

RESTRAINT SYSTEM

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GENERAL INFORMATION

WARNINGS AND PRECAUTIONS

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

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

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

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

WEAR SAFETY GLASSES, RUBBER GLOVES, AND LONG SLEEVED CLOTHING WHEN CLEANING POWDER RESIDUE FROM VEHICLE AFTER AIRBAG DEPLOYMENT. SODIUM HYDROXIDE POWDER

RESIDUE EMITTED FROM A DEPLOYED AIRBAG CAN CAUSE SKIN IRRITATION. FLUSH AFFECTED AREA WITH COOL WATER IF IRRITATION IS EXPERIENCED. IF NASAL OR THROAT IRRITATION IS EXPERIENCED, EXIT THE VEHICLE FOR FRESH AIR UNTIL THE IRRITATION CEASES. IF IRRITATION CONTINUES, SEE A PHYSICIAN.

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

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

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

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

DESCRIPTION AND OPERATION

AIRBAG CONTROL MODULE

The Airbag Control Module (ACM) contains the impact sensor and energy reserve capacitor. The impact sensor acts as a threshold sensitive switch that completes a circuit when an impact provides sufficient deceleration. The sensor is calibrated for the specific vehicle and reacts to the severity and direction of the impact.

The ACM monitors the system to determine the system readiness. The ACM stores sufficient energy to deploy the airbags for approximately two minutes after the battery is disconnected. The ACM contains on-board diagnostics, and illuminates the AIRBAG warning lamp in the cluster when a diagnostic trouble code occurs. The warning equipment is tested for a few seconds every time the vehicle is started.

CLOCKSPRING

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

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

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

DRIVER AND PASSENGER AIRBAG MODULE

WARNING: NEVER DISASSEMBLE THE DRIVER AIRBAG MODULE THERE ARE NO OTHER SERVICEABLE PARTS IN THE MODULE.

The Driver Airbag Module located in the center of the steering wheel and is the most visible part of the system (Fig. 1). The airbag module contains a housing in which the cushion, inflator and cover are attached to.

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

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

The Passenger Airbag Module is located beneath the decorative cover of the instrument panel, facing the passenger seat (Fig. 1).

The passenger inflator assembly is within the module housing. The module is mounted to the instrument panel retainer and support structure. When supplied with the proper electrical signal the inflator will produce a gas and discharge it directly into the cushion. A protective cover is fitted into the instrument panel over the airbag module and forms a decorative cover.

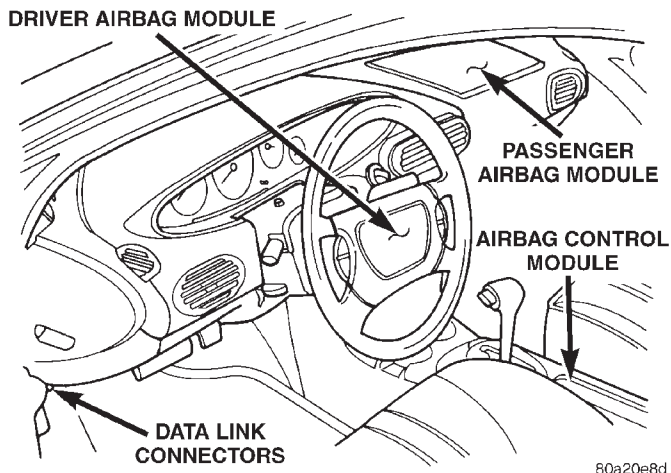


Fig. 1 Driver and Passenger Airbags

The Passenger Airbag (PAB) Module consists of:

- Inflator assembly
- Reaction canister
- Airbag Pillow
- Deployment door

STRUCTURAL SEAT BELT SYSTEM

The structural seat with integrated Retractor Integrated Height Adjuster allows the seat belts to comfortably fit a large range of occupants. The seat belts are attached to the seat instead of the body, this allows better passenger access to the rear seat.

Since the retractor is mounted on a seat back that can recline, a typical seat back g-sensor cannot be used in the retractor. Instead, a solenoid inside the retractor is used to lock and unlock the seat belt when electrically signaled by a remote g-sensor. The remote g-sensor is located inside the Seat belt Control Timer Module. The Seat Belt Control Timer Module is located under the center console. The seat retractor and solenoid is located in the seat back and is serviced as a assembly. The removal procedures are located in Group 23, Body.

When the solenoids are powered, the seat belt can be moved. When the solenoids are not powered, the seat belts can not be extracted. This is necessary to ensure that occupants are always safe, even in the case of a power loss during an accident. Whether the

DESCRIPTION AND OPERATION (Continued)

seat belts are in lock or unlock position, an occupant can always release the seat belt and it will retract.

