



RESTRAINT SYSTEMS

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AIR BAG SERVICE AND TEST PROCEDURES

WARNING: THIS SYSTEM IS A SENSITIVE, COMPLEX ELECTRO-MECHANICAL UNIT. BEFORE ATTEMPTING TO DIAGNOSE, REMOVE OR INSTALL THE AIR BAG SYSTEM COMPONENTS, YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. FAILURE TO DO SO COULD RESULT IN ACCIDENTAL DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

WHEN AN UNDEPLOYED AIR BAG ASSEMBLY IS TO BE REMOVED FROM THE STEERING WHEEL OR INSTRUMENT PANEL, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 2 MINUTES BEFORE REMOVING ANY AIR BAG COMPONENTS.

If the Air Bag Module Assembly is defective and non-deployed, refer to Chrysler Motors current return list for proper handling procedures.

GENERAL INFORMATION

AIR BAG MODULES

WARNING: REPLACE AIR BAG SYSTEM COMPONENTS WITH CHRYSLER MOPAR® SPECIFIED REPLACEMENT PARTS. SUBSTITUTE PARTS MAY VISUALLY APPEAR INTERCHANGEABLE, BUT INTERNAL DIFFERENCES MAY RESULT IN INFERIOR OCCUPANT PROTECTION.

THE FASTENERS, SCREWS, AND BOLTS, ORIGINALLY USED FOR THE AIR BAG COMPONENTS, HAVE SPECIAL COATINGS AND ARE SPECIFICALLY DESIGNED FOR THE AIR BAG SYSTEM. THEY MUST NEVER BE REPLACED WITH ANY SUBSTITUTES. ANYTIME A NEW FASTENER IS NEEDED, REPLACE WITH THE

CORRECT FASTENERS PROVIDED IN THE SERVICE PACKAGE OR FASTENERS LISTED IN THE PARTS BOOKS.

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

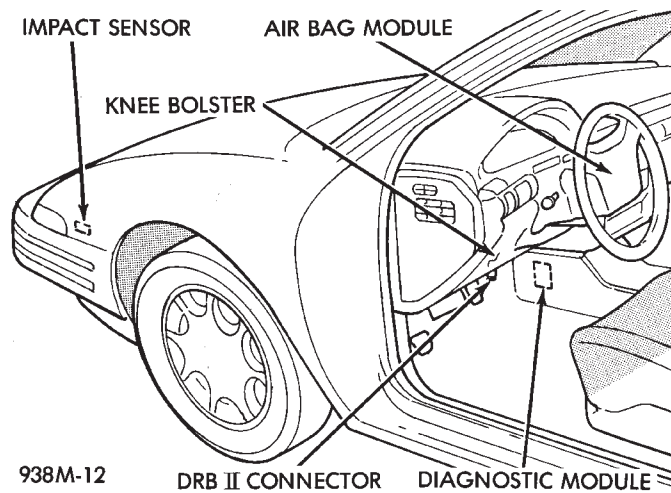


Fig. 1 Driver Air Bag

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

The passenger air bag module is located beneath the decorative cover of the instrument panel, facing the passenger seat (Fig. 2).

