

GROUP 52A

INTERIOR

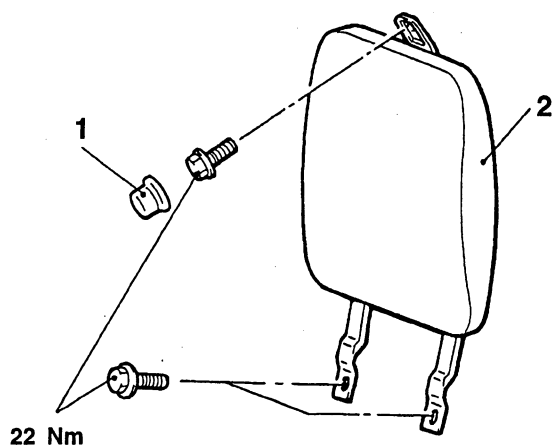
GENERAL

OUTLINE OF CHANGE

Headrests have been added for the rear seat on the club cab model. Therefore, service procedure has been added. <Optional>

REAR SEAT <CLUB CAB>

REMOVAL AND INSTALLATION



AV0650AA

Removal steps

- Seatback assembly
- 1. Cap
- 2. Headrest

GROUP 52B

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

GENERAL

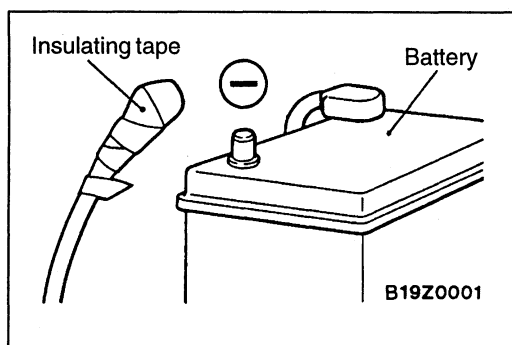
OUTLINE OF CHANGES

The SRS air bag control unit (SRS-ECU) has been modified due to passenger's air bag newly used. Also, driver's air bag module has been modified. Therefore, service procedures have been added, although the other procedures than the below remain the same as before.

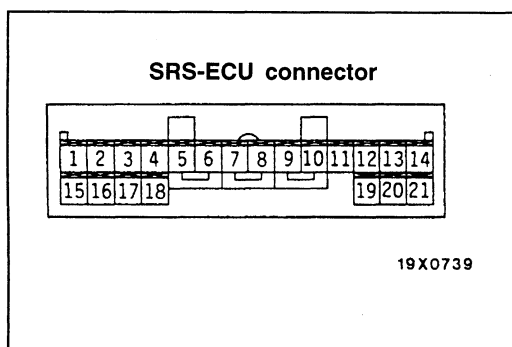
SRS SERVICE PRECAUTIONS

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 the basic manual.
3. **Never Attempt to Repair the Following Components:**
 - SRS air bag control unit (SRS-ECU)
 - Front impact sensors
 - Clock Spring
 - Air Bag Modules (Driver's and front passenger's sides)

If these components are diagnosed as faulty, just replace in accordance with the **INDIVIDUAL COMPONENT SERVICE** procedures. Refer to P.52B-13.



After negative battery cable disconnection, wait at least 60 seconds before any further work. Also, wind the terminal with insulating tape. The SRS-ECU condenser retains enough voltage for some time to deploy the air bags even after the battery has been disconnected. So, doing any work in this period of time could result in unintended air bag deployment, leading to serious injury.



Do not repair the SRS air bag wiring harness connector. If faulty, just replace. If the wiring harness is faulty, replace or repair according to the following table.

SRS-ECU terminal No.	Harness connector (No. of terminals, colour)	Destination of harness	Corrective action
1 to 4	21 pins, yellow	–	–
5		Body wiring harness → Clock spring → Air bag module (Driver's side)	Repair or replace each wiring harness. Replace clock spring.
6			
7		Body wiring harness → Air bag module (Front passenger's side)	Repair or replace each wiring harness.
8			
9,10		–	–
11		Body wiring harness → Diagnosis connector	Repair or replace each wiring harness.
12, 17		Body wiring harness → Front wiring harness → Front impact sensor (L.H.)	Sensor cable* installation procedures
13		Body wiring harness → Junction block (fuse No.11)	Repair or replace each wiring harness.
14		Body wiring harness → Junction block (fuse No.10)	
15		Body wiring harness → SRS warning lamp	
16		–	–
18, 19		Body wiring harness → Front wiring harness → Front impact sensor (R.H.)	Sensor cable* installation procedures
20, 21		Body wiring harness → Earth	Repair or replace body wiring harness.

NOTE

*: The sensor cable is available as service part.

- Do not expose the SRS components to heat over 93°C, so remove the SRS-ECU, air bag modules, 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.
- Make certain that the ignition switch is off when the MUT-II is connected and 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.

TROUBLESHOOTING

INSPECTION CHART FOR DIAGNOSIS CODES

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-4
14	Analog G-sensor system in the SRS-ECU	52B-5
15, 16	Safing G-sensor system in the SRS-ECU	52B-5
21, 22, 61, 62	Driver's air bag module (squib) system	52B-6
24, 25, 64, 65	Front passenger's air bag module (squib) system	52B-7
31, 32	SRS-ECU capacitor system	52B-5
34*	Connector lock system	52B-7
35	SRS-ECU (deployed air bag) system	52B-8
41*	IG ₁ (A) power circuit system	52B-8
42*	IG ₁ (B) power circuit system	52B-8
43	SRS warning lamp drive circuit system	Lamp does not illuminate.*
		Lamp does not switch off.
44*	SRS warning lamp drive circuit system	52B-10
45	SRS-ECU non-volatile memory (EEPROM) and A/D converter system	52B-5
51, 52	Driver's air bag module (squib ignition drive circuit) system	52B-5
54, 55	Front passenger's air bag module (squib ignition drive circuit) system	52B-5

