

INTERIOR AND SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

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52109000187

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INTERIOR

CONTENTS

52109000255

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WARNINGS REGARDING SERVICING OF SUPPLEMENTAL RESTRAINT SYSTEM (SRS) EQUIPPED VEHICLES
WARNING!

- (1) Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to the driver (from rendering the SRS inoperative).
- (2) Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.
- (3) MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B – Supplemental Restraint System (SRS) before beginning any service or maintenance of any component of the SRS or any SRS-related component.

NOTE

The SRS includes the following components: impact sensors, SRS diagnosis unit, SRS warning lamp, air bag module, clock spring and interconnecting wiring. Other SRS-related components (that may have to be removed/installed in connection with SRS service or maintenance) are indicated in the table of contents by an asterisk (*).

SERVICE SPECIFICATIONS

52100030031

Items		Standard value
Seatback heater resistance (between terminals) Ω		Approx. 8
Seat cushion heater resistance (between terminals) Ω	Between terminals 2 and 3	Approx. 8
	Between terminals 1 and 3	0

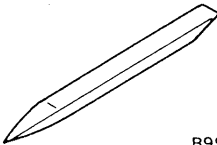
ADHESIVE

52100050068

Items	Specified adhesive
Back panel trim, lower B to back panel trim, lower extension <Club cab>	Adhesive tape: double-sided tape [8 mm width and 0.16 mm thickness]

SPECIAL TOOL

52100060146

Tool	Number	Name	Use
 B990784	MB990784	Ornament remover	Removal of switch, trim, etc.

INSTRUMENT PANEL

52100170153

REMOVAL AND INSTALLATION

For installation of the instrument panel, the bolts and screws described below are used. They are indicated by symbols in the illustration.

Name	Symbol	Size mm (D x L)	Colour	Shape
Tapping screw	A	5 x 12	—	 A00Z0010
	B	5 x 16		
	C	5 x 12	Black	 19X0639
	D	5 x 16		
	E	5 x 20		
	F	5 x 12	—	 B00Z0010
	G	5 x 16		
	H	5 x 16	Black	 D19N0001
Washer assembled screw	I	5 x 12	—	 C00Z0010
	J	5 x 16		
	K	5 x 20	Black	
Washer assembled bolt	L	6 x 8	—	 D00Z0010
	M	6 x 16		
	N	8 x 16		
	O	6 x 16		 F00Z0010
Machine screw	P	4 x 8	—	 J00Z0010

D = Thread diameter

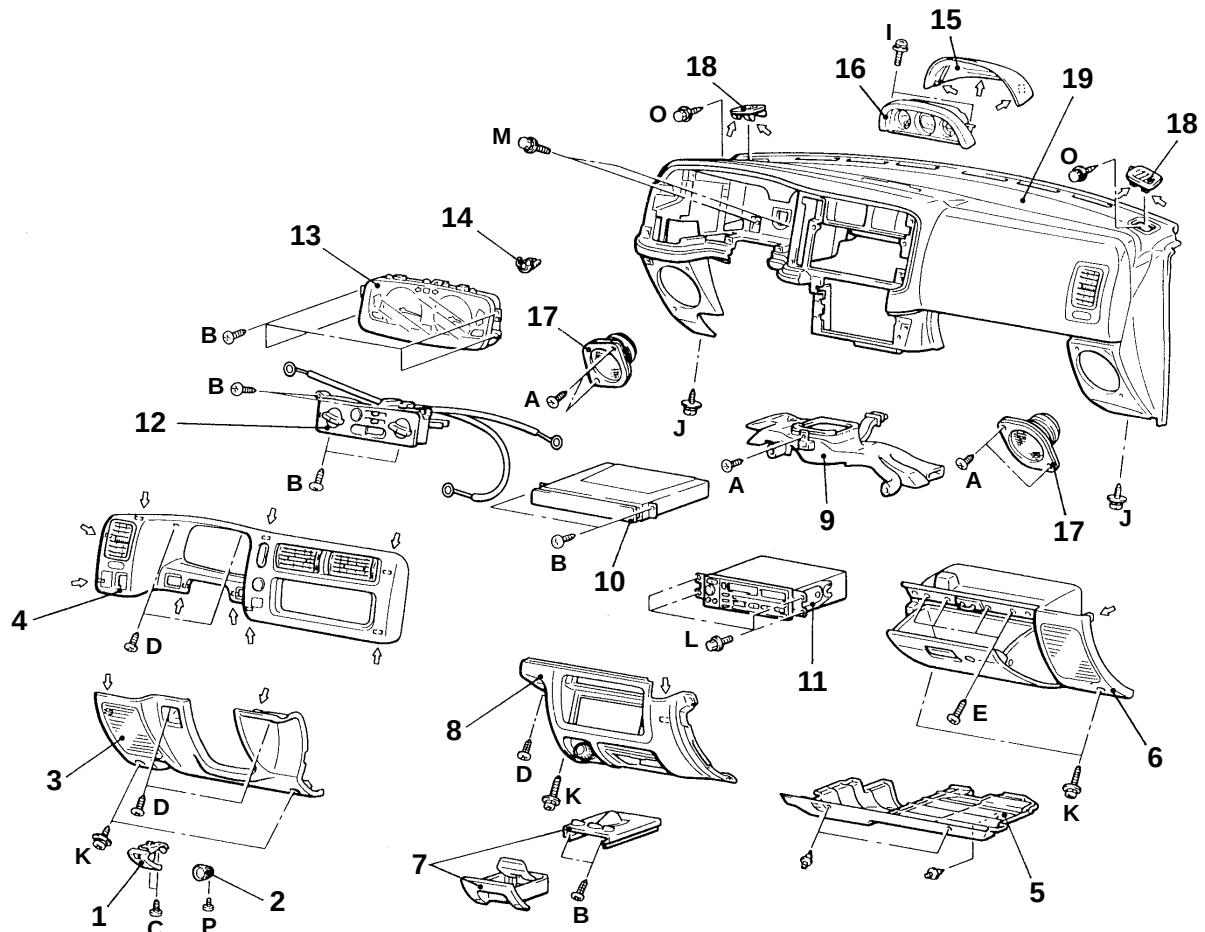
L = Effective thread length

CAUTION: SRS

When removing and installing the instrument panel (vehicles equipped with SRS), do not let it bump against the SRS diagnosis unit.

Pre-removal and Post-installation Operation

- Floor Console Assembly Removal and Installation (Refer to P. 52A-7.)
- Steering Wheel and Column Cover Removal and Installation (Refer to GROUP 37A.)



A19V0052

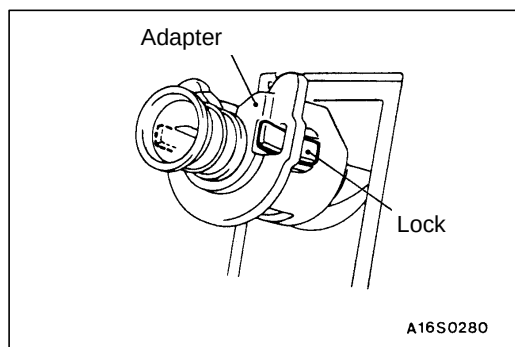
NOTE

↔ : Metal clip position

Removal steps

- | | |
|--|--|
| 1. Hood lock release handle | 11. Radio and tape player |
| 2. Throttle cable knob <Diesel-powered vehicles> | 12. Heater control assembly (Refer to GROUP 55.) |
| 3. Driver side under cover | 13. Combination meter |
| 4. Meter bezel assembly | 14. Adapter |
| 5. Under cover | 15. Multi-meter panel <4WD> |
| 6. Glove box assembly | 16. Multi-meter assembly <4WD> |
| 7. Ashtray assembly | 17. Speaker |
| 8. Center under cover | 18. Side defroster grille |
| 9. Foot duct | 19. Instrument panel assembly |
| 10. Cup holder assembly | |

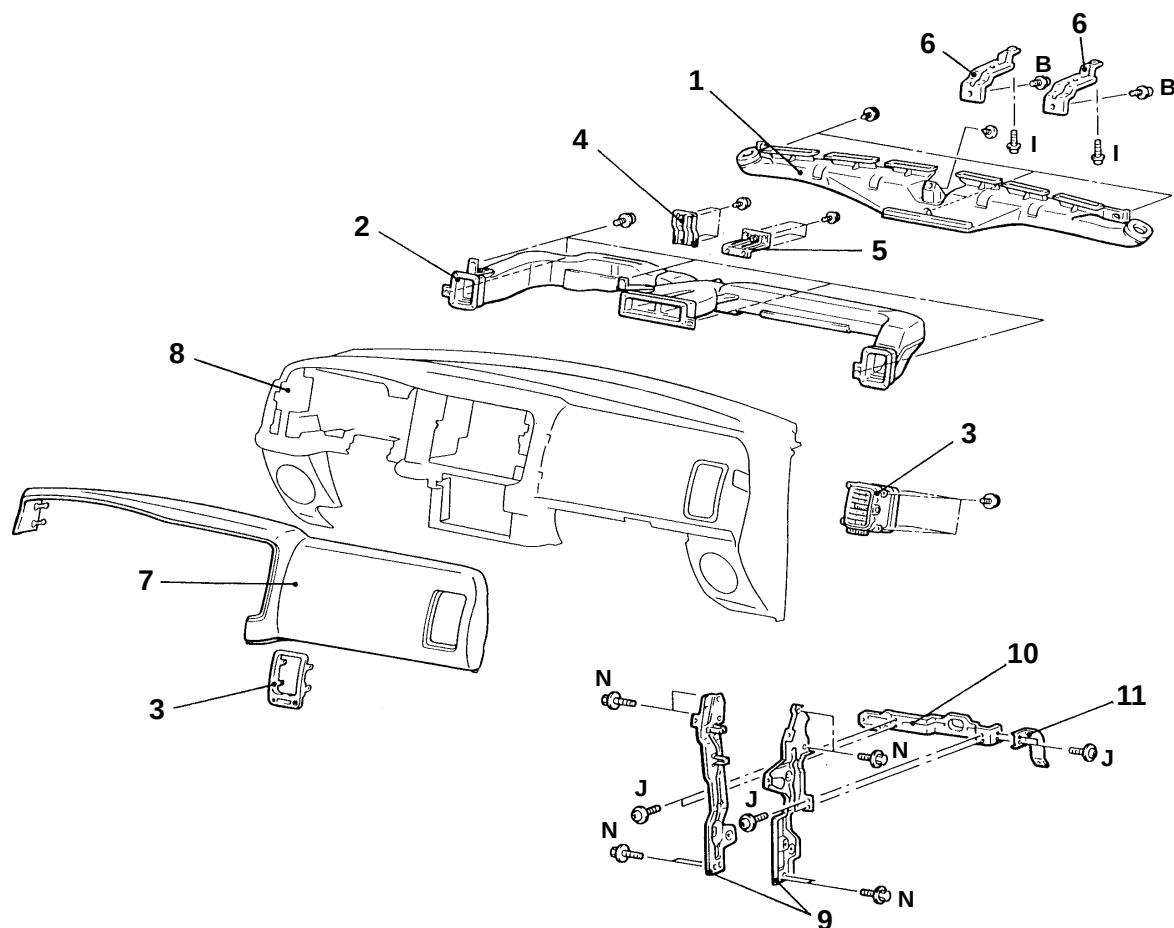


**REMOVAL SERVICE POINT****◀A▶ ADAPTER REMOVAL**

1. Remove the adapter lock from the instrument panel.
2. Pull the speedometer cable slightly into the passenger compartment, and remove the adapter.

DISASSEMBLY AND REASSEMBLY

52100190142



A19V0051

Disassembly steps

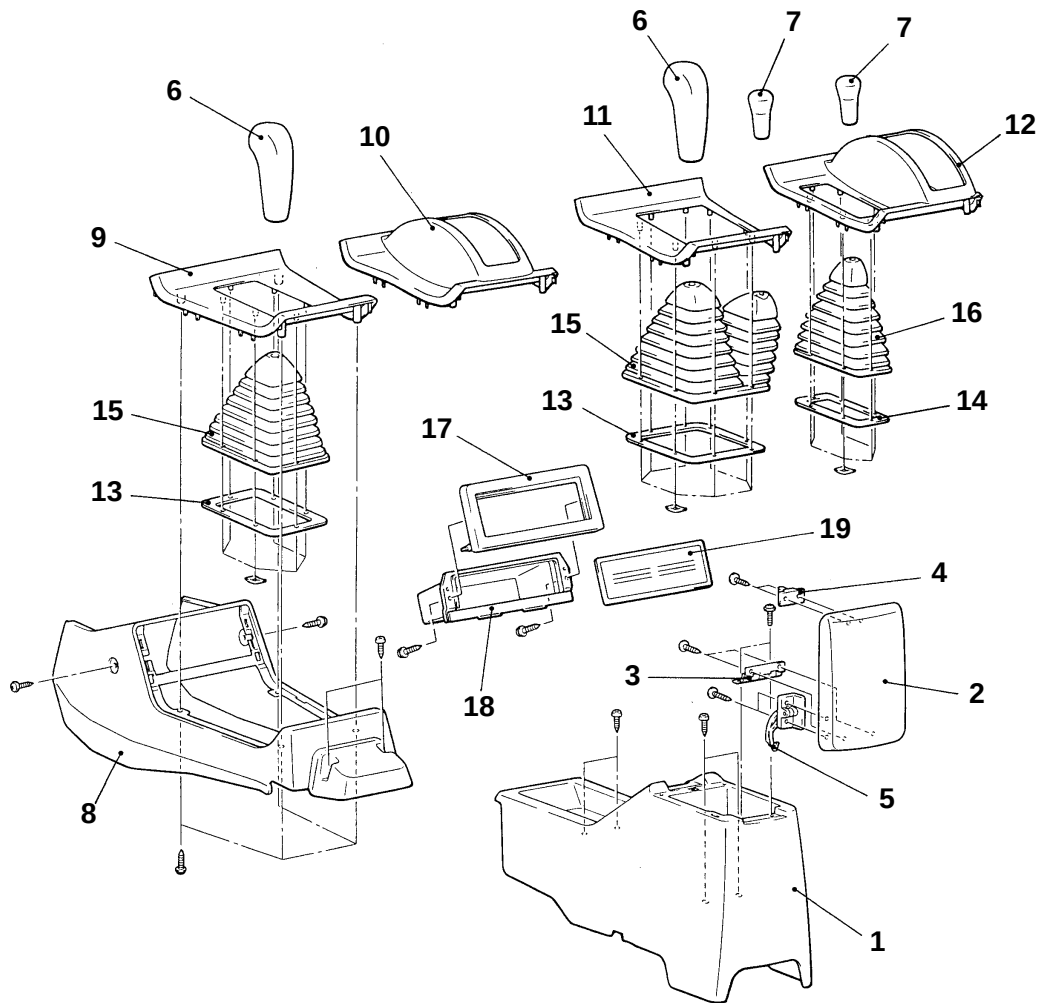
1. Defroster nozzle
2. Distribution duct
3. Air outlet assembly
4. Combination meter reinforcement
5. Instrument panel reinforcement
6. Multi-meter bracket

7. Instrument pad
8. Instrument panel
9. Center reinforcement
10. Center reinforcement A
11. Center reinforcement B

FLOOR CONSOLE

52100220124

REMOVAL AND INSTALLATION



A19V0053

Removal steps

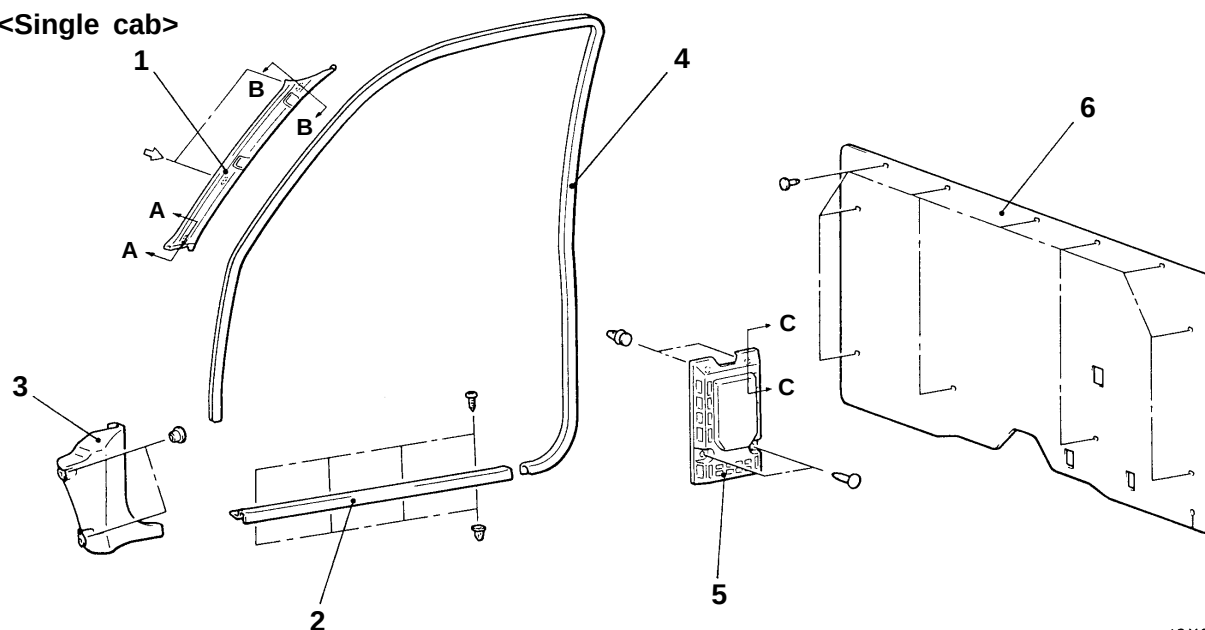
1. Rear floor console assembly
2. Console lid
3. Console lid hinge
4. Striker
5. Stopper
6. Transmission shift lever knob <M/T>
7. Transfer shift lever knob <4WD>
8. Front floor console assembly
9. Console panel A <2WD-M/T>
10. Console panel B <2WD-A/T>
11. Console panel C <4WD-M/T>
12. Console panel D <4WD-A/T>
13. Shift lever boots reinforcement <M/T>
14. Transfer lever boots reinforcement <4WD-A/T>
15. Shift lever boots <M/T>
16. Transfer lever boots <4WD-A/T>
17. Console panel
18. Box <Vehicles without SRS>
19. Radio plug <Vehicles with SRS>

TRIMS

52100110162

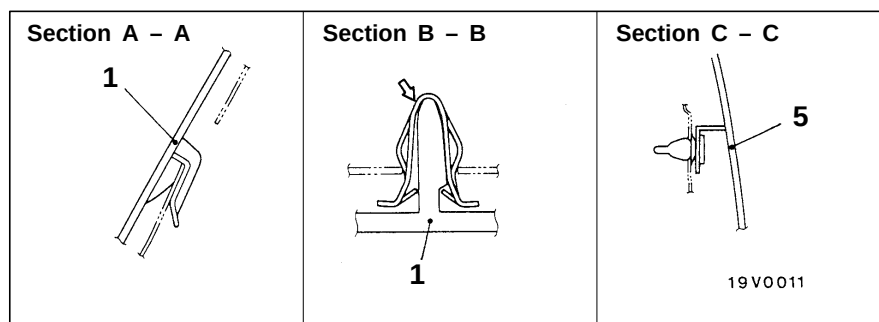
REMOVAL AND INSTALLATION

<Single cab>



19V0041

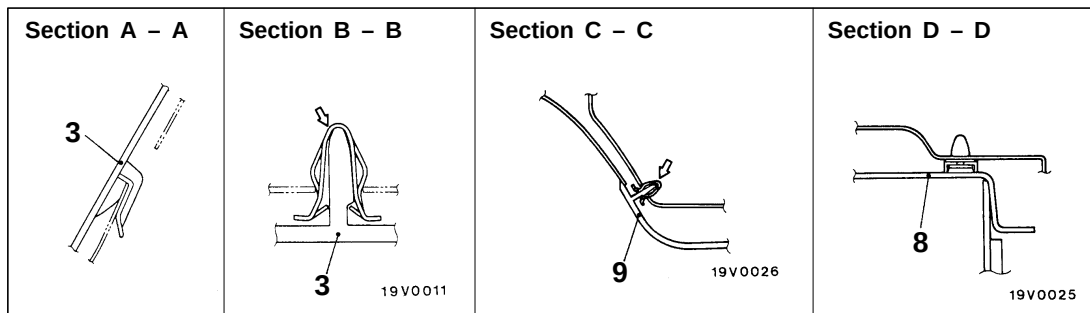
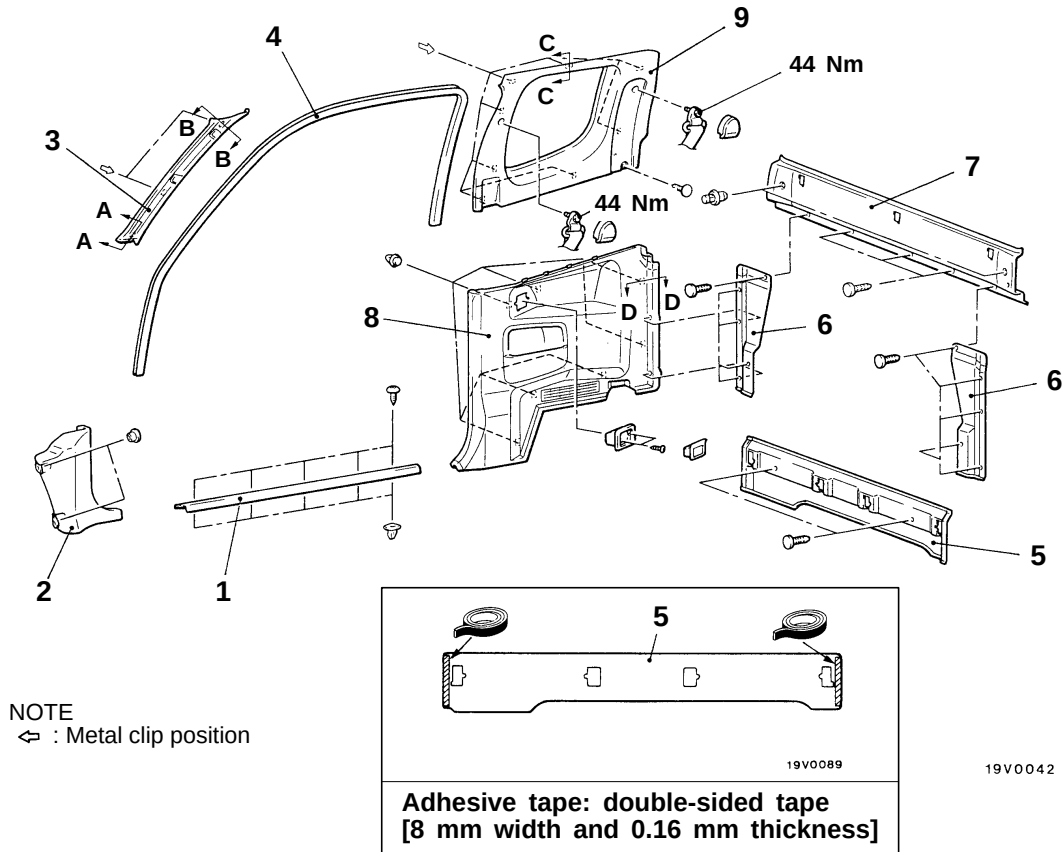
NOTE
 : Metal clip position