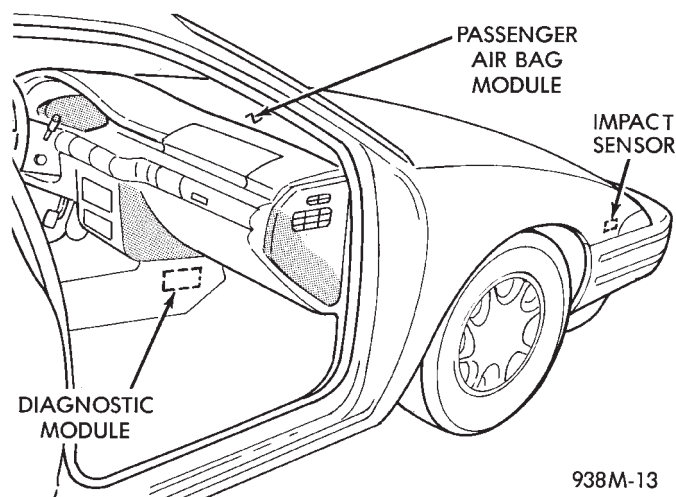


Fig. 2 Passenger Air Bag

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

The passenger inflator assembly is within the module housing. The module is mounted to the instrument panel retainer, knee bolster and glove box. 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 air bag module and forms a decorative cover.

FRONT IMPACT SENSORS

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

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

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

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 air bag module
- Speed control switches
- Horn switches

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

DIAGNOSTIC MODULE

The Passenger and Driver Air Bag System Diagnostic Module (PASDM) contains the safing sensor and energy reserve capacitor. The safing sensor is located inside the diagnostic module, mounted on the tunnel/floor pan forward of the center console. The safing sensor provides confirmation of a crash, but does not discriminate severity. The PASDM monitors the system to determine the system readiness. The PASDM will store sufficient energy to deploy the air bags for only two minutes after the battery is disconnected. The PASDM contains on-board diagnostics, and will illuminate the AIR BAG warning lamp in the cluster when a fault occurs. The warning equipment is tested for a few seconds every time the vehicle is started.

STORAGE

The air bag module must be stored in its original special container until used for service. Additionally, it must be stored in a clean, dry environment, away from extreme heat, sparks, and sources of high electrical energy. Always place or store the module on a surface with the:

- The driver air bag trim cover:
- The passenger air bag paper-like tyvek cover: facing up to minimize movement in case of accidental deployment.

HANDLING OF MODULE

At no time should any source of electricity be permitted near the inflator on the back of the module. When carrying a live module:

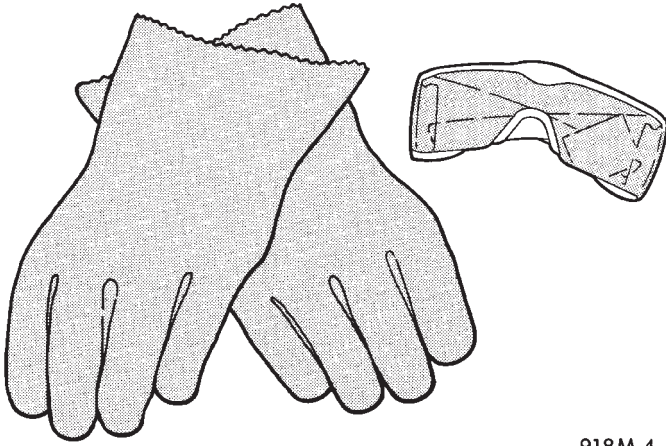
- The trim cover of the driver air bag module:
- The paper-like tyvek cover of the passenger air bag module:

should be pointed away from the body to minimize injury in the event of accidental deployment. In addition, if the module is placed on a bench or other surface, the plastic trim paper like tyvek cover should face up to minimize movement in case of accidental deployment.

When handling a steering column with an air bag module attached, never place the column on the floor or other surface with the steering wheel or module face down. When handling a passenger air bag module, never place it on a surface with the paper-like tyvek cover face down and the saddle brackets pointing up.

DEPLOYED MODULE

The vehicle interior may contain a very small amount of sodium hydroxide powder, a byproduct of air bag deployment. Since this powder can irritate the skin, eyes, nose or throat, be sure to wear safety glasses, rubber gloves and long sleeves during cleanup (Fig. 3).