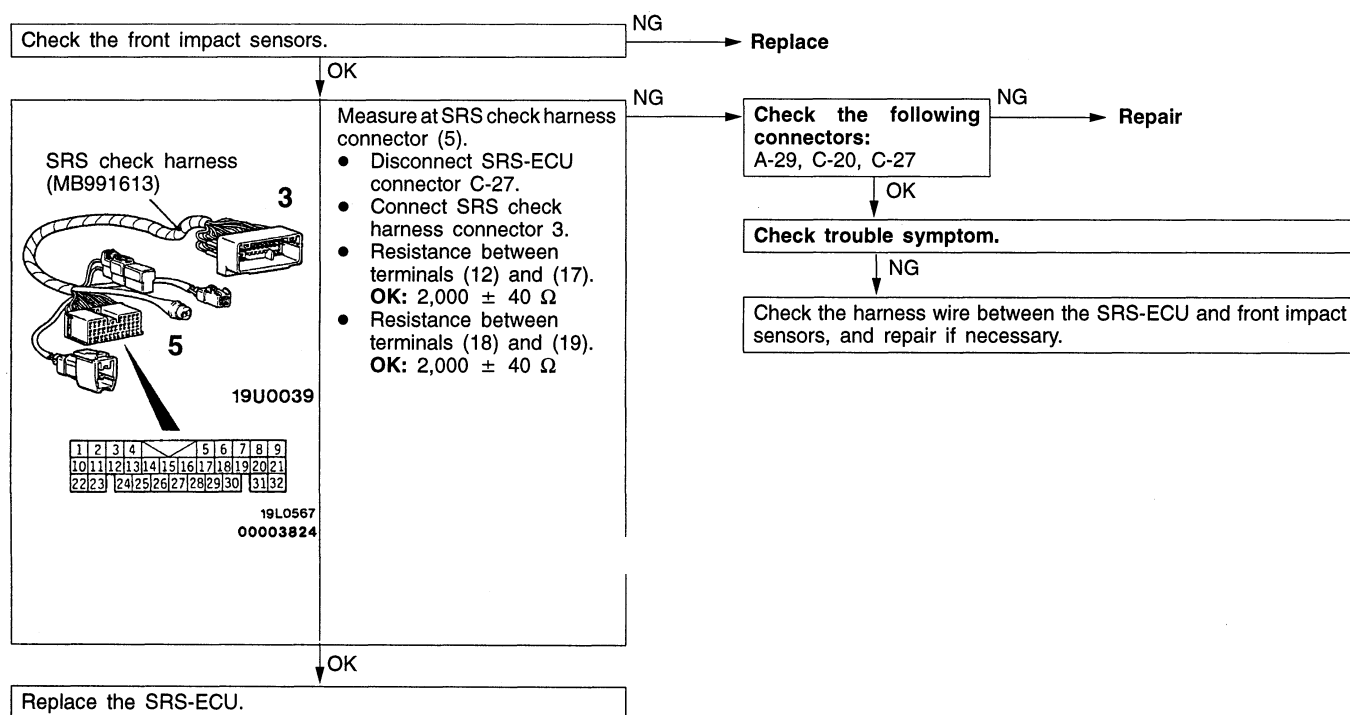
NOTE

1. *: If the vehicle condition returns to normal, the diagnosis code is automatically erased, and the SRS warning lamp turns off.
2. If the vehicle has a discharged battery, it stores the fault code 41 or 42. When either is displayed, check the battery.

INSPECTION PROCEDURE CLASSIFIED BY DIAGNOSIS CODE

Code No.11, 12 or 13 Front impact sensor system	Probable cause
These diagnostic trouble codes are output if there is abnormal resistance between the input terminals of the front impact sensors. The trouble causes for each diagnosis code No. are as follows.	• Malfunction of front impact sensors • Malfunction of wiring harness of connectors • Malfunction of SRS-ECU

Code No.	Trouble
11	• Short circuit in front impact sensors or harness • Short circuit in front impact sensors harness leading to the vehicle body ground • Short circuit in front impact sensors harness leading to the power supply
12	• Open circuit in either left or right front impact sensors or harness • Short circuit in front impact sensors harness leading to the power supply
13	• Open circuit in both left and right front impact sensors or harness • Short circuit in front impact sensors harness leading to the power supply



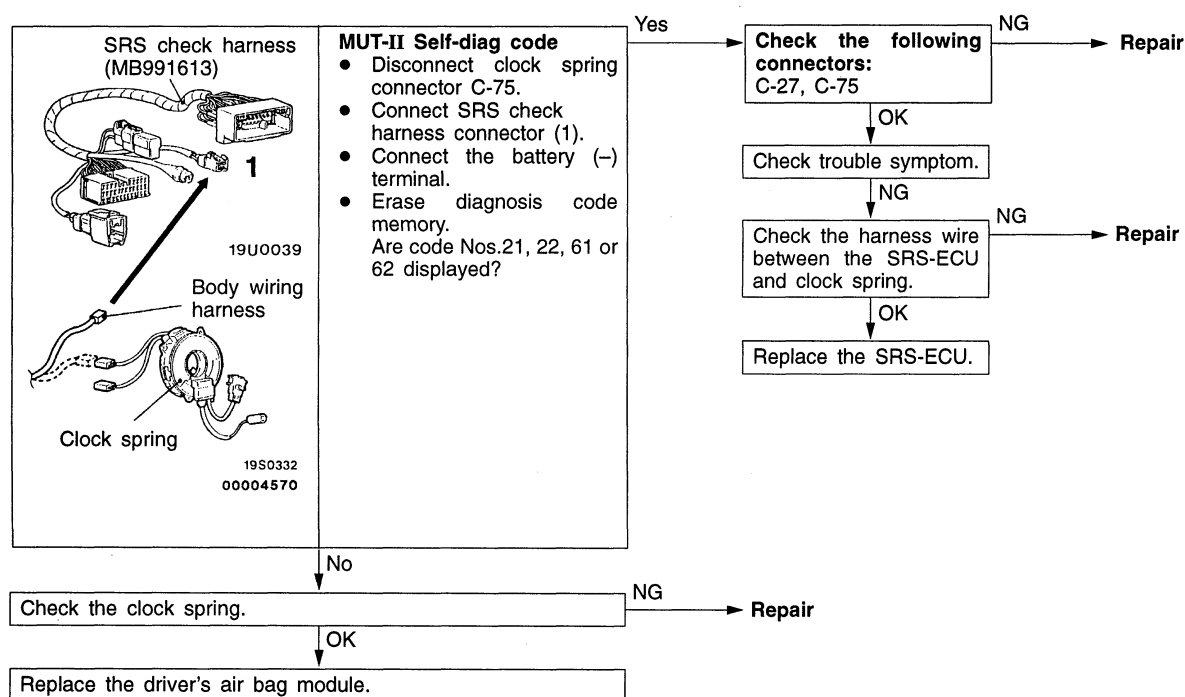
Code No.14, 15, 16, 31, 32, 45, 51, 52, 54, 55 System inside SRS-ECU	Probable cause
These diagnostic trouble codes are displayed when a fault is detected in the SRS-ECU. The trouble causes for each diagnosis code No. are as follows.	Malfunction of SRS-ECU

Code No.	Defective part	Trouble
14	Analog G-sensor	- When the analog G-sensor is not operating - When the characteristics of the analog G-sensor are abnormal - When the output from the analog G-sensor is abnormal
15	Safing G-sensor	Short circuit in the safing G-sensor
16		Open circuit in the safing G-sensor
31	Capacitor	Voltage at the capacitor terminal is higher than the specified value for five seconds or more
32		Voltage at the capacitor terminal is lower than the specified value for five seconds or more (this is not detected if diagnostic trouble code No.41 or 42 indicating battery voltage drop has been output.)
45	Non-volatile memory (EEPROM) and A/D converter	When the non-volatile memory (EEPROM) and A/D converter system are abnormal
51	Driver's air bag module (squib ignition drive circuit)	Short circuit in the squib ignition drive circuit
52		Open circuit in the squib ignition drive circuit
54	Front passenger's air bag module (squib ignition drive circuit)	Short circuit in the squib ignition drive circuit
55		Open circuit in the squib ignition drive circuit

Replace the SRS-ECU.

