

Fixing the central locking vacuum pump of an Audi D2 A8/S8 (when due to broken rubber boot)

Every Audi that I have ever owned except my C4 100q has had this rubber boot split. My D2 S8 came into my ownership with it so. I could tell from the first time that I locked the vehicle that there was a leak in the central locking system because I could hear the familiar noise of the central locking pump groaning somewhere in the rear of the vehicle. It persists for several seconds and eventually gives up. Normally, if there was no leak you would only hear this groan for a second or so.



Here is a picture of the boot (on the left) that i bought as a replacement a year or so ago as a possible fix. It also split within a year of use. The orange one is out of my C4 100q and is still going strong.

I have painted it with gasket sealant in the hope that it will last longer and installed it into my S8 to replace the split boot. No more extended groaning....and presumably extra wear on the central locking pump.



BOSCH Protective Cap 3340522025
by Bosch

Price: **\$11.12**

- Bosch
- 3340522025 Good
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New (2) from **\$11.12** + FREE Delivery

I think it is a spark plug cap?



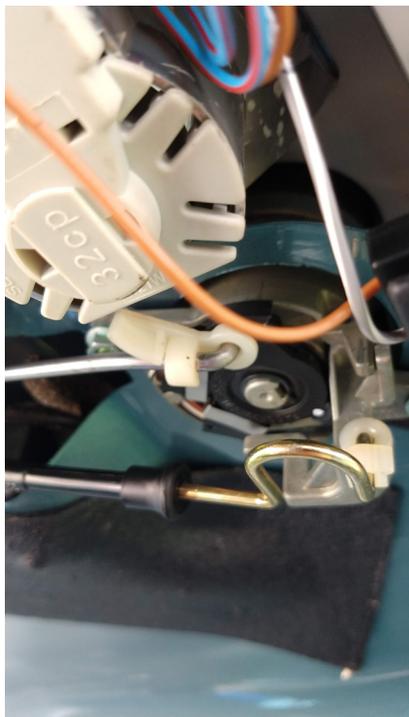
To get to the rubber boot, the boot lid trim has to be removed. There are several fuzzy screws hidden around the edges of the trim. Remove those. WOW! Fuzzy screws....the quality of this car never ceases to amaze...



The safety triangle holder also has to be removed (10mm nut). There are two plastic trim clips that must be finessed from their locating holes. Probably be careful or they might break!



These trim clips are located in the middle of the trim. Trim can now be removed from boot lid.



The silver rod has a whitish retaining clip securing it into the rear of the boot lid lock mechanism. Pull this clip away from the rod and you can then withdraw the rod downward and away from the mechanism. The other end of this rod is attached to the vacuum pump lock actuator.



In my case the rod had somehow already come out of the mechanism without my intervention...! If you have the same case, there is a hole in the black part of the mechanism where it should be fitted as shown in the picture above.



This is the vacuum pump lock actuator removed from the boot lid. It is held in by the two screws in the picture.



You will also have to remove this hose from the actuator before you remove it. Squeeze the sides of the white retaining thing and prise gently to release.



Slide the boot off the rod after prising it from the actuator housing.



I added a ziplock tie and some gasket sealant as overkill, since I am installing a 26 year old part as a replacement!

Notice the rebate on the rod. The top of the rubber boot should extend to here.

Reassemble and test.



View of the central locking vacuum pump - located behind left boot compartment trim



Pull this hose and block end whilst locking car with fob or key to prove you have a leaking actuator boot.