left side of steering column.

- remove cover under left side of instrument panel
- reach up and remove relay

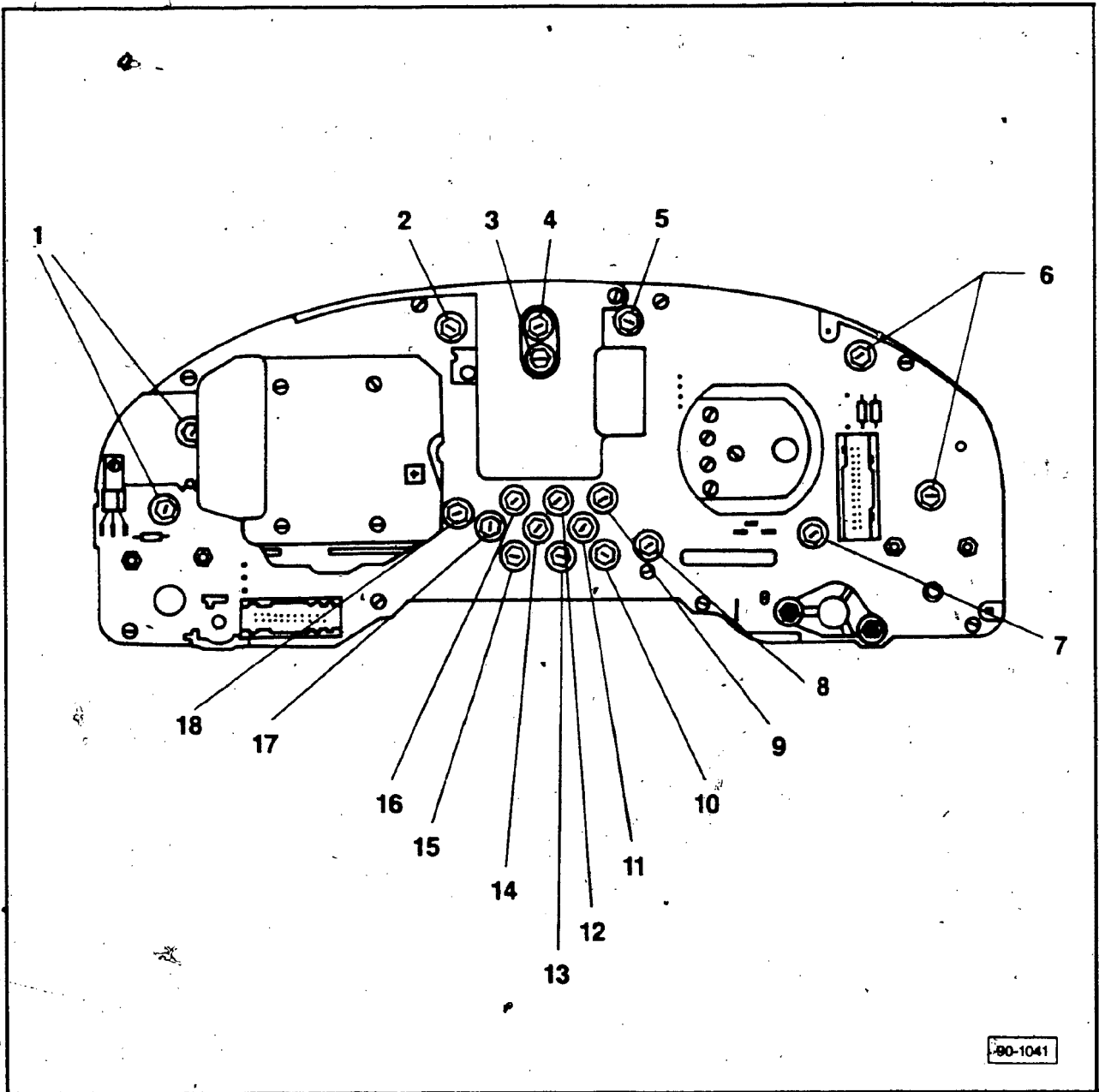


Instrument cluster, removing/installing

- remove battery ground strap
- remove steering wheel cover
- remove steering wheel
 - 40 Nm (29.5-ft lb)
- loosen clamp on steering column switch
- pull forward and remove electrical connectors
- remove steering column switches



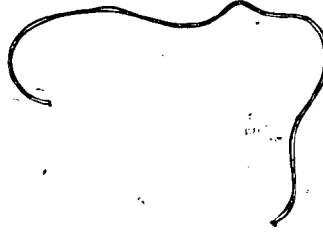
- remove retaining screws (arrows)
- tilt instrument cluster back
- remove connector retainers
- remove electrical connectors
- remove instrument cluster



- 1 — Instrument cluster lights
- 2 — Turn signal indicator light, right
- 3 — Brake fluid level warning light
- 4 — Coolant overheating warning light
- 5 — Turn signal indicator light, left
- 6 — Instrument cluster lights

- 7 — Clock light
- 8 — Instrument cluster light
- 9 — Alternator warning light
- 10 — Oil pressure warning light
- 11 — Brake fluid level warning light
- 12 — Upshift indicator light (where applicable)

- 13 — Park brake warning light
- 14 — ABS warning light
- 15 — Seat belt warning light
- 16 — Engine control indicator light
- 17 — High beam headlight indicator
- 18 — Instrument cluster light

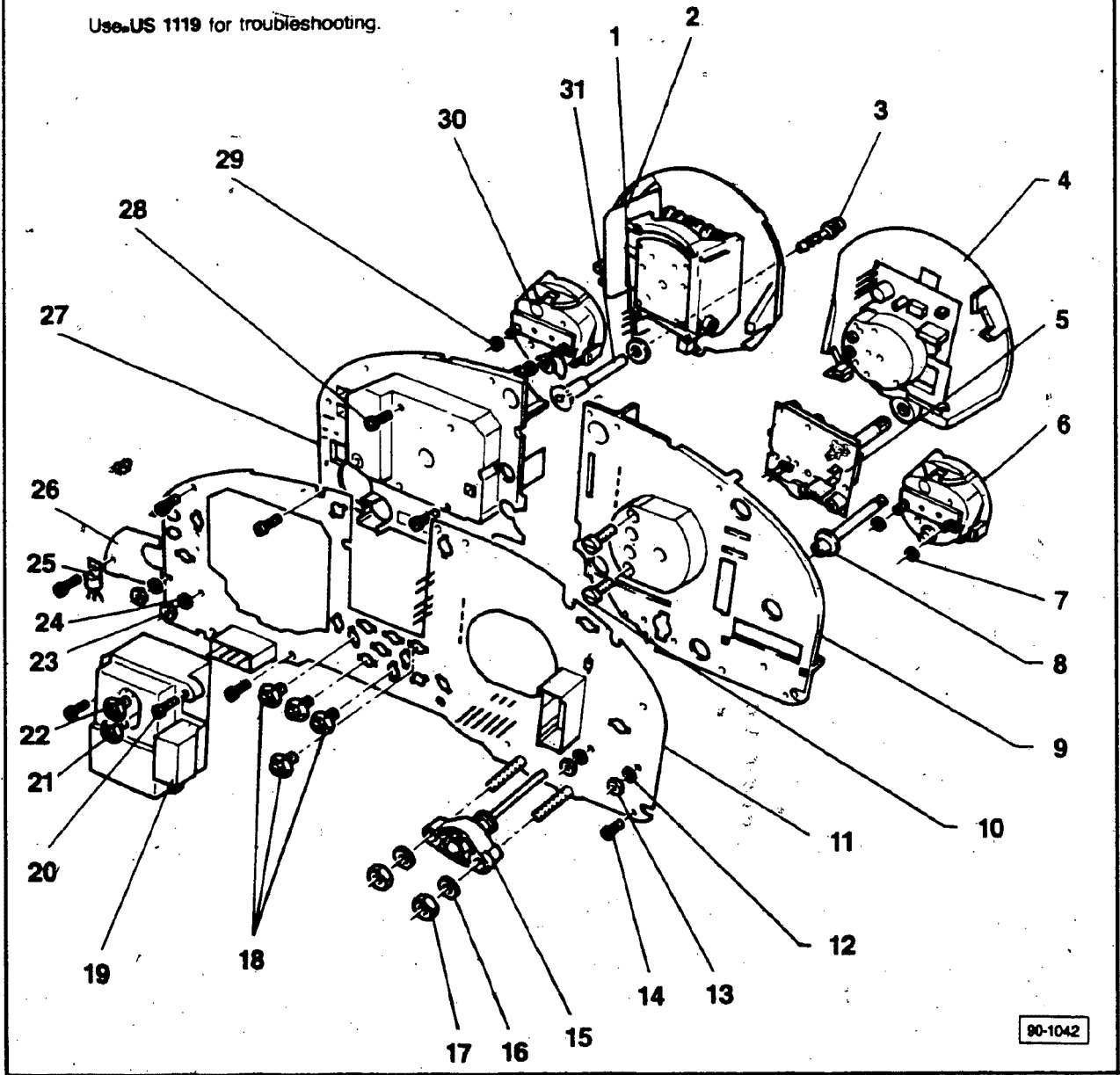


THIS FRAME INTENTIONALLY LEFT

BLANK

Note

Use US 1119 for troubleshooting.