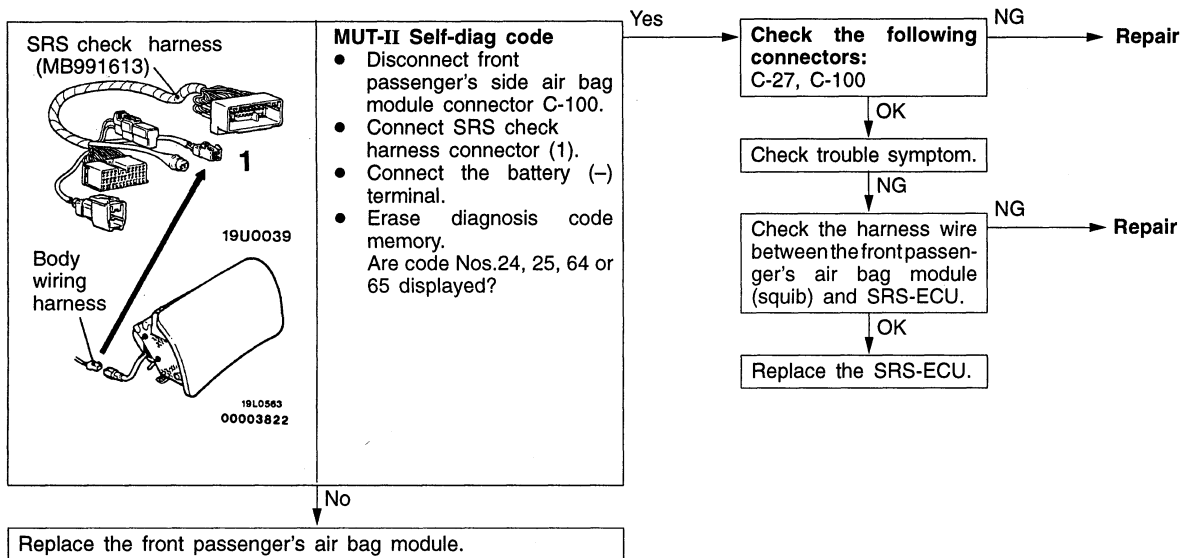
Code No.21, 22, 61 or 62 Driver's air bag module (squib) system	Probable cause
These diagnosis codes are displayed if there is abnormal resistance between the input terminals of the driver's air bag module (squib). The trouble causes for each diagnosis code No. are as follows.	• Malfunction of clock spring • Malfunction of wiring harnesses or connectors • Malfunction of driver's air bag module (squib) • Malfunction of SRS-ECU

Code No.	Trouble
21	• Short in driver's air bag module (squib) or harness short • Short in clock spring
22	• Open circuit in driver's air bag module (squib) or open harness • Open circuit in clock spring • Poor connector contact
61	• Short in driver's air bag module (squib) harness leading to the power supply
62	• Short in driver's air bag module (squib) harness leading to the earth

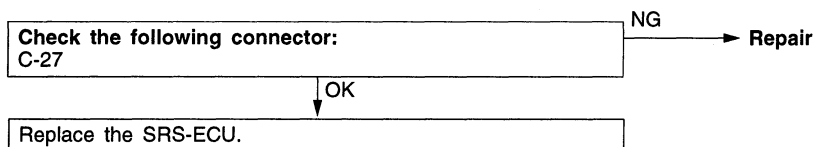


Code No.24, 25, 64 or 65 Front passenger's side air bag module (squib) system	Probable cause
These diagnosis codes are displayed if there is abnormal resistance between the input terminals of the driver's air bag module (squib). The trouble causes for each diagnosis code No. are as follows.	• Malfunction of wiring harnesses or connectors • Malfunction of front passenger's side air bag module (squib) • Malfunction of SRS-ECU

Code No.	Trouble
24	• Short circuit in front passenger's air bag module (squib) or harness short
25	• Open circuit in front passenger's air bag module (squib) or open harness • Poor connector contact
64	• Short circuit in front passenger's air bag module (squib) harness leading to the power supply
65	• Short circuit in front passenger's air bag module (squib) harness leading to the earth



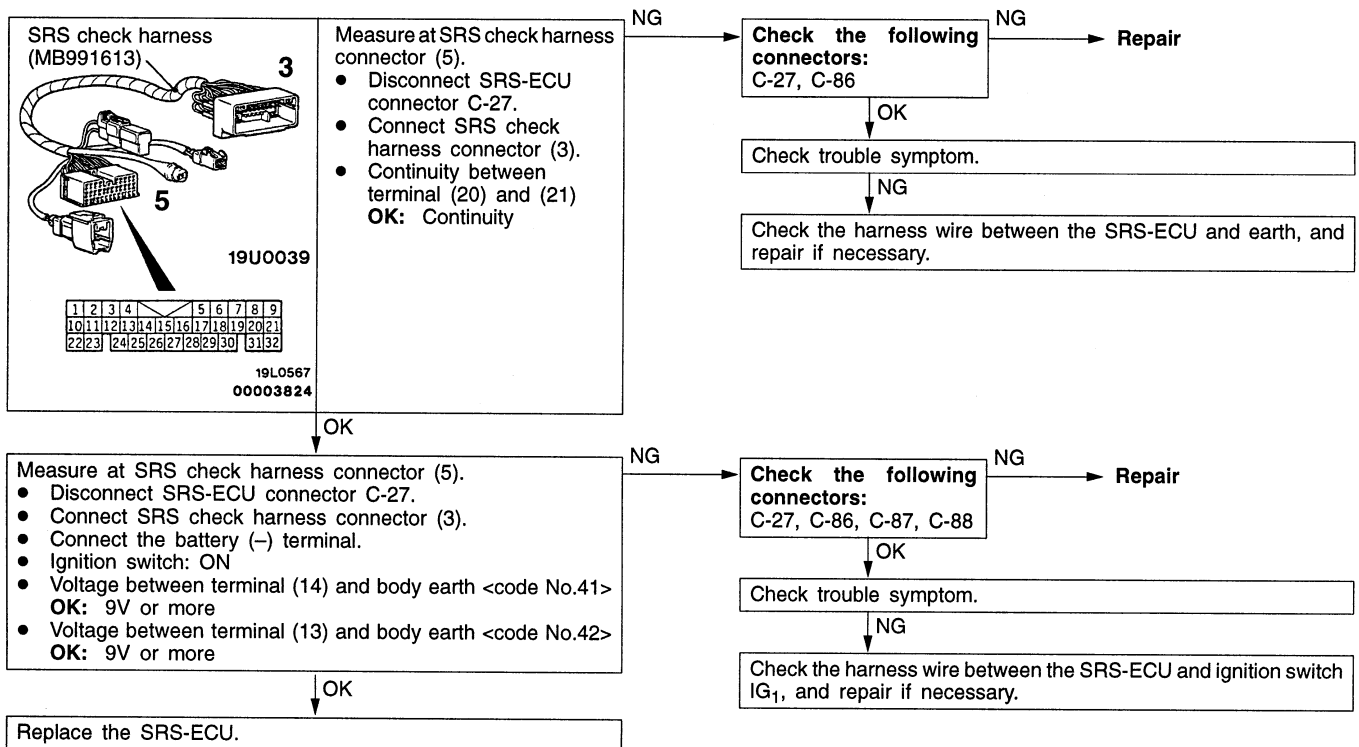
Code No.34 Connector lock system	Probable cause
This diagnosis code is displayed if a poor connection of the SRS-ECU is detected. However, if the vehicle condition returns to normal, diagnosis code No.34 will be automatically erased, and the SRS warning lamp will switch off.	• Malfunction of connectors • Malfunction of SRS-ECU



