

RESTRAINT SYSTEM

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GENERAL INFORMATION

WARNINGS AND PRECAUTIONS

WARNING: THIS SYSTEM IS A SENSITIVE, COMPLEX ELECTRO-MECHANICAL UNIT. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE CABLE BEFORE BEGINNING AIRBAG SYSTEM COMPONENT REMOVAL OR INSTALLATION PROCEDURES. THIS WILL DISABLE THE AIRBAG SYSTEM. FAILURE TO DISCONNECT THE BATTERY COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR TWO MINUTES BEFORE REMOVING AIRBAG COMPONENTS.

DO NOT PLACE AN INTACT UNDEPLOYED AIRBAG FACE DOWN ON A SOLID SURFACE, THE AIRBAG WILL PROPEL INTO THE AIR IF ACCIDENTALLY DEPLOYED AND COULD RESULT IN PERSONAL INJURY. WHEN CARRYING OR HANDLING AN UNDEPLOYED AIRBAG MODULE, THE TRIM SIDE OF THE AIRBAG SHOULD BE POINTING AWAY FROM THE BODY TO MINIMIZE POSSIBILITY OF INJURY IF ACCIDENTAL DEPLOYMENT OCCURS.

REPLACE AIRBAG SYSTEM COMPONENTS WITH MOPAR® REPLACEMENT PARTS. SUBSTITUTE PARTS MAY APPEAR INTERCHANGEABLE, BUT INTERNAL DIFFERENCES MAY RESULT IN INFERIOR OCCUPANT PROTECTION.

WEAR SAFETY GLASSES, RUBBER GLOVES, AND LONG SLEEVED CLOTHING WHEN CLEANING POWDER RESIDUE FROM VEHICLE AFTER AIRBAG DEPLOYMENT. SODIUM HYDROXIDE POWDER RESIDUE EMITTED FROM A DEPLOYED AIRBAG CAN CAUSE SKIN IRRITATION. FLUSH AFFECTED AREA WITH COOL WATER IF IRRITATION IS EXPERIENCED. IF NASAL OR THROAT IRRITATION IS EXPERIENCED, EXIT THE VEHICLE FOR FRESH AIR UNTIL THE IRRITATION CEASES. IF IRRITATION CONTINUES, SEE A PHYSICIAN.

DO NOT USE A REPLACEMENT AIRBAG THAT IS NOT IN THE ORIGINAL PACKAGING, IMPROPER DEPLOYMENT AND PERSONAL INJURY CAN RESULT.

THE FACTORY INSTALLED FASTENERS, SCREWS AND BOLTS USED TO FASTEN AIRBAG COMPONENTS HAVE A SPECIAL COATING AND ARE SPECIFICALLY DESIGNED FOR THE AIRBAG SYSTEM. DO NOT USE SUBSTITUTE FASTENERS, USE ONLY ORIGINAL EQUIPMENT FASTENERS LISTED IN THE PARTS CATALOG WHEN FASTENER REPLACEMENT IS REQUIRED.

NOTE: Airbags should be stored in a cool dry location away from excessive heat and static electrical activity with the fabric airbag facing UP, or a premature deployment can result.

If the Driver/Passenger Airbag Module is defective and not deployed, refer to Chrysler Corporation current return list for proper handling procedures.

DESCRIPTION AND OPERATION

AIRBAG CONTROL MODULE

The Airbag Control Module (ACM) contains the safing sensor and energy reserve capacitor. The ACM is mounted on the tunnel floor pan forward of the center console. The safing sensor is located inside the ACM. The safing sensor provides confirmation of a crash, but does not discriminate severity. The ACM monitors the system to determine the system readiness. The ACM will store sufficient energy to deploy the airbags for only two minutes after the battery is disconnected. The ACM contains on-board diagnostics, and will illuminate the AIRBAG warning lamp in the cluster when a fault occurs. The warning equipment is tested for a few seconds every time the vehicle is started.

CLOCKSPRING

The clockspring is mounted to the steering column behind the steering wheel. The clockspring is used to maintain a continuous electrical circuit between the wiring harness and the:

- Driver's airbag module
- Speed control switches
- Horn switch

The clockspring consists of a flat, ribbon like, electrically conductive tape which winds and unwinds with the steering wheel rotation.

DRIVER AND PASSENGER AIRBAG MODULES

WARNING: NEVER DISASSEMBLE THE DRIVER/PASSENGER AIRBAG MODULE, THERE ARE NO SERVICEABLE PARTS WITHIN THE MODULES.

DRIVER AIRBAG MODULE

The Driver Airbag Module located on the steering wheel is the most visible part of the system (Fig. 1). It contains the airbag cushion and its supporting components. The airbag module contains a housing to which the cushion and inflator are attached and sealed.

The driver side inflator assembly is mounted from the back of the module housing. When supplied with the proper electrical signal the inflator assembly will produce a gas and discharge it directly into the cushion. A protective cover is fitted to the front of the Driver Airbag Module and forms a decorative cover in the center of the steering wheel. The driver airbag module is mounted directly to the steering wheel.

PASSENGER

The Passenger Airbag Module is located beneath the decorative cover of the instrument panel, facing the passenger seat (Fig. 2).

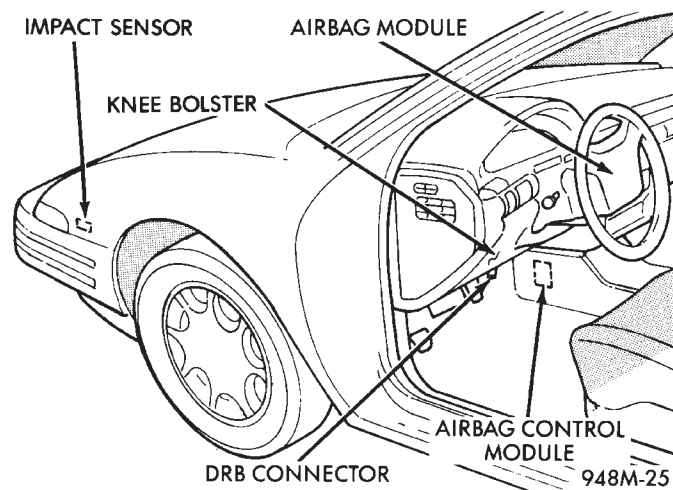


Fig. 1 Driver Airbag

The passenger inflator assembly is within the module housing. The module is mounted to the upper and lower instrument panel. When supplied with the proper electrical signal the inflator will produce a gas and discharge it directly into the cushion. A protective cover is fitted into the instrument panel over the Passenger Airbag Module. This cover will pivot out of the way and allow the cushion to fully inflate.