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Fig. 3 Wear Safety Glasses and Rubber Gloves

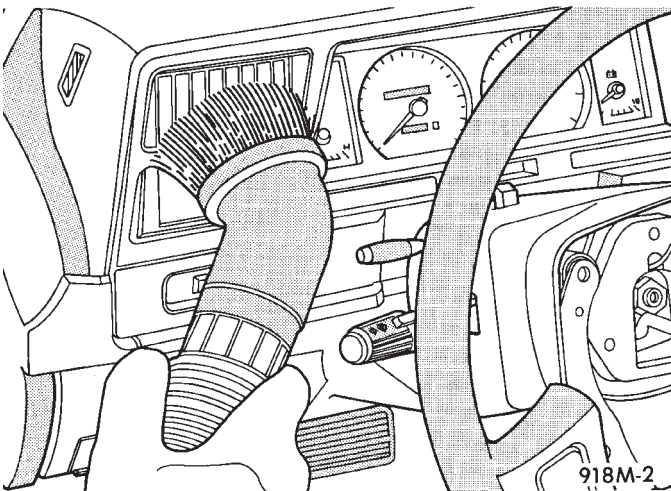
If you find that the cleanup is irritating your skin, run cool water over the affected area. Also, if you experience nasal or throat irritation, exit the vehicle for fresh air until the irritation ceases. If irritation continues, see a physician.

CLEANUP PROCEDURE

Roll or fold the passenger air bag towards the instrument panel surface and close the cover over the folded bag. Then tape the cover shut. Remove the driver air bag and module from the vehicle. Next remove the passenger air bag and module. Refer to Removal-Driver and the Passenger Air Bag Module procedures.

Use a vacuum cleaner to remove any residual powder from the vehicle interior. Work from the outside in so that you avoid kneeling or sitting in an uncleaned area.

Be sure to vacuum the heater and A/C outlets as well (Fig. 4). In fact it's a good idea to run the blower on low and to vacuum up any powder expelled from the plenum. You may need to vacuum the interior of the car a second time to recover all of the powder.



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Fig. 4 Vacuum Heater and A/C Outlets

Place the deployed bag and module in your automotive scrap.

SERVICE OF DEPLOYED AIR BAG MODULE

After a driver air bag has been deployed, the air bag module and clockspring assembly must be replaced because they cannot be reused. Other driver air bag system components are replaced if damaged. After a PASSENGER air bag has been deployed, the passenger air bag module must be replaced because it cannot be reused. Other components are replaced if damaged. These might include the upper instrument panel and center distribution duct.

MAINTENANCE INSPECTION

(1) Check that both front impact sensors are properly installed to the headlamp carrier surface with three fasteners each. Repair as required.

(2) Check the air bag warning lamp for proper operation as follows:

(a) Turn ignition switch to the ON position, the air bag warning lamp should light. If not, test the system using the DRB II and Passive Restraint System Diagnostic Procedures Manual. Repair as required.

(b) The air bag warning lamp lights, but fails to go out after 10 seconds. Test the system using the DRB II and Passive Restraint System Diagnostic Procedures Manual. Repair as required.

(c) Erasing of fault codes is not required.

AIR BAG SYSTEM CHECK

WARNING: BEFORE BEGINNING ANY AIR BAG SYSTEM CHECK PROCEDURES, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIR BAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIR BAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

WHEN AN UNDEPLOYED AIR BAG ASSEMBLY IS TO BE REMOVED FROM THE STEERING WHEEL OR INSTRUMENT PANEL, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 2 MINUTES BEFORE REMOVING ANY AIR BAG COMPONENTS.

(1) Connect DRB II to diagnostic 6-way connector, located at right side of the steering column and at the lower edge of the knee bolster.

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

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

(4) Using the DRB II, read and record active fault data.



- (5) Read and record any stored faults.
- (6) Refer to the Passive Restraint Diagnostic Test Manual if any faults are found in steps 5 and 6.
- (7) Erase stored faults if there are no active fault codes. If problems remain, fault codes will not erase.
- (8) Turn the ignition key to OFF then ON and observe the instrument cluster air bag lamp. It should go on for 6 to 8 seconds, then go out; indicating system is functioning normally.