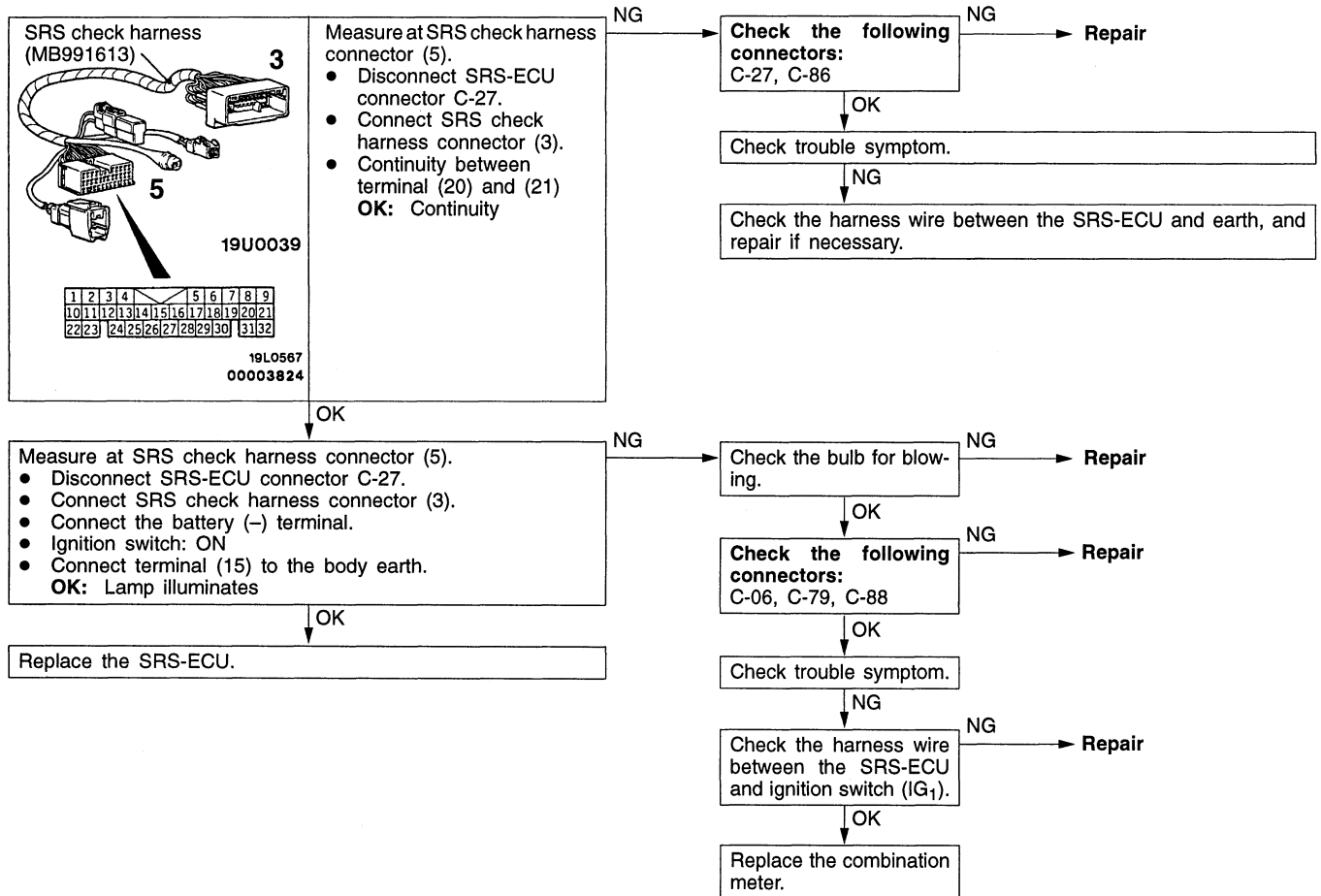
Code No.35 SRS-ECU (deployed air bag) system	Probable cause
This diagnosis code is displayed after the air bag deploys. If this code is output before the air bag has deployed, the cause is probably a malfunction inside the SRS-ECU.	Malfunction of SRS-ECU

Replace the SRS-ECU.

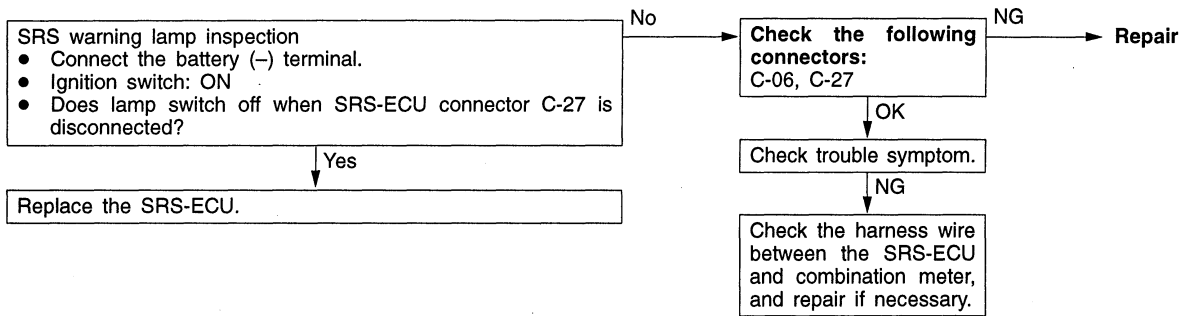
Code No.41 Power circuit system (fuse No.10 circuit)	Probable cause
Code No.42 Power circuit system (fuse No.11 circuit)	
Code No.41 is displayed if the voltage between the IG₁ terminal (SRS-ECU, terminal 14) and the earth is lower than the specified value for a continuous period of five seconds or more. Code No.42 is displayed if the voltage between the IG₁ terminal (SRS-ECU, terminal 13) and the earth is lower than the specified value for a continuous period of five seconds or more. Automatically erased, and the SRS warning lamp will switch off. If the vehicle has a discharged battery it will store the fault codes 41 and 42. When these diagnosis codes are displayed, check the battery.	- Malfunction of wiring harness or connectors - Malfunction of SRS-ECU



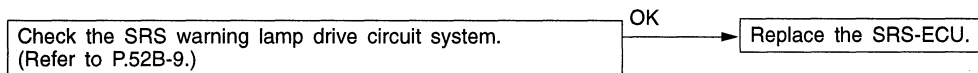
Code No.43 SRS warning lamp drive circuit system (Lamp does not illuminate.)	Probable cause
This diagnosis code is displayed when an open circuit occurs for a continuous period of 5 seconds while the SRS-ECU is monitoring the SRS warning lamp and the lamp is OFF (transistor OFF). However, if this code is displayed 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 SRS-ECU • Malfunction of combination meter



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



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



POST-COLLISION DIAGNOSIS

To inspect and service the SRS after a collision (whether or not the air bags have 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 and disconnecting the MUT-II.