The Seat Belt Control Timer Module controls the power to the seat belt solenoids. It supplies power continuously to the seat belts whenever the ignition key is in the RUN or ACCESSORY position. The module has two other unique functions: that of a timer and a g-sensor.

The Seat Belt Control Timer Module was designed with a timer function so that when the vehicle is not in use, the battery would not be prematurely drained. The module times out after approximately 30 minutes if no inputs are sent to the module. The module will power the seat belts for a set period of time when there is a input:

- Either door ajar switch (open or closed)
- Ignition switch moved from RUN or ACCESSORY to the OFF position.

Each time one of these input occurs, the timer is reset to keep the belts powered for 30 minutes.

The G-Sensor function of the Seat Belt Control Timer Module will cut power to the seat belt whenever:

- The vehicle accelerates or decelerates at a rate greater than or equal to 0.7g in any direction.
- The vehicle is tilted to an angle greater than or equal to 45 degrees.

Input of ignition switch in the RUN or ACCESSORY position will cause the module to power the seat belts as long as the condition exists.

DIAGNOSIS AND TESTING

AIRBAG SYSTEM

(1) Connect the scan tool to the Data Link connector which is located on the left side kick panel just above the hood release.

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

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

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

(5) Read and record any stored diagnostic trouble codes.

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

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

Passive Restraint Diagnostic Test Manual to diagnose the problem. To test the airbag warning lamp operation in the cluster only, refer to Group 8E, Instrument Panel and Systems for procedures.

STRUCTURAL SEAT BELT SYSTEM CONDITIONS

Refer to Group 8W, wiring Diagrams for circuit and pin locations.

Do Not Disconnect or Connect the module while battery is connected.

Both seat belts locked all the time

Turn the ignition switch to the ACCESSORY position to ensure power to the Seat Belt Control Timer Module is ON and will not time out.

(1) Using a voltmeter, check for battery voltage at Pin 4 and 5 of the Seat Belt Control Timer Module 13 way connector. If no voltage, go to Step 5. If OK, go to Step 4.

(2) Check fuses:

- Fuse 13 in the Power Distribution Center
- Fuse 15 in the Junction Block

If fuses are OK, go to Step 4. If not OK, replace fuse(s), if fuse blows again go to Step 3.

(3) Disconnect Seat Belt Control Timer Module connector and replace fuse, check if fuse blows. If fuse blows check circuit for shorts to ground between the module and fuse. If OK, connect module and if fuse blows check for shorts to ground between the module and the seat belt solenoid. Repair as necessary.

(4) If voltage is OK, go to Step 5. If no voltage check for an open circuit between fuse and module. Repair as necessary.

(5) Check for voltage at the seat belt solenoid under the seat. If OK, test solenoid(s). If no voltage, check for open circuit between the module and seat belt connector. If OK, replace Seat Belt Control Timer Module. If not OK, repair as necessary.

Both seat belts locked in the ignition switch OFF position when not timed out

With a door open and ensure that the timer has not timed out.

(1) Using a voltmeter, check for battery voltage at Pin 5 of the Seat Belt Control Timer Module 13 way connector. If no voltage, go to Step 2. If OK, go to Step 5.

(2) Check fuses:

- Fuse 13 in the Power Distribution Center
- Fuse 15 in the Junction Block

If fuses are OK, go to Step 4. If not OK, replace fuse(s), if fuse blows again go to Step 3.

(3) Disconnect Seat Belt Control Timer Module connector and replace fuse, check if fuse blows. If fuse blows check circuit for shorts to ground between the module and fuse. If OK, connect module and if

DIAGNOSIS AND TESTING (Continued)

fuse blows check for shorts to ground between the module and the seat belt solenoid. Repair as necessary.

(4) If voltage is OK, go to Step 5. If no voltage check for an open circuit between fuse and module. Repair as necessary.

(5) Using a ohmmeter check from the module connector, the door ajar switches and circuits for a open circuit and check for a shorted to ground circuit. If open or shorted circuit repair as necessary. If OK, replace Seat Belt Control Timer Module.

Both seat belts lock and unlock with ignition switch ON or when passenger door ajar switch activated but not when the driver door ajar switch is activated.

Using a ohmmeter, check from the module the driver door ajar switch and circuit for a open circuit and for a shorted to ground circuit. Check Pin 2 of the Seat Belt Control Timer Module to ground for continuity. If not OK, check for open or shorted circuit and repair as necessary or replace the door ajar switch. If OK, replace Seat Belt Control Timer Module.

Both seat belts lock and unlock with ignition switch ON or when driver door ajar switch activated but not when the passenger door ajar switch is activated.