If air bag warning lamp either fails to light, or goes on and stays on, there is a system malfunction. Refer to the Passive Restraint Diagnostic Test Manual to diagnose the problem.

DRIVER SIDE MODULE REMOVAL

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

BEFORE REMOVAL OF AN UNDEPLOYED AIR BAG MODULE FROM THE STEERING WHEEL OR INSTRUMENT PANEL, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 2 MINUTES BEFORE REMOVING ANY AIR BAG COMPONENTS.

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 cable.
- (2) Remove speed control switches or covers from steering wheel back shroud and disconnect the wires.
- (3) Remove two bolts attaching air bag module from the sides of steering wheel (Fig. 5).
- (4) Lift module and disconnect air bag and horn wire connectors.
- (5) Remove driver air bag module.
- (6) When replacing a deployed driver air bag module, the clockspring must also be replaced. Refer to Clockspring Removal and Installation for proper procedure.

INSTALLATION

- (1) Connect clockspring, horn and air bag wiring connectors to the module. Make air bag connection by pressing straight in on the connector. The connector should be fully seated to assure positive connection.
- (2) Install two bolts and tighten to 11 to 14 N•m (105 to 125 in. lbs.) torque.

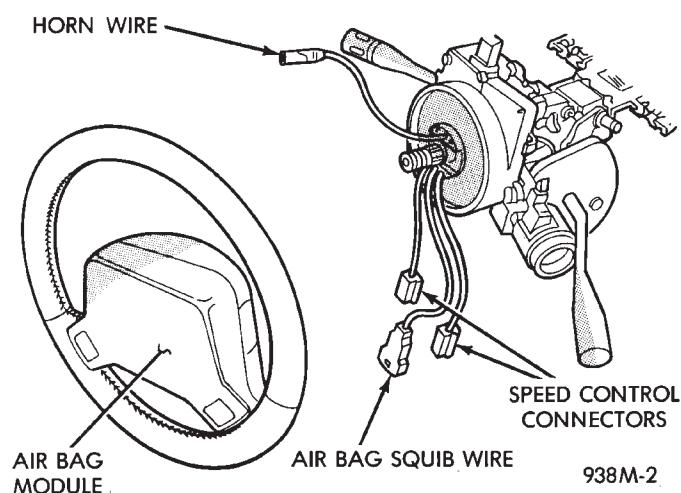


Fig. 5 Driver Side Air Bag Module

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

- (4) Do not connect battery negative cable. Refer to Air Bag System Check for proper procedure.

PASSENGER SIDE MODULE REMOVAL

NON-DEPLOYED MODULE

When removing a module for any reason other than DEPLOYMENT.

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

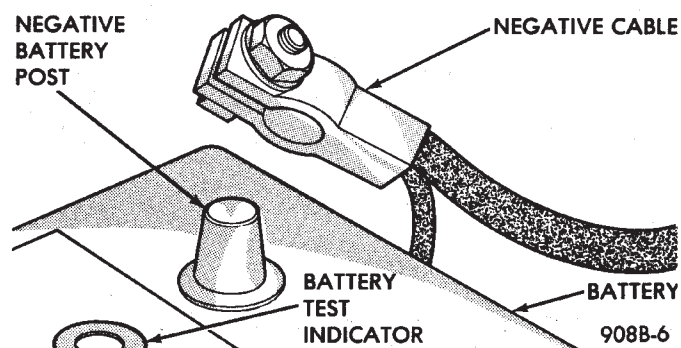


Fig. 6 Remove or Install Battery Cable

- (2) Open glove box and push the sides inward to allow the door bumper to pass and allow box to open fully.
- (3) Remove the four module attaching screws from inside of glove box opening (Fig. 7).
- (4) Remove knee bolster and right spot cooler.
- (5) Disconnect wire connector from module.
- (6) Lift module up and turn so it can be lowered through the mounting bracket (Fig. 8).
- (7) For installation, reverse above procedures.