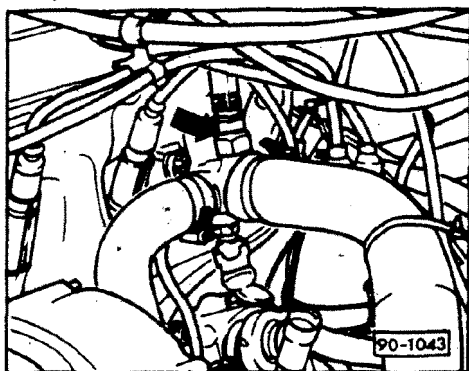


- 1 — Felt washer
- 2 — Speedometer
- 3 — Cover for fuel gauge adjustment knob
 - remove with needle nose pliers
 - be careful not to scratch glass
- 4 — Speedometer
- 5 — Clock

- 6 — Coolant temperature gauge
 - checking (vehicles without Auto-Check system), 90.15
 - checking (vehicles with Auto-Check system), 90.16
- 7 — Washer
- 8 — Auto-Check/Instrument panel dimmer control knob
- 9 — Base plate, left
- 10 — Retaining screws

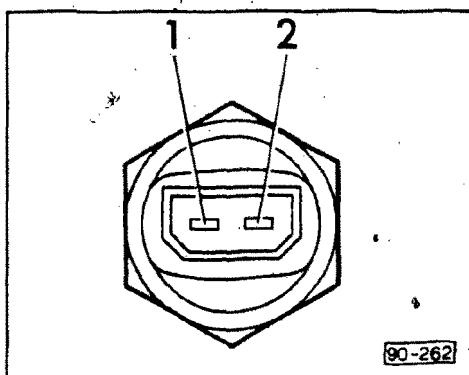
- 11 — Printed circuit board multi-point connector identification, 90.8-90.10
- 12 — Corrugated washer
- 13 — Nut
- 14 — Retaining screw
- 15 — Instrument panel light rheostat
- 16 — Washer

- 17 — Nut
- 18 — Warning/indicator
lamps
- 19 — Coolant temperature/brake
fluid level
warning lights
- 20 — Retaining screw
- 21 — Brake warning
indicator
- 22 — Coolant overheat
warning light
connection to electronic
thermoswitch, 90.7
- 23 — Nut
- 24 — Corrugated washer
- 25 — Voltage stabilizer
checking, 90.12
- 26 — Heat sink
- 27 — Base plate,
right
- 28 — Retaining screw
- 29 — Washer
- 30 — Fuel gauge
 - checking, 90.13, 90.14
 - adjusting, 90.15
- 31 — Fuel gauge
adjustment knob



► Fig. 1 Thermoswitch, installation location

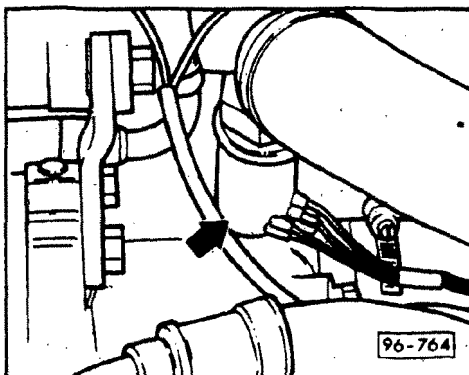
Used on vehicles without Auto-Check system.
Located in water connection on cylinder head.



► Fig. 2 Thermoswitch, electrical connector identification

1 sends signal to overheat warning indicator when coolant temperature is higher than 120°C (248°F)

2 sends signal to coolant temperature gauge

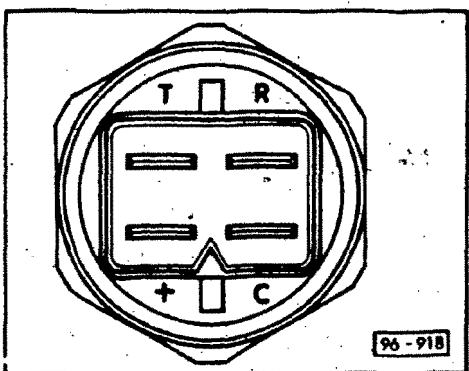


► Fig. 3 Electronic thermoswitch, installation location

Used on vehicles with Auto-Check system.
Located in water connection on cylinder head.

Note

To prevent damage to other electronic components, use US 1119 when checking.



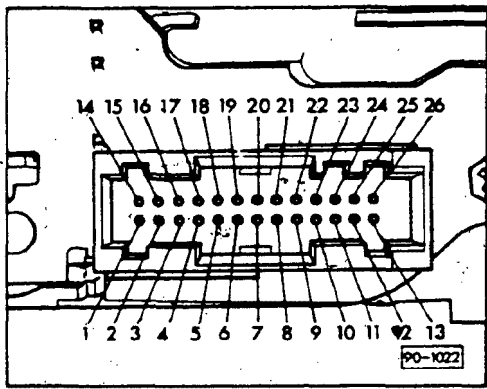
► Fig. 4 Electronic thermoswitch, electrical connector identification

+ plus (+) from terminal 15a

C sends signal to overheat warning light when engine coolant temperature is higher than 120°C (248°F)

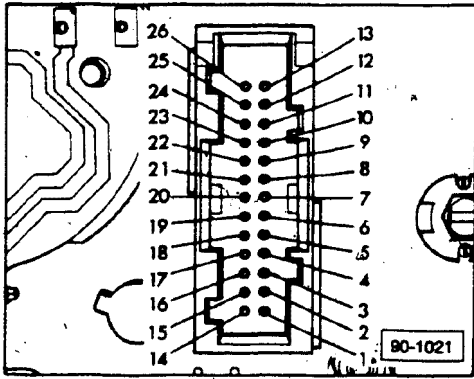
R to A/C safety switch

T sends signal to coolant temperature gauge



26-point connector (blue) on instrument cluster, identification

- 1 — not used
- 2 — not used
- 3 — not used
- 4 — not used
- 5 — not used
- 6 — not used
- 7 — not used
- 8 — not used
- 9 — not used
- 10 — negative (–) connection for ABS warning light
- 11 — not used
- 12 — not used
- 13 — negative (–) connection for Upshift indicator light
- 14 — not used
- 15 — negative (–) connection for fuel gauge
- 16 — plus (+) connection for electronic speedometer, connected to voltage stabilizer and warning lamps
- 17 — to turn signal indicator, right
- 18 — output signal to cruise control
- 19 — not used
- 20 — input signal from speed sensor (for electronic speedometer)
- 21 — negative (–) connection from instrument panel lights, connected to electronic speedometer, voltage stabilizer, high beam indicator
- 22 — to instrument panel light rheostat, clock light, 26 point connector (yellow) pins 1 and 4
- 23 — plus (+) connection to high beam warning light
- 24 — negative (–) connection to engine control indicator light
- 25 — negative (–) connection to seat belt warning light
- 26 — plus (+) connection to seat belt warning light



26-point connector (yellow) on instrument cluster, identification

- 1 — plus (+) connection from light switch to instrument panel light rheostat
- 2 — negative (–) connection to coolant temperature gauge
- 3 — Audi 80:
plus (+) connection to Auto-Check button, coolant temperature warning light, tachometer

Audi 90, Coupe:

plus (+) connection to clock light

- 4 — plus (+) connection, connected to pin 1

- 5 — plus (+) connection to instrument panel rheostat

- 6 — not used

- 7 — not used

- 8 — Audi 80:
negative (–) connected to instrument panel lights, clock reset button, turn signal indicators, left and right, Auto-Check display, tachometer, digital clock

Audi 90, Coupe:

negative (–) connected to instrument panel lights, turn signal indicators, left and right, tachometer, digital clock light, digital clock

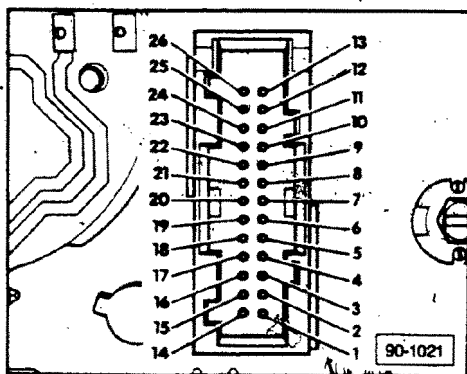
- 9 — plus (+) connection to flashers

- 10 — negative (–) connection to overheat warning light

- 11 — negative (–) connection to brake warning light

- 12 — not used

- 13 — negative (–) connection to alternator warning light, Auto-Check display, coolant temperature warning light, brake warning light



- 14 — not used
- 15 — not used
- 16 — not used
- 17 — not used
- 18 — not used
- 19 — plus (+) connection (30a1) to clock
- 20 — not used
- 21 — not used
- 22 — input signal, for tachometer
- 23 — negative (-) connection coding for tachometer (5 cylinder only)
- 24 — negative (-) connection to oil pressure warning light
- 25 — negative (-) connection to park brake warning indicator
- 26 — Audi 80:
negative (-) connection to brake fluid level warning light

Audi 90, Coupe:
not used

26-point connectors on instrument cluster, removing/installing

Removing

- a — Wiring harness
- b — Connector housing
- c — Connector lock
- d — Instrument cluster

- disengage connector lock using a small screwdriver and pull open (arrow)

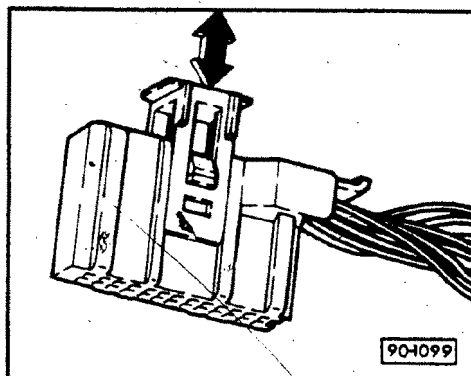
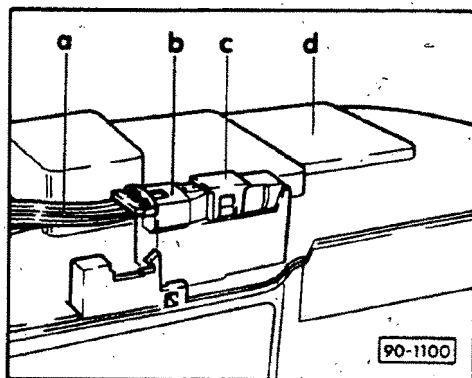
Note

Connector can be removed only when connector lock is open.