Using a ohmmeter check from the module the passenger door ajar switch and circuit for a open or shorted circuit. Check Pin 3 of the Seat Belt Control Timer Module to ground for continuity. If not OK, check for open or shorted circuit and repair as necessary or replace the door ajar switch. If OK, replace Seat Belt Control Timer Module.

Driver seat belt locked, passenger seat belt unlock.

Using a ohmmeter, check the seat belt solenoid from Pin 7 of the Seat Belt Control Timer Module to ground for a reading of 50 to 60 ohms. If OK, replace Seat Belt Control Timer Module. If not OK, check for open or shorted circuit and repair as necessary or replace the seat belt solenoid.

Passenger seat belt locked, driver seat belt unlock.

Using a ohmmeter, check the seat belt solenoid from Pin 8 of the Seat Belt Control Timer Module to ground for a reading of 50 to 60 ohms. If OK, replace Seat Belt Control Timer Module. If not OK, check for open or shorted circuit and repair as necessary or replace the seat belt solenoid.

SERVICE PROCEDURES

CLEANUP PROCEDURE

Roll or fold the Passenger Airbag Module towards the instrument panel surface and close the door over the folded bag. Then tape the door shut.

Use a vacuum cleaner to remove any residual powder from the vehicle interior. Work from the outside in to avoid kneeling or sitting in a contaminated area. Vacuum the heater and A/C outlets as well (Fig. 2). If the heater or air conditioner was in RECIRC mode at time of airbag deployment, operate blower motor on low speed and vacuum powder residue expelled from the heater and A/C outlets. Multiple vacuum cleaning may be necessary to decontaminate the interior of the vehicle.

NOTE: Dispose deployed airbag properly, contact dealer or government agency for disposal recommendations.

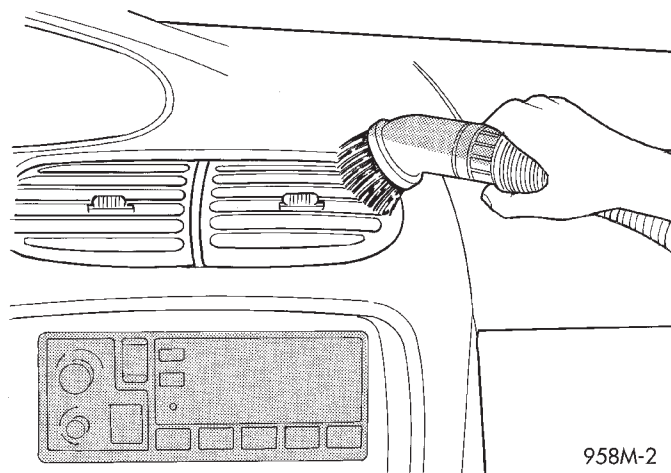


Fig. 2 Vacuum Heater and A/C Outlets

SERVICE OF DEPLOYED AIRBAG MODULE

DRIVER AIRBAG

After a Driver Airbag Module has been deployed:

- Driver Airbag Module
- Steering wheel
- Clockspring assembly

The component above must be replaced because they cannot be reused. Replace any other driver airbag system components if damaged.

PASSENGER AIRBAG

After a Passenger Airbag Module has been deployed:

- Passenger Airbag Module
- Instrument panel plastic retainer and steel reinforcement assembly

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

SERVICE PROCEDURES (Continued)

The glove box, top cover, cluster hood, steering column cover, right trim bezel and/or end cap, or any other components should be checked and replaced if damaged.

HANDLING AIRBAG MODULE

DEPLOYED MODULE

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

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

UNDEPLOYED

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

MAINTENANCE INSPECTION

Check the airbag warning lamp for proper operation as follows:

- (1) Turn the ignition switch to the ON position. The airbag warning lamp should illuminate. If does not, test the system using a scan tool and Passive Restraint System Diagnostic Procedures Manual. Repair as required.
- (2) The airbag warning lamp lights, but fails to go out after ten seconds. Test the system using a scan tool and Passive Restraint System Diagnostic Procedures Manual. Repair as required.
- (3) Erasing stored Diagnostic Trouble Codes is not required.

REMOVAL AND INSTALLATION

AIRBAG CONTROL MODULE (ACM)

WARNING: REPLACE AIRBAG SYSTEM COMPONENTS WITH CHRYSLER MOPAR® SPECIFIED REPLACEMENT PARTS. SUBSTITUTE PARTS MAY VISUALLY APPEAR INTERCHANGEABLE, BUT

INTERNAL DIFFERENCES MAY RESULT IN INFERIOR OCCUPANT PROTECTION.

THE ACM CONTAINS AN IMPACT SENSOR THAT ENABLES THE SYSTEM TO DEPLOY THE AIRBAGS. TO AVOID ACCIDENTAL DEPLOYMENT, NEVER CONNECT ACM ELECTRICALLY TO THE SYSTEM WHILE VEHICLE BATTERY IS CONNECTED.