00005084

1. Front pillar trim
2. Scuff plate
3. Cowl side trim
4. Door opening weatherstrip, inner
5. Retractor cover
6. Back panel trim, lower

<Club cab>

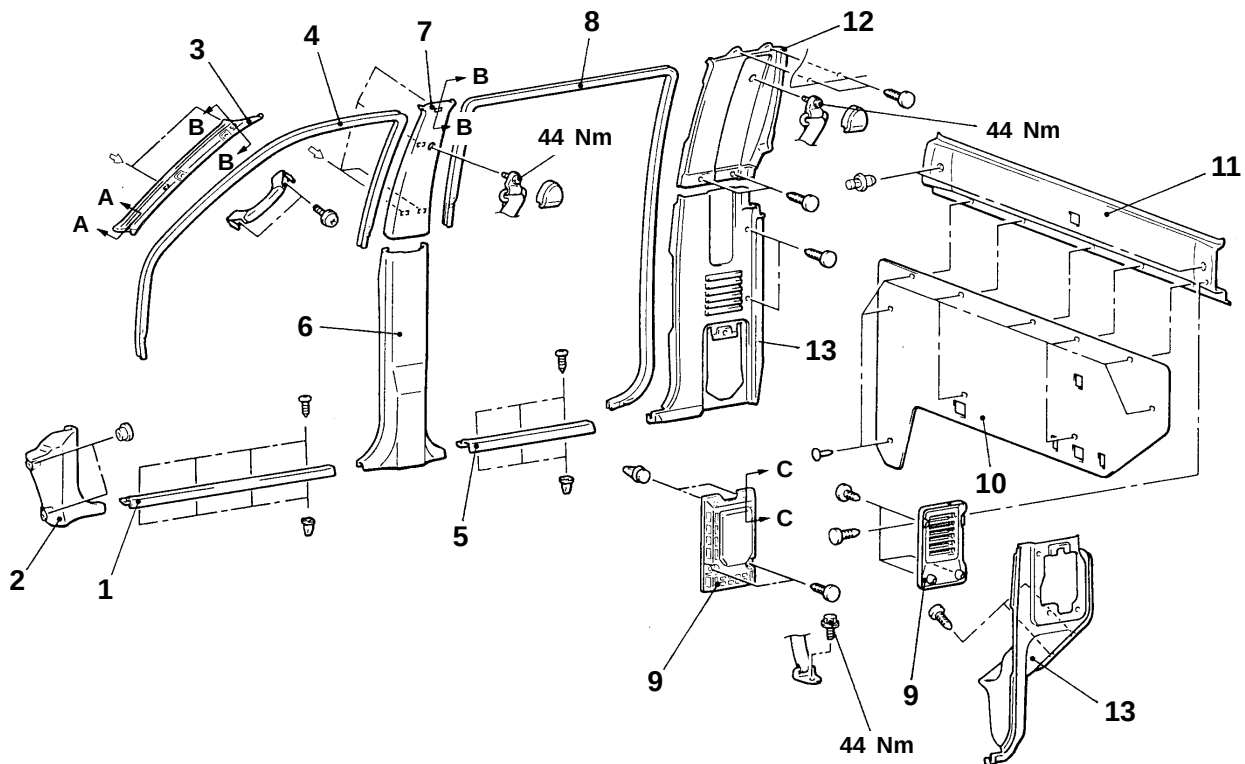


00005085

1. Scuff plate
2. Cowl side trim
3. Front pillar trim
4. Front door opening weatherstrip, inner
- Rear seat assembly (Refer to P.52A-17.)

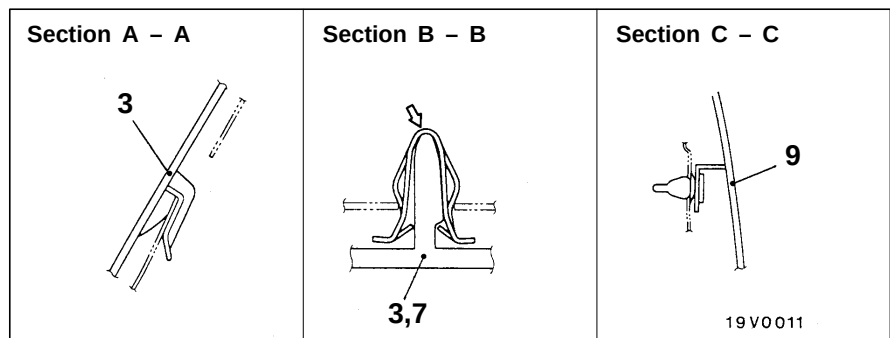
5. Back panel trim, lower
6. Back panel trim, lower extension
7. Back panel trim, upper
8. Quarter trim, lower
9. Quarter trim, upper

<Double cab-Full trim>



19V0044

NOTE
 ⇐ : Metal clip position

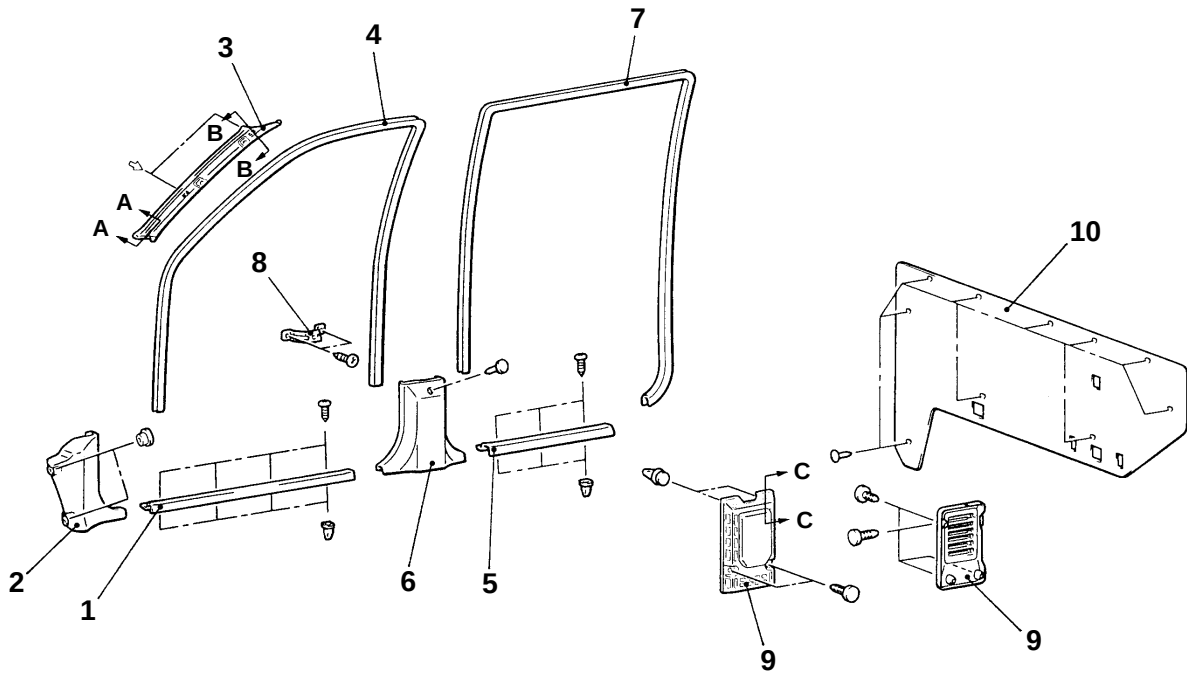


00005087

1. Front scuff plate
2. Cowl side trim
3. Front pillar trim
4. Front door opening weatherstrip, inner
5. Rear scuff plate
6. Center pillar trim, lower
7. Center pillar trim, upper

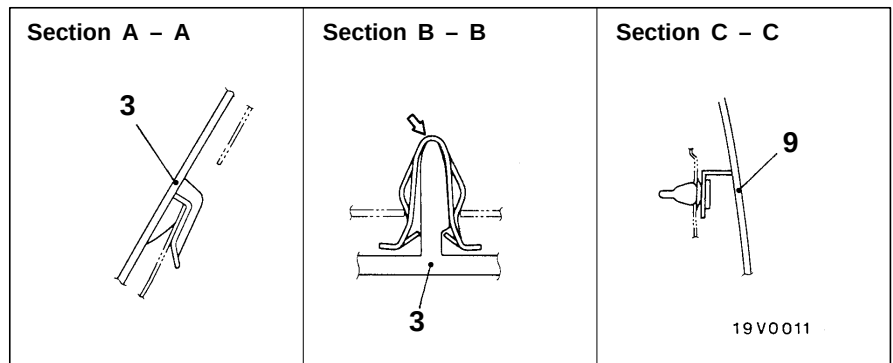
8. Rear door opening weatherstrip, inner
9. Retractor cover
10. Back panel trim, lower
11. Back panel trim, upper
12. Rear pillar trim, upper
13. Rear pillar trim, lower

<Double cab-Partial trim>



19V0043

NOTE
 : Metal clip position



19V0011

00005088

1. Front scuff plate
2. Cowl side trim
3. Front pillar trim
4. Front door opening weatherstrip, inner
5. Rear scuff plate

6. Center pillar trim, lower
7. Rear door opening weatherstrip, inner
8. Trim bracket
9. Retractor cover
10. Back panel trim, lower

FRONT SEAT

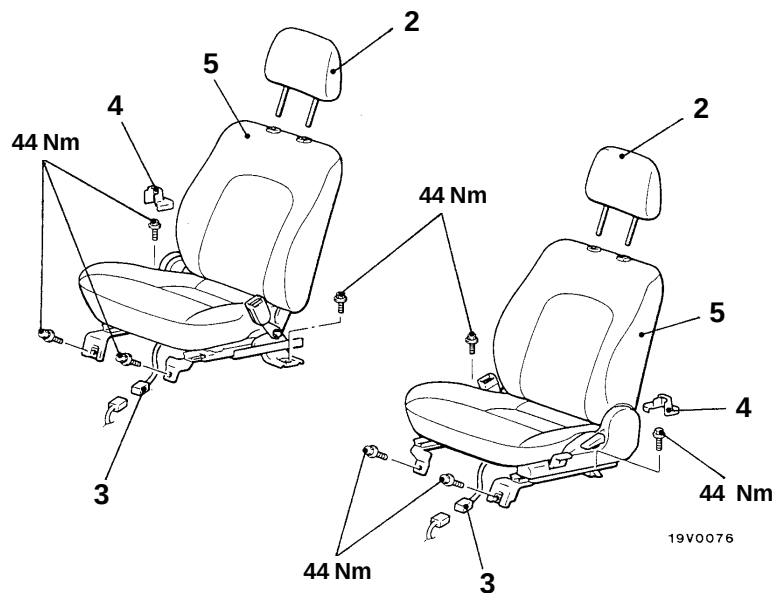
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REMOVAL AND INSTALLATION

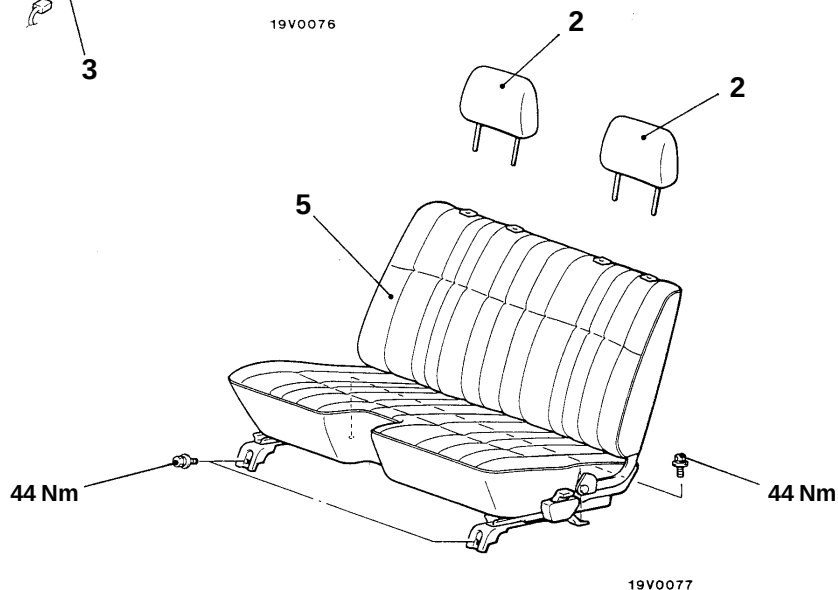
Pre-removal and Post-installation Operation

- Rear Floor Console Assembly Removal and Installation (Refer to P.52A-7).

<SEPARATE TYPE>



<BENCH TYPE>



1. Heated seat switch
<vehicles with heated seat>
2. Headrest

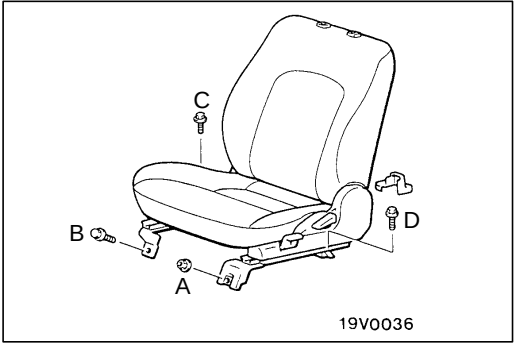
Front seat assembly removal steps

3. Harness connector
<vehicles with heated seat>
4. Seat anchor cover
5. Front seat assembly

**NOTE**

After provisionally tightening the seat assembly mounting nuts and bolts in every installation location, fully tighten them to the specified torque.

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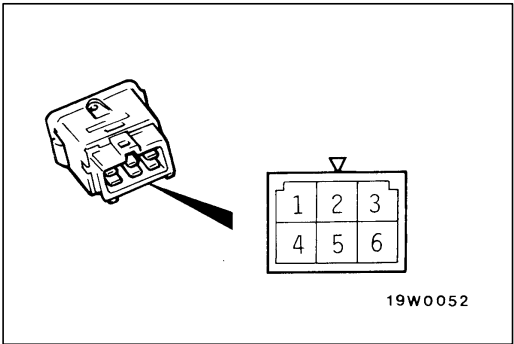
INSTALLATION SERVICE POINT

▶◀FRONT SEAT ASSEMBLY INSTALLATION

Tighten the front seat mounting bolts in the order A, B, C and D.

Caution

Do not slide the seat while tightening the bolts. If the above procedures are not observed, the seat adjusters at left and right will not be aligned properly with each other and a locking mechanism will be damaged.



INSPECTION

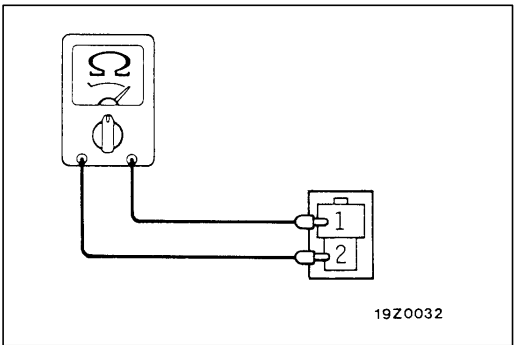
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HEATED SEAT SWITCH CONTINUITY CHECK

Switch position	Terminal No.							
	1	2	IND	5	6	3	ILL	4
HI	○	○	⚡	○	○	○	⚡	○
OFF						○	⚡	○
LO		○	⚡	○	○	○	⚡	○

NOTE

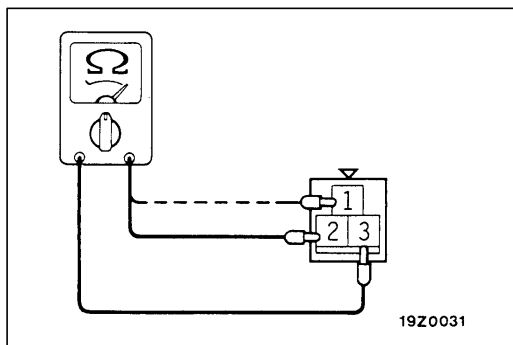
To inspect the diode, match the polarity of the circuit tester with the (+) (–) polarities in the table.



SEATBACK HEATER CHECK

Measure the resistance between terminals.

Standard value: Approx. 8 Ω

**SEAT CUSHION HEATER CHECK**

Measure the resistance between terminals.