- remove connector from instrument cluster

Installing

- fully insert connector into instrument cluster
- push connector lock down until locked

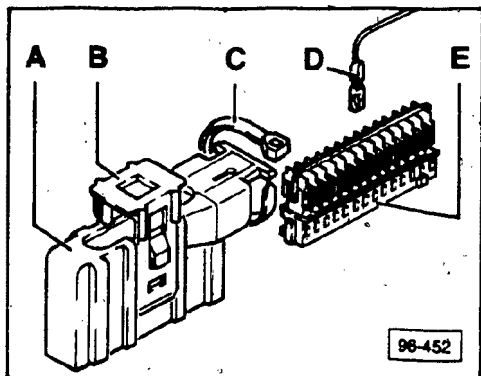


26-point connectors on instrument cluster, repairing

Damaged or loose 26-point connector terminals can be repaired without replacing the entire wiring harness. Use Connector Terminal Repair Kit Part No. 893 998 315.

CAUTION

Part numbers are for reference only. Always check with your Parts Department for latest information.

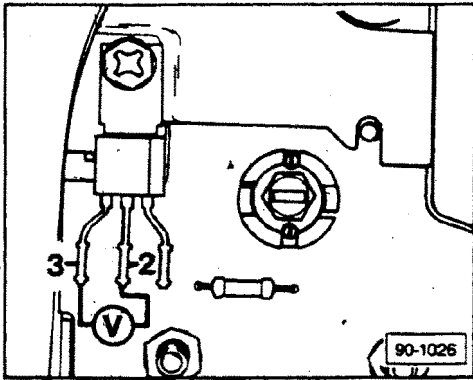
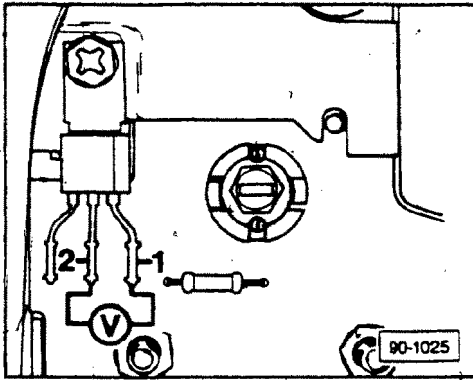


- remove 26-point connector from instrument cluster
- remove connector tie-wrap C
- remove inner connector housing E from outer connector housing A
- remove damaged terminal D from housing E
- install small end of new terminal/wire assembly (from Repair Kit Part No. 893 998 315) into proper location of inner connector housing E
- install other end of new terminal/wire assembly into position 1 of new two-point connector housing, Part No. 893 971 632 (from Repair Kit)

Note

The new two-point connectors (from Repair Kit) have numbers 1 and 2 stamped on the housing to identify each terminal position. Always match position 1 of one connector to position 1 of the other connector when inserting terminals.

- cut damaged terminal D from harness wire
- properly crimp new spade terminal (from Repair Kit) onto harness wire
- insert new spade terminal into position 1 of new two-point connector housing, Part No. 893 971 992 (from Repair Kit)
- install new connector housings together
- install inner connector housing E into outer connector housing A
- install tie wrap C
- secure repaired wire and new connectors to wire harness with tie wrap and insulate harness to prevent rattles
- fully insert 26-point connector into instrument cluster



Voltage stabilizer, checking

- remove instrument cluster

Note

Battery and electrical connectors must be connected for the following tests.

- connect voltmeter between positive connection 1 and ground 2
- switch ignition **ON**
 - voltmeter must read battery voltage

If **NOT**,

- check wiring according to current flow diagram

- connect voltmeter between positive 3 and ground 2
 - 9.5-10.5V

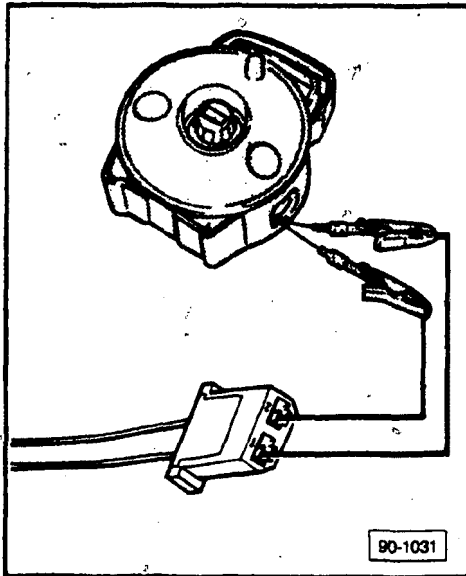
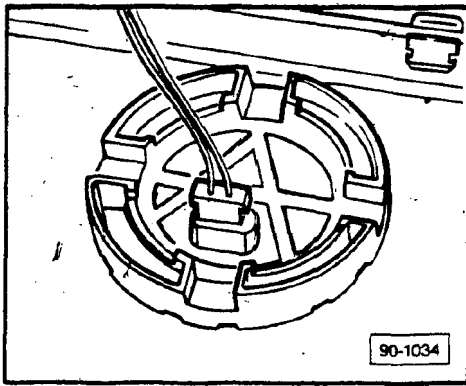
If **NOT**,

- replace voltage stabilizer

Fuel gauge, checking

Audi 80/90, 80/90 Quattro

- remove luggage compartment cover
- remove connector from fuel gauge sender



- connect **VW 1301** to fuel gauge sender terminals 1 and 2

CAUTION

Be sure that connector terminals are not pushed back into sleeve during test or when reconnecting to fuel gauge sender.

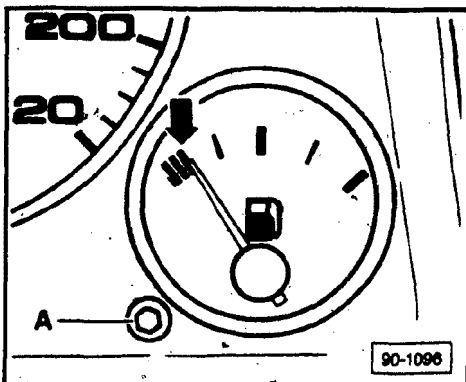
- switch ignition **ON**
- adjust **VW 1301** according to following:

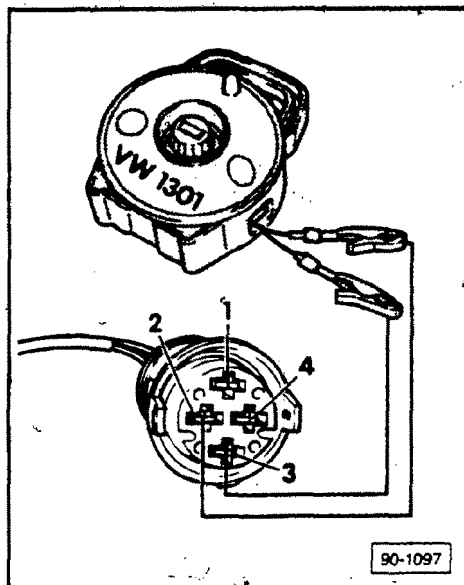
Vehicle type	VW 1301 set to	Fuel reserve	Resistance (ohms)
Audi 80/90	280	8L (2.1 gallons)	149.5
Audi 80/90 Quattro	280	12L (3.2 gallons)	149.5
Audi 90 Quattro 20V Canada	280	12L (3.2 gallons)	149.5

- wait at least two minutes before reading gauge
 - gauge must read to right edge of third red line in reserve area (arrow)
- tap instrument cluster glass lightly with finger while reading gauge to assure needle movement is complete

If gauge does not read accurately,

- adjust fuel gauge, 90.15





Fuel gauge, checking

Audi Coupe Quattro 20 V

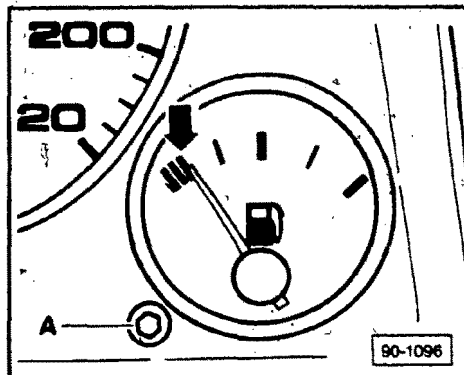
- remove luggage compartment trim
- remove fuel tank cover
- remove connector from fuel gauge sender
- connect **VW 1301** to fuel gauge sender terminals 2 and 3

CAUTION

Be sure that connector terminals are not pushed back into sleeve during test or when reconnecting to fuel gauge sender.