2. Read (and write down) all displayed diagnosis codes. (Refer to P. 52B-3.)

NOTE

If the battery power supply has been shut 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-3.)

REPAIR PROCEDURE

WHEN AIR BAGS DEPLOY IN COLLISION

1. Replace the following parts with new ones.
 - SRS-ECU (Refer to P.52B-14.)
 - Air bag modules (driver's and front passenger's sides) (Refer to P.52B-15.)
 - Front impact sensors

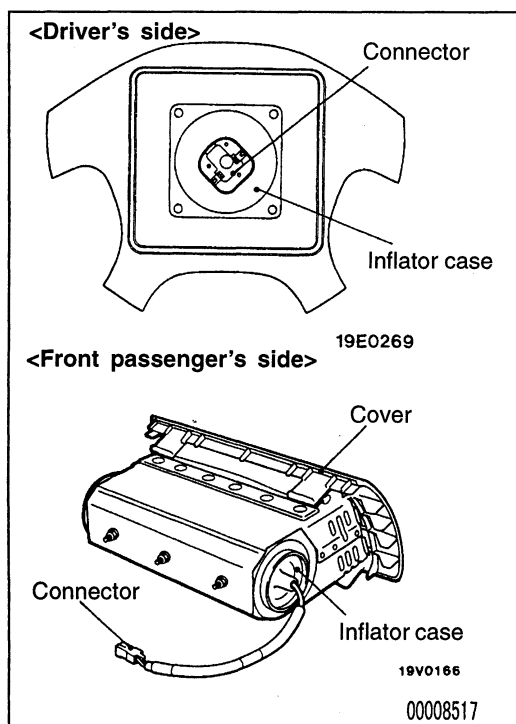
2. Check the following parts and replace if malfunction is present.
 - Clock spring
 - Steering wheel, steering column and intermediate joint
 - (1) Check the wiring harness (built into steering wheel) and connectors for damage, and terminals for deformation.
 - (2) Install the air bag module (driver's side) to check fit or alignment with the steering wheel.
 - (3) Check the steering wheel for noise, binds or difficult operation and excessive free play.
3. Check the harnesses for binding, the connectors for damage and poor connection, and the terminals for deformation.
(Refer to P.52B-1.)

WHEN AIR BAGS DO 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-13.

Air bag modules

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



INDIVIDUAL COMPONENT SERVICE

If the SRS components are to be removed or replaced as a result of maintenance, troubleshooting, and so on, follow each procedure (P.52B-14 – P.52B-18.)

Caution

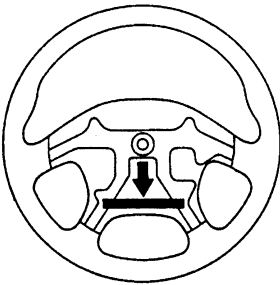
1. Do not expose the SRS components to heat over 93°C, so remove the SRS diagnosis unit, air bag modules, clock spring and front impact sensors before drying or baking the vehicle after painting.
2. If the SRS components are removed for the purpose of check, sheet metal repair, painting, and so on, store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

WARNING/CAUTION LABELS

Caution labels relating to the SRS are found in the vehicle, as shown below. Follow label

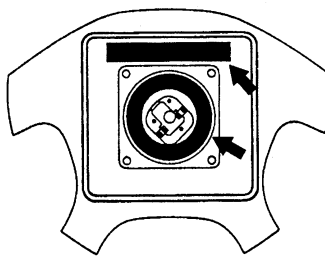
instructions when servicing SRS. If the labels are dirty or damaged, replace them with new ones.

Steering wheel



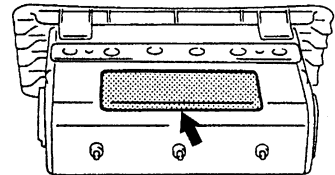
19E0267

Air bag module (driver's side)



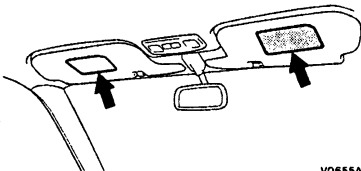
19E0268

Air bag module
(front passenger's side)



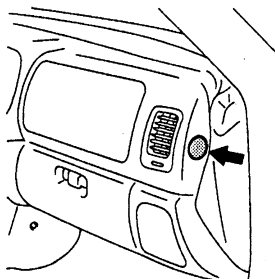
19V0127

Sun visor



V0655AA

Instrument panel



V0656AA

00008516

SRS AIR BAG CONTROL UNIT (SRS-ECU)

Caution

1. Disconnect the negative battery terminal and wait at least 60 seconds before any further work. Also, wind the disconnected terminal with insulating tape. (Refer to P.52B-1.)
2. Never disassemble or repair the SRS-ECU. If faulty, replace.
3. Do not drop or subject the SRS-ECU to impact or vibration.

If dents, cracks, deformation, or rust are discovered in the SRS-ECU, replace it with a new SRS-ECU. Discard the old one.

4. After deployment of the air bags, replace the SRS-ECU with a new one.
5. Never use an ohmmeter on or near the SRS-ECU. Use only the special test equipment described on the basic manual.