Standard value:

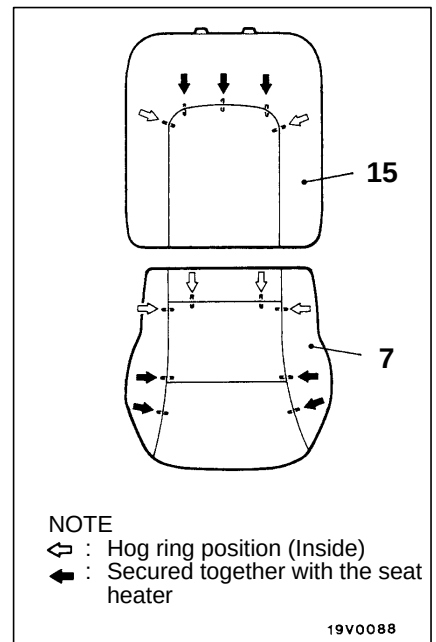
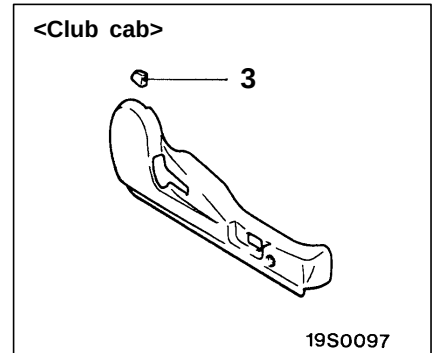
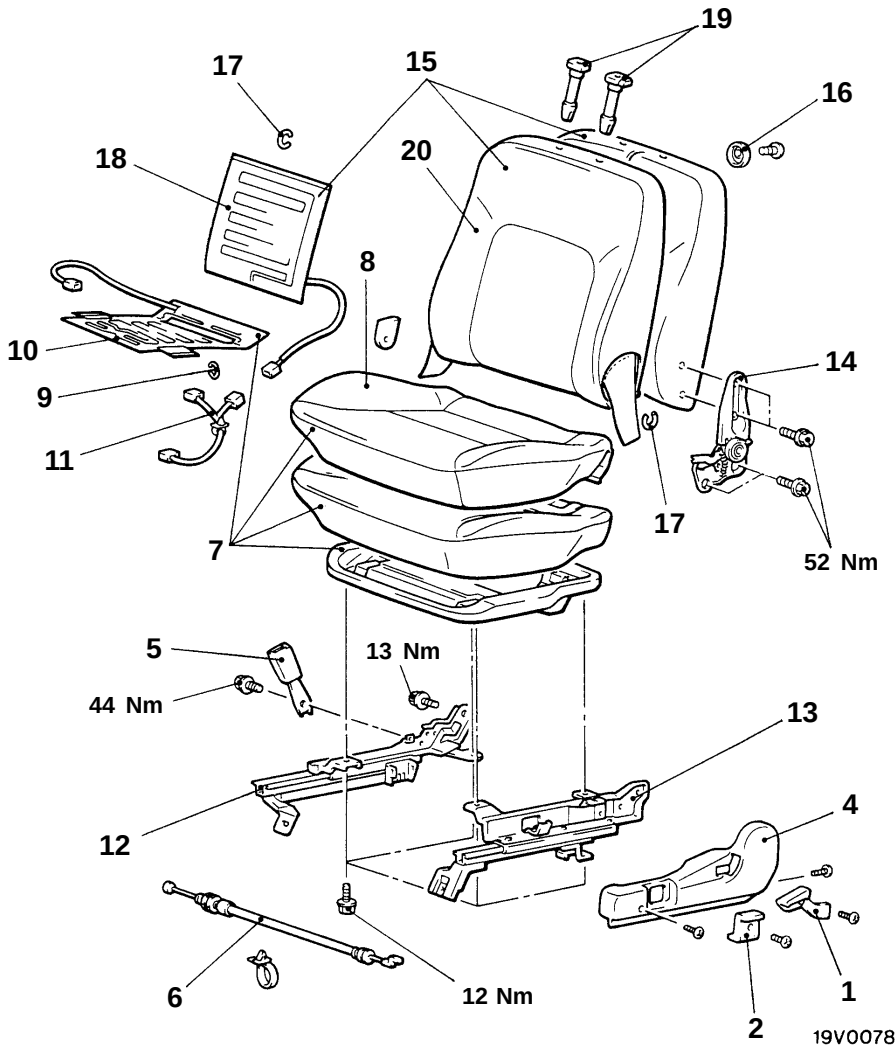
Between terminals 2 and 3: Approx. 8 Ω

Between terminals 1 and 3: 0 Ω

DISASSEMBLY AND REASSEMBLY

52200150181

<SEPARATE TYPE>

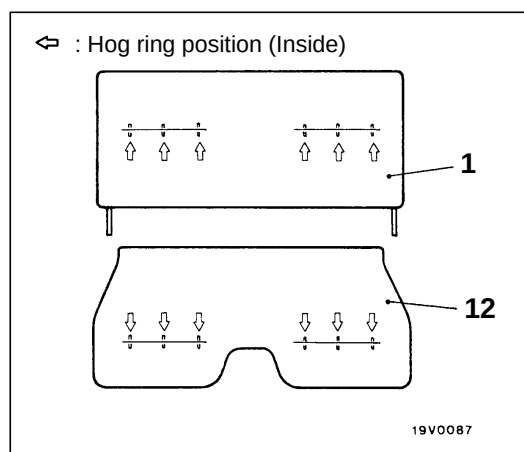
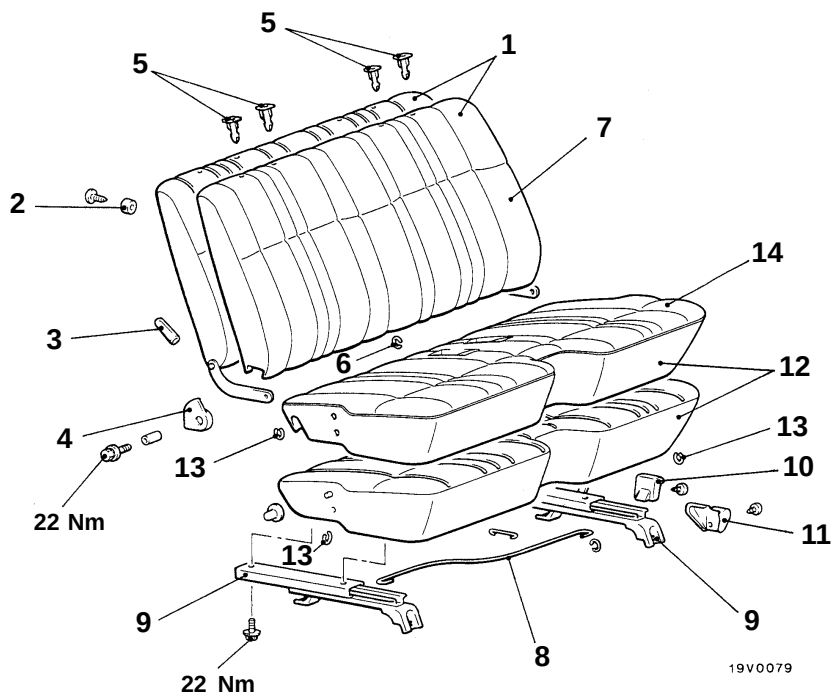


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Disassembly steps

- | | |
|--|---|
| 1. Reclining adjuster knob | 11. Seat heater wiring harness
<Vehicles with heated seat> |
| 2. Slide adjuster knob | 12. Seat inner adjuster |
| 3. Walk-in knob (Passenger side)
<Club cab> | 13. Seat outer adjuster |
| 4. Front seat side shield cover | 14. Reclining adjuster |
| 5. Inner seat belt | 15. Seat back assembly |
| 6. Wire assembly | 16. Damper <Single cab> |
| 7. Seat cushion assembly | 17. Hog ring |
| 8. Seat cushion cover | 18. Seatback heater |
| 9. Hog ring | 19. Headrest guide |
| 10. Seat cushion heater | 20. Seatback cover |

<BENCH TYPE>



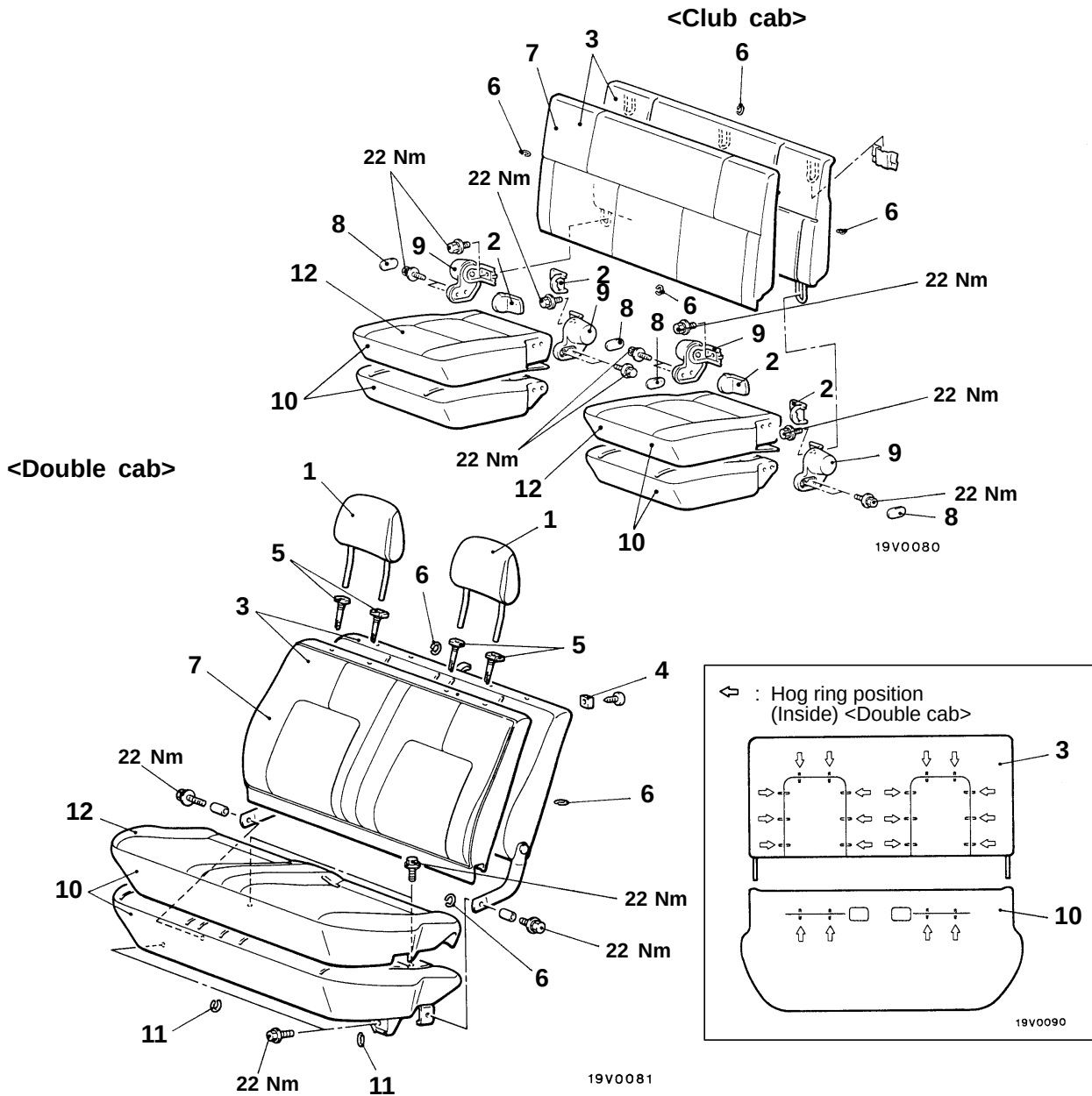
00005091

Disassembly steps

- | | |
|-----------------------|---------------------------|
| 1. Seat back assembly | 8. Pull wire |
| 2. Damper | 9. Seat adjuster |
| 3. Knob | 10. Knob |
| 4. Hinge cap | 11. Cover |
| 5. Headrest guide | 12. Seat cushion assembly |
| 6. Hog ring | 13. Hog ring |
| 7. Seat back cover | 14. Seat cushion cover |

REAR SEAT

REMOVAL AND INSTALLATION



1. Headrest <Double cab>

Removal steps

2. Seat anchor cover <Club cab>
3. Seatback assembly
4. Damper <Double cab>
5. Headrest guide <Double cab>
6. Hog ring

7. Seatback cover

8. Shield cap <Club cab>

9. Rear seat hinge assembly <Club cab>

10. Seat cushion assembly

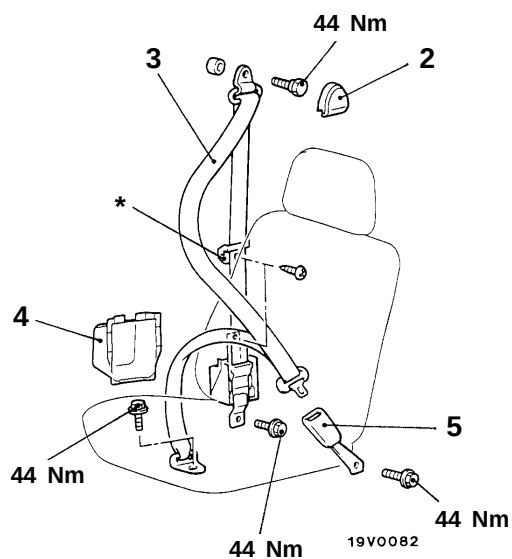
11. Hog ring

12. Seat cushion cover

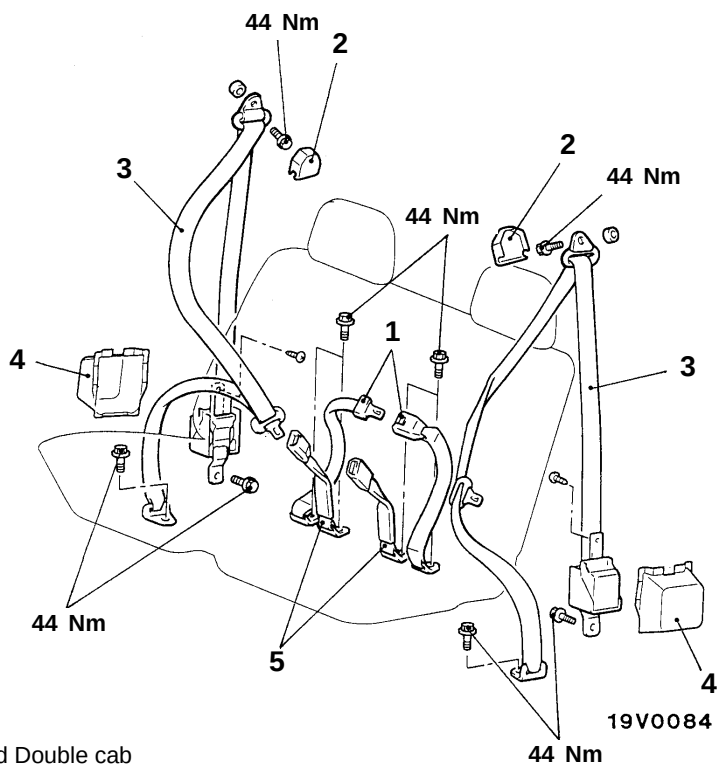
FRONT SEAT BELT

REMOVAL AND INSTALLATION

<SEPARATE SEAT TYPE>



<BENCH SEAT TYPE>



NOTE

*: Club cab and Double cab

00005093

1. Center seat belt (Inner, outer)

Outer seat belt removal steps

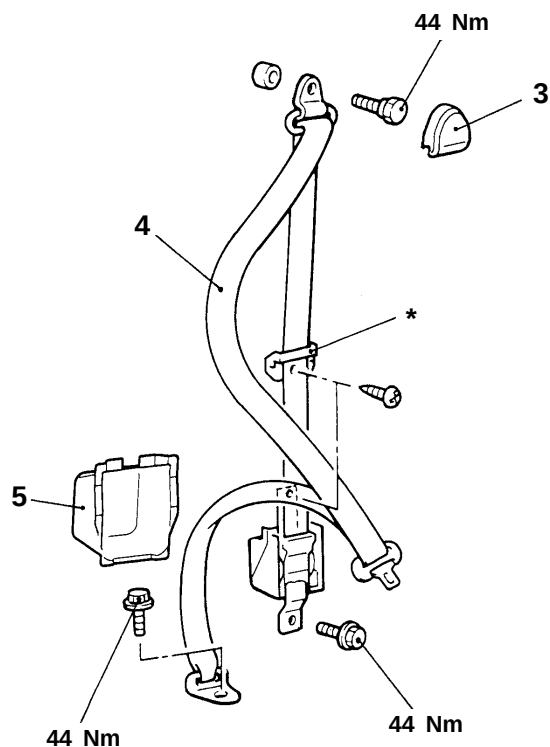
- Retractor cover <Single cab> (Refer to P. 52A-8.)
- Quarter trim, lower <Club cab> (Refer to P. 52A-9.)
- Center pillar trim, lower <Double cab> (Refer to P. 52A-10, 11.)
- 2. Sash guide cover
- 3. Outer seat belt
- 4. Waterproof cover

Inner seat belt removal steps

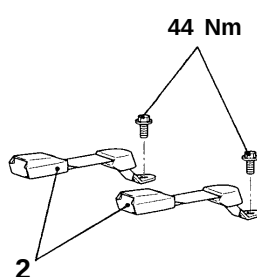
- Rear floor console (Refer to P. 52A-7.)
- 5. Inner seat belt

REAR SEAT BELT

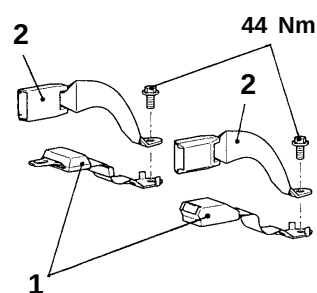
REMOVAL AND INSTALLATION



<Club cab>



<Double cab>



NOTE
*: Club cab

19V0083

19V0085

00005094

Removal steps

- Rear seat <Double cab> (Refer to P. 52A-17.)
- 1. Inner, outer seat belt (center seat belt)
- 2. Inner seat belt
- Quarter trim <Club cab> (Refer to P.52A-9.)
- Retractor cover <Double cab> (Refer to P. 52A-10.)
- 3. Sash guide cover
- 4. Outer seat belt
- 5. Waterproof cover

NOTES

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

CONTENTS

52409000131

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CAUTION

- Carefully read and observe the information in the SRS SERVICE PRECAUTIONS (P.52B-3.) prior to any service.
- For information concerning troubleshooting or maintenance, always observe the procedures in the Troubleshooting (P.52B-6.) section.
- If any SRS components are removed or replaced in connection with any service procedures, be sure to follow the procedures in the INDIVIDUAL COMPONENT SERVICE section (P.52-21.) for the components involved.
- If you have any questions about the SRS, please contact your local distributor.

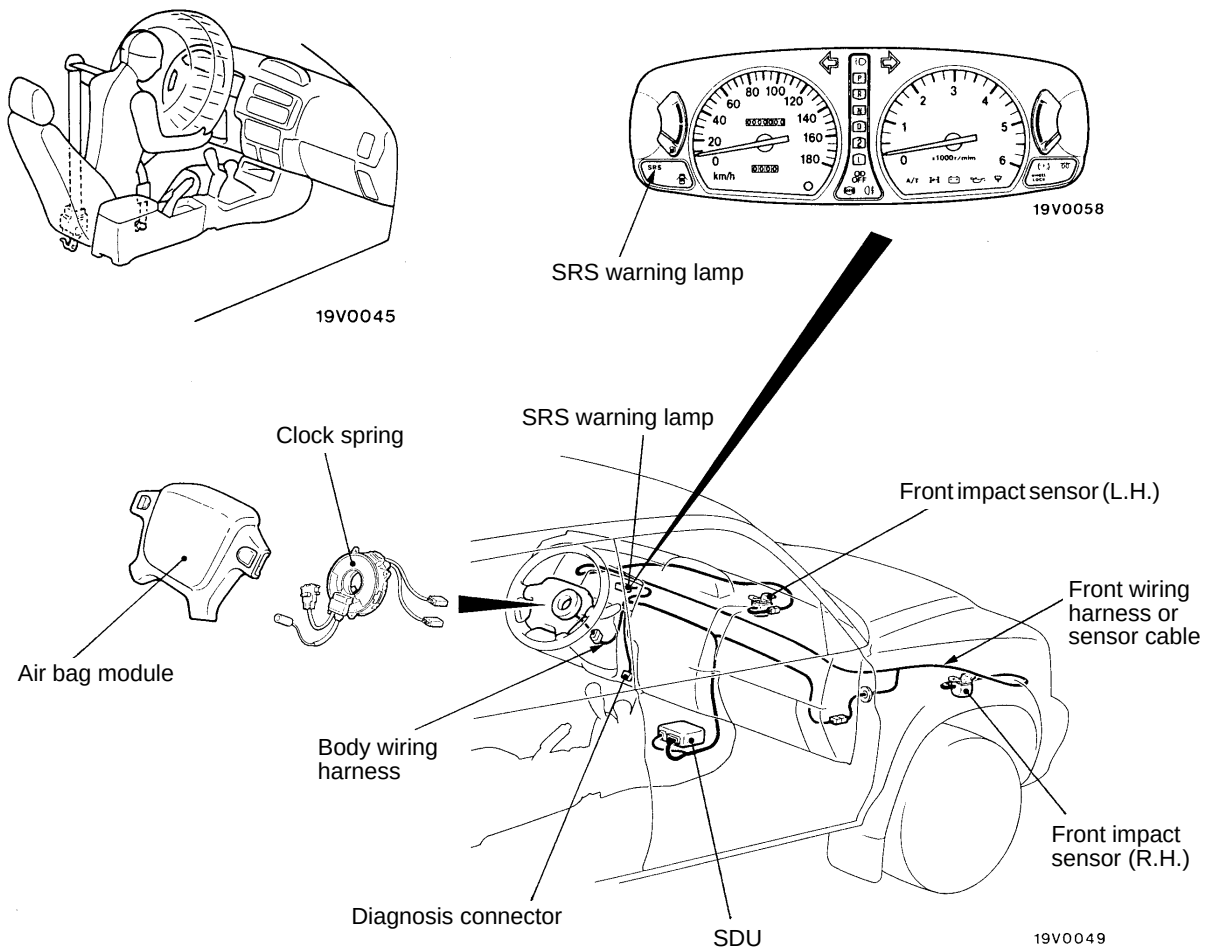
GENERAL INFORMATION

52400010164

To improve safety, the SRS is available as optional part. These system enhance collision safety by restraining the driver in case of an accident.

The SRS consists of an air bag module, SRS diagnosis unit (SDU), SRS warning lamp, two front impact sensors and clock spring. Air bag is located in the centre of the steering wheel. Air bag has a folded air bag and an inflator unit. The control unit under the instrument panel, which monitors the system and has a safing G sensor. The warning lamp on the instrument panel indicates the

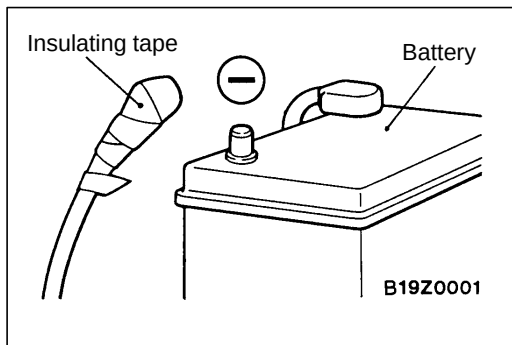
operational status of the SRS. Each front impact sensor is located left and right fender shield panel. The clock spring is installed in the steering column. Only authorized service personnel should do work on or around the SRS components. Those service personnel should read this manual carefully before starting any such work. Extreme care must be used when servicing the SRS to avoid injury to the service personnel (by inadvertent deployment of the air bag) or the driver (by rendering the SRS inoperative).