DEPLOYED MODULE

When removing a deployed module, rubber gloves, eye protection, and a long-sleeved shirt should be

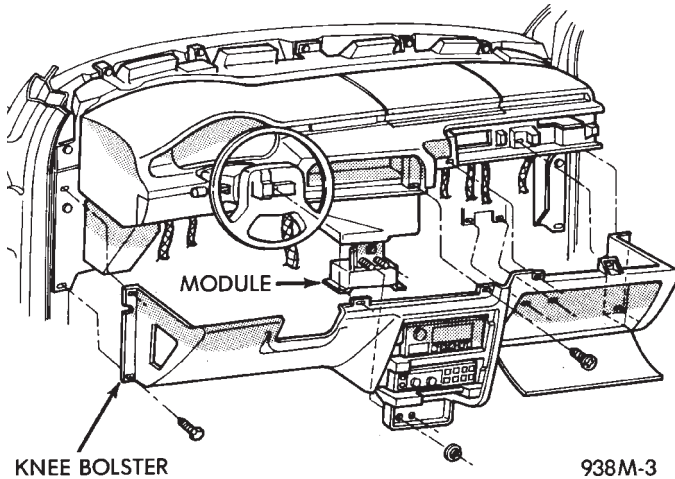


Fig. 7 Remove Knee Bolster

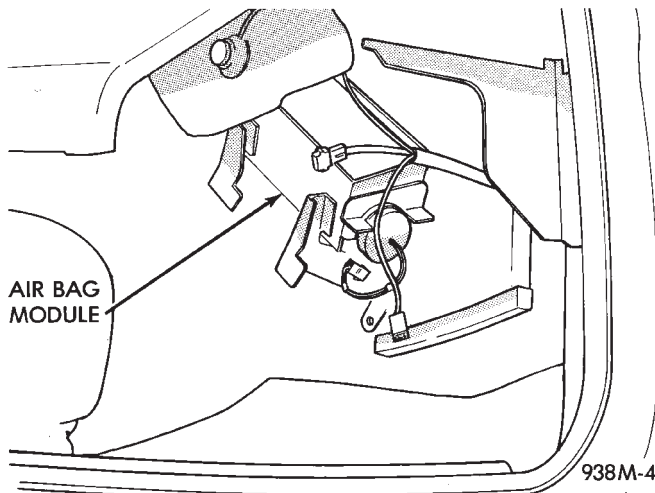


Fig. 8 Passenger Module

worn, as there may be deposits on the surface which could irritate the skin and eyes.

- (1) Disconnect and isolate the battery negative cable (Fig. 6).
- (2) Roll/fold air bag towards instrument panel.
- (3) Close door over folded air bag and tape door closed.
- (4) Open both vehicle doors and remove both instrument panel end covers.
- (5) Open glove box. Remove four screws attaching the module to knee bolster and remove knee bolster (Fig. 7).
- (6) Remove center distribution duct.
- (7) Remove instrument panel top cover:
 - (a) Carefully, pry up each end of top cover to disengage clips (Fig. 9).
 - (b) Lift rear edge of top cover using a trim stick along rear edge.
 - (c) While lifting rear edge, slide top cover rearward to disengage front clips and remove the top cover.
- (8) Remove ash receiver and center bezel.

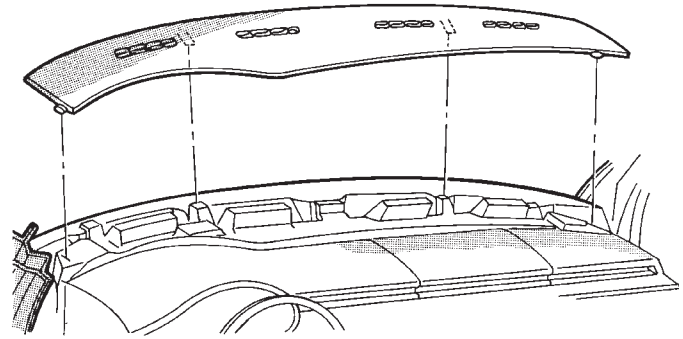


Fig. 9 Top Cover

(9) Remove two lower steering column mounting bracket bolts. Remove the two upper mounting bracket nuts and lower column. Refer to Group 19 for Removal Procedures.