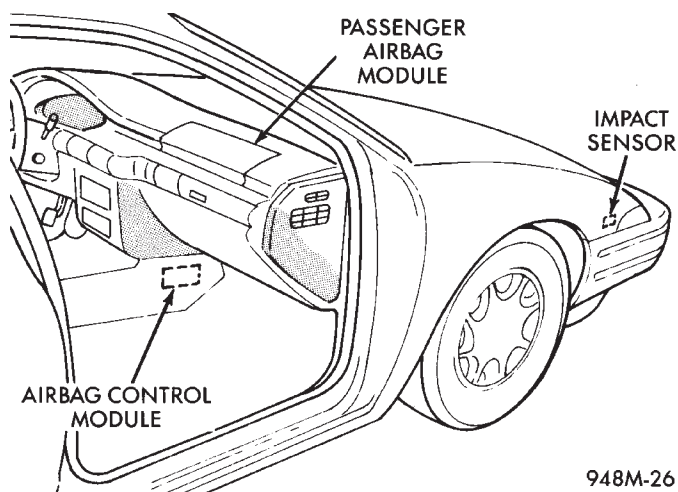


Fig. 2 Passenger Airbag

FRONT IMPACT SENSORS

The Driver and Passenger Airbag System is a supplemental safety device designed to help protect the driver and passenger from serious injury, caused by a frontal impact of the vehicle.

The two front impact sensors provide verification of the direction and severity of the impact. The sensors are mounted on the headlamp carrier surface on the left and right side of the vehicle under the hood.

The impact sensors are threshold sensitive switches that complete an electrical circuit when an impact provides a sufficient acceleration to close the switch. The sensors are calibrated for the specific

DESCRIPTION AND OPERATION (Continued)

vehicle and react to the severity and direction of the impact.

LOW PRESSURE SWITCH

The Passenger Airbag Module has a low pressure switch attached to it. The purpose of a pressure switch is to monitor the compressed gas pressure in the inflator. If the gas pressure falls below specification the pressure switch will illuminate the airbag lamp in the message center of the instrument panel. If this situation occurs, it will be necessary to replace the Passenger Airbag Module. Refer to the proper Body Diagnostic Procedure Manual.

DIAGNOSIS AND TESTING

AIRBAG SYSTEM TEST

(1) Connect scan tool (DRB) to Data Link connector, located at right side of the steering column and at the lower edge of the lower instrument panel.

(2) Turn the ignition key to ON position. Exit vehicle with scan tool. Use the latest version of the proper cartridge.

(3) After checking that no one is inside the vehicle, connect the battery negative terminal.

(4) Using the scan tool, read and record active diagnostic code data.

(5) Read and record any stored diagnostic codes.

(6) Refer to the Passive Restraint Diagnostic Test Manual if any diagnostic codes are found in Step 4 or Step 5.

(7) Erase stored diagnostic codes if there are no active diagnostic codes. If problems remain, diagnostic codes will not erase. Refer to the Passive Restraint Diagnostic Test Manual to diagnose the problem. **If airbag warning lamp either fails to light, or goes on and stays on, there is a system malfunction. Refer to the Passive Restraint Diagnostic Test Manual to diagnose the problem.**

SERVICE PROCEDURES

CLEANUP PROCEDURE

Roll or fold the passenger airbag towards the instrument panel surface and close the door over the folded bag. Then tape the door shut.

Use a vacuum cleaner to remove any residual powder from the vehicle interior. Work from the outside in to avoid kneeling or sitting in a contaminated area. Vacuum the heater and A/C outlets as well (Fig. 3). If the heater or air conditioner was in RECIRC mode at time of airbag deployment, operate blower motor on low speed and vacuum powder residue expelled from the heater and A/C outlets. Multiple

vacuum cleaning may be necessary to decontaminate the interior of the vehicle.

Place the deployed driver and passenger airbag modules along with the instrument panel and center duct in your automotive scrap.

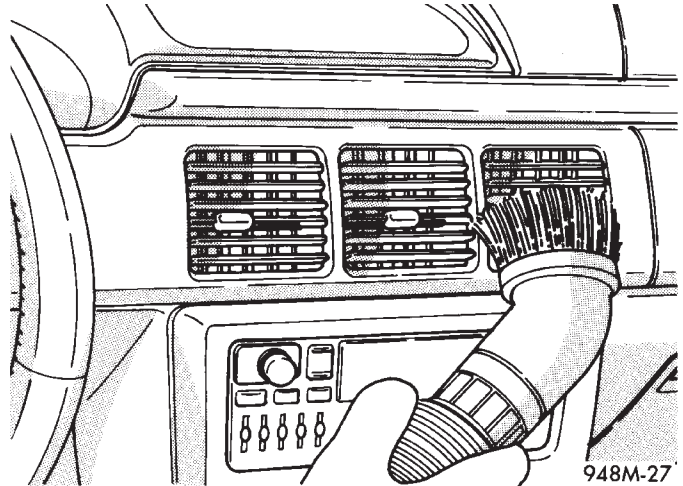


Fig. 3 Vacuum Heater and A/C Outlets

SERVICE OF DEPLOYED AIRBAG MODULE

DRIVER AIRBAG

After a Driver Airbag Module has been deployed:

- Driver Airbag Module
- Clockspring assembly

The component above must be replaced because they cannot be reused. Other driver airbag system components are replaced if damaged.

PASSENGER AIRBAG

After a Passenger Airbag Module has been deployed:

- Passenger Airbag Module
- Upper instrument panel with the defroster duct and airbag cover
- Center distribution duct

The components above must be replaced because of visible or non visible structural damage.