- switch ignition **ON**
- adjust **VW 1301** according to following:

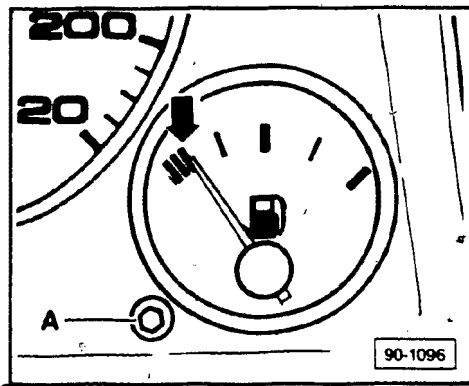
Vehicle type	VW 1301 set to	Fuel reserve	Resistance (ohms)
Audi Coupe Quattro 20V	280	8L (2.1 gallons)	149.5



- wait at least two minutes before reading gauge
 - gauge must read to right edge of third red line in reserve area (**arrow**)
- tap instrument cluster glass lightly with finger while reading gauge to assure needle movement is complete

If gauge does not read accurately,

- adjust fuel gauge, 90.15

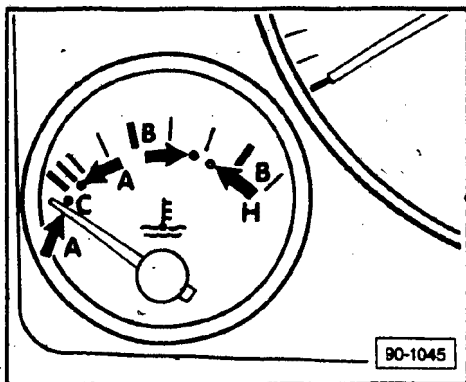


Fuel gauge, adjusting

- leave ignition switch **ON** and **VW 1301** connected as previously outlined in fuel gauge checking procedure
- do not start engine
- protect instrument cluster glass with cloth to prevent scratches
- carefully pull off cap at **A** with needle nose pliers
- turn correction pin **A** until fuel gauge indicator reads to right edge of third red line in reserve area (arrow)
- tap instrument cluster glass lightly with finger during adjustment procedure to assure needle movement is complete

If fuel gauge cannot be adjusted,

- check voltage stabilizer, 90.12
- check wiring to fuel gauge according to wiring diagram



Engine coolant temperature gauge, checking (for vehicles without Auto-Check system)

Note

Check 90.8 for connector identification.

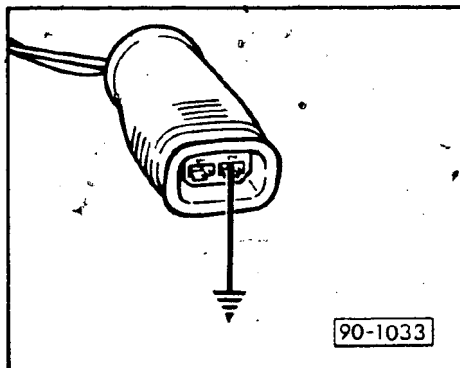
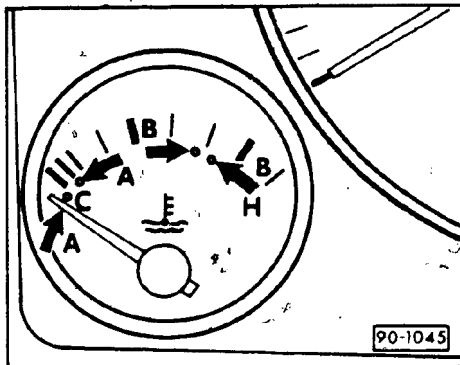
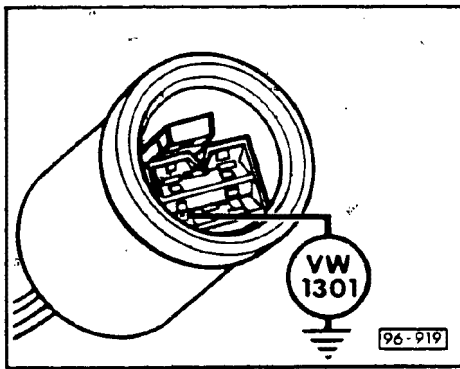
- remove connector to temperature sensor
- connect **VW 1301** to contact **1** and ground
- set dial of **VW 1301** to 660
- switch ignition **ON**
 - needle must move to area **A** on gauge
- set dial of **VW 1301** to 58
 - needle must move to area **B** on gauge

If needle does not move to specified area,

- check wiring according to current flow diagram

If wiring is **OK**,

- replace temperature gauge



Engine coolant temperature gauge, checking (for vehicles with Auto-Check system)

Note

See page 90.7 for installation location and terminal identification of electronic thermoswitch.

- remove connector from thermoswitch
- connect VW 1301 to contact T and ground
- set dial of VW 1301 to 660
- switch ignition ON
 - needle must move to area A on gauge
- set dial of VW 1301 to 58
 - needle must move to area B on gauge

If needle does not move to specified area,

- check wiring according to current flow diagram

If wiring is OK,

- replace temperature gauge

Engine coolant overheating warning light, checking (vehicles without Auto-Check system)

- remove connector from coolant temperature sensor
- connect jumper wire from contact 2 to ground
- start engine and let idle
 - warning light must blink

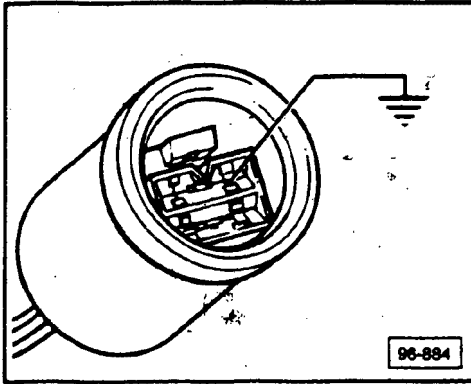
If light does not blink,

- check light bulb
- check wiring according to current flow diagram

If OK,

- replace engine coolant overheating/brake warning light module in instrument cluster

Engine coolant overheat warning light, checking (vehicles with Auto-Check system)



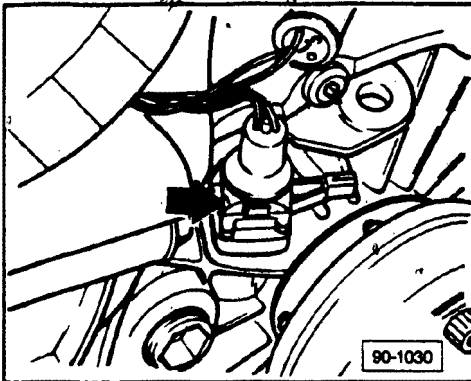
- remove connector from coolant temperature sensor
- connect jumper wire from contact C to ground
- start engine and let idle
 - warning light must blink

If light does not blink,

- check light bulb
- check wiring according to current flow diagram

If OK,

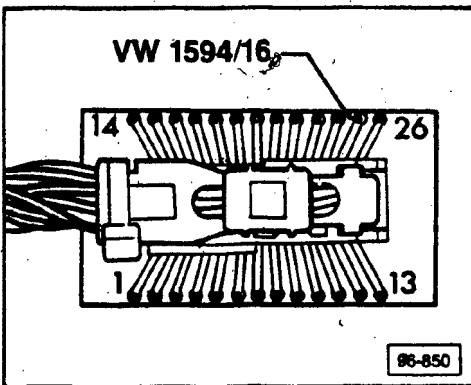
- replace engine coolant overheat/brake warning light module in instrument cluster



Speed sensor, checking

Note

Sensor is located on left side of transmission near drive shaft flange.



- remove instrument cluster
- remove 26-point connector (blue) from instrument cluster and insert in test adaptor VW 1594/16
- connect US 1119 between terminals 20 and 21
- set US 1119 to ohm scale
- place transmission in neutral and apply parking brake
- secure vehicle with wheel chocks to prevent rolling
- raise left front of vehicle at proper lift point until wheel turns freely
- place jack stand under vehicle for safety

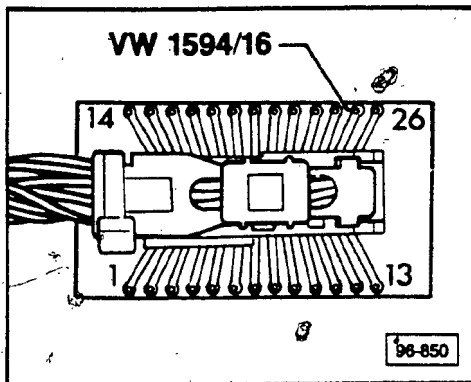
- slowly rotate wheel
 - reading on **US 1119** must vary between 0.0 ohm and infinity

- If specified value is not obtained,
- repair wiring according to current flow diagram **OR**
 - replace defective speed sensor

Speed sensor, checking (vehicles with auto trans.)