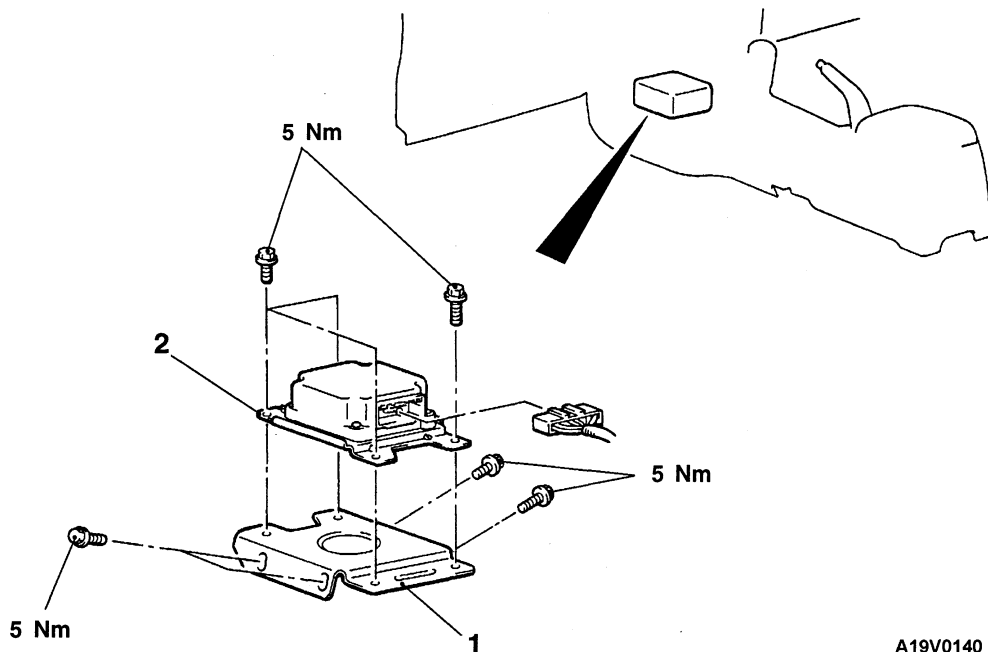
REMOVAL AND INSTALLATION

Pre-removal Operation

- Turn the ignition key to "LOCK".
- Floor Console Removal

Post-installation Operation

- Floor Console Installation



A19V0140

Removal steps

- B◄
- Post-installation inspection
 - Negative battery cable connection
1. SRS-ECU bracket

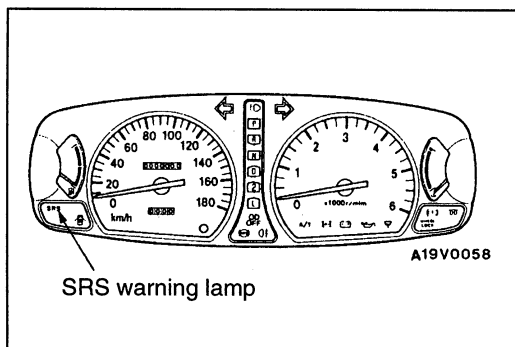
- A◄ 2. SRS-ECU

INSTALLATION SERVICE POINTS

►A◄ SRS-ECU INSTALLATION

Caution

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



►B◄ POST-INSTALLATION INSPECTION

1. Reconnect the negative battery terminal.
2. Turn the ignition key to "ON".
3. Does the "SRS warning lamp" illuminate for about 7 seconds, and then remain extinguished for at least 5 seconds after turning the ignition switch off?
4. If yes, SRS system is functioning properly.
If no, go to P.52B-3.

INSPECTION

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

Caution

If dents, cracks, deformation or rust are discovered, replace the SRS-ECU with a new one.

NOTE

For checking of the SRS-ECU other than described above, refer to the section concerning troubleshooting. (Refer to P.52B-3.)

AIR BAG MODULES

Caution

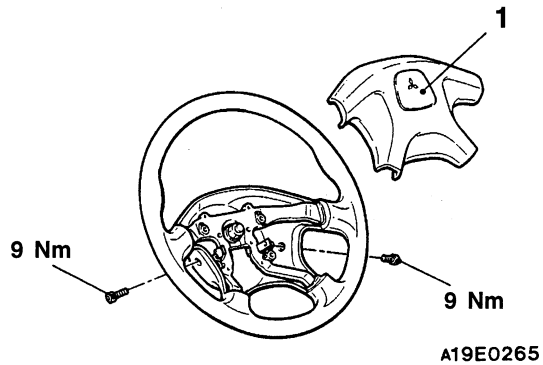
1. Disconnect the negative battery terminal and wait at least 60 seconds before any further work. Also, wind the disconnected terminal with insulating tape. (Refer to P.52B-1)
2. Never disassemble or repair the air bag modules.
If faulty, replace.
3. Do not drop the air bag modules or allow contact with water, grease or oil.
Replace if dents, cracks, deformation or rust are detected.
4. Store the air bag modules on a flat surface with the pad covers upwards.
Do not place anything on top of them.
5. Do not expose the air bag modules to heat over 93°C.
6. After deployment of the air bags, replace the air bag modules.
7. Wear gloves and safety glasses when handling the deployed air bags.
8. Dispose of undeployed air bag modules in accordance with the procedures (Refer to P.52B-19.)

REMOVAL AND INSTALLATION

<Air bag module (driver's side)>

Pre-removal Operation

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



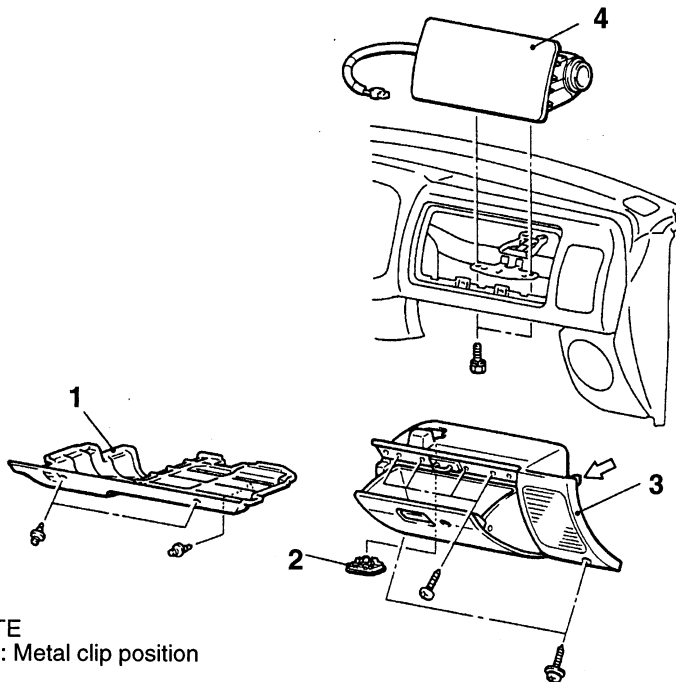
Air bag module removal steps

- C◄
- Post-installation inspection
 - Negative battery cable connection

◄A►

- A◄
- 1. Air bag module
 - Pre-installation inspection

<Air bag module (front passenger's side)>



NOTE

↖ : Metal clip position

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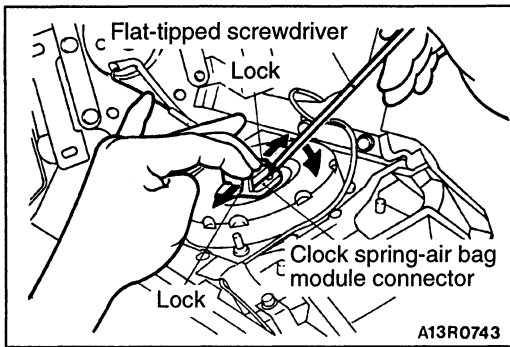
Air bag module removal steps

- C◄
- Post-installation inspection
 - Negative battery cable connection
1. Under cover

►B◄

◄B►

- B◄
- 2. Connector plug
 - 3. Glove box assembly
 - 4. Air bag module
- A◄
- Pre-installation inspection



REMOVAL SERVICE POINTS

◀A▶ AIR BAG MODULE REMOVAL (DRIVER'S SIDE)

When disconnecting the clock spring-air bag module connector, push the air bag lock outwards to spread. Then, pry out the connector gently, using a flat-tipped screwdriver, as shown.