The lower instrument panel knee blocker, top cover, right trim bezel and any other components should be replaced if damaged.

HANDLING AIRBAG MODULE**DEPLOYED MODULE**

The vehicle interior may contain a very small amount of sodium hydroxide powder, a by-product of airbag deployment. Sodium hydroxide powder can irritate the skin, eyes, nose and throat. Wear safety glasses, rubber gloves, and long sleeved clothing when cleaning any of the powder residue from the vehicle.

SERVICE PROCEDURES (Continued)

If you find that the cleanup is irritating your skin, run cool water over the affected area. Also, if you experience nasal or throat irritation, exit the vehicle for fresh air until the irritation ceases. If irritation continues, see a physician.

UNDEPLOYED

The airbag modules must be stored in its original special container until used for service. At no time should a source of electricity be permitted near the inflator on the back of an airbag module. When carrying or handling an undeployed airbag module, the trim side of the airbag should be pointing away from the body to minimize possibility of injury if accidental deployment occurs. Do not place undeployed airbag face down on a solid surface, the airbag will propel into the air if accidentally deployment occurs.

MAINTENANCE INSPECTION

Check the airbag warning lamp for proper operation as follows:

(1) Turn the ignition switch to the ON position. The airbag warning lamp should illuminate. If does not, test the system using a scan tool and Passive Restraint System Diagnostic Procedures Manual. Repair as required.

(2) The airbag warning lamp lights, but fails to go out after ten seconds. Test the system using a scan tool and Passive Restraint System Diagnostic Procedures Manual. Repair as required.

(3) Erasing stored Diagnostic Trouble Codes is not required.

REMOVAL AND INSTALLATION**AIRBAG CONTROL MODULE (ACM)**

WARNING: THE ACM CONTAINS A SAFING SENSOR WHICH ENABLES THE SYSTEM TO DEPLOY THE AIRBAGS. TO AVOID ACCIDENTAL DEPLOYMENT, NEVER CONNECT ACM ELECTRICALLY TO THE SYSTEM WHILE VEHICLE BATTERY IS CONNECTED. BEFORE BEGINNING ANY AIRBAG SYSTEM REMOVAL OR INSTALLATION PROCEDURES, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THIS WILL DISABLE THE AIRBAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT, AND POSSIBLE PERSONAL INJURY.

FIVE PASSENGER VEHICLE**REMOVAL**

(1) Disconnect and isolate the battery negative cable.

(2) Remove ash receiver.

(3) Remove shifter knob fastener and remove shifter knob.

(4) Remove shifter bezel screw located in ash receiver slot and remove shifter bezel. Disconnect ash receiver wiring.

(5) Disconnect ACM 4-way and 13-way connectors.

(6) Remove two module mounting screws and remove module (Fig. 4).

INSTALLATION

(1) Position ACM (arrow pointing forward) in the instrument panel center support bracket, engaging the module into the clip on the instrument panel bracket.

(2) Attach the ACM to the support bracket with the two screws supplied and tighten to 5.5 to 9.5 N·m (49 to 84 in. lbs.) torque.

CAUTION: USE SUPPLIED SCREWS ONLY

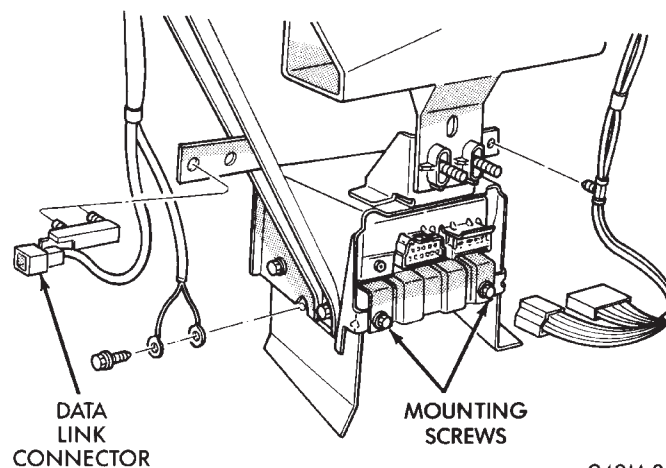
(3) Connect ACM 4-way and 13-way connectors and ensure both connectors and all locking tabs are engaged.

(4) Install shifter bezel with screw located in ash receiver. Ensure wiring connectors are connected to ash receiver.

(5) Replace shifter knob and fastener.

(6) Install ash receiver.

(7) Do not connect battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.



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Fig. 4 Airbag Control Module**SIX PASSENGER VEHICLE****REMOVAL**

(1) Disconnect and isolate the battery negative cable (Fig. 5).

(2) Remove two lower center cover retaining screws and remove trim cover (Fig. 16).

REMOVAL AND INSTALLATION (Continued)

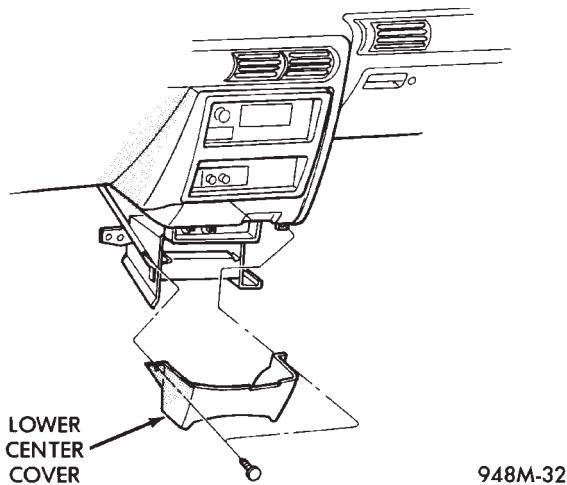
- (3) Disconnect ACM 4-way and 13-way connectors.
- (4) Remove two module mounting screws and remove module.