Note

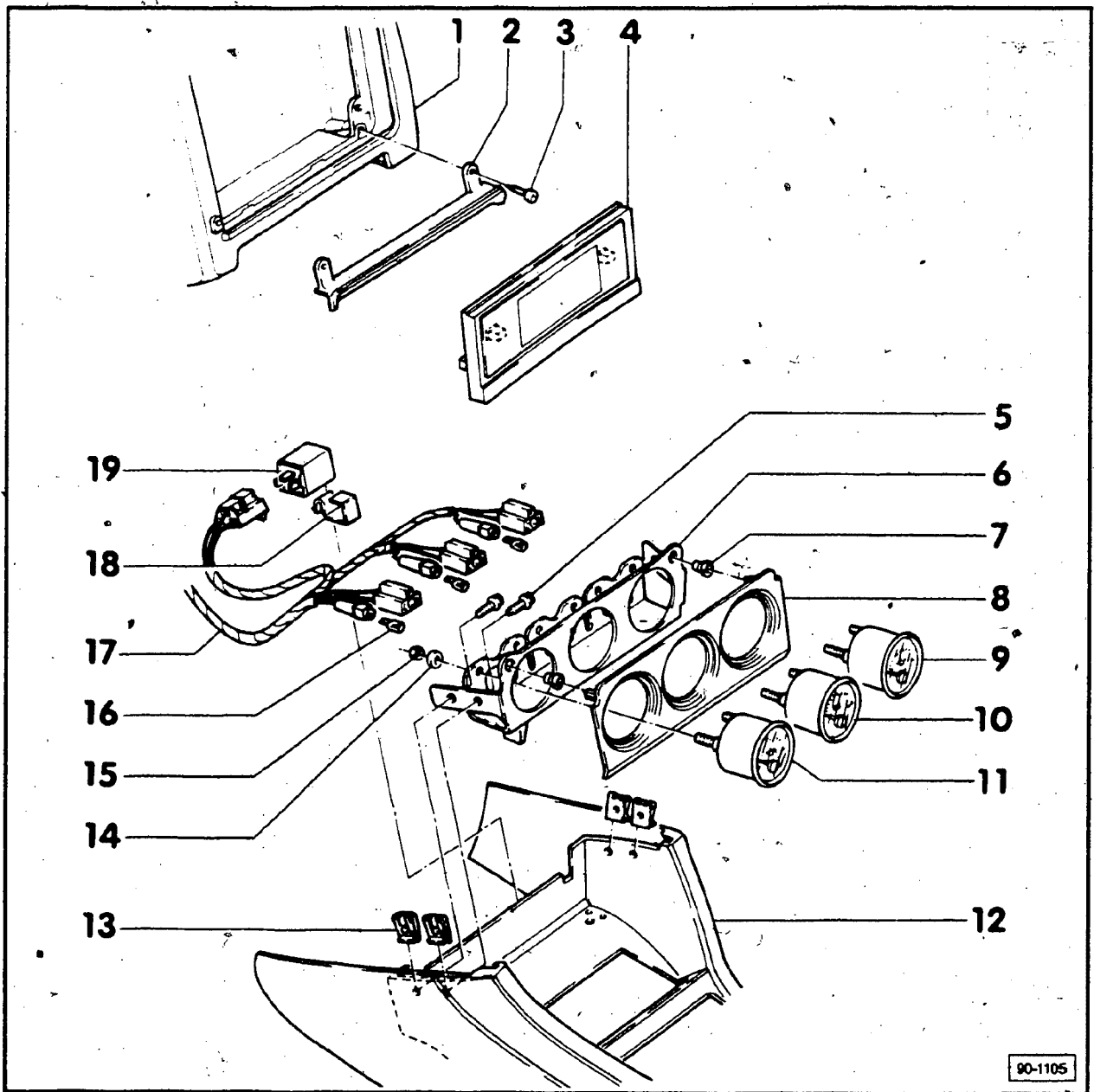
Sensor is located on left side of transmission near drive shaft flange.



- remove instrument cluster
- remove 26-point connector (blue) from instrument cluster and insert in test adaptor **VW 1594/16**
- set multimeter **US 1119** to 20 V range
- connect red test lead of **US 1119** to terminal 16 and black test lead to terminal 20
- switch ignition **ON**
- roll vehicle forwards and backwards approximately 4 feet
 - voltage must vary between 0 and 12 volts (pulsing DC voltage)

If not **OK**

- check for break in wiring using wiring diagram
- OR**
- replace speed sensor



Note

For diagnosing auxiliary instrument problems, see troubleshooting section.

- 1 — Instrument panel, center
- 2 — Bracket
- 3 — Screw (2X)
 - 2 NM (18 in. lb)
 - remove trim plate 4 to access screws
- 4 — Trim plate
 - carefully pry off with screwdriver

- 5 — Screw (4X)
 - 5 Nm (44 in. lb)
- 6 — Mounting bracket
- 7 — Grommet (2X)
- 8 — Trim plate
- 9 — Oil temperature gauge (G9)
 - removing, see Index
 - troubleshooting, see Index
- 10 — Oil pressure gauge (G11)
 - removing, see Index
 - troubleshooting, see Index

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- 11 — Voltmeter (G14)
 - removing, see Index
 - troubleshooting, see Index
- 12 — Center console
- 13 — Speed nut (4X)
- 14 — Washer (6X)
- 15 — Nut (6X)
- 16 — Bulb (3X) (L24, L25, L27)
- 17 — Wire harness
 - see Wiring Diagram for wire and connector identification
- 18 — Bracket
- 19 — Instrument panel light booster (J166)

Auxiliary instruments in center console, removing/installing/checking

Removing/installing

- remove center console
- remove wire connectors from gauge
- twist and remove bulb holder
- remove gauge retaining nuts and remove gauge
- install in reverse order of removal

Voltmeter (G14), checking

- switch ignition **ON**
 - voltmeter must show battery voltage

If **NO**

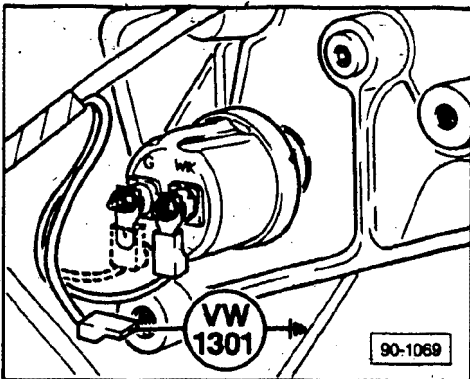
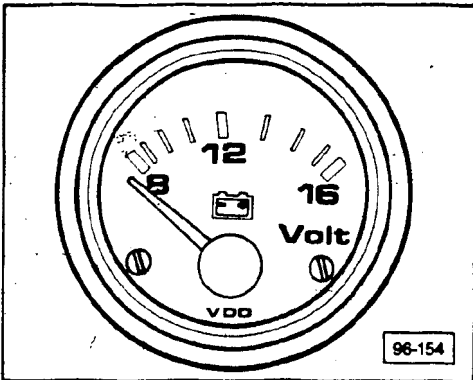
- check wiring to voltmeter for open circuit according to wiring diagram, repair as necessary (see troubleshooting section)

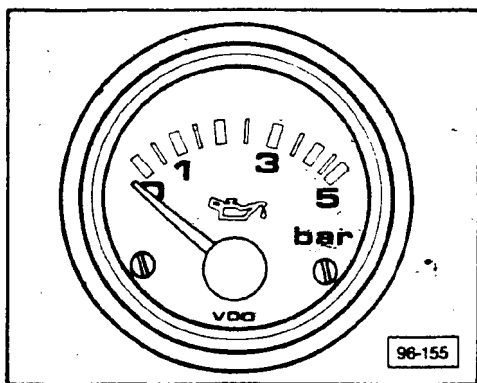
Oil pressure gauge (G11), checking

Note

Use the same procedure on 4-cylinder and 5-cylinder models.

- remove wire connector from terminal **G** on engine oil pressure sensor
 - sensor located on left side of engine block on 5-cylinder models
 - sensor located on top of oil filter housing on 4-cylinder models
- connect tester **VW 1301** between sensor connector and ground
- switch ignition **ON**





- adjust **VW 1301** as follows:

dial setting

350

150

10

gauge reads

5 bar (72.5 psi)

2 bar (29.0 psi)

0 bar (0.0 psi)

- oil pressure gauge must correspond with specified values

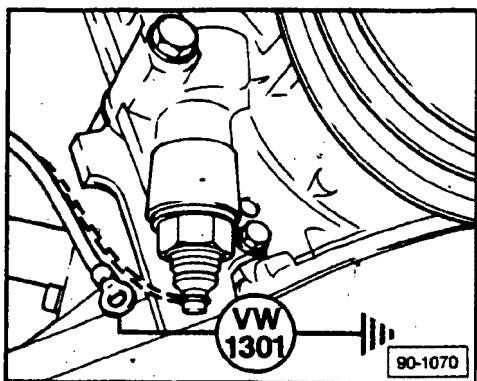
If **NO**

- check wiring to oil pressure gauge for open circuit according to wiring diagram, repair as necessary (see troubleshooting section)

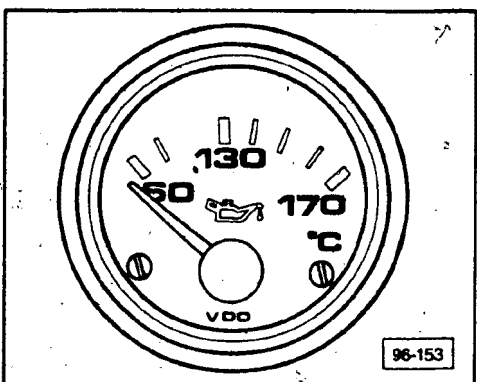
Oil temperature gauge (G9), checking

Note

Use the same procedure on 4-cylinder and 5-cylinder models.