(10) Remove the instrument panel mounting screws (Fig. 10).

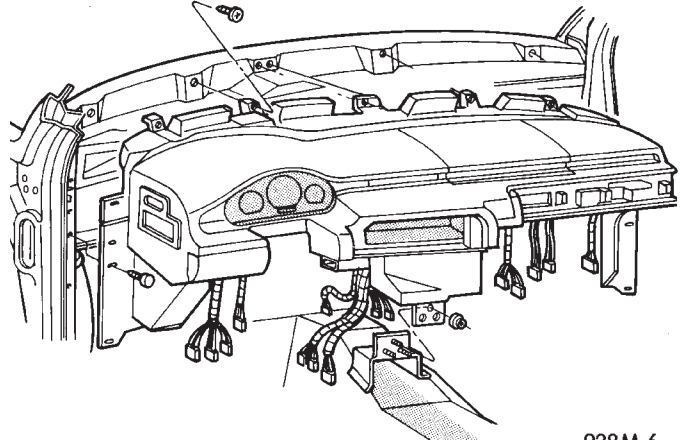


Fig. 10 Instrument Panel Removal

- (11) Disconnect wiring connectors as necessary.
- (12) Remove right spot cooler duct.
- (13) Remove upper instrument panel with passenger air bag module attached.

INSTALLATION

- (1) Install the instrument panel and pad assembly with the passenger air bag module and collar bracket.
- (2) Install the passenger air bag module to the collar bracket with six mounting screws. Tighten to 4 N•m (35 in. lbs.) torque. Use special #10 screws.
- (3) Install instrument panel with passenger air bag module attached into vehicle.



- (4) Install the upper steering column bracket nuts and lower bolts.
- (5) Connect all the wiring connectors.
- (6) Install instrument panel top cover assembly.
- (7) Install right and left knee bolster to upper instrument panel.
- (8) Open glove box. Install four screws attaching module to knee bolster and tighten to 2 N•m (20 in. lbs.) torque.
- (9) Do not connect battery negative cable. Refer to Air Bag System Check for proper procedure.

FRONT IMPACT SENSOR REMOVAL

BEFORE BEGINNING ANY AIR BAG SYSTEM REMOVAL OR INSTALLATION PROCEDURES, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THIS WILL DISABLE THE AIR BAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIR BAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- (1) Disconnect and isolate the battery negative cable (Fig. 6).
- (2) Remove two headlamp pins and remove headlamp.
- (3) Remove four headlamp carrier fasteners and remove headlamp carrier.
- (4) Remove three screws holding sensor to headlamp carrier surface and remove sensor (Fig. 11).