REMOVAL

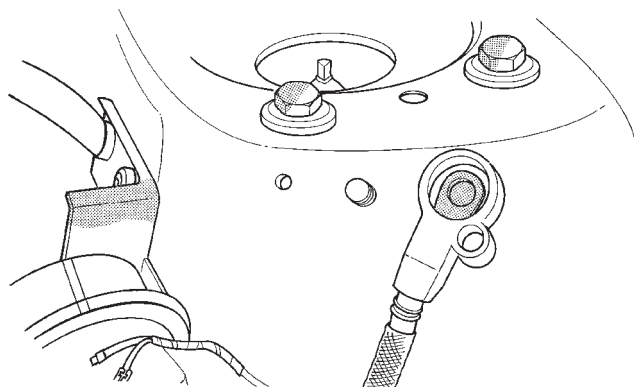
- (1) Disconnect and isolate the battery negative remote cable (Fig. 3).
- (2) Raise parking brake lever as high as possible.
- (3) Loosen set screw on front of shifter knob and remove shift lever knob.
- (4) Remove plastic plunger rod from shifter lever.
- (5) Remove lighted PRNDL letter bezel.
- (6) Remove screws next to floor shifter and in console storage compartment, holding floor console to the brackets on the floor pan.
- (7) Disconnect wire connector for floor console accessories at floor pan.
- (8) Separate console from vehicle.
- (9) Remove the park brake lever assembly, refer to Group 5 Brakes, for Park Brake Lever Removal (Fig. 4).
- (10) Disconnect wire harness connector from the Airbag Control Module.
- (11) Remove four module mounting nuts and remove module.

INSTALLATION

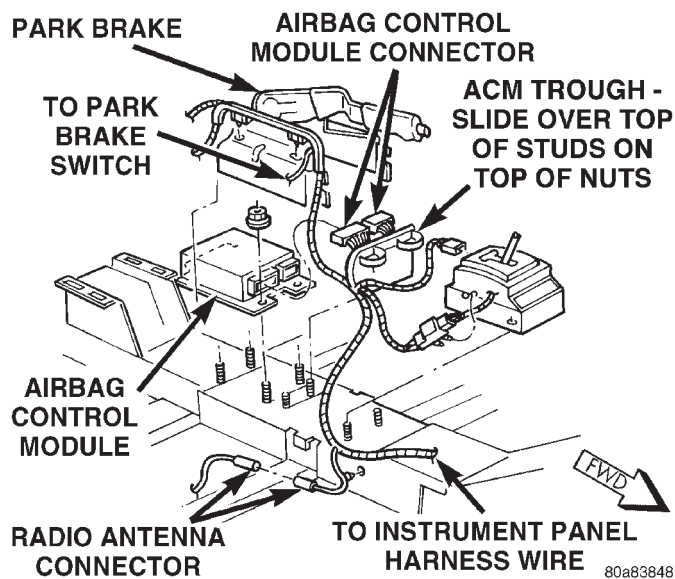
CAUTION: USE SUPPLIED NUTS ONLY

- (1) Install ACM, position ACM (arrow pointing forward) on center tunnel area mounting studs. Attach the two rear mounting nuts and tighten to 14 to 19 N·m (125 to 170 in. lbs.) torque.
- (2) Position console in vehicle.
- (3) Verify that the rear locator pin on the bottom of the storage bin is engaged to the slot in the body bracket.
- (4) Connect the wire connector for the floor console accessories at floor pan.
- (5) Install lighted PRNDL letter bezel.
- (6) Install plastic plunger rod to shifter lever.
- (7) Install shift lever knob and tighten set screw on front of shifter knob.
- (8) Do not connect battery negative remote cable. Refer above to Diagnosis and Testing for Airbag System Test procedures.

REMOVAL AND INSTALLATION (Continued)



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Fig. 3 Disconnect Battery Negative Remote Cable

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Fig. 4 Airbag Control Module**CLOCKSPRING****REMOVAL**

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

(1) Disconnect and isolate the battery negative remote cable (Fig. 3).

(2) Remove the two steering column lower cover attaching screws. Remove upper cover.

(3) Remove the Driver Airbag Module. Refer to Driver Airbag Module Removal and Installation for proper procedures.