- remove sound dampening pan from below engine compartment
- remove wire connector from oil temperature sensor
 - sensor located on oil pump housing on 5-cylinder models
 - sensor located on top of oil filter housing on 4-cylinder models
- connect tester **VW 1301** between sensor connector and ground
- switch ignition **ON**



- adjust **VW 1301** as follows:

dial setting

26

150

690

gauge reads

170°C (338°F)

130°C (266°F)

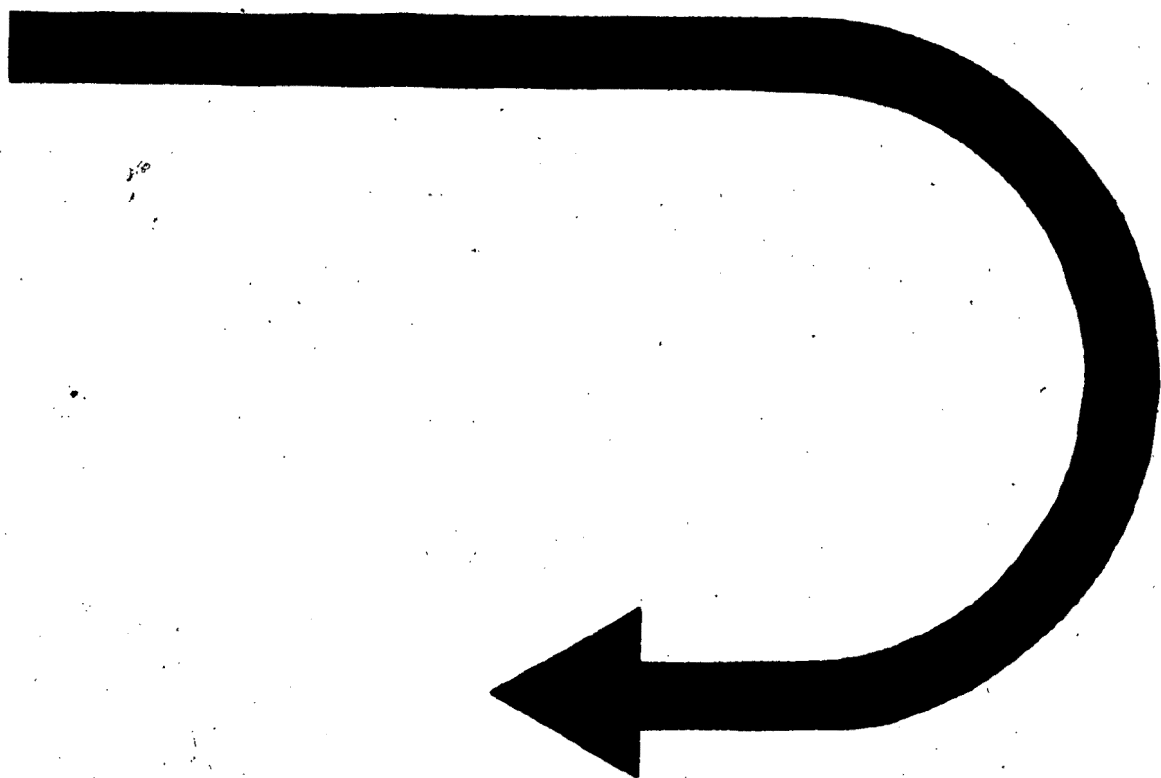
60°C (140°F)

- oil temperature gauge must correspond with specified values

If **NO**

- check wiring to oil temperature gauge for open circuit according to wiring diagram, repair as necessary (see troubleshooting section)

**CONTINUED IN THE
BEGINNING OF NEXT ROW**

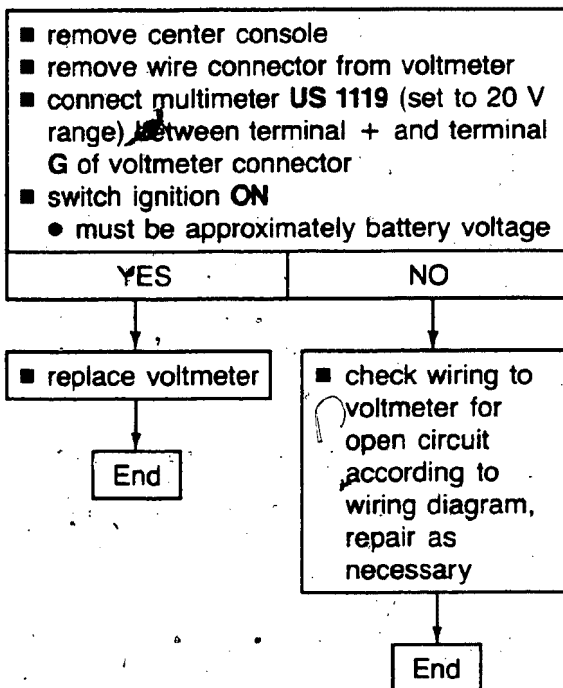
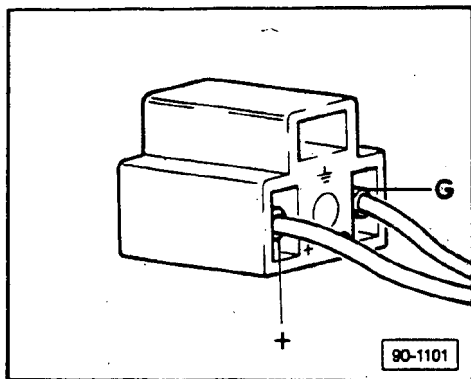


Auxiliary instruments in center console, troubleshooting

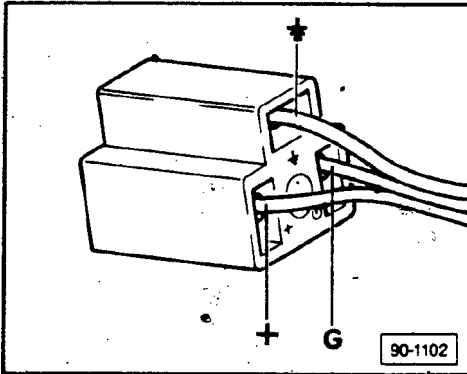
Test requirements

- battery OK
- fuses 4, 12 and 14 OK
- use multimeter **US 1119** and connector test kit **VW 1594** for electrical tests
- always refer to appropriate wiring diagram when troubleshooting

Voltmeter (G14) does not work



Oil temperature gauge (G9) does not work



- remove center console
- remove wire connector from oil temperature gauge
- connect multimeter **US 1119** (set to 20 V range) between terminal + and terminal $\perp$ (ground) of oil temperature gauge connector
- switch ignition **ON**
 - must be approximately battery voltage

YES

NO

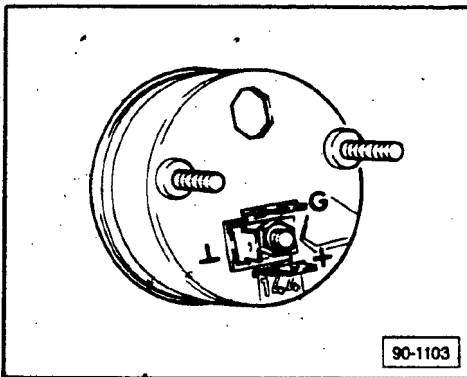
- switch ignition **OFF**
- remove connector from oil temperature sensor
- connect multimeter **US 1119** (set to ohm range) between terminal G of oil temperature gauge connector and connector for oil temperature sensor
- must be 0.0 ohm (continuity)

YES

NO

- check wiring to oil temperature gauge for open circuit according to wiring diagram, repair as necessary

End



- connect multimeter **US 1119** (set to ohm range) between terminal + and terminal $\perp$ (ground) on oil temperature gauge
- must be approximately 175 ohms

YES

NO

- replace oil temperature sensor

End

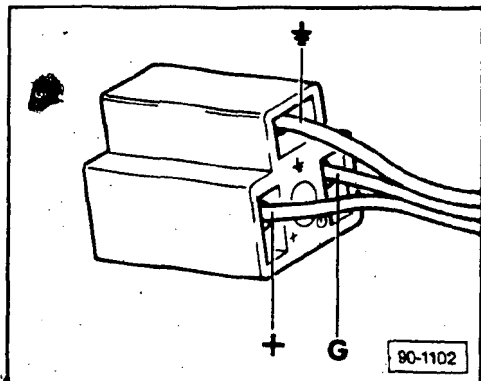
- replace oil temperature gauge

End

- repair open circuit in wiring according to wiring diagram

End

Oil pressure gauge (G11) does not work



- remove center console
- remove wire connector from oil pressure gauge
- connect multimeter US 1119 (set to 20 V range) between terminal + and terminal $\oplus$ (ground) of oil pressure gauge connector
- switch ignition **ON**
 - must be approximately battery voltage

YES

NO

- switch ignition **OFF**
- remove terminal G connector from oil pressure sensor
- connect multimeter US 1119 (set to ohm range) between terminal G of oil pressure gauge connector and terminal G of oil pressure sensor connector
 - must be 0.0 ohm (continuity)

YES

NO

- check wiring to oil pressure gauge for open circuit according to wiring diagram, repair as necessary

End

- connect multimeter US 1119 (set to ohm range) between oil pressure sensor terminal G and ground
 - must be approximately 10 ohms

YES

NO

- replace oil pressure gauge

End

- replace oil pressure sensor

End

- repair open circuit in wiring according to wiring diagram

End

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Anti-theft alarm system, troubleshooting

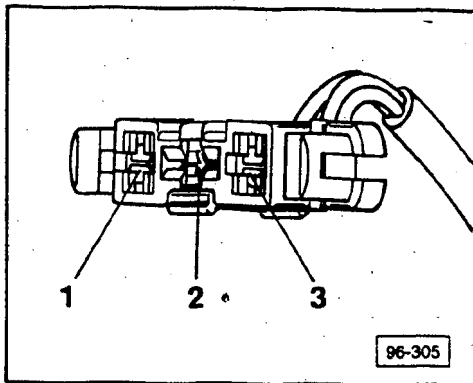
Test requirements

- battery OK
 - turn signals front and rear OK
 - fuses **S4** and **S12** OK
- use main key when checking lock cylinder switches (valet key will not work in trunk lock)
 - use digital multimeter **US 1119** and connector test kit **VW 1594** for electrical tests
 - always refer to appropriate wiring diagram when troubleshooting

Note

The anti-theft alarm control unit, **J85** and horn, **H8** are located in luggage compartment, left side. The anti-theft alarm system relay is located on the relay panel. The light warning relay is located on the auxiliary relay panel (1990 models only).