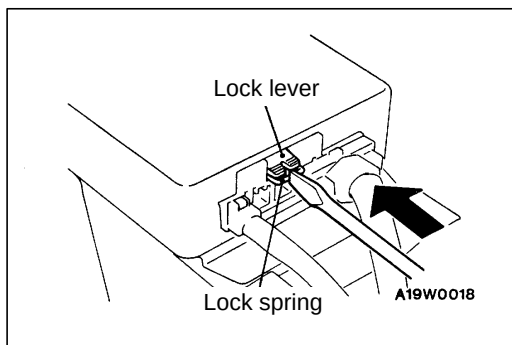
00005049

SRS SERVICE PRECAUTIONS

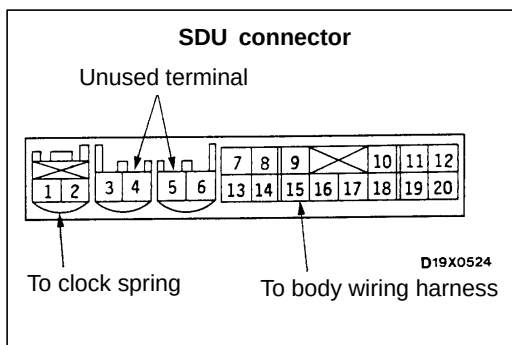
1. In order to avoid injury to yourself or others from accidental deployment of the air bag during servicing, read and carefully follow all the precautions and procedures described in this manual.
2. Do not use any electrical test equipment on or near SRS components, except those specified on P.52B-5.
3. **Never Attempt to Repair the Following Components:**
 - SRS Diagnosis unit (SDU)
 - Clock Spring
 - Air Bag Module
 - Front impact sensor



4. After disconnecting the battery cable, wait 60 seconds or more before proceeding with the following work. The SRS system is designed to retain enough voltage to deploy the air bag for a short time even after the battery has been disconnected, so serious injury may result from unintended air bag deployment if work is done on the SRS system immediately after the battery cables are disconnected. Wind a tape around the disconnected (-) terminal for insulation.



5. To unlock the SDU connector, place a flat-tipped screwdriver against the lock spring at the lock lever notch and push the spring toward the unit. In this case, do not force the lock lever up.



6. Do not attempt to repair the wiring harness connectors of the SRS. If any of the connectors are diagnosed as faulty, replace the wiring harness. If the wires are diagnosed as faulty, replace or repair the wiring harness according to the following table.

Harness connector (No. of terminals, colour)	SDU terminal No.	Destination of harness	Corrective action
2 pins, red	1, 2	Body wiring harness → Clock spring	Replace clock spring
–	3, 4	–	–
–	5, 6	–	–
14 pins, red	7, 8	–	–
	9	Body wiring harness → Diagnosis connector	Correct or replace each wiring harness
	10	Body wiring harness → Front wiring harness → Ignition switch (ST)	
	11	Body wiring harness → Junction block (fuse No.11)	
	12	Body wiring harness → Junction block (fuse No.10)	
	13	Body wiring harness → Combination meter (SRS warning lamp)	
	14	–	–
	15	Body wiring harness → Front wiring harness → Front impact sensor (+) (R.H.)	Sensor cable* installation procedures (Refer to P.52B-39.)
	16	Body wiring harness → Front wiring harness → Front impact sensor (+) (L.H.)	
	17	Body wiring harness → Front wiring harness → Front impact sensor (–) (L.H.)	
	18	Body wiring harness → Front wiring harness → Front impact sensor (–) (R.H.)	
	19, 20	Body wiring harness → Earth	Correct or replace each wiring harness

NOTE

The sensor cable marked with * is available as service part.

- SRS components should not be subjected to heat over 93°C, so remove the SRS diagnosis unit, air bag module, clock spring and front impact sensors before drying or baking the vehicle after painting.
- Whenever you finish servicing the SRS, check warning lamp operation to make sure that the system functions properly. (Refer to P.52B-16.)
- Make certain that the ignition switch is OFF when the MUT-II is connected or disconnected.
- If you have any questions about the SRS, please contact your local distributor.

NOTE

SERIOUS INJURY CAN RESULT FROM UNINTENDED AIR BAG DEPLOYMENT, SO USE ONLY THE PROCEDURES AND EQUIPMENT SPECIFIED IN THIS MANUAL.

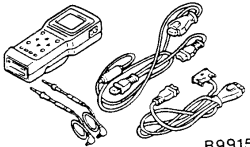
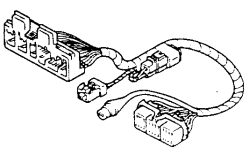
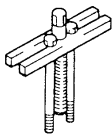
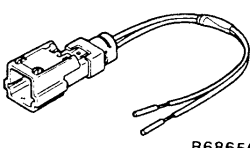
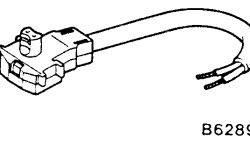
SERVICE SPECIFICATIONS

52400040071

Items	Standard value
Front impact sensor resistance Ω	2,000 $\pm$ 20
Clock spring resistance Ω	Less than 0.4

SPECIAL TOOLS

52400070148

Tool	Number	Name	Use
 B991502	MB991502	MUT-II sub assembly	• Reading diagnosis codes • Erasing diagnosis code • Reading trouble period • Reading erase times
 B991349	MB991349	SRS Check harness	Checking the SRS electrical circuitry
 B990803	MB990803	Steering wheel puller	Steering wheel removal
 B686560	MB686560	SRS air bag adapter harness A	Deployment of air bag module inside the vehicle
 B628919	MB628919	SRS air bag adapter harness B	Deployment of air bag module outside the vehicle

TEST EQUIPMENT

52400080035

Tool	Name	Use
 13R0146	Digital multi-meter	Checking the SRS electrical circuitry Use a multi-meter for which the maximum test current is 2 mA or less at the minimum range of resistance measurement

SEALANT

52400060015

Item	Specified sealant	Remark
Sensor cable	3M ATD Part No. 8625 or equivalent	Ribbon sealer

TROUBLESHOOTING

52400310097

STANDARD FLOW OF DIAGNOSTIC TROUBLESHOOTING

Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points.

DIAGNOSIS FUNCTION

52400320083

DIAGNOSIS CODES CHECK

Connect the MUT-II to the diagnosis connector (16-pin) under the instrument under cover, then check diagnosis codes.

(Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points.)

ERASING DIAGNOSIS CODES

Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points.

INSPECTION CHART FOR DIAGNOSIS CODES

52400330123

Inspect according to the inspection chart that is appropriate for the malfunction code.

Code No.	Diagnosis item	Reference page
11, 12, 13	Front impact sensor system	52B-7
21, 22	Air bag module (squib) system	52B-8
31, 32	SDU capacitor system	52B-9
33*	Cranking signal system	52B-10
34*	Connector lock system	52B-11
41*	IG ₁ (A) power circuit system	52B-11
42*	IG ₁ (B) power circuit system	52B-12
43	SRS warning lamp drive circuit system Lamp does not illuminate*	52B-13
	SRS warning lamp drive circuit system Lamp does not switch off	52B-14
44	SRS warning lamp drive circuit system	52B-14
45	SDU non-volatile memory (EEPROM) and A/D converter system	52B-14

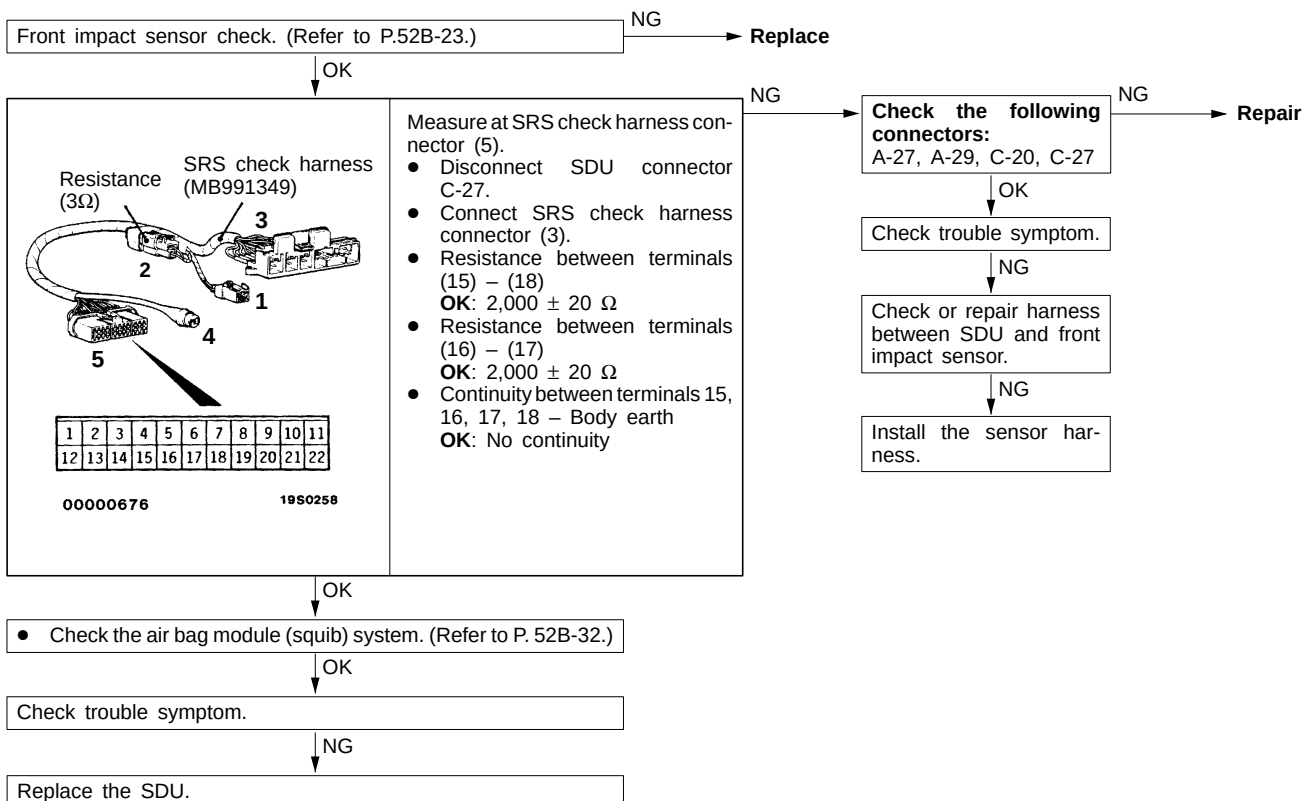
NOTE

- (1) *: If the vehicle condition returns to normal, the diagnosis code will be automatically erased, and the SRS warning lamp will return to normal.
- (2) If the vehicle has a discharged battery it will store the fault codes 41 or 42. When these diagnosis codes are displayed, check the battery.

Code No.11, 12 or 13 Front impact sensor system	Probable cause
- These diagnosis codes are output if there is abnormal resistance between the input terminals of the front impact sensor. The trouble causes for each code No. are as follows. (Refer to the chart 1.) - Diagnosis codes 11, 12 and 13 are sometimes generated in combination with malfunction codes relating to the air bag module (squib) (code Nos. 21 and 22), but sometimes only one may be output instead of both being memorized. Because of this, the air bag module should also be inspected at the same time. The relationships between the codes are as follows. (Refer to the chart 2.)	- Malfunction of front impact sensor - Malfunction of wiring harnesses of connectors - Malfunction of SDU

Code No.	Trouble Symptom
11	● Short in front impact sensor or harness short ● Short in front impact sensor or air bag module (squib) harnesses leading to the vehicle body earth ● Short in front impact sensor or air bag module (squib) harnesses leading to the power supply
12	● Open circuit in either left or right front impact sensor open harness ● Short in front impact sensor or air bag module (squib) harness leading to the power supply
13	● Open circuit in both left and right front impact sensors or open harness ● Short in front impact sensor or air bag module (squib) harnesses leading to the power supply

Item		Front impact sensor		
		Short	Open circuit (1 sensor)	Open circuit (2 sensors)
Air bag module (squib)	Short	11 or 21	12 or 21	13 or 21
	Open circuit	11 or 22	12 or 22	13 or 22



Code No. 21 or 22 Air bag module (squib) system	Probable cause
(1) These diagnosis codes are output if there is abnormal resistance between the input terminals of the air bag module (squib). The trouble causes for each code No. are as follows. (Refer to chart 1.) (2) Diagnosis codes 21 and 22 are sometimes generated in combination with malfunction codes relating to the front impact sensor (code Nos. 11, 12 and 13), but sometimes only one may be output instead of both being memorized. Because of this, the front impact sensor should also be inspected at the same time. The relationships between the codes are as follows. (Refer to chart 2.)	• Malfunction of clock spring • Malfunction of wiring harnesses or connectors • Malfunction of air bag module (squib) • Malfunction of SDU

Chart 1

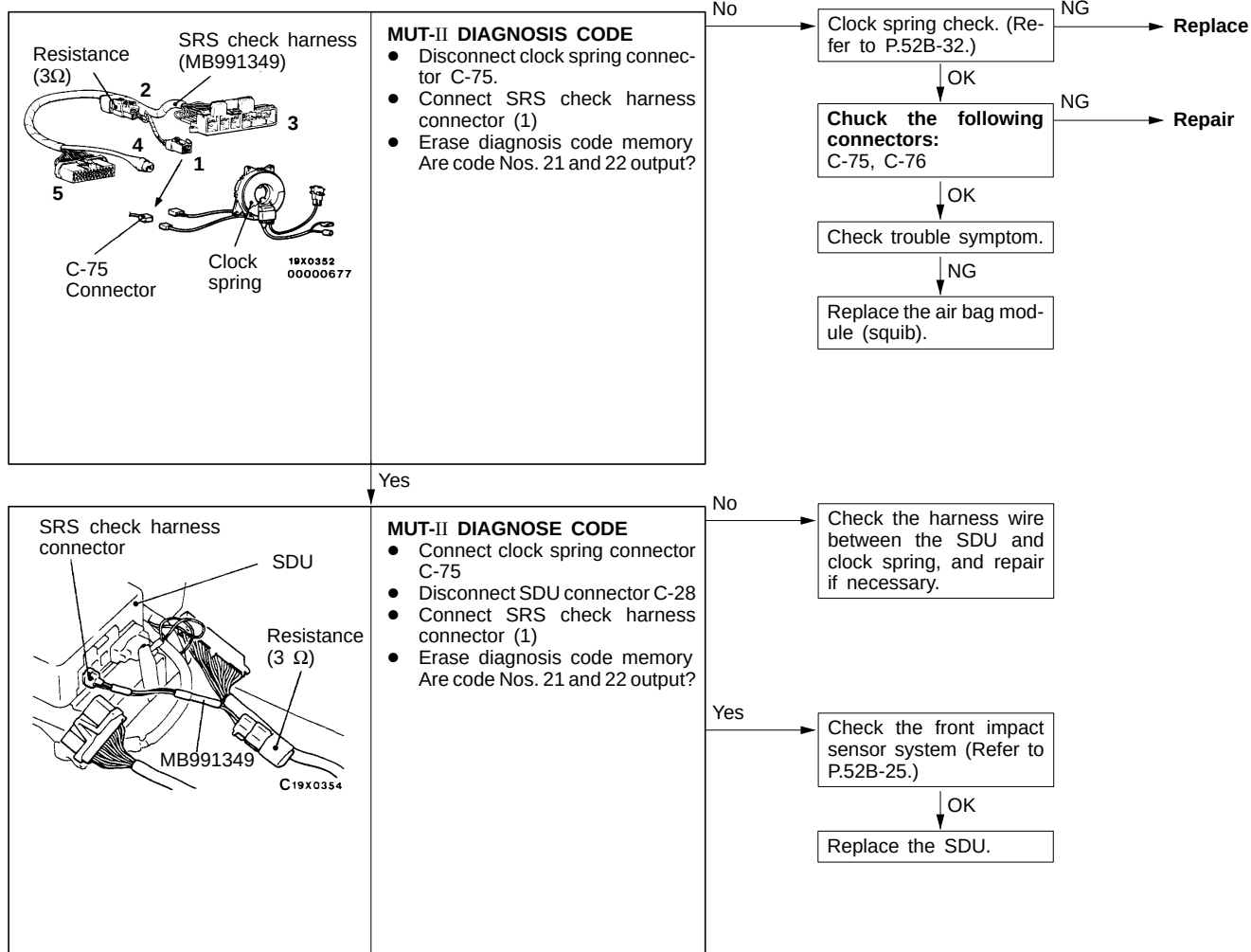
Code No.	Trouble Symptom
21	• Short in air bag module (squib) or harness short • Short in clock spring • Short in air bag module (squib) or front impact sensor harnesses leading to the power supply
22	• Open circuit in air bag module (squib) or open harness • Open circuit in clock spring • Malfunction of connector contact • Short in air bag module (squib) or front impact sensor harnesses leading to the power supply

Chart 2

Item		Front impact sensor		
		Short	Open circuit (1 sensor)	Open circuit (2 sensors)
Air bag module (squib)	Short	11 or 21	12 or 21	13 or 21
	Open circuit	11 or 22	12 or 22	13 or 22

Caution

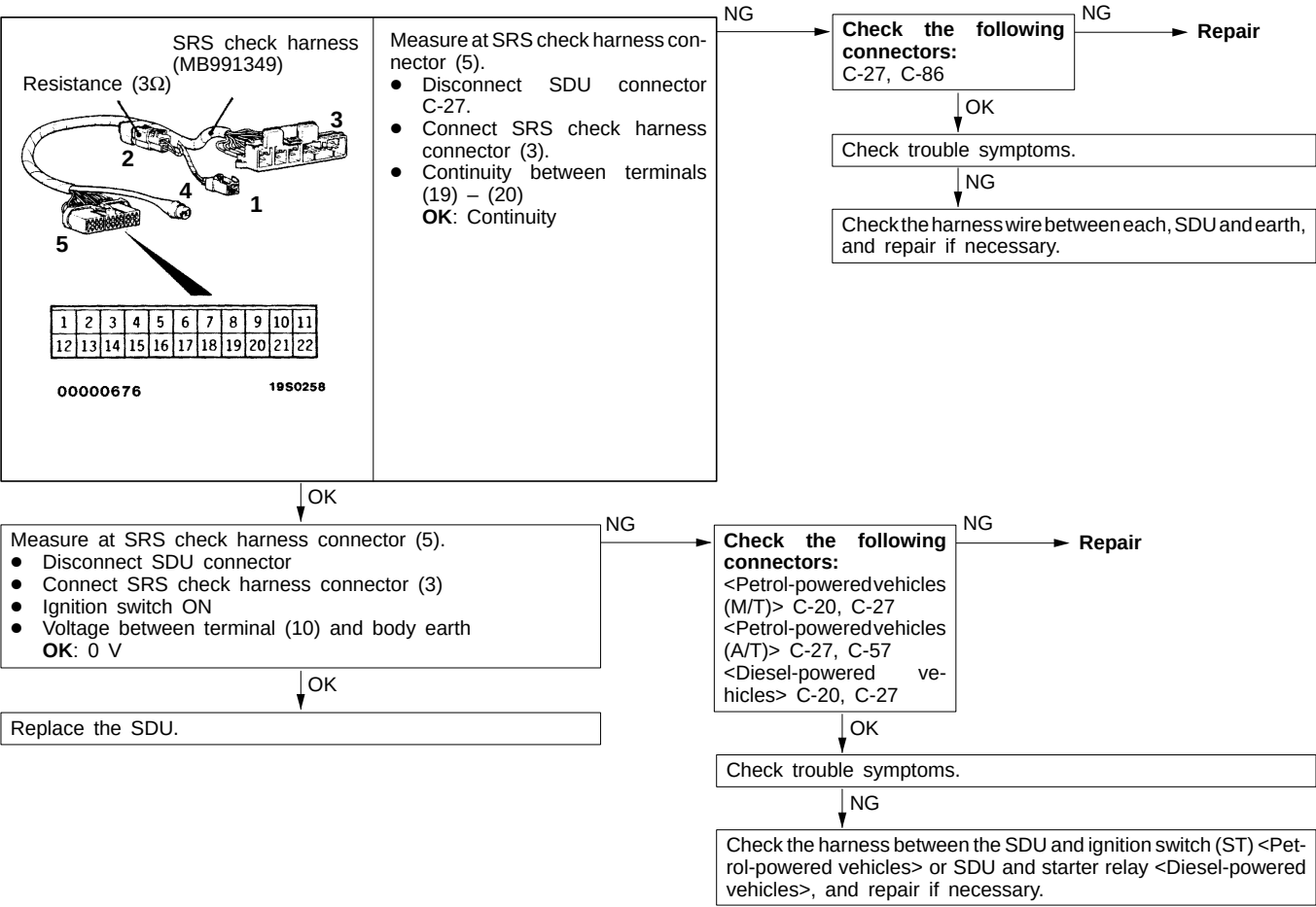
Do not attempt to measure the air bag module (squib) circuit resistance. Use of a tester in measuring the circuit resistance will supply current to the squib, or erroneous deployment due to static electricity could cause serious injury.



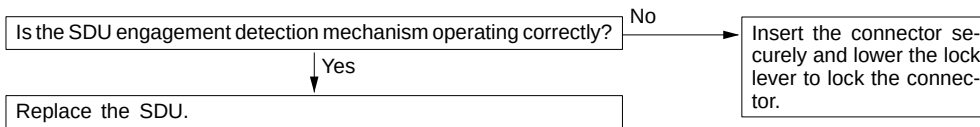
Code No. 31 or 32 SDU capacitor system	Probable cause
These diagnosis codes are output if the voltage at the SDU capacitor terminals is higher (No. 31) or lower (No. 32) than the specified value for 5 seconds or more. However, if diagnosis code Nos. 41 and 42 are being output due to a drop in battery voltage, code No. 32 will not be detected.	- Malfunction of front impact sensor - Malfunction of SDU

The capacitor inside the SDU is probably defective, so replace the SDU. However, code No. 32 could also be a result of a short in the front impact sensor, so inspection of the front impact sensor system should also be carried out. (Refer to P. 52B-25.)