INSTALLATION

- (1) Position ACM (arrow pointing forward) in the instrument panel center support bracket, engaging the module into the clip on the instrument panel bracket.
- (2) Attach the ACM to the support bracket with the two screws supplied and tighten to 5.5 to 9.5 N·m (49 to 84 in. lbs.) torque.

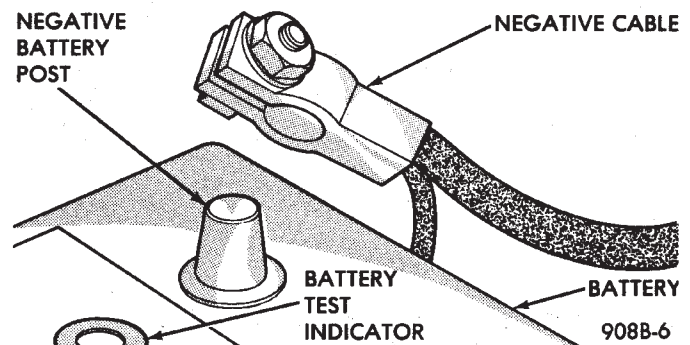
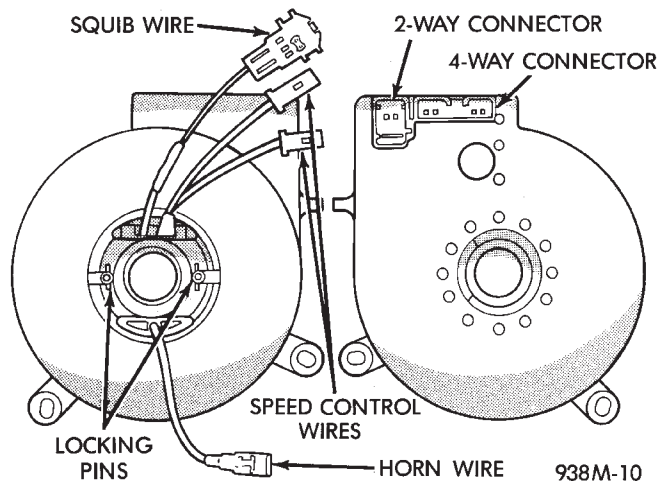
CAUTION: USE SUPPLIED SCREWS ONLY

- (3) Connect ACM connectors and ensure connectors and locking tabs are engaged.
- (4) Install trim cover and secure with two screws.
- (5) Do not connect battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

**Fig. 5 Lower Center Cover****CLOCKSPRING****REMOVAL**

- (1) Place the front road wheels in the straight ahead position then:
 - Rotate the steering wheel half turn (180 degrees) to the right (clockwise)
 - Lock column with ignition lock cylinder.
- (2) Disconnect and isolate the battery negative cable (Fig. 6).
- (3) Wait two minutes for the reserve capacitor to discharge before removing non deployed module.
- (4) Remove speed control switch mounting screws, switches and disconnect the wire connectors or remove covers.
- (5) Remove the Driver Airbag Module attaching bolts from the back of steering wheel.

- (6) Lift module and disconnect the airbag and horn wire connectors.
- (7) Remove the steering wheel, refer to Steering Wheel removal procedures.
- (8) Remove the tilt wheel release lever.
- (9) Remove upper and lower steering column shrouds to gain access to clockspring wiring.
- (10) Disconnect the 2-way and 4-way connectors between the clockspring and the instrument panel wiring harness at the base of the clockspring (Fig. 7).
- (11) Remove the halo light wire from the clip on the side of the clockspring.
- (12) Remove two mounting screws and pull clockspring assembly from steering shaft. The clockspring cannot be repaired, and must be replaced if faulty.

**Fig. 6 Remove or Install Battery Cable****Fig. 7 Clockspring****INSTALLATION**

- (1) Confirm that:
 - The steering wheel position is a half turn (180 degrees) to the right (clockwise)
 - The column is locked with the ignition cylinder lock.
 - Locate the clockspring on the steering shaft and push down on the rotor until the clockspring is fully seated on the steering column.

REMOVAL AND INSTALLATION (Continued)

- Fasten clockspring to steering column using the two mounting screws.
- Tighten the screw near the ignition switch halo light first.
- Tighten to 2.7 N·m (24 in. lbs.) torque.

(2) Connect the clockspring to the instrument panel harness, ensure wiring is properly routed. Then check that the connectors, locking tabs are properly engaged and the halo lamp wire is in position (Fig. 7).

(3) Install steering column shrouds. Be sure all wires are inside of shrouds.

(4) Install the tilt wheel release lever, if equipped.

(5) Install steering wheel ensuring the flats on hub align with the clockspring. Tighten steering wheel nut to 61 N·m (45 ft. lbs.) torque. Pull the yellow horn lead through the smaller round hole. Pull the airbag and speed control leads through the larger slot. Ensure leads do not get pinched under the steering wheel.

(6) Route speed control wires under and behind the airbag module mounting tabs.

(7) Connect the yellow horn lead wire and the airbag lead wire to the airbag module.

(8) Install the airbag module and tighten bolts to 9 N·m (80 in. lbs.) torque.

(9) Connect the speed control wires to the switches and install switches. Tighten screws to 1.5 N·m (13 in. lbs.) torque.

(10) Do not connect the battery negative cable. Refer to Airbag System Check for proper procedure.

DRIVER AIRBAG MODULE**REMOVAL**

When removing a deployed module, rubber gloves, eye protection and long sleeved shirt should be worn, as there may be deposits on the surface which could irritate the skin and eyes.

(1) Disconnect and isolate the battery negative cable (Fig. 6).

(2) Remove speed control switches or covers from steering wheel back shroud and disconnect the wires.

(3) Remove two bolts attaching Driver Airbag Module from the sides of steering wheel (Fig. 8).