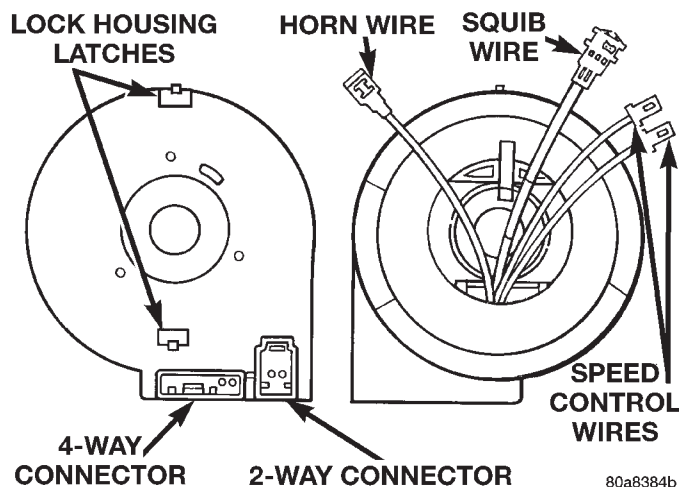
(4) Remove the speed control switch screws from back of the steering wheel. Pull the switch pods out and disconnect the wires.

(5) Remove the steering wheel. Refer to Steering Wheel Removal and Installation for proper proce-

dures. Carefully feed all wires through the steering wheel armature to avoid damaging wires. When replacing a deployed Driver Airbag Module, a new clockspring must be installed (Fig. 5).

(6) Remove the multi-function switch. Disconnect the natural 3-way and the yellow 2-way connectors from back side of the clockspring.

(7) Remove the clockspring by lifting the top locking tab up slightly to guide it over the lock housing. The clockspring cannot be serviced.



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Fig. 5 Clockspring**INSTALLATION**

(1) Adjust the steering wheel so that the tires are in a straight ahead position.

(2) Ensure that the clockspring is centered by using the yellow indicator in the centering window. Refer to Clockspring Centering Procedure.

(3) Locate the clockspring on the lock housing and gently push into place. Connect the natural 3-way and the yellow 2-way connectors to the back side of the clockspring.

(4) Install the multi-function switch and tighten to 1.5 to 2.5 N·m (14 to 22 in. lbs.) torque.

(5) Install the steering column shrouds and tighten to 1.7 to 2.3 N·m (15 to 20 in. lbs.) torque.

(6) Carefully route the wires through the hole in the steering wheel armature. Install steering wheel and Tighten to 61 N·m (45 ft. lbs.) torque.

(7) Route the speed control wires under the horn mechanism and through the speed control switch pockets. Connect speed control wires to switches and install switches. Tighten bolts to 0.7 to 2.7 N·m (6 to 24 in. lbs.) torque.

(8) Connect the horn wire.

(9) Connect the yellow airbag lead to the airbag module and push secondary latch into place (Fig. 5). Check that the wires do not get pinched during installation.

REMOVAL AND INSTALLATION (Continued)

(10) Install the Driver Airbag Module bolts and tighten to 10 to 11 N·m (90 to 100 in. lbs.) torque. Tighten the left side first.

(11) Install the steering column cover shrouds.

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

DRIVER AIRBAG MODULE

REMOVAL

WARNING: DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE BEFORE BEGINNING ANY AIRBAG SYSTEM COMPONENT REMOVAL OR INSTALLATION PROCEDURE. THIS WILL DISABLE THE AIRBAG SYSTEM. FAILURE TO DISCONNECT BATTERY COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 2 MINUTES BEFORE REMOVING ANY AIRBAG COMPONENTS.

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

(1) Disconnect and isolate the battery negative cable.

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

(3) Remove two bolts attaching the Driver Airbag Module from the sides of steering wheel (Fig. 6).

(4) Lift module and disconnect the airbag squib wire connector and the horn wire.

(5) Remove the Driver Airbag Module.

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

INSTALLATION

For installation, reverse the above procedures.

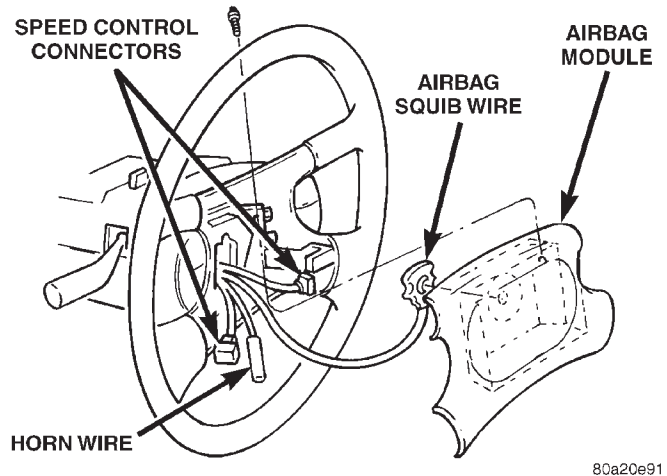
(1) Connect the squib wire to the Driver Airbag Module. Make the airbag connection by pressing straight in on the connector. The connector should be fully seated. Feel for positive snap to ensure a positive connection.