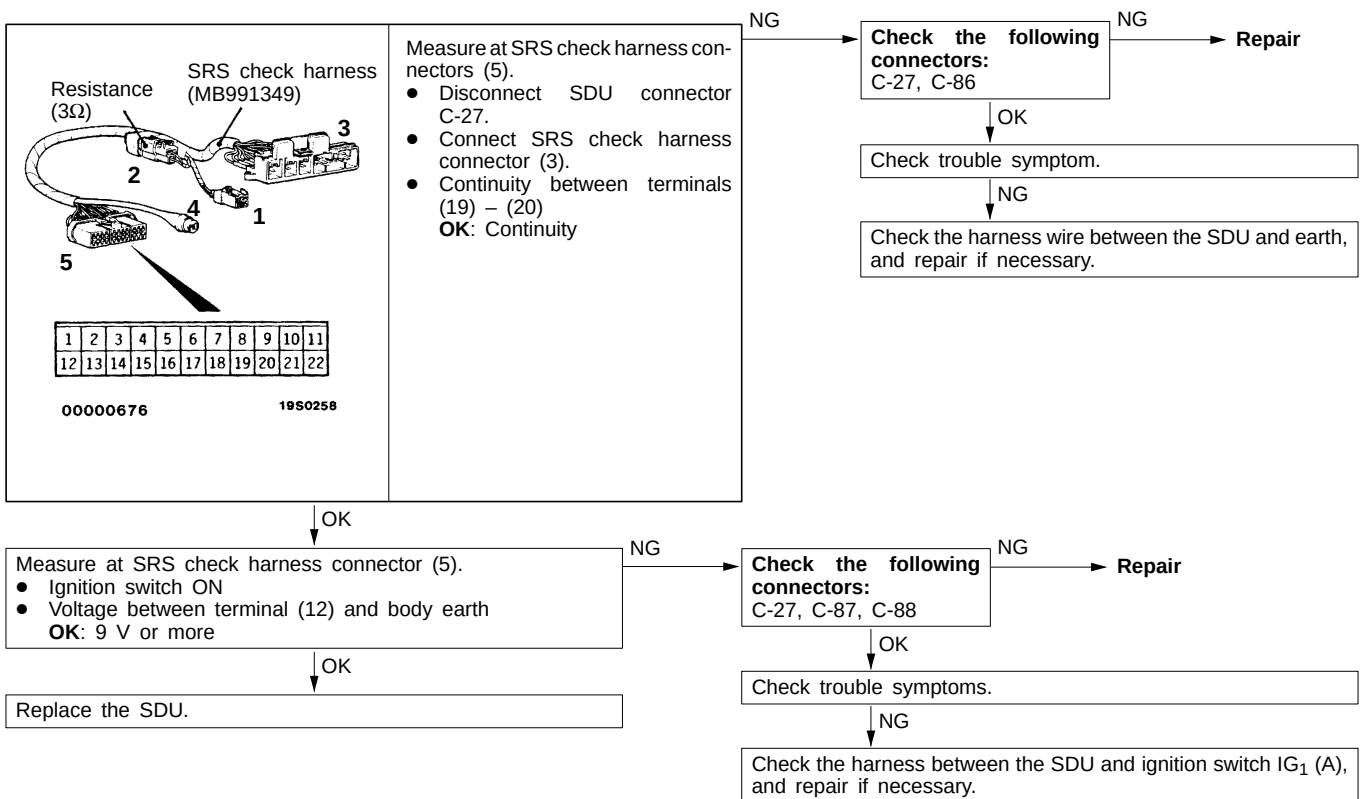
Code No. 33 Cranking signal system	Probable cause
The cranking signal is provided in order to prevent mistaken detection of power supply voltage drops at the IG₁ terminal during cranking. This diagnosis code is output if the cranking signal is output for a continuous period of 45 seconds or more (cranking signal harness is shorted to the power supply). However, if the vehicle condition returns to normal (except when cranking), diagnosis code No. 33 will be automatically erased, and the SRS warning lamp will switch off.	• Malfunction of wiring harnesses or connectors • Malfunction of SDU



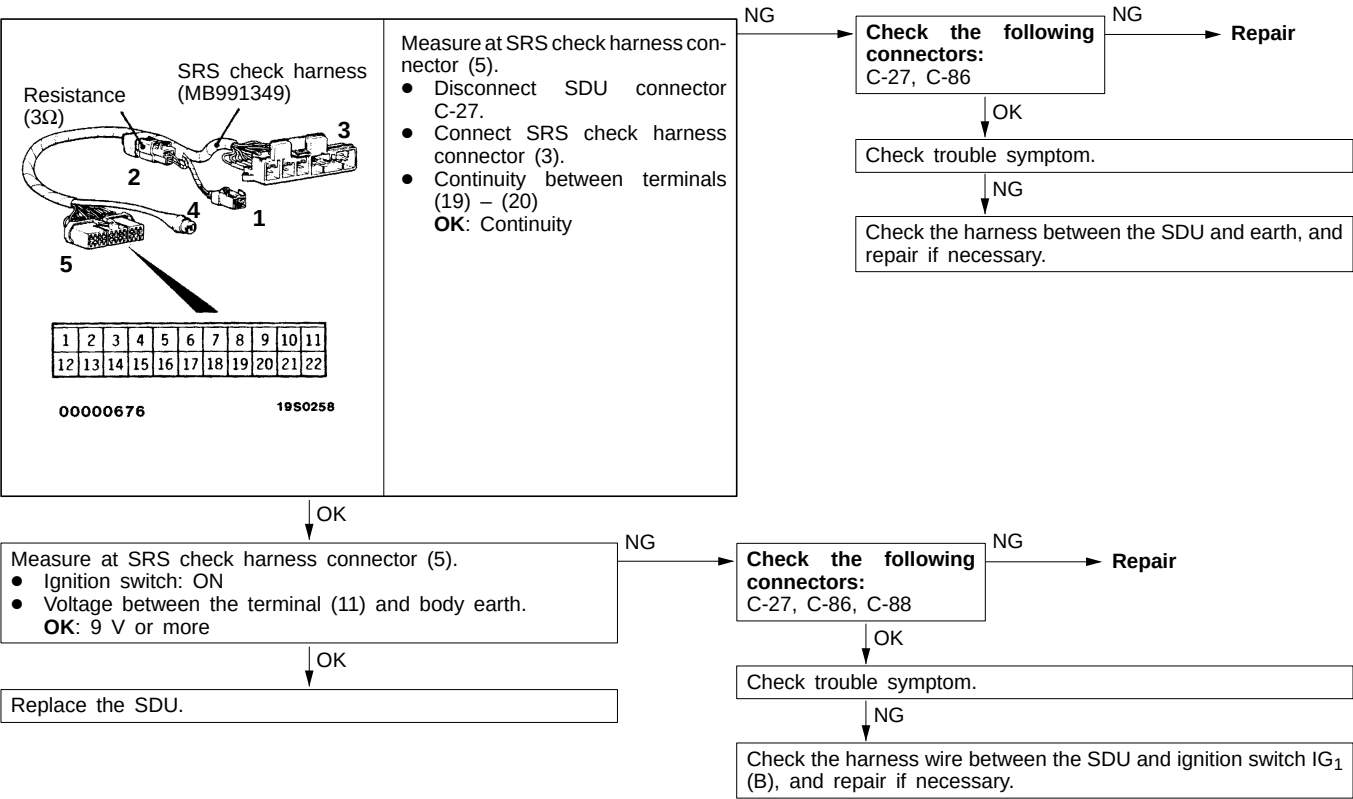
Code No. 34 Connector lock system	Probable cause
This diagnosis code is output if the double lock shorting bar of the SDU connector is detected to be open. However, if the vehicle condition returns to normal, diagnosis code No. 34 will be automatically erased, and the SRS warning lamp will switch off.	• Malfunction of connectors • Malfunction of SDU



Code No. 41 IG ₁ (A) power circuit system	Probable cause
This diagnosis code is output if the voltage between the IG₁ (A) terminal and the earth is lower than the specified value for a continuous period of 5 seconds or more. However, if the vehicle condition returns to normal, diagnosis code No. 41 will be automatically erased, and the SRS warning lamp will switch off.	• Malfunction of wiring harnesses or connectors • Malfunction of SDU



Code No. 42 IG ₁ (B) power circuit system	Probable cause
This diagnosis code is output if the voltage between the IG ₁ terminal and the earth is lower than the specified value for a continuous period of 5 seconds or more. However, if the vehicle condition returns to normal, diagnosis code No. 42 will be automatically erased, and the SRS warning lamp will switch off.	Malfunction of wiring harness or connectors

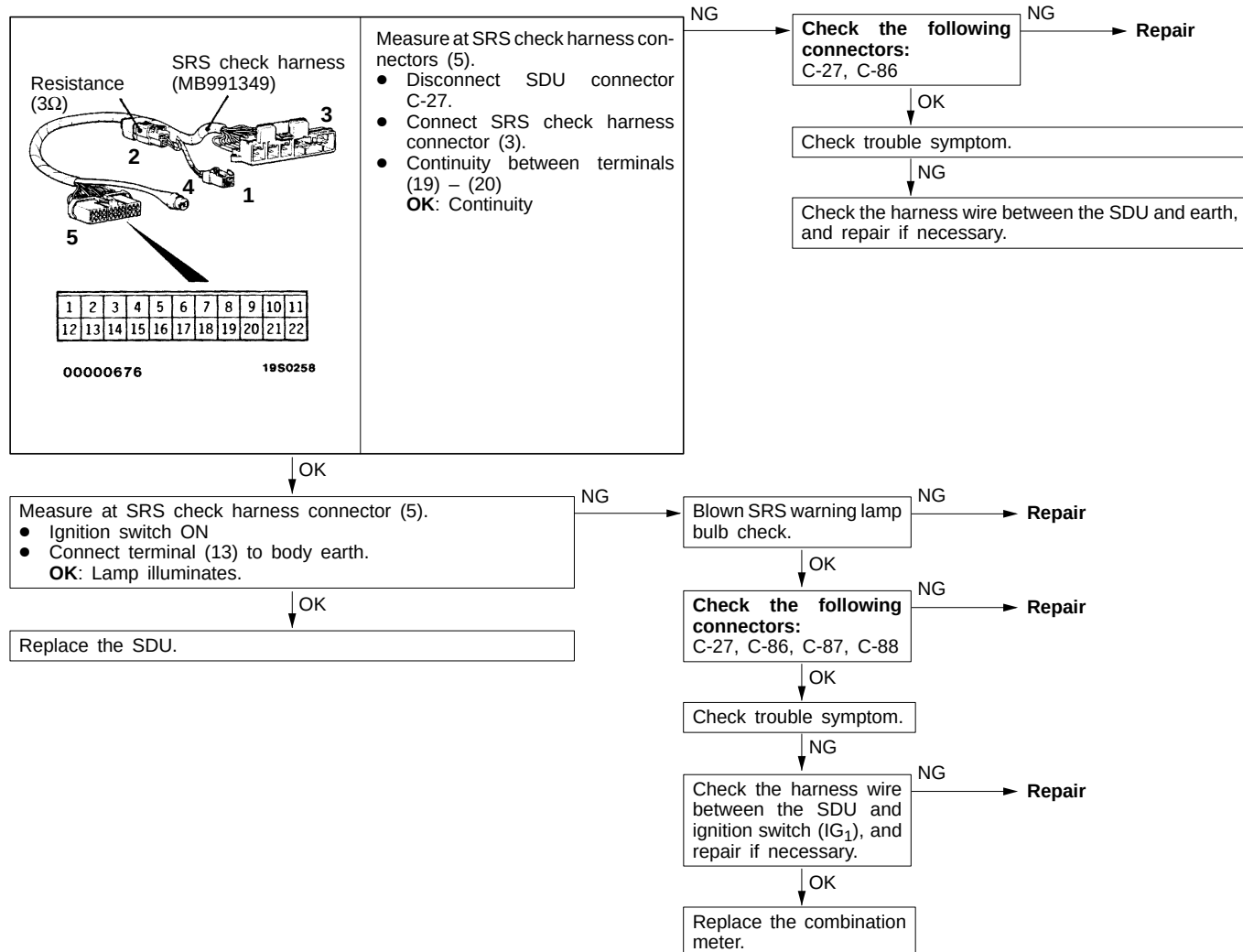


Code No. 43 SRS warning lamp drive circuit system (Lamp does not illuminate.)**Probable cause**

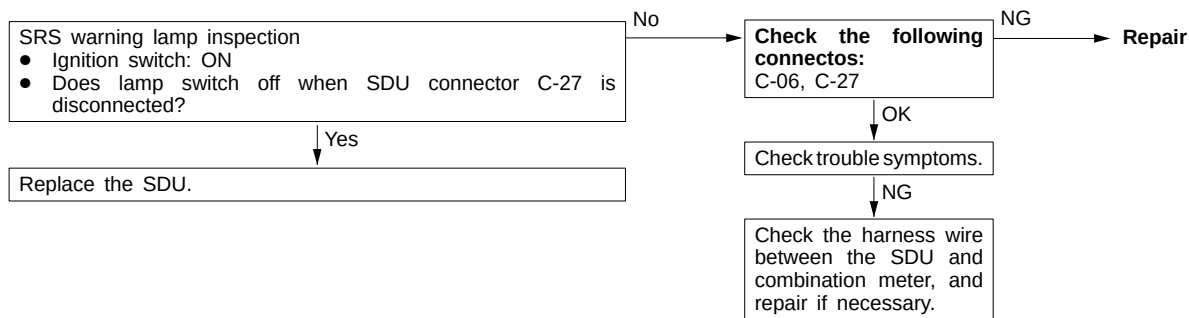
This diagnosis code is output when an open circuit occurs for a continuous period of 5 seconds while the SDU is monitoring the SRS warning lamp and the lamp is OFF (transistor OFF).

However, if this code is output due to an open circuit, if the vehicle condition returns to normal, this diagnosis code No. 43 will be automatically erased, and the SRS warning lamp will return to normal.

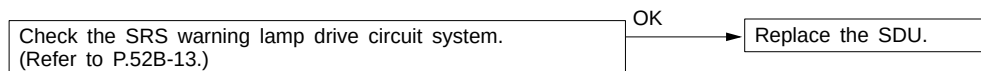
- Malfunction of wiring harnesses or connectors
- Blown bulb
- Malfunction of SDU
- Malfunction of combination meter



Code No.43 SRS warning lamp drive circuit system (Lamp does not switch off.)	Probable cause
This diagnosis code is output when a short to earth occurs in the harness between the lamp and the SDU while SDU is monitoring the SRS warning lamp and the lamp is ON.	• Malfunction of wiring harnesses or connectors • Malfunction of SDU • Malfunction of combination meter



Code No.44 SRS warning lamp drive circuit system	Probable cause
This diagnosis code is output when a short occurs in the lamp drive circuit or a malfunction of the output transistor inside the SDU is detected while the SDU is monitoring the SRS warning lamp drive circuit.	• Malfunction of wiring harnesses or connectors • Malfunction of SDU



Code No.45 SDU non-volatile memory (EEPROM) and A/D converter system	Probable cause
This diagnosis code is output if there is a malfunction in the SDU non-volatile memory (EEPROM) and A/D converter.	• Malfunction of SDU

Replace the SDU.

INSPECTION CHART FOR TROUBLE SYMPTOMS

52400340126

Get an understanding of the trouble symptoms and check according to the inspection procedure chart.

Trouble symptom		Inspection procedure No.	Reference page
Communication with MUT-II is not possible.	Communication with all systems is not possible.	1	52B-15
	Communication is not possible with SRS only.	2	52B-15
When the ignition key is turned to "ON" (engine stopped), the SRS warning lamp does not illuminate.		Refer to diagnosis code No.43.	52B-13
After the ignition switch is turned to ON, the SRS warning lamp is still on after approximately 7 seconds have passed.		Refer to diagnosis code No.43.	52B-14

INSPECTION PROCEDURE FOR TROUBLE SYMPTOMS

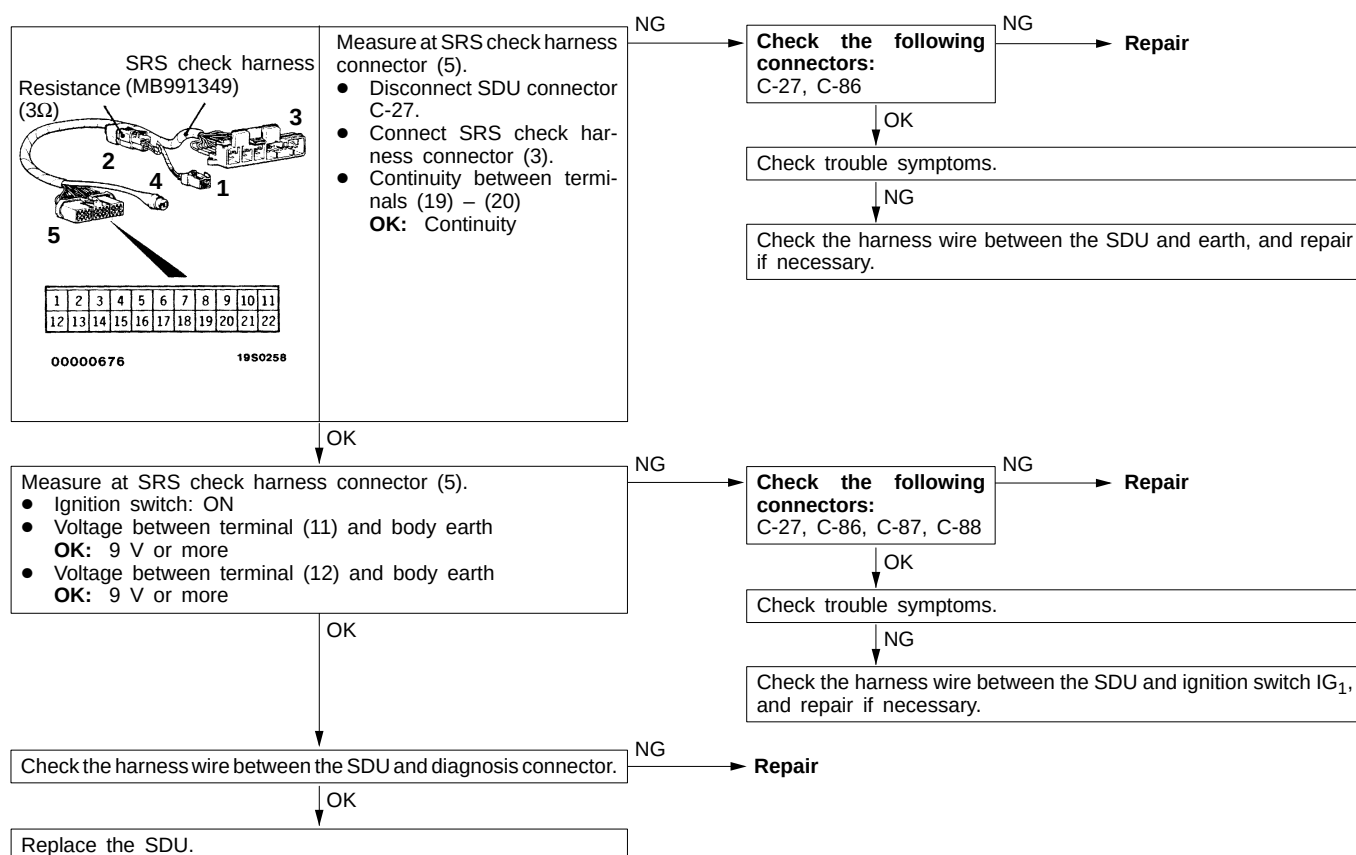
Inspection Procedure 1

Communication with MUT-II is not possible. (Communication with all systems is not possible.)	Probable cause
The cause is probably a power supply system (including earth circuit) of the diagnosis line.	• Malfunction of connectors • Malfunction of wiring harness

Refer to GROUP 13A – Troubleshooting.

Inspection Procedure 2

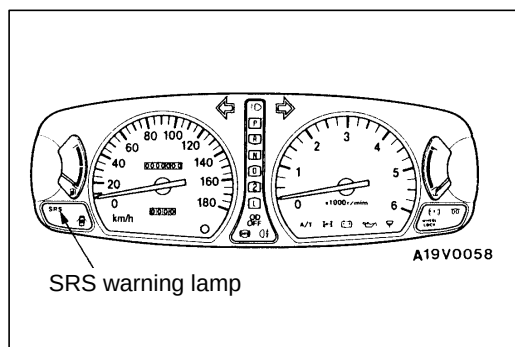
Communication with MUT-II is not possible. (Communication is not possible with SRS only.)	Probable cause
If communication is not possible with the SRS only, the cause is probably an open circuit in the diagnosis output circuit of the SRS or in the power circuit (including earth circuit).	• Malfunction of wiring harnesses or connectors • Malfunction of SDU



SRS MAINTENANCE

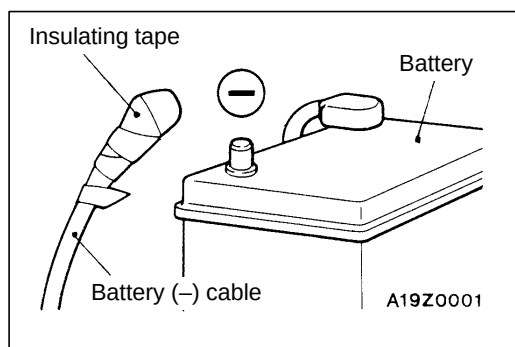
52400390114

The SRS must be inspected by an authorized dealer 10 years after the date of vehicle registration.