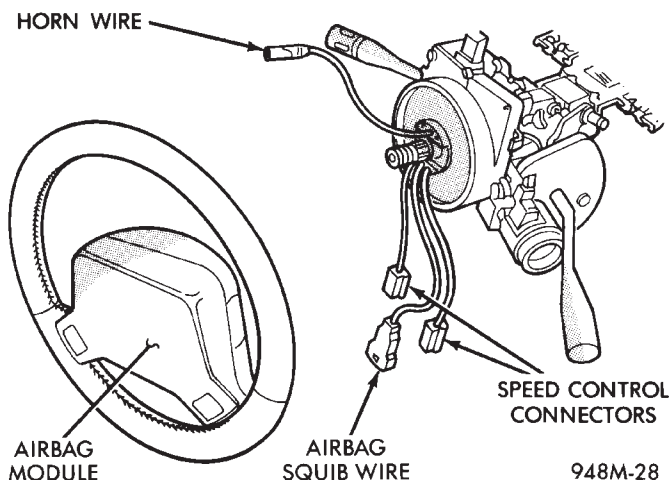
(4) Lift module and disconnect airbag and horn wire connectors.

(5) Remove Driver Airbag Module.

(6) When replacing a deployed Driver Airbag Module, the clockspring must also be replaced. Refer to Clockspring Removal and Installation for proper procedure.

INSTALLATION

(1) Connect clockspring, horn and airbag wiring connectors to the module. Make airbag connection by pressing straight in on the connector. The connector

**Fig. 8 Driver Airbag Module**

should be fully seated to assure positive connection. Checking that the wires are not pinched during installation.

(2) Install the two bolts and tighten to 9 to 11 N·m (80 to 100 in. lbs.) torque.

(3) Install covers to the steering wheel back shroud or connect the wire connectors to the speed control switches and install switches.

(4) Do not connect battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

FRONT IMPACT SENSOR**REMOVAL**

(1) Disconnect and isolate the battery negative cable (Fig. 6).

(2) Remove two headlamp pins and remove headlamp.

(3) Remove four headlamp carrier fasteners and remove headlamp carrier.

(4) Remove three screws holding sensor to headlamp carrier surface and remove sensor (Fig. 9).

(5) Disconnect impact sensor electrical connector.

INSTALLATION

(1) Connect sensor wiring lead from harness to connector on body of sensor.

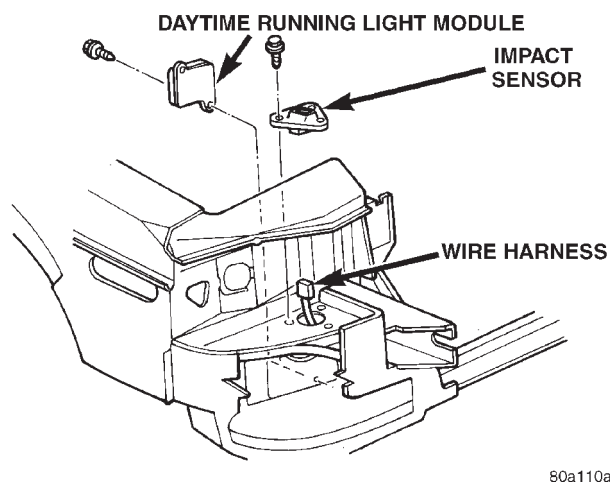
(2) Install left sensor (arrow pointed forward as shown in (Fig. 10)) to headlamp carrier surface, using three screws provided with new sensor and tighten to 3 to 5 N·m (25 to 45 in. lbs.) torque.

(3) Install headlamp carrier with the four fasteners.

(4) Install headlamp pins with the two pins.

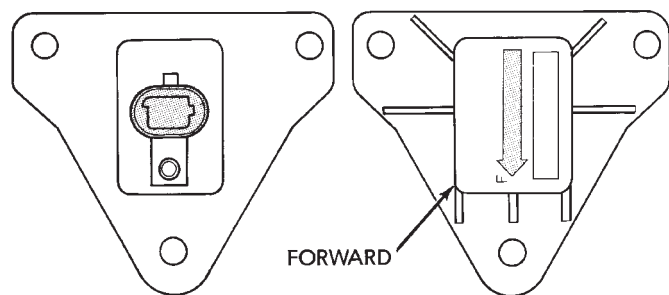
(5) Do not connect battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

REMOVAL AND INSTALLATION (Continued)



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Fig. 9 Impact Sensor Location



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Fig. 10 Impact Sensor

PASSENGER AIRBAG MODULE

NON DEPLOYED MODULE

REMOVAL

When removing a module for any reason other

than DEPLOYMENT.

- (1) Disconnect and isolate the battery negative cable (Fig. 6).
- (2) Open glove box fully to gain access to attaching screws inside of the glove box.
- (3) Remove the attaching screws from inside of glove box opening (Fig. 11).
- (4) Remove lower instrument panel and right spot cooler duct.
- (5) Disconnect the pressure switch and the squib wire connectors from module.
- (6) Remove six fasteners holding airbag assembly to the instrument panel collar.
- (7) Lift module up and turn so it can be lowered through the mounting bracket (Fig. 12).

INSTALLATION

For installation, reverse the above procedures. Refer to Diagnosis and Testing for Airbag System Test procedures.