- remove spare tire
- remove luggage compartment trim, left side
- remove three-point and twelve-point connectors from anti-theft alarm control unit, **J85**



Power supply, checking

- set digital multimeter **US 1119** to 20V scale
- connect red test lead of **US 1119** to terminal 2 and black test lead to terminal 1 of 3-point connector
 - must be approximately 12 volts

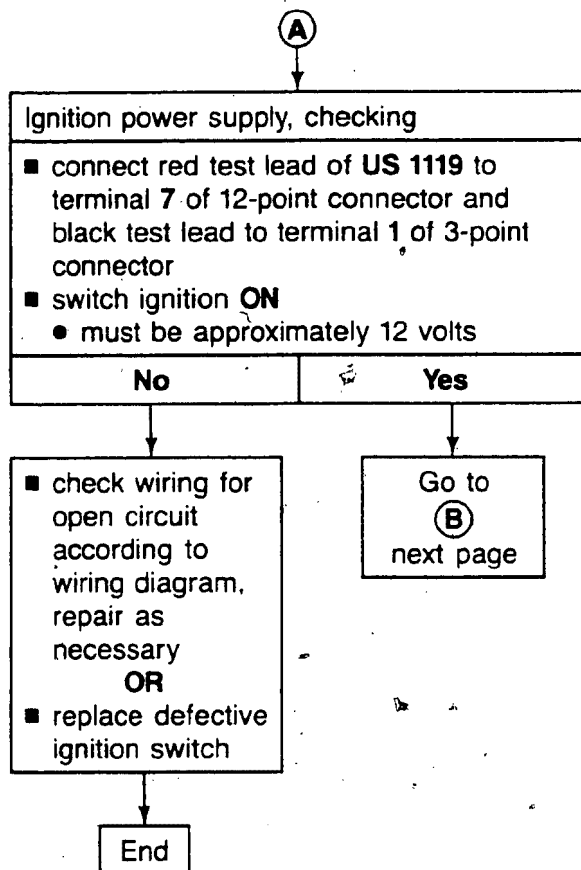
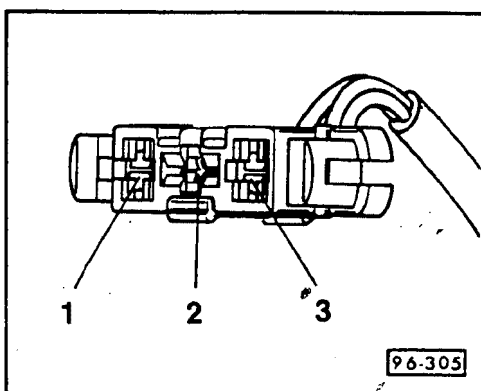
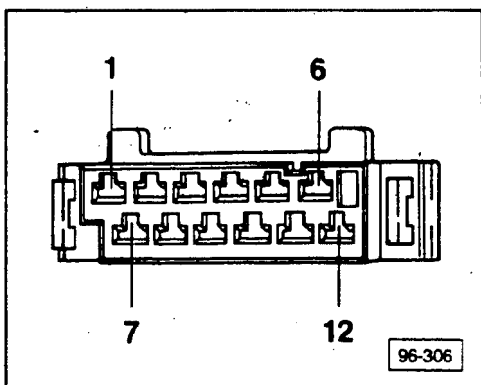
No

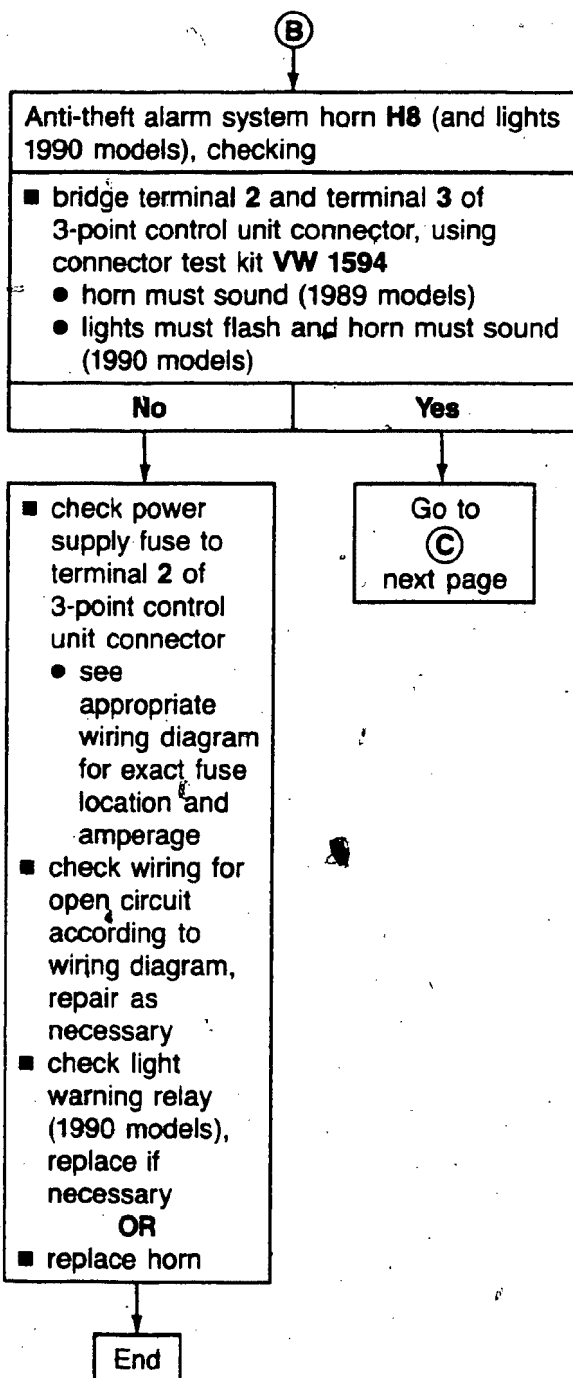
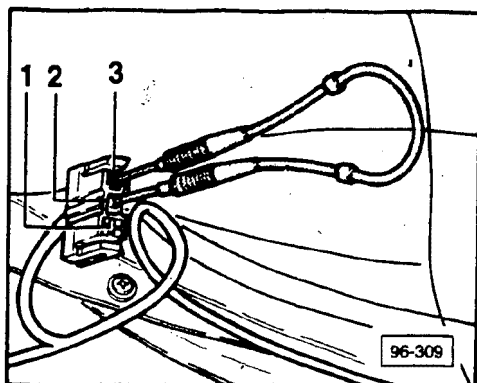
Yes

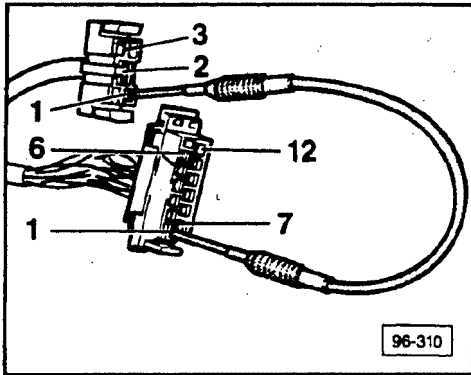
- check wiring for open circuit according to wiring diagram, repair as necessary

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next page

End







Starter circuit (relay J60), checking

CAUTION

Place transmission gear selector in park "P" or neutral "N". Transmission must not be in gear when performing the following check.

- bridge terminal 1 of 3-point connector to terminal 1 of 12-point connector, using connector test kit VW 1594
- starter must crank