SRS WARNING LAMP CHECK

Turn the ignition key to the “ON” position. Does the SRS warning lamp illuminate for about 7 seconds, turn off and then remain extinguished for at least 5 seconds? If yes, SRS system is functioning properly. If no, consult page 52B-6.

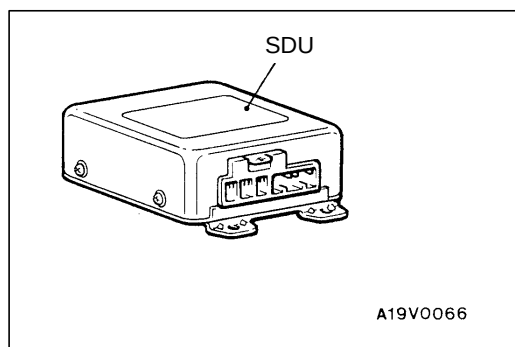


SRS COMPONENT VISUAL CHECK

Turn the ignition key to the “LOCK” position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-3.)



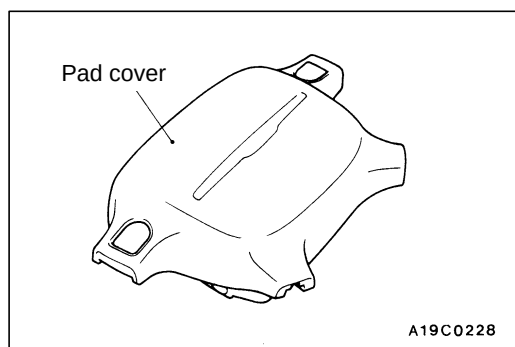
SRS DIAGNOSIS UNIT (SDU)

1. Check SDU case and brackets for dents, cracks, deformation or rust.

Caution

The SRS may not activate if the SDU is not installed properly, which could result in serious injury or death to the vehicle's driver.

2. Check connector for damage, and terminals for deformation or rust.
Replace SDU if it fails visual check.
(Refer to P.52B-26.)



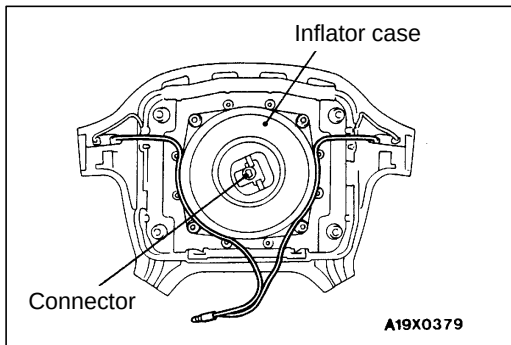
AIR BAG MODULES, STEERING WHEEL AND CLOCK SPRING

1. Remove the air bag modules, steering wheel and clock spring. (Refer to P.52B-28.)

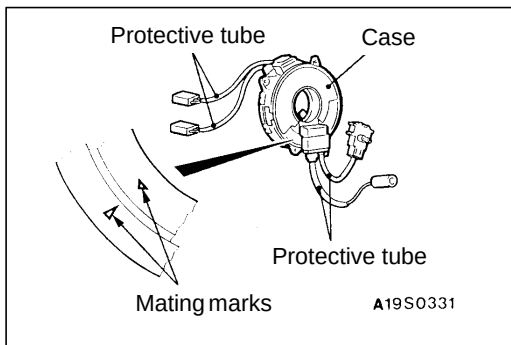
Caution

The removed air bag modules should be stored in a clean, dry place with the pad cover face up.

2. Check pad cover for dents, cracks or deformation.



3. Check connector for damage, terminals deformities, and harness for binds.
4. Check air bag inflator case for dents, cracks or deformities.
5. Check harness and connectors for damage, and terminals for deformation.



6. Check clock spring connectors and protective tube for damage, and terminals for deformation.
7. Visually check the clock spring case for damage.
8. Align the mating marks of the clock spring and, after turning the vehicle's front wheels to straight-ahead position, install the clock spring to the column switch.

Mating Mark Alignment

Turn the clock spring clockwise fully, and then turn back it approx. 3 4/5 turns counterclockwise to align the mating marks.

Caution

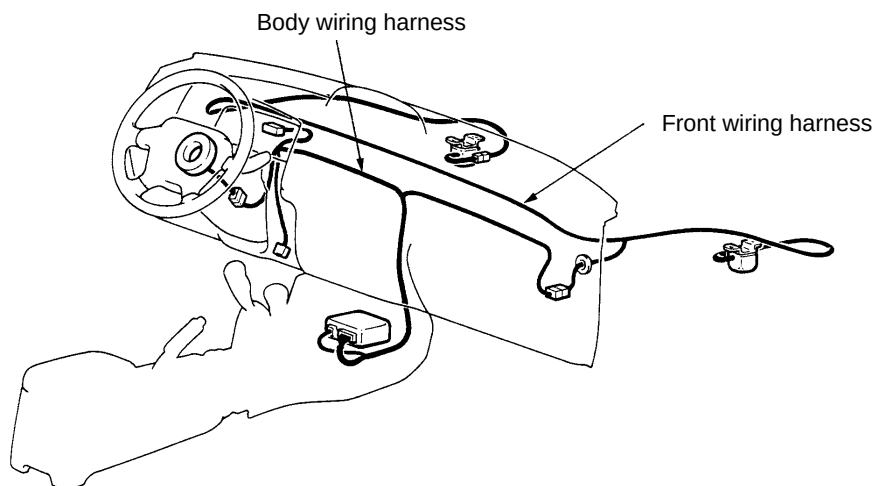
If the clock spring's mating mark is not properly aligned, the steering wheel may not be completely rotational during a turn, or the flat cable within the clock spring may be severed, obstructing normal operation of the SRS and possibly leading to serious injury to the vehicle's driver.

9. Install the steering column covers, steering wheel and the air bag module.
10. Check steering wheel for noise, binds or difficult operation.
11. Check steering wheel for excessive free play.
REPLACE ANY VISUALLY INSPECTED PART IF IT FAILS THAT INSPECTION. (Refer to P.52B-28.)

Caution

The SRS may not activate if any of the above components is not installed properly, which could result in serious injury or death to the vehicle's driver.

BODY WIRING HARNESS AND FRONT WIRING HARNESS

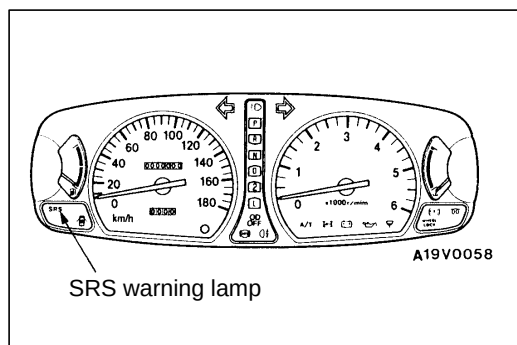


A19V0048

1. Check connector for poor connection.
2. Check harnesses for binds, connectors for damage, and terminals for deformation.
REPLACE ANY CONNECTORS OR HARNESS THAT FAIL THE VISUAL CHECK. (Refer to P. 52B-3.)

Caution

The SRS may not activate if SRS harnesses or connectors are damaged or improperly connected, which could result in serious injury or death to the vehicle's driver.



A19V0058

POST-INSTALLATION CHECK

Reconnect the negative battery terminal. Turn the ignition key to the "ON" position. Does the SRS warning lamp illuminate for about 7 seconds, turn off and then remain extinguished for at least 5 seconds? If yes, SRS system is functioning properly. If no, consult page 52B-6.

POST-COLLISION DIAGNOSIS

52400110154

To inspect and service the SRS after a collision (whether or not the air bag has deployed), perform the following steps.

SRS DIAGNOSIS UNIT MEMORY CHECK

1. Connect the MUT-II to the diagnosis connector (16-pin).

Caution

Turn off the ignition switch before connecting or disconnecting the MUT-II.

2. Read (and write down) all displayed diagnosis codes. (Refer to P. 52B-6.)

NOTE

If the battery power supply has been disconnected or disrupted by the collision, the MUT-II cannot communicate with the SRS diagnosis unit. Inspect and, if necessary, repair the body wiring harness before proceeding further.

3. Read the data list (fault duration and how many times memories are erased) using the MUT-II.

Data list

No.	Service Data Item	Applicability
91	How long a problem has lasted	Maximum time to be stored: 9999 minutes (approximately 7 days)
92	Number indicating how often the memory is cleared	Maximum time to be stored: 250

4. Erase the diagnosis codes and after waiting 5 seconds or more read (and write down) all displayed diagnosis codes. (Refer to P.52B-6.)

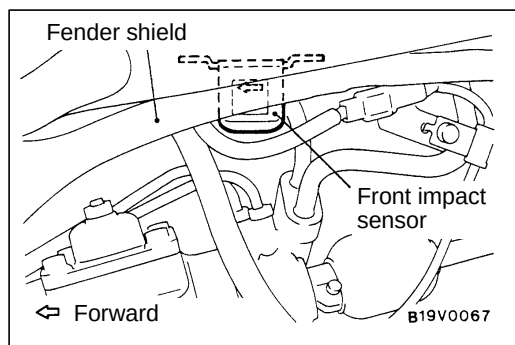
REPAIR PROCEDURE**WHEN AIR BAG DEPLOYS IN A COLLISION.**

1. Replace the following parts with new ones.
 - SRS diagnosis unit (SDU) (Refer to P. 52B-26.)
 - Air bag module (Refer to P. 52B-28.)
 - Front impact sensors (Refer to P. 52B-23.)

2. Check the following parts and replace if there are any malfunctions.
 - Clock spring (Refer to P. 52B-28.)
 - Steering wheel, steering column and intermediate joint
 - (1) Check wiring harness (built into steering wheel) and connectors for damage, and terminals for deformation.
 - (2) Install air bag module to check fit or alignment with steering wheel.
 - (3) Check steering wheel for noise, binds or difficult operation and excessive free play.
3. Check harnesses for binding, connectors for damage, poor connections, and terminals for deformation. (Refer to P.52B-18.)

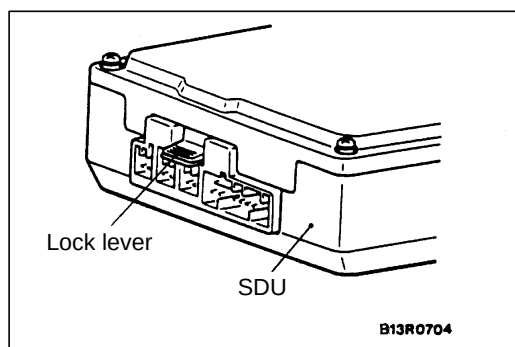
WHEN AIR BAG DOES NOT DEPLOY IN LOW-SPEED COLLISION.

Check the SRS components. If the SRS components are showing any visible damage such as dents, cracks, or deformation, replace them with new ones. Concerning parts removed for inspection, replacement with new parts and cautionary points for working, refer to appropriate INDIVIDUAL COMPONENT SERVICE, P.52B-21.



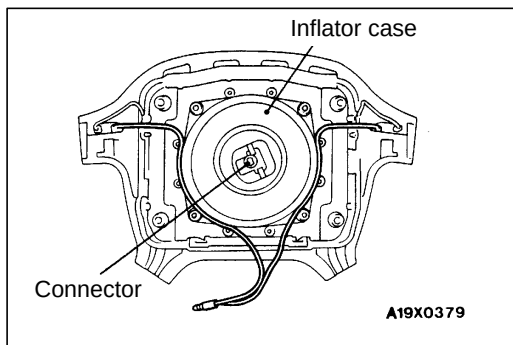
Front impact sensors

1. Check fender shield panel for deformation or rust.
2. Check front impact sensor for dents, cracks, deformation or rust.
3. Check sensor harnesses for binds, connectors for damage, and terminals for deformation.



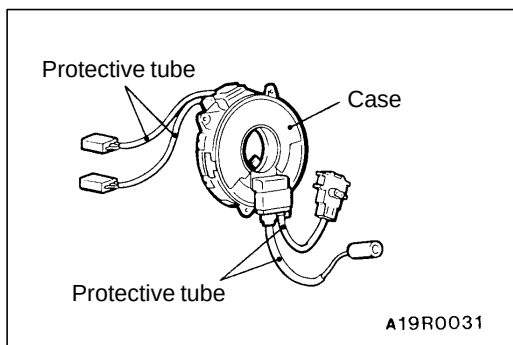
SRS diagnosis unit (SDU)

1. Check SDU case and brackets for dents, cracks or deformation.
2. Check connectors and lock lever for damage, and terminals for deformation.



Air bag module

1. Check pad cover for dents, cracks or deformation.
2. Check connector for damage, terminals deformities, and harness for binds.
3. Check air bag inflator case for dents, cracks or deformities.
4. Install air bag module to steering wheel to check fit or alignment with the wheel.



Clock spring

1. Check clock spring connectors and protective tube for damage, and terminals for deformation.
2. Visually check the case for damage.

Steering wheel, steering column and intermediate joint

1. Check wiring harness (built into steering wheel) and connectors for damage, and terminals for deformation.
2. Install air bag module to check fit or alignment with steering wheel.
3. Check steering wheel for noise, binds or difficult operation and excessive free play.

Harness connector (body and front wiring harness)

Check harnesses for binding, connectors for damage, poor connection, and terminals for deformation. (Refer to P. 52B-18.)

INDIVIDUAL COMPONENT SERVICE

52400290148

If the SRS components are to be removed or replaced as a result of maintenance, troubleshooting, etc., follow each procedure (P.52B-23 – P.52B-33.)

Caution

1. SRS components should not be subjected to heat over 93°C, so remove the SRS diagnosis unit, air bag module, clock spring and front impact sensors before drying or baking the vehicle after painting.
2. If the SRS components are removed for the purpose of check, sheet metal repair, painting, etc., they should be stored in a clean, dry place until they are reinstalled.

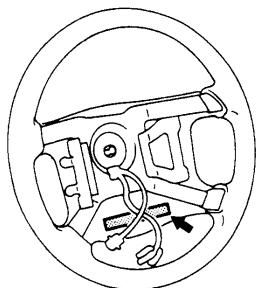
WARNING/CAUTION LABELS

52400300063

A number of caution labels relating to the SRS are found in the vehicle, as shown in the following illustration. Follow label instructions when servicing

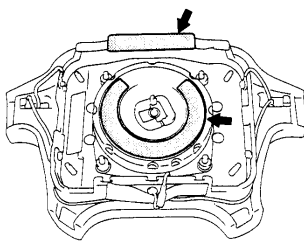
SRS. If labels are dirty or damaged, replace them with new ones.

Steering wheel



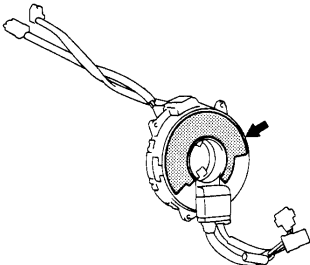
19N0245

Air bag module



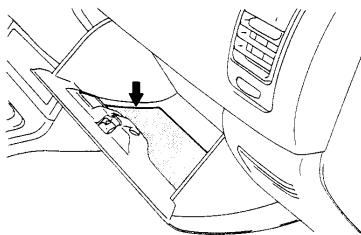
19V0059

Clock spring



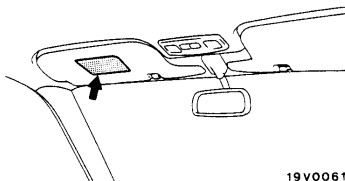
19X0015

Glove box



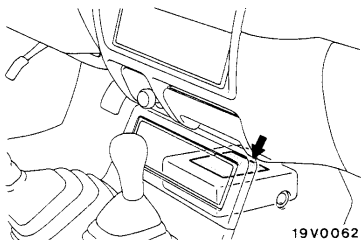
19V0060

Sun visor



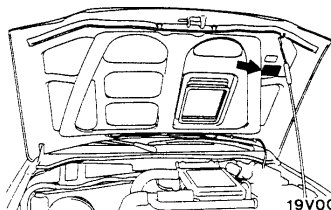
19V0061

SDU



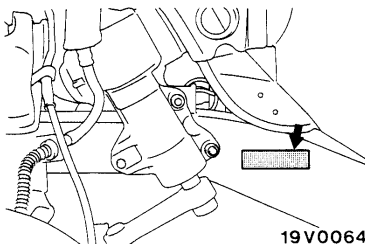
19V0062

Hood



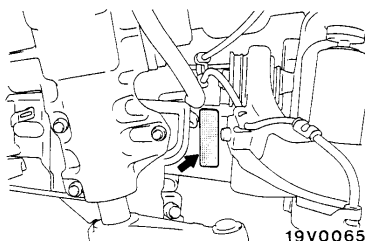
19V0063

Frame <2WD>



19V0064

Frame <4WD>



19V0065

52400150071

FRONT IMPACT SENSORS

Caution

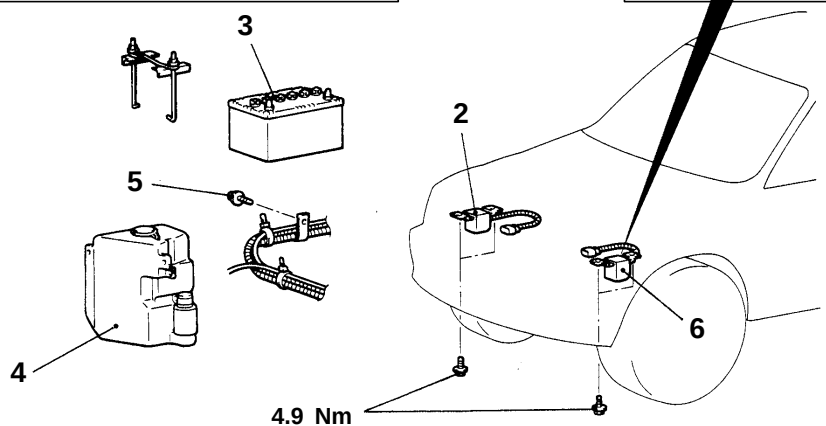
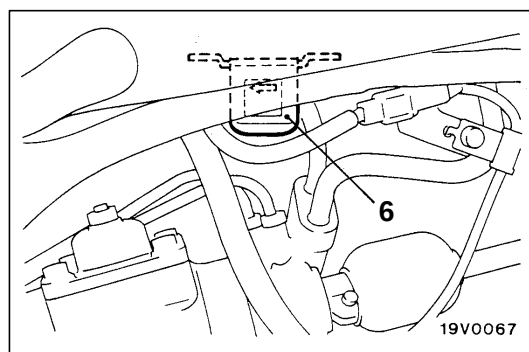
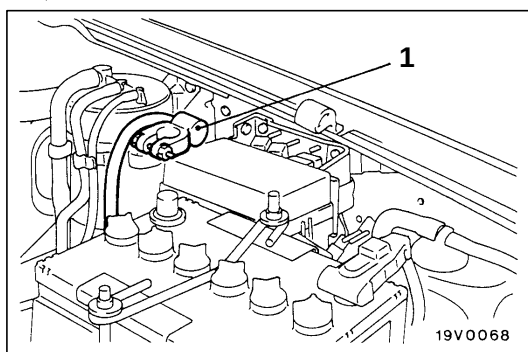
1. Never repair or disassemble a front impact sensor. If faulty, replace it.
2. Handle the front impact sensors very carefully, taking care not to drop them or

- otherwise subject them to impact. If a sensor is seen to be dented, cracked, deformed or rusted, replace it with a new one.
3. Replace sensor with new ones after the air bag has deployed.

REMOVAL AND INSTALLATION

Pre-removal Operation

- Turn the ignition key to the "LOCK" position.



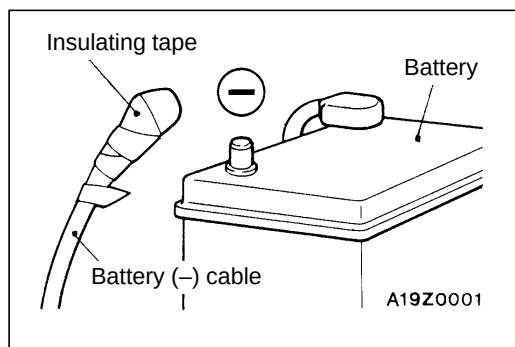
16V0132

00005051

Removal steps

- ◀A▶ ▶C▶
- Post-installation inspection
1. Negative (-) Battery cable connection
- ▶B▶
2. Front impact sensor (R.H.)
 3. Battery

- ▶B▶ ▶A▶
4. Windshield washer tank
 5. Wiring harness clamp bolt
 6. Front impact sensor (L.H.)
- Pre-installation inspection



REMOVAL SERVICE POINT

◀A▶ NEGATIVE (-) BATTERY CABLE DISCONNECTION

Disconnect the negative battery cable from the battery and tape the terminal.