(2) Connect the horn wire.

(3) Install two bolts and tighten to 10 to 11 N·m (90 to 100 in. lbs.) torque.

(4) Install covers to the steering wheel back shroud or connect the wire connectors to the speed control switches and install switches. Tighten fastener to 2 N·m (20 in. lbs.) torque.

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



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Fig. 6 Driver Airbag Module

PASSENGER AIRBAG MODULE

DEPLOYED MODULE

When removing a deployed Passenger Airbag Module:

- Rubber gloves
- Eye protection
- Long sleeves should be worn.

There may be deposits on the surface which could irritate the skin and eyes.

REMOVAL

(1) Disconnect and isolate the battery negative remote cable (Fig. 3).

(2) Open both vehicle front doors. Remove left end cover by pulling outboard. Remove right end cover by pulling rearward (Fig. 7).

(3) Remove the transmission range indicator bezel from floor console. Use care not to mar the bezel or console.

(4) Remove the floor center console. Remove two mounting screws in the front and two mounting screws under the decorative caps in the rear.

(5) Disconnect Airbag Control Module (ACM).

(6) Remove the instrument cluster hood.

(a) Remove two screws along side of the radio.

(b) Remove two screws below the HVAC control.

(c) Remove the screw at left end of the panel.

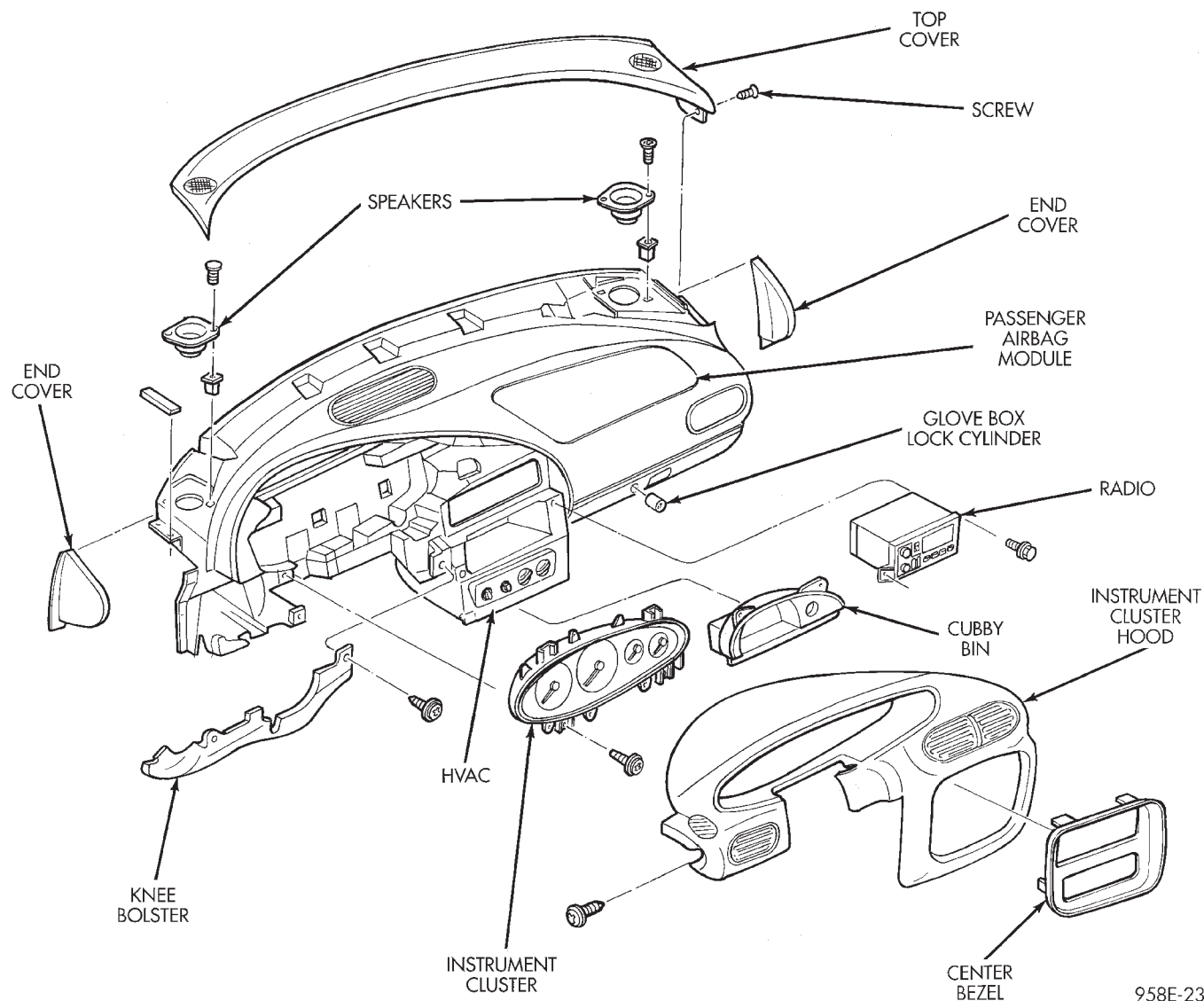
(d) Pull hood rearward to disengage the eight clips.