Caution

- (1) When disconnecting the clock spring - air bag module connector, take care not to apply excessive force.
- (2) Store the air bag module in a flat surface with the pad cover upwards.

◀B▶ AIR BAG MODULE REMOVAL (FRONT PASSENGER'S SIDE)

Caution

Store the air bag module in a flat surface with the pad cover upwards.

INSTALLATION SERVICE POINTS

▶A◀ PRE-INSTALLATION INSPECTION

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

Caution

Dispose of the old air bag modules only according to the specified procedure. (Refer to P.52B-19.)

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

Caution

Make certain that the ignition switch is off when the MUT-II is connected and disconnected.

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

Caution

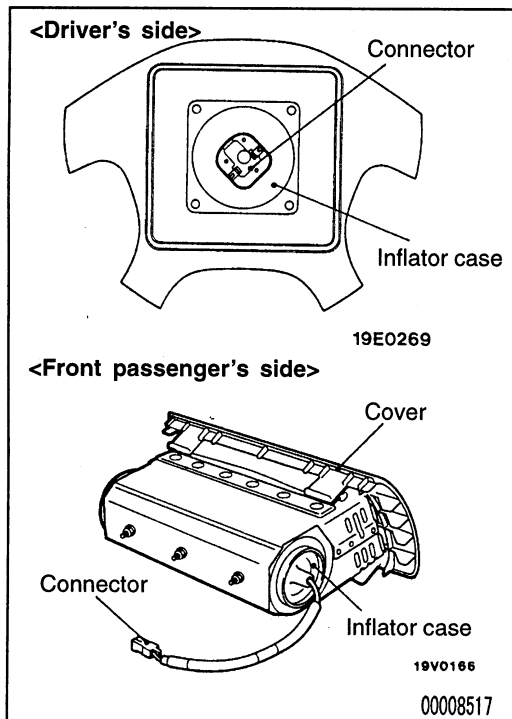
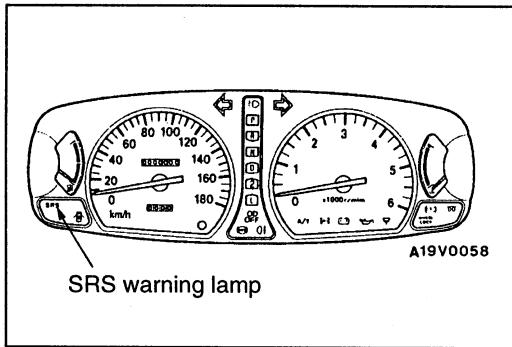
Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-1.)

►B◀CONNECTOR PLUG INSTALLATION

Install the combined connectors of passenger's air bag module and the body wiring harness behind the connector plug. Then, install the connector plug to the glove box assembly.

►C◀POST-INSTALLATION INSPECTION

1. Reconnect the negative battery terminal.
2. Turn the ignition key "ON".
3. Does the "SRS warning lamp" illuminate for about 7 seconds, and then remain extinguished for at least 5 seconds after turning the ignition switch off?
4. If yes, the SRS is functioning properly.
If no, go to P.52B-3.

**INSPECTION****AIR BAG MODULE CHECK**

If any improper part is found during the following inspection, replace the air bag modules with a new one. Dispose the old one according to the specified procedure. (Refer to P.52B-19.)

Caution

Never attempt to measure circuit resistance of the air bag modules (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 the pad cover for dents, cracks or deformation.
2. Check the connectors for damage, the terminals for deformation, and the harness for binds.
3. Check the air bag inflator case for dents, cracks or deformation.
4. Install the air bag module (driver's side) to steering wheel to check fit or alignment with the steering wheel.
5. Install the air bag module (front passenger's side) to the instrument panel and crossmember. Then, check fit and alignment.
6. Install the air bag module cover (front passenger's side) to the instrument panel to check fit and alignment.

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 procedures. (Refer to P.52B-19.)

AIR BAG MODULE (FRONT PASSENGER'S SIDE) DISPOSAL PROCEDURES

Before disposing of the air bag or the vehicle equipped with it, follow these procedures below to deploy the air bag.

UNDEPLOYED AIR BAG MODULE (FRONT PASSENGER'S SIDE) DISPOSAL

Caution

1. If the vehicle is to be scrapped or otherwise disposed of, deploy the air bags inside the vehicle. If the vehicle is used and only the air bag modules is disposed of, deploy the air bags outside the vehicle.
2. Since a large amount of smoke is produced when the air bag is deployed, avoid residential areas whenever possible.
3. Since there is loud noise when the air bags are deployed, avoid residential areas whenever possible. If anyone is nearby, give warning of the impending noise.
4. Personnel performing these procedures or nearby people must wear ear plugs.

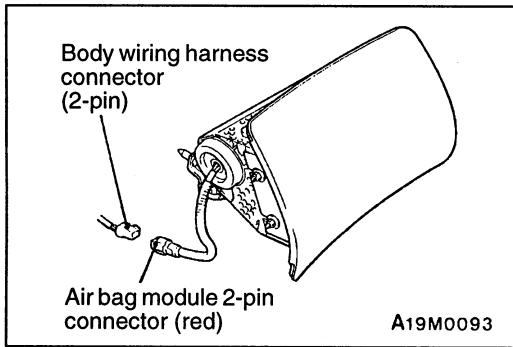
DEPLOYMENT INSIDE THE VEHICLE

(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

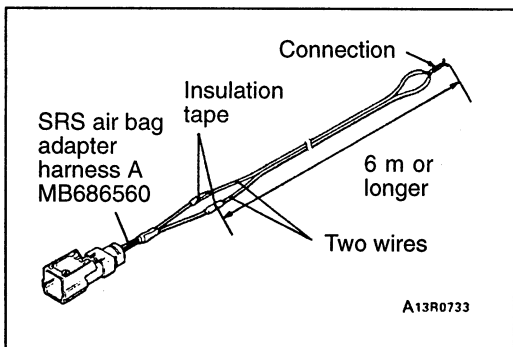
**Wait at least 60 seconds after disconnecting the battery cables before doing any further work.
(Refer to P.52B-1.)**



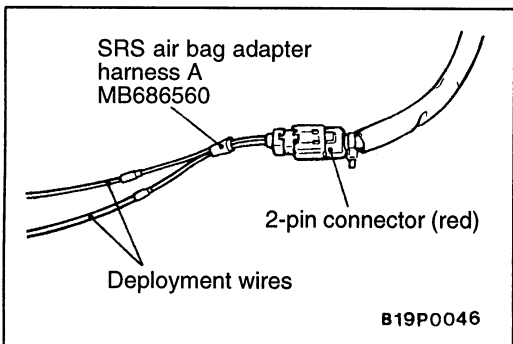
3. To deploy the air bag module:
 - (1) Remove the glove box. (Refer to P.52B-16.)
 - (2) Remove the connection between the air bag module connector (red 2-pin) and the body wiring harness connector.