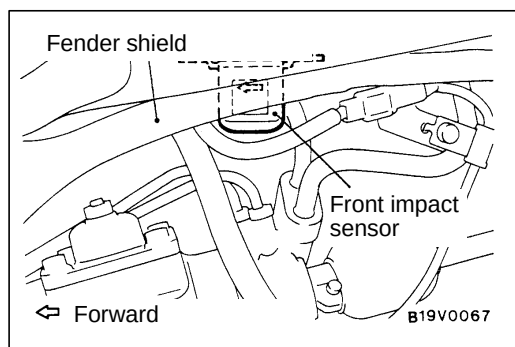
Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P. 52B-3, No. 4.)

INSTALLATION SERVICE POINTS

▶A▶ PRE-INSTALLATION INSPECTION

To mount the new front impact sensor, visually check it and measure the resistance between the terminals. (Refer to the previous item "INSPECTION")

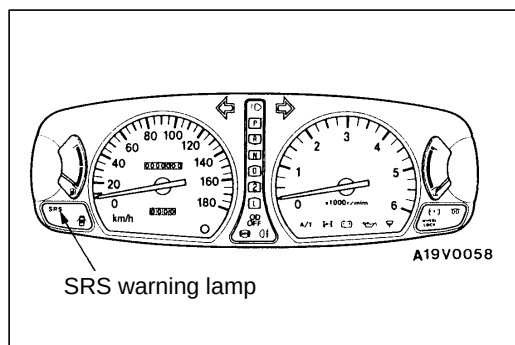


▶B▶ FRONT IMPACT SENSOR INSTALLATION

1. Securely connect the connector.
2. Set the front impact sensor toward the front of the vehicle as shown by the arrow in the illustration, and install it securely.

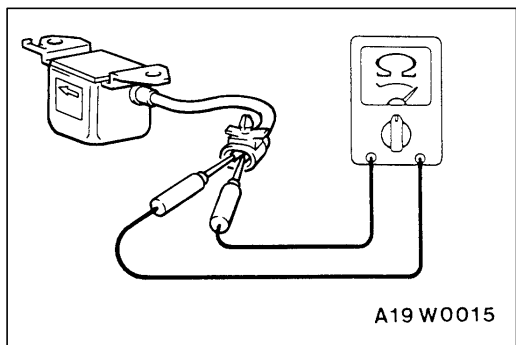
Caution

The SRS may not activate properly if a front impact sensor is not installed properly, which could result in serious injury or death to the vehicle's driver.



▶C▶ POST-INSTALLATION INSPECTION

1. Reconnect the negative battery terminal.
2. Turn the ignition key to the "ON" position.
3. Does the "SRS" warning lamp illuminate for about 7 seconds, and then remain extinguished for at least 45 seconds after turning OFF?
4. If yes, SRS system is functioning properly. If no, consult page 52B-6.

**INSPECTION**

52400160067

1. Check the front impact sensor for dents, cracks, deformation or rust.

Caution

If a dent, crack, deformation or rust is detected, replace with a new sensor.

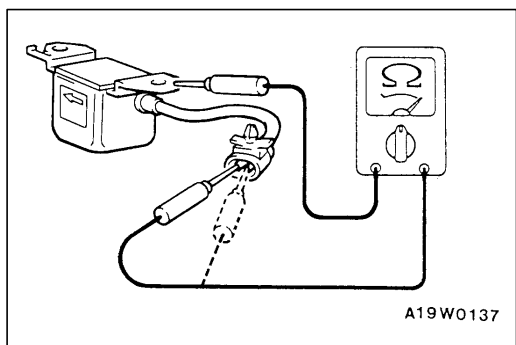
2. Measure the resistance between terminals and check whether it is within the standard value.

Standard value: $2,000 \pm 20\Omega$

Caution

Always replace the sensor with a new one if the resistance is not within the standard value.

3. Check fender shield panel for deformation or rust.
4. Check the continuity between the terminal and bracket. If there is a continuity, the insulation is malfunctioned, and replace the sensor with a new one.



SRS DIAGNOSIS UNIT (SDU)

52400210113

Caution

1. Disconnect the battery (–) terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it. (Refer to P.52B-3, No.4.)
2. Never attempt to disassemble or repair the SDU. If faulty, replace it.
3. Do not drop or subject the SDU to impact or vibration.

If denting, cracking, deformation, or rust are discovered in the SDU, replace it with a new SDU. Discard the old one.

4. After deployment of an air bag, replace the SDU with a new one.
5. Never use an ohmmeter on or near the SDU, and use only the special test equipment described on P.52B-5.

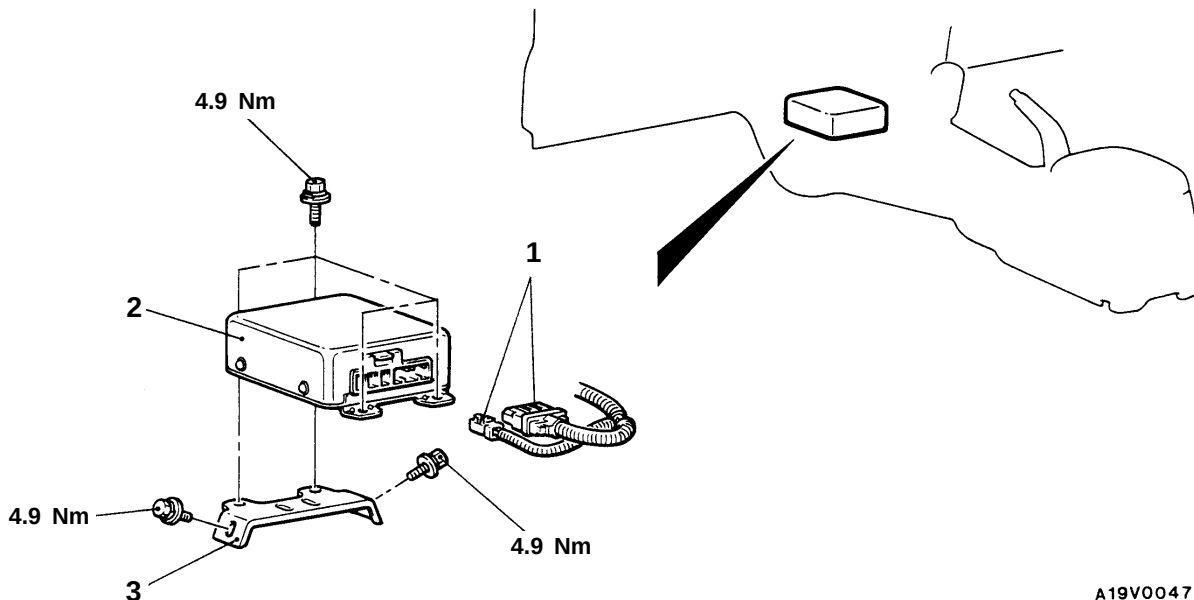
REMOVAL AND INSTALLATION

Pre-removal Operation

- Turn the ignition key to the "LOCK" position.
- Front Floor Console Removal (Refer to GROUP 52A.)

Post-installation Operation

- Front Floor Console Installation (Refer to GROUP 52A.)

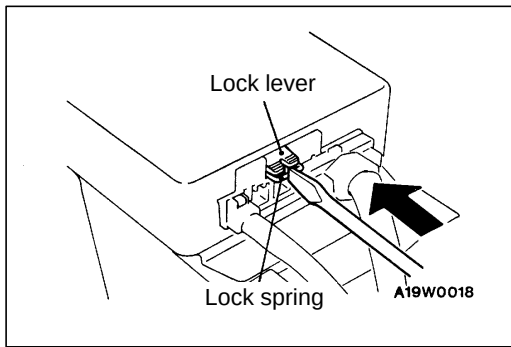


A19V0047

Removal steps

- ▶C◀ • Post-installation inspection
 • Negative (–) battery cable connection
 ◀A▶ ▶B▶ 1. Harness connector

- ▶A◀ 2. SRS diagnosis unit (SDU)
 3. SRS diagnosis unit (SDU) bracket



REMOVAL SERVICE POINTS

◀A▶ HARNESS CONNECTOR DISCONNECTION

1. To unlock the SDU connector, place a flat-tipped screwdriver against the lock spring at the lock lever notch and push the spring toward the unit.

Caution

Do not use excessive force to raise the lock lever.

2. While pushing the locks of each connector downwards, remove each connector from the SDU.

Caution

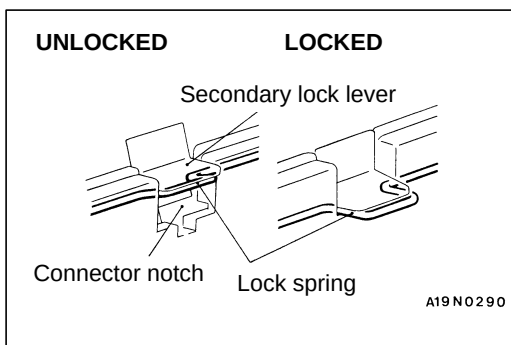
Because a double lock mechanism is employed for the SDU connectors, be careful not to exert undue force to remove the connectors, as this will damage them.

INSTALLATION SERVICE POINTS

▶A◀ SRS DIAGNOSIS UNIT (SDU) INSTALLATION

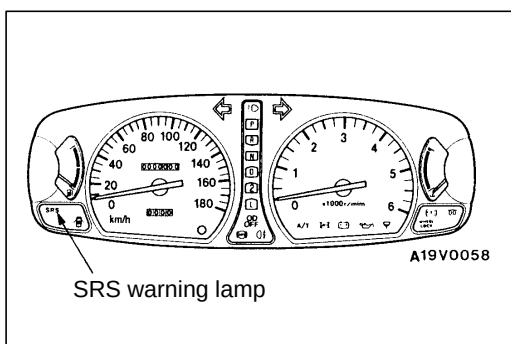
Caution

The SRS may not activate if SDU is not installed properly, which could result in serious injury or death to the vehicle's driver.



▶B◀ HARNESS CONNECTOR CONNECTION

After connecting each harness connector securely and correctly to the SDU, be sure to press down the lock lever of the SDU.



▶C◀ POST-INSTALLATION INSPECTION

1. Reconnect the negative battery terminal.
2. Turn the ignition key to the "ON" position.
3. Does the "SRS" warning lamp illuminate for about 7 seconds, and then remain extinguished for at least 45 seconds after turning OFF?
4. If yes, SRS system is functioning properly. If no, consult page 52B-6.

INSPECTION

52400220093

- Check the SDU and brackets for dents, cracks or deformation.
- Check connector for damage, and terminals for deformation.

Caution

If a dent, crack, deformation or rust is discovered, replace the SDU with a new one.

NOTE

For checking of the SDU other than described above, refer to the section concerning troubleshooting. (Refer to P.52B-6.)

AIR BAG MODULE AND CLOCK SPRING

52400240143

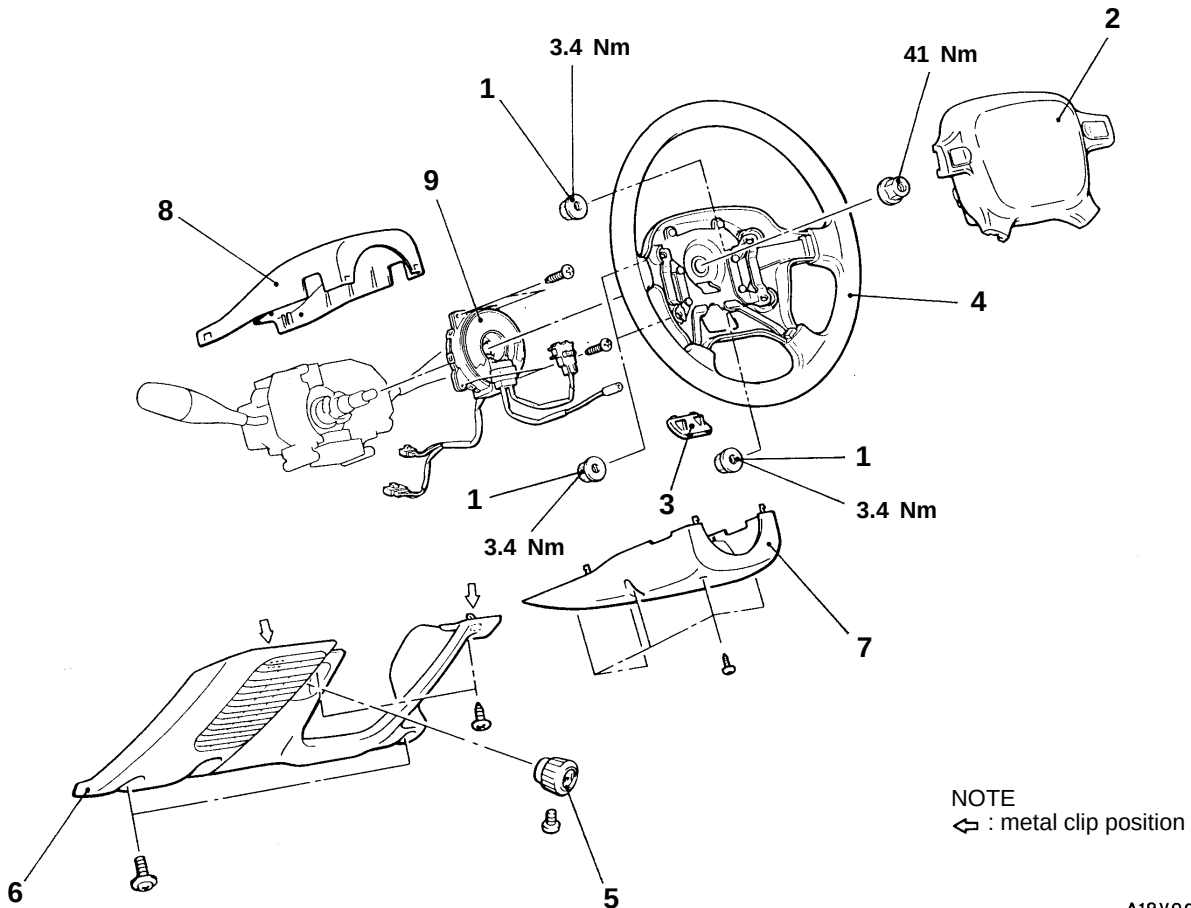
Caution

1. Disconnect the battery (–) terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it. (Refer to P.52B-3, No.4.)
2. Never attempt to disassemble or repair the air bag modules or clock spring. If faulty, replace it.
3. Do not drop the air bag modules or clock spring or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.
4. The air bag modules should be stored on a flat surface and placed so that the pad surface is facing upward. Do not place anything on top of it.
5. Do not expose the air bag modules to temperatures over 93°C.
6. After deployment of an air bag, replace the clock spring with a new one.
7. Wear gloves and safety glasses when handling air bags that have already deployed.
8. An undeployed air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-34.)

REMOVAL AND INSTALLATION

Pre-removal Operation

- After setting the steering wheel and the front wheels to the straight ahead position, remove the ignition key.



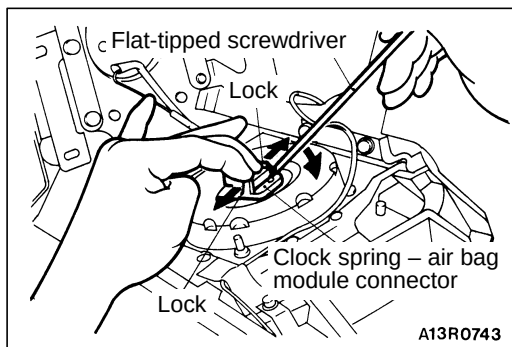
A19V0054

Air bag module removal steps

- D◄
- Post-installation inspection
 - Negative (–) battery cable connection
- ◄A►
- A◄
- 1. Air bag module mounting nut
 - 2. Air bag module
 - Pre-installation inspection

Clock spring removal steps

- D◄
- Post-installation inspection
 - Negative (–) battery cable connection
- ◄A►
- ◄B► ►C◄
- 1. Air bag module mounting nut
 - 2. Air bag module
 - 3. Cover
 - 4. Steering wheel
 - 5. Throttle cable knob <Diesel-powered vehicles>
 - 6. Driver side under cover
 - 7. Column cover lower
 - 8. Column cover, upper
 - 9. Clock spring
 - Pre-installation inspection
- ◄C► ►B◄
- ◄A►



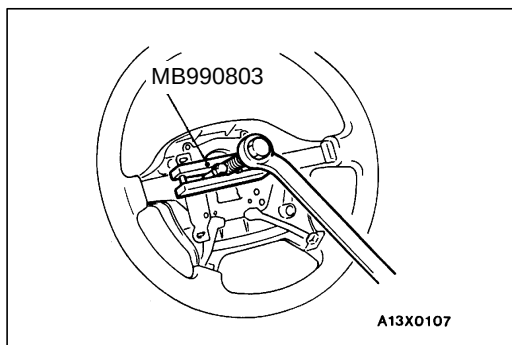
REMOVAL SERVICE POINTS

◀A▶ AIR BAG MODULE REMOVAL

When disconnecting the connector of the clock spring from the air bag module, press the air bag's lock towards the outer side to spread it open. Use a flat-tipped screwdriver, as shown in the figure at the left, to pry so as to remove the connector gently.

Caution

1. When disconnect the air bag module-clock spring connector, take care not to apply excessive force to it.
2. The removed air bag module should be stored in a clean, dry place with the pad cover face up.



◀B▶ STEERING WHEEL REMOVAL

Caution

Do not hammer on the steering wheel. Doing so may damage the collapsible column mechanism.

◀C▶ CLOCK SPRING REMOVAL

Caution

The removed clock spring should be stored in a clean, dry place.

INSTALLATION SERVICE POINTS

▶A▶ PRE-INSTALLATION INSPECTION

1. When installing the new air bag modules and clock spring, refer to "INSPECTION".

Caution

Dispose of air bag modules only according to the specified procedure. (Refer to P.52B-34.)

2. Connect the battery (-) terminal.
3. Connect the MUT-II to the diagnosis connector.

Caution

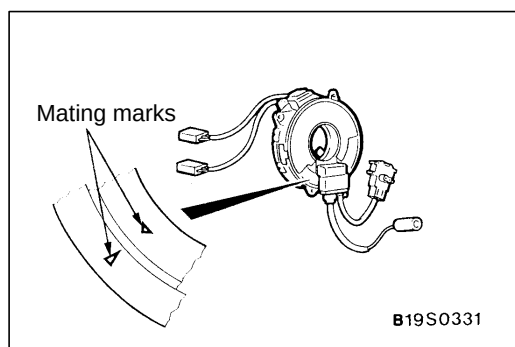
Turn off the ignition switch before connecting or disconnecting the MUT-II.

4. Turn the ignition key to the "ON" position.

5. Conduct self-diagnosis using the MUT-II to ensure entire SRS operates properly, except open circuit of air bag modules.
6. Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work.
(Refer to P.52B-3, No.4.)

**►B◄CLOCK SPRING INSTALLATION**

Align the mating marks of the clock spring and, after turning the front wheels to the straight-ahead position, install the clock spring to the column switch.

Mating Mark Alignment

Turn the clock spring clockwise fully, and then turn back it approx. 3 4/5 turns counterclockwise to align the mating marks.

Caution

If the clock spring's mating marks are not properly aligned, the steering wheel may not be completely rotational during a turn, or the flat cable within the clock spring may be severed, obstructing normal operation of the SRS and possibly leading to serious injury to the vehicle's driver.

►C◄STEERING WHEEL INSTALLATION

1. Before installation the steering wheel, be sure to first turn the vehicle's front wheels to the straight-ahead position and align the mating marks of the clock spring.

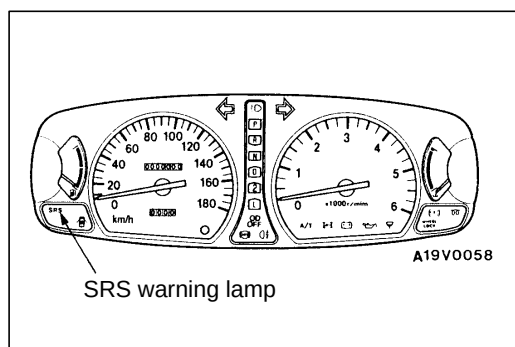
Caution

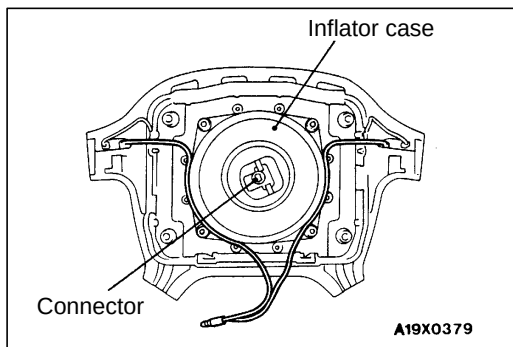
Be sure when installing the steering wheel, that the harness of the clock spring does not become caught or tangled.

2. After clamping, turn the steering wheel all the way in both directions to confirm that steering is normal.

►D◄POST-INSTALLATION INSPECTION

1. Reconnect the negative battery terminal.
2. Turn the ignition key to the "ON" position.
3. Does the "SRS" warning lamp illuminate for about 7 seconds, and then remain extinguished for at least 45 seconds after turning OFF?
4. If yes, SRS system is functioning properly.
If no, consult page 52B-6.





INSPECTION

52400250146

AIR BAG MODULE CHECK

If any improper part is found during the following inspection, replace the air bag module with a new one. Dispose the old one according to the specified procedure. (Refer to P.52B-34.)