(7) Remove two cubby bin screws and remove.

(8) Remove five knee blocker mounting screws.

(9) Open glove box door and press the sidewalls inboard to lower door from panel to access forward floor console.

REMOVAL AND INSTALLATION (Continued)



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Fig. 7 Instrument Panel Components

(10) Remove the forward floor console nine attaching screws and one push pin at forward driver's side.

(11) Pull the driver's under panel silencer outboard off the distribution duct.

(12) Remove the instrument panel top cover attaching screw on passenger side.

(a) Starting from right to the left side. Lift the right rear edge of top cover to disengage the clips along the rear edge. Do not use a nylon trim stick, to avoid marring cover or panel.

(b) Lift rear edge and pull the top cover rearward disengaging clips and remove cover.

(13) Remove the HVAC control attaching screws.

(14) Remove the radio. Access and remove the three HVAC attaching screws to duct and panel. Remove the three HVAC attaching bolts from the cross-car beam.

(15) Close the glove box door.

(16) Remove five screws attaching panel retainer to plenum.

(17) Remove the steering column attaching bolts.

(18) Disconnect the engine and body wire harness from Junction Block/BCM.

(19) Remove the fasteners:

- Four at the left end and three at the right end of the cross car beam
- Two at the steering column plenum
- One at the glove box hinge to cowl
- Two at the center support to the floor pan bracket

(20) Lift up the instrument panel and move it rearward to remove.

(21) After removal of the instrument panel disconnect Driver Airbag Module wire connector.

(22) Remove the six Driver Airbag Module fasteners and remove the airbag module.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

For installation, reverse the above procedures.

(1) Remove all of the instrument panel components that are not damaged and replace any components that are damaged.

(2) Use a new instrument panel pad.

(3) Install all of the components.

(4) Install a new Passenger Airbag Module and tighten nuts to 11 N·m (100 in. lbs.) and screws to 2 N·m (20 in. lbs.) torque. Do not connect battery negative remote cable. Refer Diagnosis and Testing for Airbag System Test procedures.

UNDEPLOYED MODULE

REMOVAL

When removing a module for any reason other than DEPLOYMENT.

(1) Disconnect and isolate the battery negative remote cable (Fig. 3).

(2) Open and lower glove box fully to gain access to Passenger Airbag Module (PAB) attaching screws inside of the glove box (Fig. 8). Glove box removal not required.

(3) Disconnect wire connector from the Passenger Airbag Module.

(4) Remove the four nuts and two screws attaching airbag assembly to the instrument panel collar.

(5) Lift Passenger Airbag Module up and out of panel cavity.

INSTALLATION

For installation, reverse the above procedures. Install new Passenger Airbag Module and tighten nuts to 11 N·m (100 in. lbs.) and screws to 2 N·m (20 in. lbs.) torque. Do not connect battery negative remote cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

SEAT BELT CONTROL TIMER MODULE

REMOVAL

(1) Raise parking brake lever as high as possible.

(2) Loosen set screw on front of shifter knob and remove shift lever knob.

(3) Remove plastic plunger rod from shifter lever.

(4) Remove cap covering screw head near shifter lever.

(5) Remove lighted PRNDL bezel.

(6) Remove screws next to floor shifter and in console storage compartment, holding floor console to the brackets on the floor pan.

(7) Disconnect wire connector for floor console accessories at floor pan.

(8) Separate console from vehicle.

(9) Remove the two mounting nuts from the Seat Belt Control Timer Module.

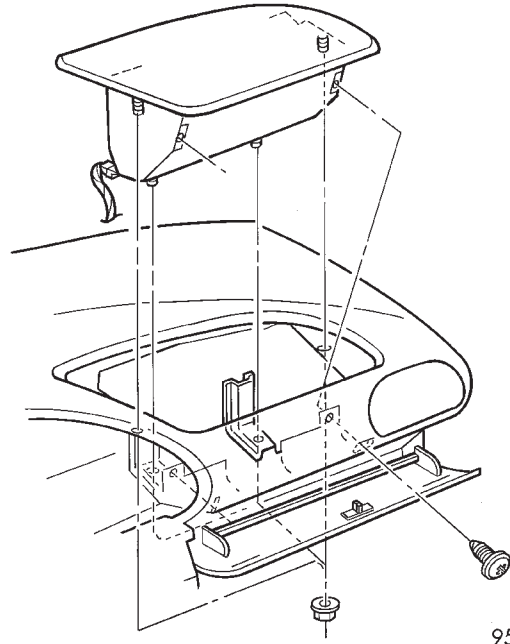


Fig. 8 Passenger Airbag Removal

(10) Remove battery power before removing the wire harness connector from the module and remove module (Fig. 9).