NOTE

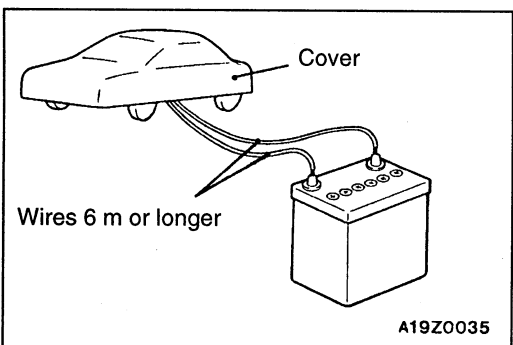
If the air bag module connector is disconnected from the body wiring harness, both electrodes of the air bag module connector is automatically shorted to prevent unintended deployment of the air bag due to static electricity, and so on.



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. Connect the other ends of the two wires to each other (short-circuited), to prevent sudden unexpected deployment of the air bag.



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



6. Close all the doors with the windows closed and place a cover over the vehicle to minimize the amount of noise.

Caution

If the glass is damaged, it may break. So, the car must be covered.

7. 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 that no one is 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-23) for post-deployment handling instructions.

52B-21 SRS – Air Bag Module (Front Passenger's Side) Disposal Procedures

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.
8. After deployment, dispose of the air bag module according to the Deployed Air Bag Module (Front Passenger's Side) Disposal Procedures. (Refer to P.52B-23.)

DEPLOYMENT OUTSIDE THE VEHICLE

Caution

1. This must be carried out in a wide, flat area at least 6 m away from obstacles and other people.
2. Do not deploy the air bag outside if a strong wind is blowing. Even in a slight breeze, deploy the air bag module downwind from the battery.
1. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

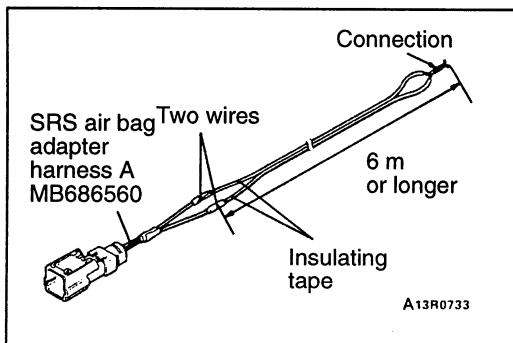
Caution

Wait at least 60 seconds after disconnecting the battery cables before doing any further work. (Refer to P.52B-1.).

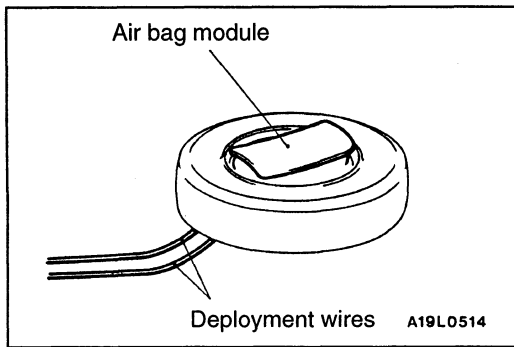
2. Remove the air bag module from the vehicle. (Refer to P.52B-16.)

Caution

Store the air bag module on a flat surface with the pad cover upwards. Do not place anything on it.



3. Connect two wires, each six meters or longer, to the two leads of SRS air bag adapter harness A, and cover the connection with insulating tape. Connect the other ends of the two wires to each other (short-circuited), to prevent sudden unexpected deployment of the air bag module.



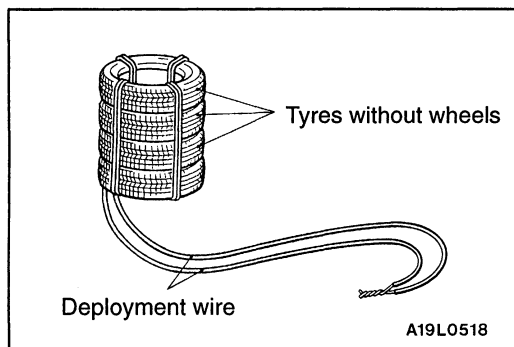
4. Set the air bag module as follow:
 - (1) Connect the deployment wires to the SRS air bag adaptor harness A, pass it beneath the tyre, and wheel assembly, and connect it to the air bag module.
 - (2) Pass the thick wires into the hole of the air bag module bracket, and secure it to the wheel of the old tyre with wheel (4 locations), with the air bag facing upwards.

Caution

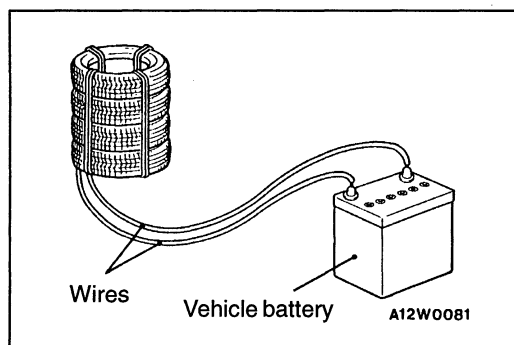
- 1) Leave some space below the wheel for the deployment wires.

If there is no space, the reaction of the air bag deployment could result in damage of the adaptor harness.

- 2) Position the connector of the SRS air bag adaptor harness A so as not to be caught under the tyre while deployment takes place.



- (3) Place three old tyres, without wheels, onto the wheel secured to the air bag module, and secure all the tyres with ropes (4 locations).



5. 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

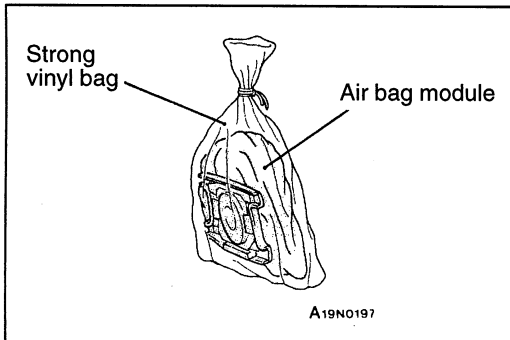
- (1) Before deployment, check that no one is nearby.
- (2) The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module (Front passenger's side) Disposal Procedures (P.52B-23) 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.
6. After deployment, dispose of the air bag module according to the Deployed Air Bag Module Disposal Procedures.

DEPLOYED AIR BAG MODULE (FRONT PASSENGER'S SIDE) DISPOSAL PROCEDURES

After deployment, dispose of the air bag module 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.