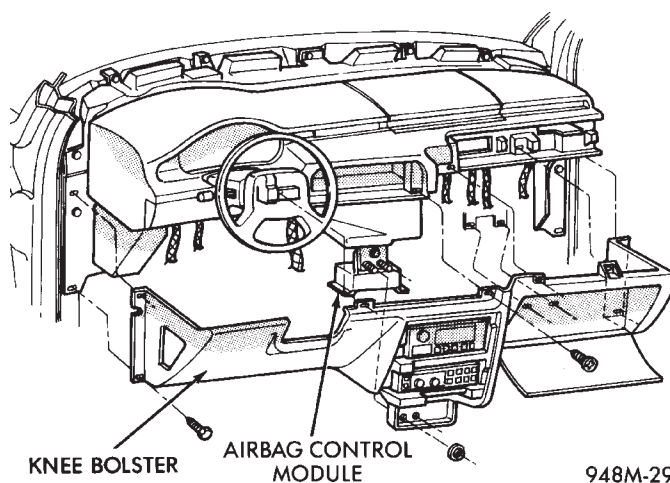
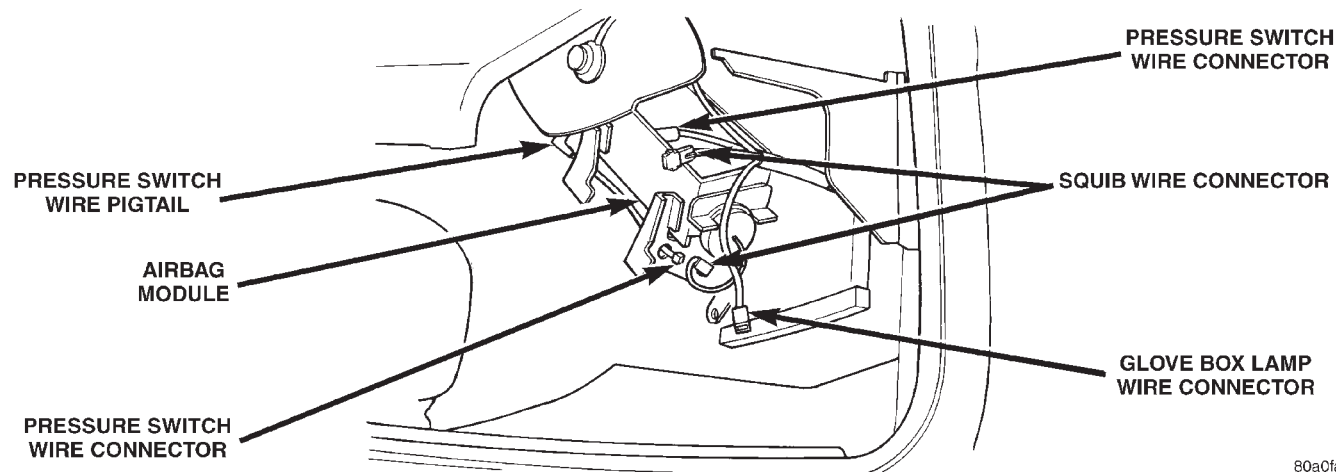


Fig. 11 Lower Instrument Panel



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Fig. 12 Passenger Airbag Module

REMOVAL AND INSTALLATION (Continued)

DEPLOYED MODULE

REMOVAL

When removing a deployed module: rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the surface which could irritate the skin and eyes.

(1) Disconnect and isolate the battery negative cable (Fig. 6).

(2) Roll/fold airbag towards instrument panel.

(3) Close door over folded airbag and tape door closed.

(4) Open both vehicle doors and remove both instrument panel end covers (Fig. 13) or (Fig. 14).

(5) Remove floor console if equipped and cowl side trim panels. If the vehicle is not equipped with a floor console, remove instrument panel lower center cover and ash receiver assembly.

(6) Remove screw at radio ground strap at side of center support bracket. Proper Routing Of Radio Ground Strap Is Essential For Radio Performance.

(7) Open glove box door to gain access to the four screws attaching lower instrument panel to module bracket (Fig. 11). Remove screws. The LHS has six screws.

(8) Remove two nuts from center support bracket at ash receiver area.

(9) Remove two screws from center outlet bezel opening and two screws from right bezel opening. The LHS has only one screw from outlet bezel opening.

(10) Remove screw from each end cover area of instrument panel. The LHS has no screws.

(11) Remove two screws at each end of instrument panel at cowl sides, then detach lower instrument panel from upper instrument panel, with column in tilt-up position.

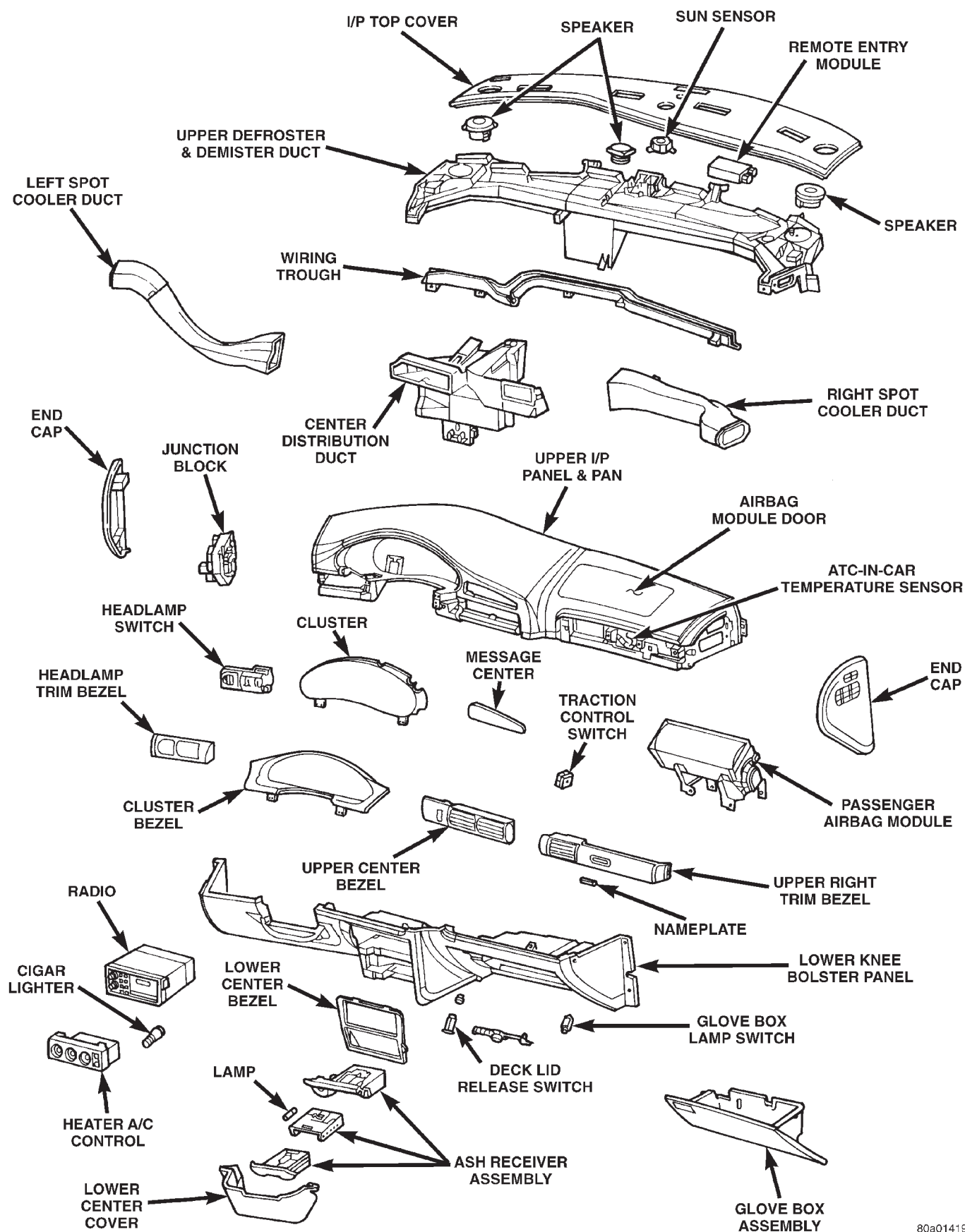
(12) Disconnect the following electrical connectors:

- Trunk Release Switch
- Glove box Light Switch
- Radio/Antenna Connectors
- Heater-A/C Connectors
- Ash Receiver Light

(13) Remove lower instrument panel assembly.

(14) Remove left silencer/duct under instrument panel.

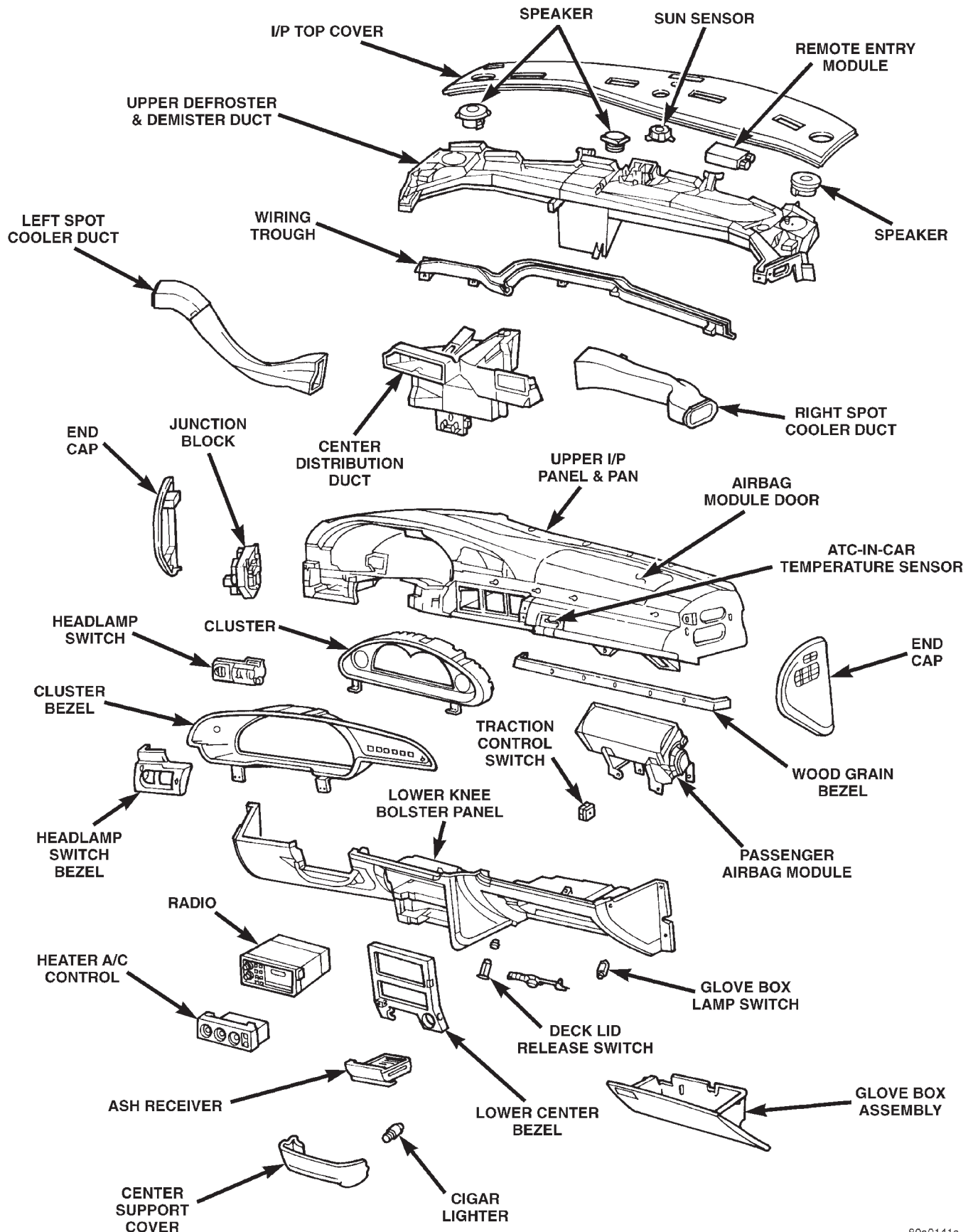
REMOVAL AND INSTALLATION (Continued)



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Fig. 13 Instrument Panel Components

REMOVAL AND INSTALLATION (Continued)

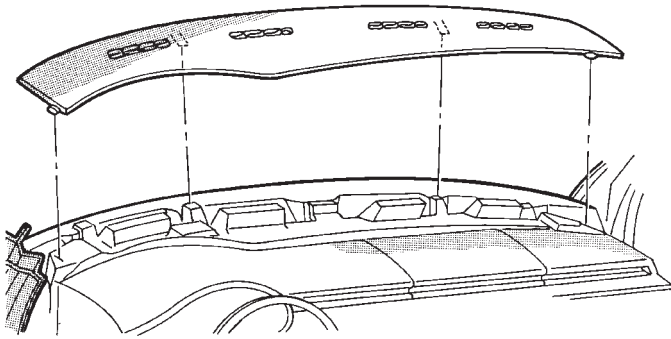


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Fig. 14 Instrument Panel Components - LHS

REMOVAL AND INSTALLATION (Continued)

(15) Remove instrument panel top cover, right and left A-pillar trim panels (Fig. 15).