INSTALLATION

CAUTION: USE SUPPLIED NUTS ONLY

(1) Install the module and tighten the mounting nuts to the proper torque.

(2) Position console in vehicle.

(3) Verify that the rear locator pin on the bottom of the storage bin is engaged to the slot in the body bracket.

(4) Connect the wire connector for the floor console accessories at floor pan.

(5) Install lighted PRNDL letter bezel.

(6) Install cap to cover screw head near shifter lever.

(7) Install plastic plunger rod to shifter lever.

(8) Install shift lever knob and tighten set screw on front of shifter knob.

REMOVAL AND INSTALLATION (Continued)

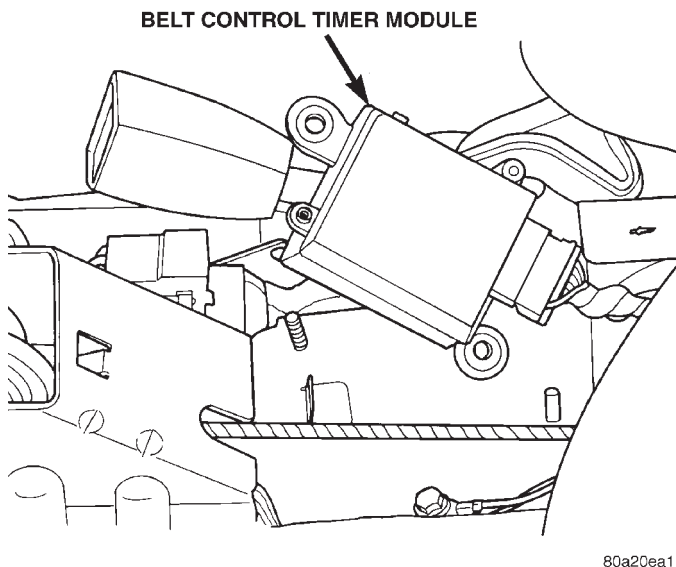


Fig. 9

STEERING WHEEL

WARNING: DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE BEFORE BEGINNING ANY AIRBAG SYSTEM COMPONENT REMOVAL OR INSTALLATION PROCEDURE. THIS WILL DISABLE THE AIRBAG SYSTEM. FAILURE TO DISCONNECT BATTERY COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 2 MINUTES BEFORE REMOVING ANY AIRBAG COMPONENTS.

REMOVAL

(1) Adjust the steering wheel so that the tires are in the straight ahead position then:

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

(2) Disconnect and isolate the battery negative cable.

(3) Remove the speed control switches and disconnect the wire connectors or covers.

(4) Remove the Driver Airbag Module attaching bolts from the back of steering wheel.

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

(6) Remove steering wheel retaining nut.

(7) Remove the steering wheel with a steering wheel puller. While removing the steering wheel take

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

INSTALLATION

(1) Confirm that:

- The steering wheel position is a half turn (180 degrees) to the right (clockwise)
- The column is locked with the ignition cylinder lock.
- Check that the turn signal stalk is in the neutral position

(2) Install the steering wheel ensuring the flats on hub align with the clockspring. Pull the horn lead, airbag and speed control leads through the larger slot. Ensure leads do not get pinched under the steering wheel.

(3) Install the steering wheel retaining nut, and tighten it to 61 N·m (45 ft. lbs.) torque.

(4) Install the airbag module. Refer to Driver Airbag Module Removal and Installation for proper procedures.

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

ADJUSTMENTS

CLOCKSPRING CENTERING PROCEDURE

If the rotating tape within the clockspring is not positioned properly with the steering wheel and the front wheels, the clockspring may fail during use. The clockspring is centered when yellow appears in the centering window and the arrow on the rotor points to the window. If clockspring is not centered, the following procedure **MUST BE USED** to center the clockspring:

(1) To center the clockspring, with steering wheel removed, depress the two plastic locking pins to disengage the mechanism. Rotate clockspring until yellow appears in the centering window.

(2) The arrow on the rotor will be pointing at the window if the clockspring is centered. Release locking pins to engage locking mechanism.

(3) For installation, refer to Clockspring Installation. Do not connect the battery negative remote cable. Refer to Diagnosis and Testing for Airbag System Test procedures.