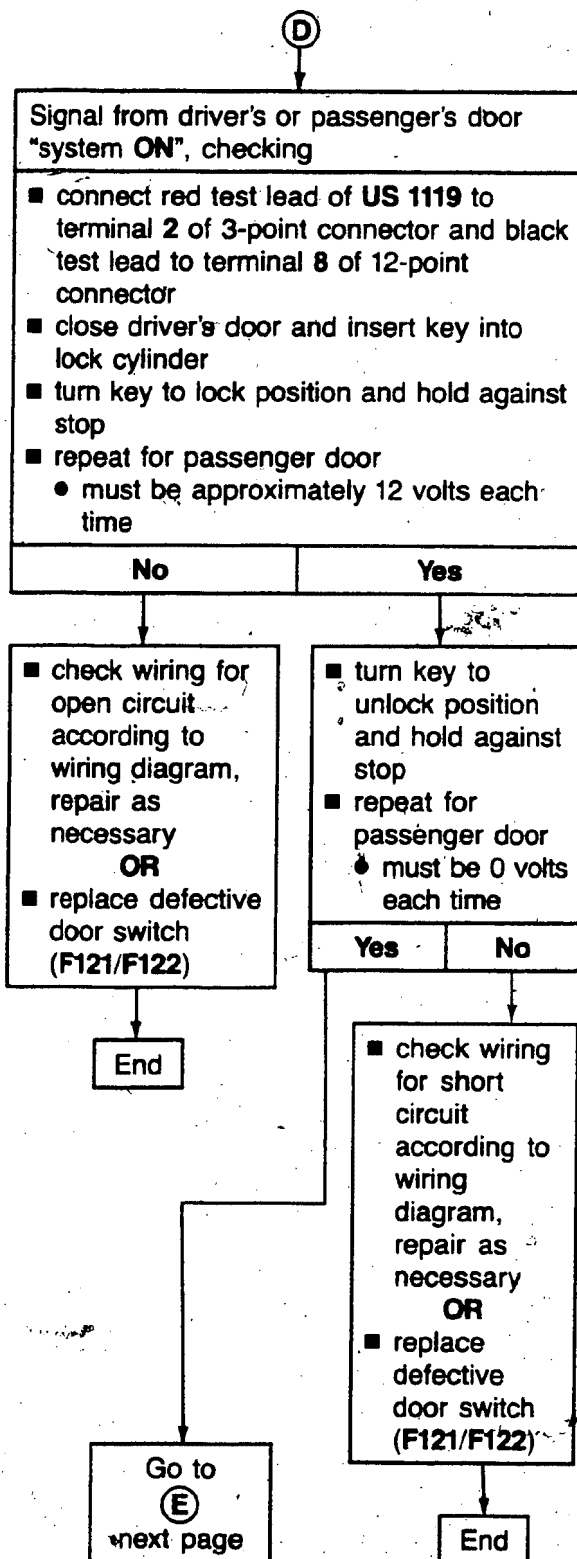
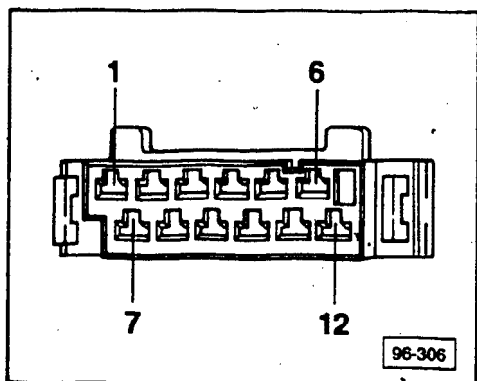
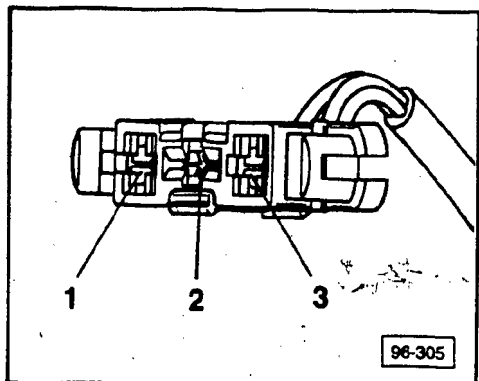
No

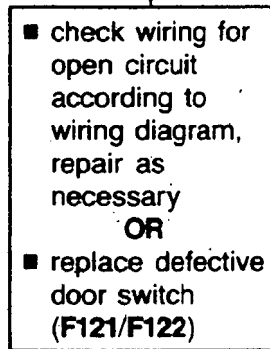
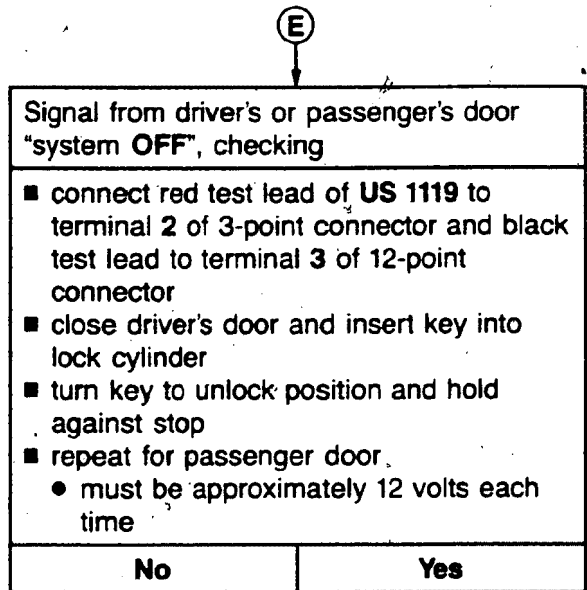
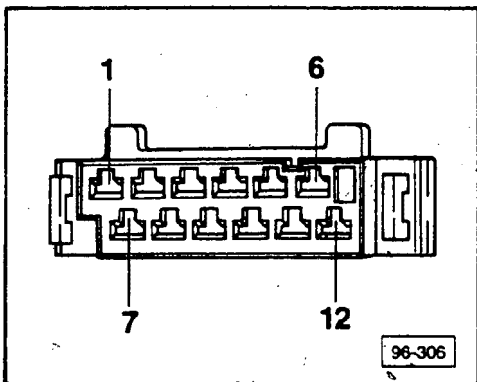
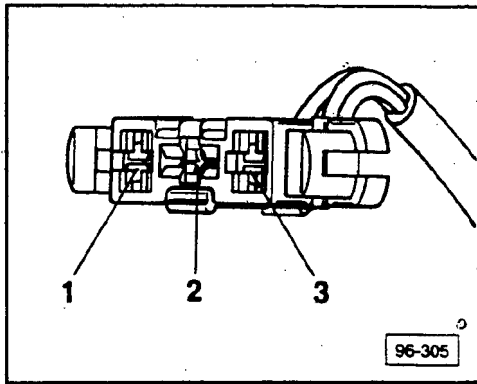
Yes

- check wiring for open circuit according to wiring diagram, repair as necessary
- OR
- replace defective relay, ignition switch or starter

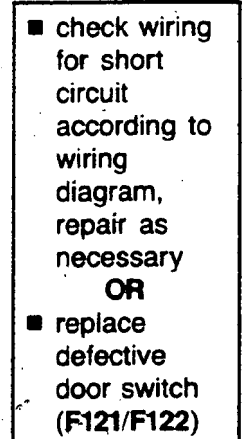
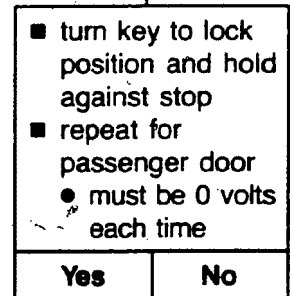
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End



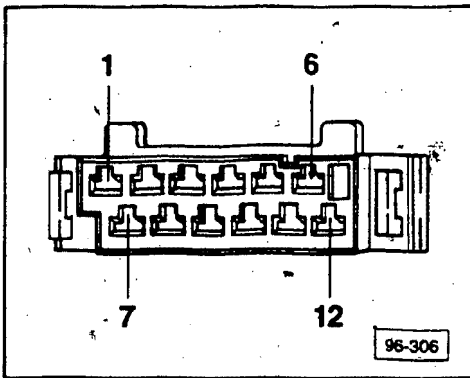
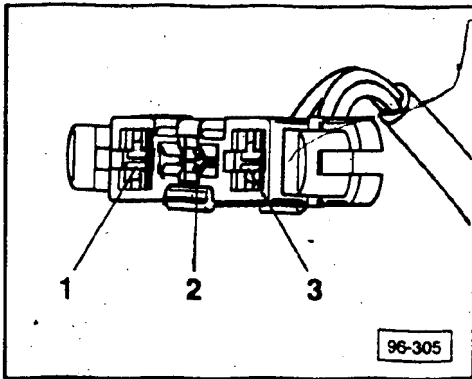


End



End

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(F)
next page



Signal "hood OPEN", checking

- connect red test lead of **US 1119** to terminal 2 of 3-point connector and black test lead to terminal 4 of 12-point connector
 - must be 0 volts with hood closed
 - must be approximately 12 volts with hood open

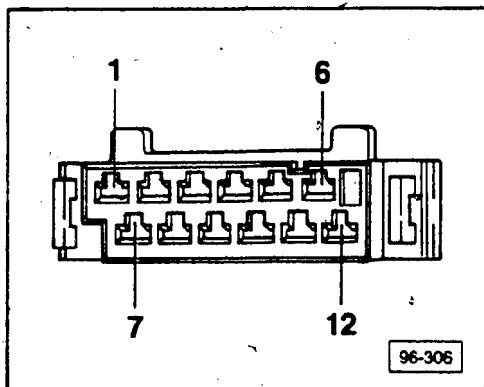
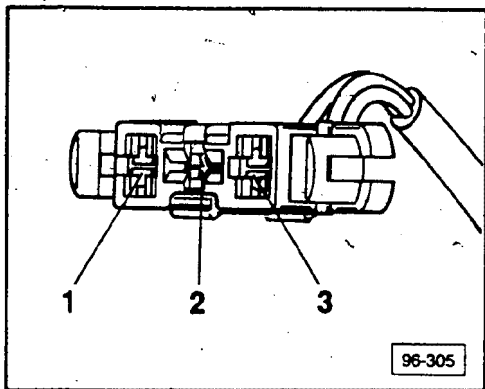
No

Yes

- check wiring for open circuit according to wiring diagram, repair as necessary
- OR
- replace defective hood switch (F120)

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Ⓔ
next page

End



Signal "doors **OPEN**", checking

- connect red test lead of **US 1119** to terminal 2 of 3-point connector and black test lead to terminal 5 of 12-point connector
 - must be 0 volts with all doors closed
 - must be approximately 12 volts with doors opened individually

No

Yes

- check wiring for open circuit according to wiring diagram, repair as necessary

OR

- replace defective door contact switch (F2, F3, F10*, F11*),
*Four door only

Go to
(H)
next page

End