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Fig. 15 Top Cover

(16) Remove Body Control Module at right end of instrument panel.

(17) Remove left outlet duct.

(18) Remove steering column shrouds and disconnect six electrical connectors. Slide wiring trough retainer off of trough and stow wiring away from steering column.

(19) Loosen the two lower screws and remove two upper nuts on steering column assembly and lay column on floor.

(20) Disconnect the following electrical connectors:

- Power antenna and cable at right cowl side
- Body wiring at right end of A/C unit
- Three ATC unit connectors at center of unit
- Ground wire at left of center support
- Data link connector at left brace
- Two airbag diagnostic module connectors
- Three in-line bracket connector including 40-way jack screw and remove hazard relay.
- Four outboard connectors to Junction Block.
- Headliner connector at top of panel.
- Passenger Airbag Module squib connector
- Passenger Airbag Module pressure switch connector

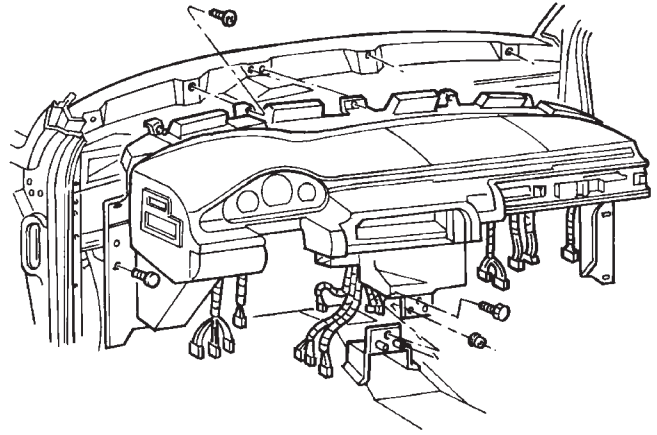
(21) Remove the two panel attaching bolts at each cowl side and one bolt from center support bracket. Remove the five panel attaching bolts along top of panel (Fig. 16).

(22) Then remove the upper instrument panel rearward off of lower attaching studs.

INSTALLATION

(1) Install the NEW center distribution duct to the NEW instrument panel and pad assembly.

(2) Install all instrument panel components which are not damaged to panel. Tighten screws to 2 N·m (20 in. lbs.) torque.



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Fig. 16 Upper Instrument Panel

(3) Install the NEW Passenger Airbag Module to instrument panel and pad assembly. Tighten screws to 4 N·m (35 in. lbs.) torque.

(4) For installation of the upper and lower instrument panels, reverse above procedures.

(a) When installing the lower instrument panel to the upper instrument panel install the center two screws first and work from center out. Tighten screws to 3 N·m (25 in. lbs.) torque.

(b) Open glove box to gain access to the screws attaching lower instrument panel to module bracket. Tighten screws to 3 N·m (25 in. lbs.) torque.

(c) Do not connect battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

STEERING WHEEL**REMOVAL**

(1) Place the front road wheels in the straight ahead position then:

- Rotate the steering wheel half turn (180 degrees) to the right (clockwise)
- Lock column with the ignition cylinder lock

(2) Disconnect and isolate the battery negative cable.

(3) Wait two minutes for the reserve capacitor to discharge before removing non deployed module.

(4) Remove speed control switches and connectors or covers.

(5) Remove the airbag module attaching bolts from the back of steering wheel.

(6) Lift module and disconnect the airbag and horn wire connectors.

(7) Remove steering wheel retaining nut.

(8) Remove steering wheel with steering wheel puller Tool C-3428B. While removing steering wheel

REMOVAL AND INSTALLATION (Continued)

take care to feed the wires gently through the holes in the clockspring armature.

INSTALLATION

- (1) Confirm that:
 - The steering wheel position is a half turn (180 degrees) to the right (clockwise)
 - The column is locked with the ignition cylinder lock.
 - Check that the turn signal stalk is in the neutral position
- (2) Install steering wheel ensuring the flats on hub align with the clockspring. Pull the yellow horn lead through the smaller round hole. Pull the airbag and speed control leads through the larger slot. Ensure leads do not get pinched under the steering wheel (Fig. 7).
- (3) Install retaining nut, and tighten it to 61 N·m (45 ft. lbs.) torque.
- (4) Rout speed control wires under and behind the airbag module mounting tabs.
- (5) Connect the yellow horn lead wire and the airbag lead wire to the airbag module.
- (6) Install the airbag module and tighten bolts to 12 to 14 N·m (105 to 125 in. lbs.) torque.
- (7) Connect the speed control wires to the switches and install switches. Tighten screws to 1.4 to 2.0 N·m (12 to 18 in. lbs.) torque.
- (8) Do not connect the battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

ADJUSTMENTS**CLOCKSPRING CENTERING PROCEDURE**

If the rotating tape within the clockspring is not positioned properly with the steering wheel and the front wheels, the clockspring may fail during use. The following procedure **MUST BE USED** to center the clockspring if:

- The clockspring is not known to be properly positioned
- The front wheels were moved
- The steering wheel was moved from the half turn (180 degrees) to the right (clockwise) position.

(1) Remove clockspring, refer to Clockspring Removal.

(2) After removal, depress the two plastic locking pins to disengage locking mechanism (Fig. 7).

(3) Keeping locking mechanism disengaged, rotate the clockspring rotor in the **CLOCKWISE DIRECTION** to the end of travel. Do not apply excessive torque.

(4) From the end of travel, rotate the rotor two full turns and a half in the counterclockwise direction. The horn wire should end up at the bottom and the squib wire at the top. If not, rotate the rotor counterclockwise until the wires are properly orientated, but not more than half turn (180 degrees). Engage clockspring locking mechanism.

(5) For installation, refer to Clockspring Installation

(6) Do not connect the battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.