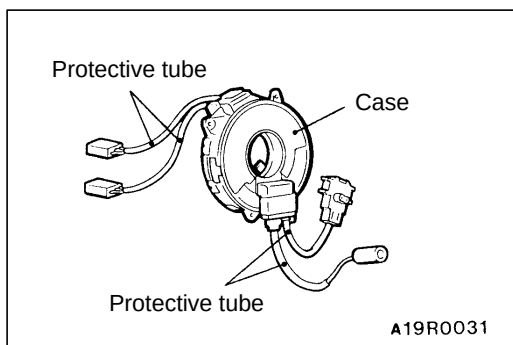
Caution

Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result in serious personal injury.

1. Check pad cover for dents, cracks or deformation.
2. Check connectors for damage, terminals for deformation, and harness for binds.
3. Check air bag inflator case for dents, cracks or deformation.
4. Install the air bag module to steering wheel to check fit or alignment with the wheel.

Caution

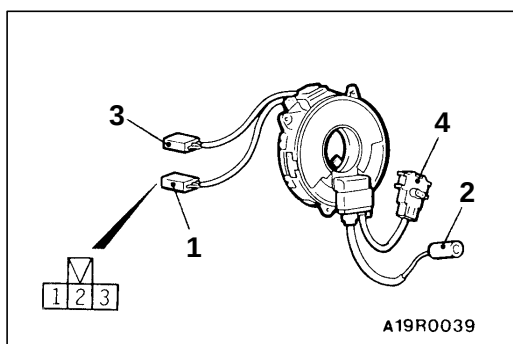
If dents, cracks, deformation, or rust are discovered in the air bag module, replace it with a new one. Dispose of the old one according to the specified procedure. (Refer to P.52B-34.)



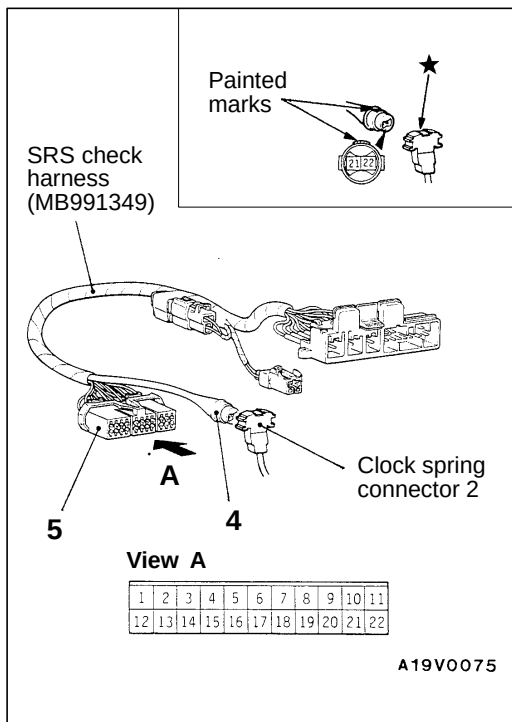
CLOCK SPRING CHECK

If, as result of following checks, even one abnormal point is discovered, replace the clock spring with a new one.

1. Check connectors and protective tube for damage, and terminals for deformation.
2. Visually check the case for damage.



3. Check that there is continuity between terminal (3) of the clock spring No.1 connector and the No. 2 connector.



4. When joining SRS Check harness connector No. 4 and 2 align paint of the No. 4 with the * portion of the No. 2 connector of the clock spring.
5. Check for continuity between terminal 21 and terminal 22 of SRS Check harness connector No. 5.

AIR BAG MODULE DISPOSAL PROCEDURES

52400120157

Before either disposing of a vehicle equipped with air bag, or prior to disposing of the air bag module,

be sure to first follow the procedures described below to deploy the air bag.

UNDEPLOYED AIR BAG MODULE DISPOSAL

Caution

1. If the vehicle is to be scrapped, or otherwise disposed of, deploy the air bag inside the vehicle. If the vehicle will continue to be operated and only the air bag module are to be disposed of, deploy the air bag outside the vehicle.
2. Since a large amount of smoke is produced when the air bag are deployed, select a well-ventilated site. Moreover, never attempt the test near a smoke sensor.
3. Since there is a loud noise when the air bag are deployed, avoid residential areas whenever possible. If anyone is nearby, give warning of the impending noise.
4. Suitable ear protection should be worn by personnel performing these procedures or by people in the immediate area.

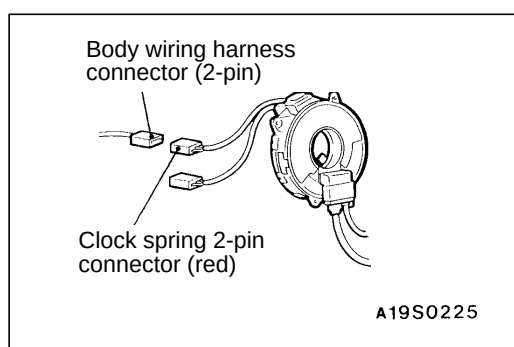
DEPLOYMENT INSIDE THE VEHICLE

(when disposing of a vehicle)

1. Open all windows and doors of the vehicle. Move the vehicle to an isolated spot.
2. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

Caution

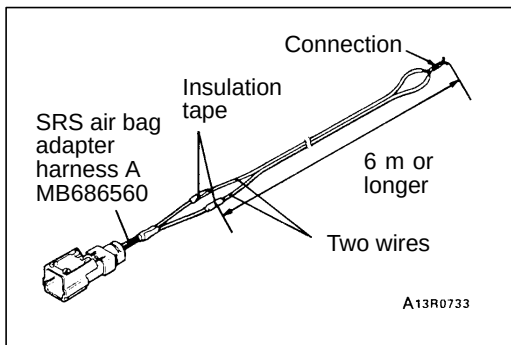
Wait at least 60 seconds after disconnecting the battery cables before doing any further work. (Refer to P. 52B-3, No. 4.)



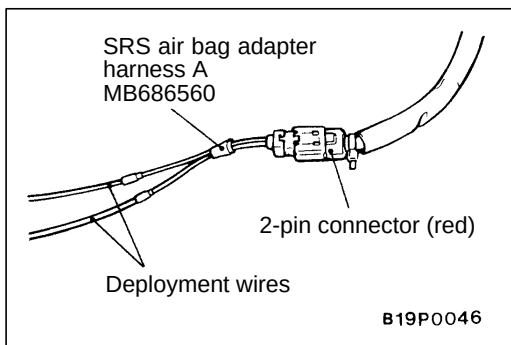
3. To deploy the air bag module.
 - (1) Remove the steering column cover, lower.
 - (2) Remove the connection between the clock spring 2-pin connector (red) and the body wiring harness connector.

NOTE

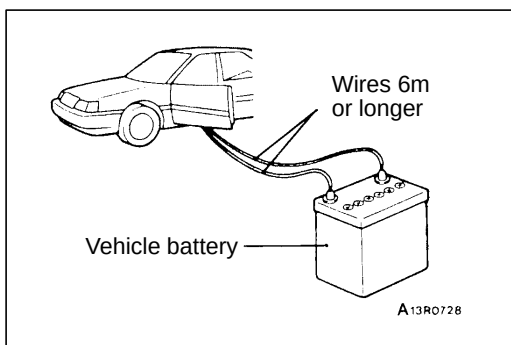
If the clock spring connector is disconnected from the body wiring harness, both electrodes of the clock spring connector will be automatically shorted to prevent unintended deployment of the air bag due to static electricity, etc.



4. Connect two wires, each six meters or longer, to the two leads of SRS air bag adapter harness A and cover the connections with insulation tape. The other ends of the two wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag.



5. Connect the clock spring 2-pin connector (red) to SRS air bag adapter harness A and pass the deployment wires out of the vehicle.



6. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.

Caution

1. Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.
2. The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment.
See Deployed Air Bag Module Disposal Procedures (P.52B-38.) for post-deployment handling instructions.
3. If the air bag module fails to deploy when the procedures above are followed, do not go near the module. Contact your local distributor.

DEPLOYMENT OUTSIDE THE VEHICLE

Caution

1. This should be carried out in a wide, flat area at least 6 m away from obstacles and other people.
2. Do not perform deployment outside, if a strong wind is blowing, and if there is even a slight breeze, the air bag module should be placed and deployed downwind from the battery.
1. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

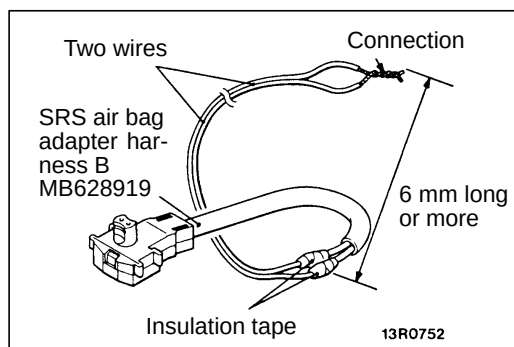
Caution

Wait at least 60 seconds after disconnecting the battery cables before doing any further work. (Refer to P.52B-3, No.4.)

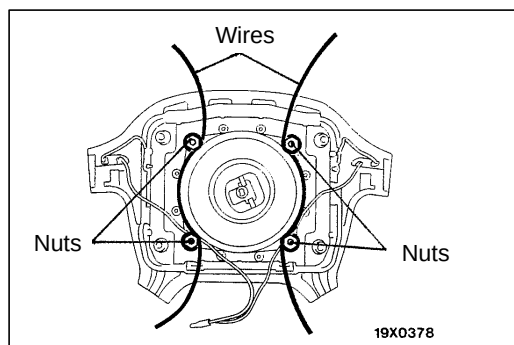
2. Remove the air bag module from the vehicle. (Refer to P.52B-28.)

Caution

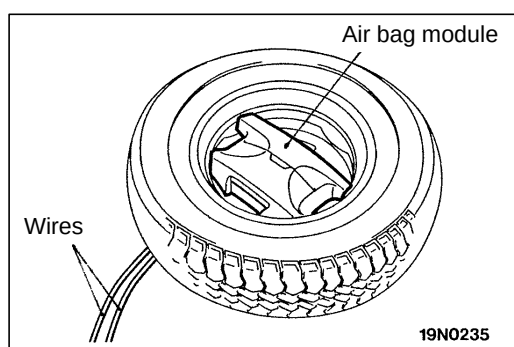
The air bag module should be stored on a flat surface and placed so that the pad cover face up. Do not place anything on top of it.



3. Connect two wires, each six meters long or more, to the two leads of SRS air bag adapter harness B, and cover the connections with insulation tape. The other ends of the two wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag.



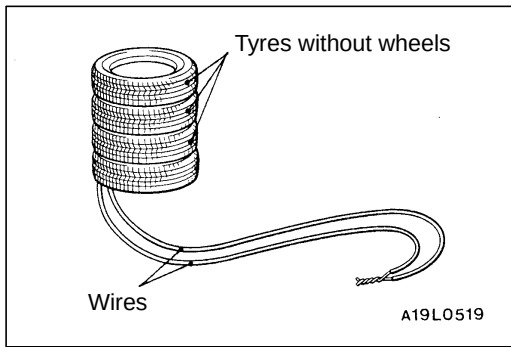
4. Install nuts that are no longer needed to the four bolts on the rear side of the air bag module, and tie on some thick wire to secure to the wheel.
5. Take the SRS air bag adaptor harness B that is connected to the wires, pass it beneath the tyre attached to a wheel, and connect it to the air bag module.



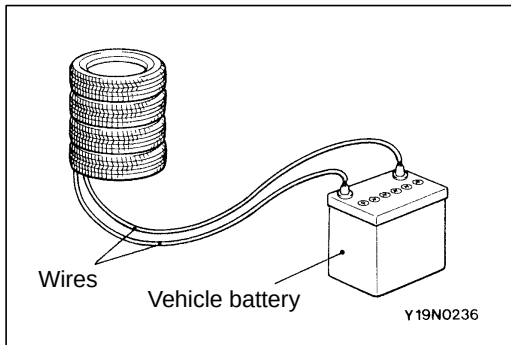
6. Insert the air bag module into the wheel, and secure it with the wires that are tied to the bolts, with the air bag facing upward.

Caution

Leave some space below the wheel for the adaptor harness. If there is no space, the reaction when the air bag deploys could damage the adaptor harness.



7. Place three old tyres with no wheels on top of the tyre secured to the air bag module.



8. At a location as far away from the air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.

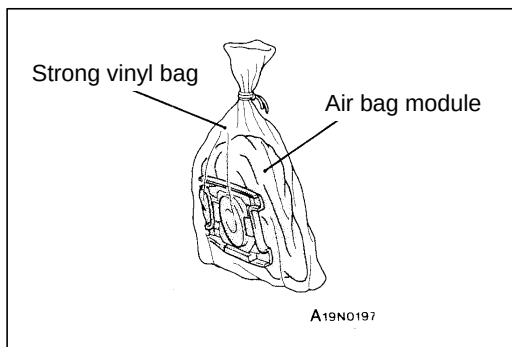
Caution

1. Before deployment, check carefully to be sure that no one is nearby.
2. The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although the gas resulting from air bag deployment is not poisonous, it should not be inhaled. Refer to the Deployed Air Bag Module Disposal Procedures (P.52B-38) for post-deployment handling instructions.
3. If the air bag fails to deploy when the procedures above are followed, do not go near the module. Contact your local distributor.

DEPLOYED AIR BAG MODULE DISPOSAL PROCEDURES

After deployment or operation, the air bag module should be disposed of in the same manner as any other scrap parts, adhering to local laws and/or legislation that may be in force except that the following points should be carefully noted during disposal.

1. The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it cool before attempting to handle it.
2. Do not put water or oil on the air bag after deployment.
3. There may be, adhered to the deployed air bag module, material that could irritate the eye and/or skin, so wear gloves and safety glasses when handling a deployed air bag module. IF AFTER FOLLOWING THESE PRECAUTIONS, ANY MATERIAL DOES GET INTO THE EYES OR ON THE SKIN, IMMEDIATELY RINSE THE AFFECTED AREA WITH A LARGE AMOUNT OF CLEAN WATER.
IF ANY IRRITATION DEVELOPS, SEEK MEDICAL ATTENTION.



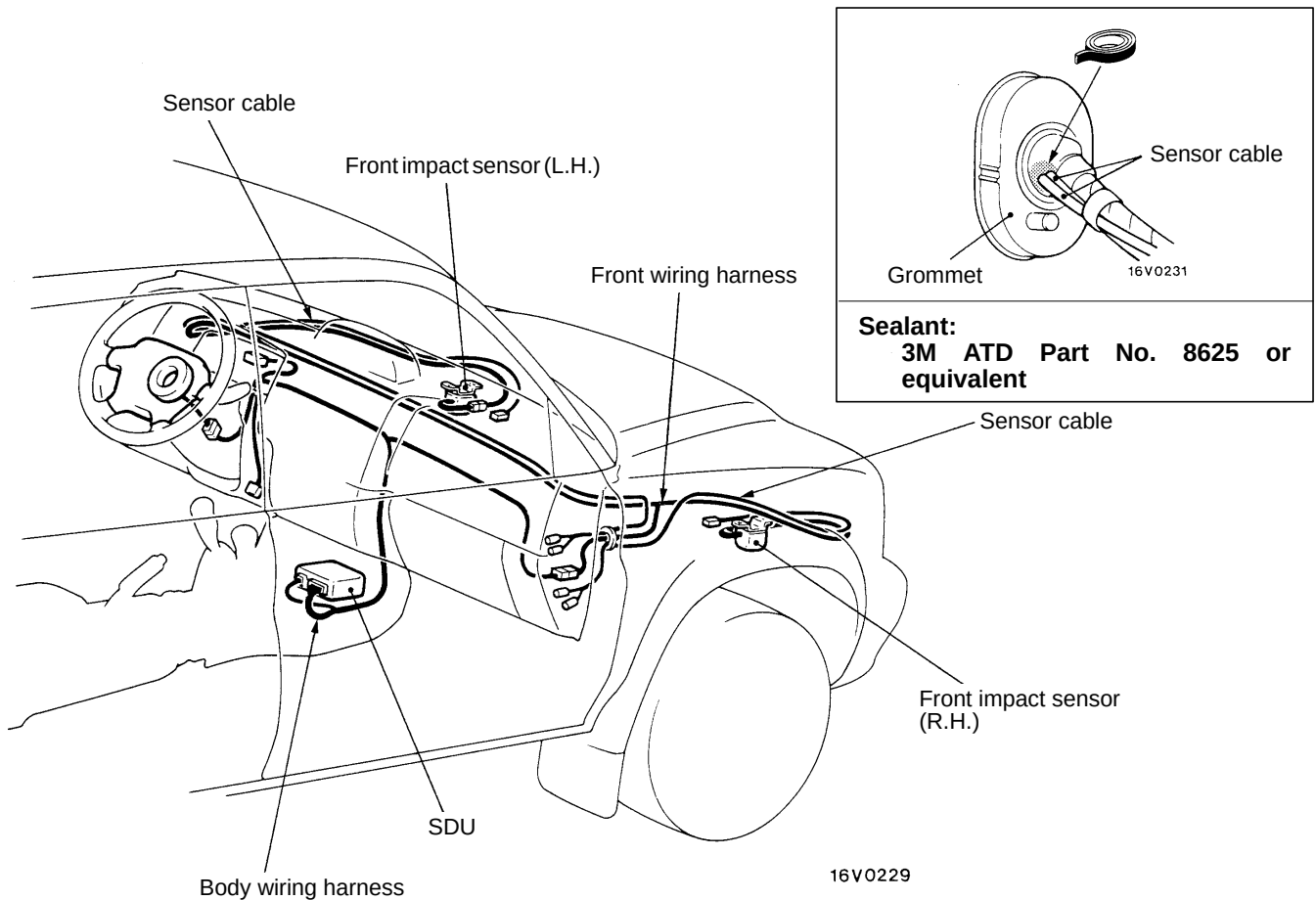
4. Tightly seal the air bag module in a strong vinyl bag for disposal.
5. Be sure to always wash your hands after completing this operation.

SENSOR CABLE INSTALLATION PROCEDURES

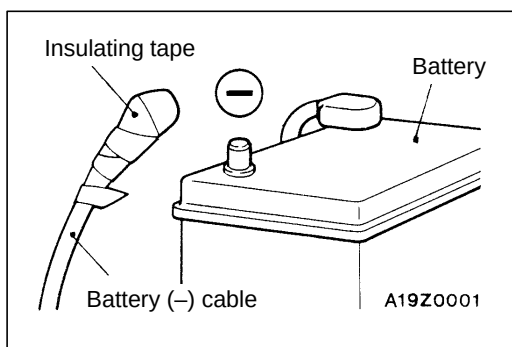
52400130013

If there is a malfunction in the front wiring harness between the front impact sensor and body wiring

harness, install the sensor cable. (Refer to P. 52B-4.)



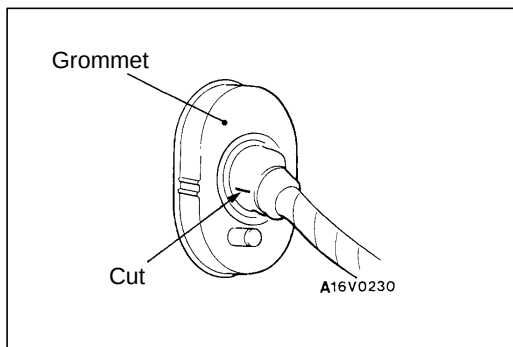
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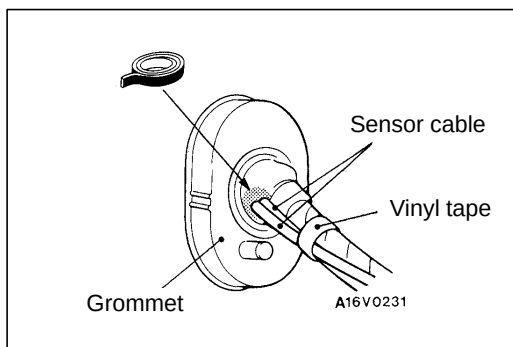
1. Disconnect the negative battery cable and tape the terminal.

Caution

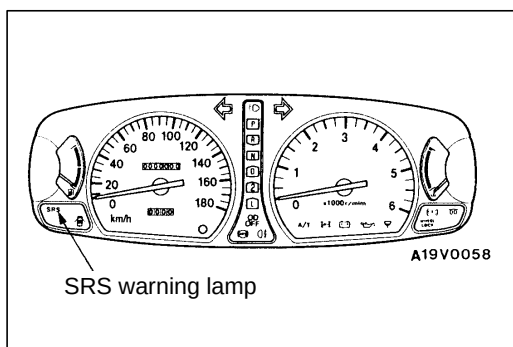
Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P. 52B-3, No. 4.)



2. Make a cut in the grommet in the place shown in the illustration, and pass the sensor cable through the cut.



3. Run the sensor cable along the front wiring harness, and then secure the cable to the harness with insulation tape.
4. Apply the specified sealant to the grommet cut portion.
5. Connect the sensor cable to the impact sensor and to the body wiring harness.



POST-INSTALLATION INSPECTION

1. Reconnect the negative battery terminal.
2. Turn the ignition key to the "ON" position.
3. Does the "SRS" warning lamp illuminate for about 7 seconds, and then remain extinguished for at least 45 seconds after turning OFF?
4. If yes, SRS system is functioning properly. If no, consult page 52B-6.