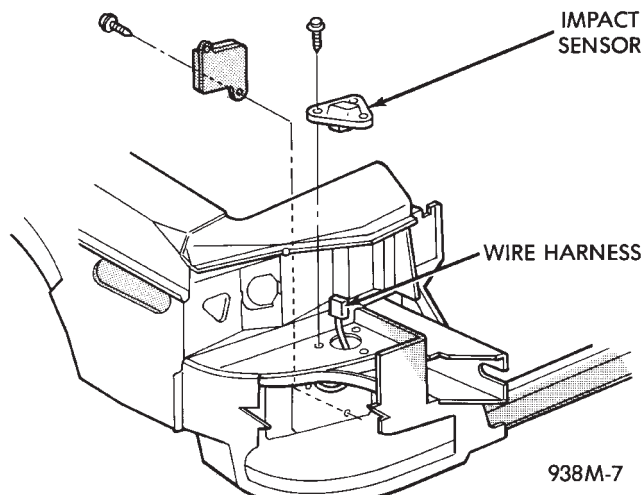
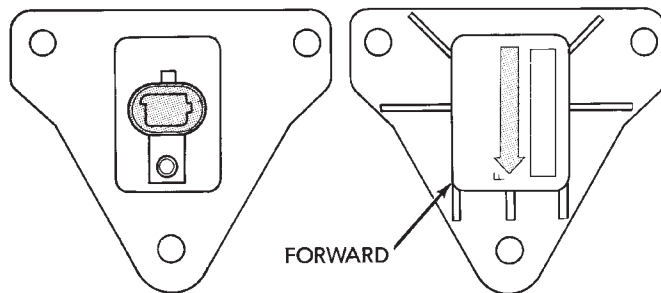


Fig. 11 Impact Sensor Location

- (5) Disconnect impact sensor electrical connector.

INSTALLATION

- (1) Connect sensor wiring lead from harness to connector on body of sensor.
- (2) Install left sensor (arrow pointed forward as shown in Fig. 12) to headlamp carrier surface, using three screws provided with new sensor and tighten to 3 to 5 N•m (25 to 45 in. lbs.) torque.



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Fig. 12 Impact Sensor

- (3) Install headlamp carrier with the four fasteners.
- (4) Install headlamp pins with the two pins.
- (5) Do not connect battery negative cable. Refer to Air Bag System Check for proper procedure.

PASSENGER AND DRIVER AIR BAG SYSTEM DIAGNOSTIC MODULE (PASDM) REMOVAL

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

FIVE PASSENGER VEHICLE

- (1) Disconnect and isolate the battery negative cable.
- (2) Remove upper console seal (Fig. 13).
- (3) Remove ash receiver.
- (4) Remove shifter knob fastener and remove shifter knob.
- (5) Remove shifter bezel screw located in ash receiver slot and remove shifter bezel.
- (6) Disconnect PASDM 4-way and 13-way connectors.
- (7) Remove two module mounting screws and remove module.

INSTALLATION

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

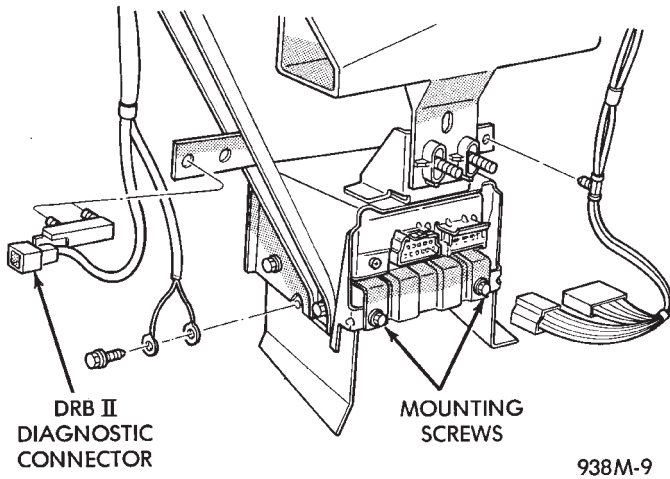


Fig. 13 Air Bag System Diagnostic Module

(2) Attach the PASDM to the support bracket with the two screws supplied and tighten to 11 to 14 N•m (105 to 125 in. lbs.) torque.

CAUTION:USE SUPPLIED SCREWS ONLY

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

(4) Install shifter bezel with screw located in ash receiver.

(5) Replace shifter knob and fastener.

(6) Install ash receiver.

(7) Replace upper console seal.

(8) Do not connect battery negative cable. Refer to Air Bag System Check for proper procedure.

SIX PASSENGER VEHICLE

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

(2) Remove two lower center cover retaining screws and remove trim cover (Fig. 14).

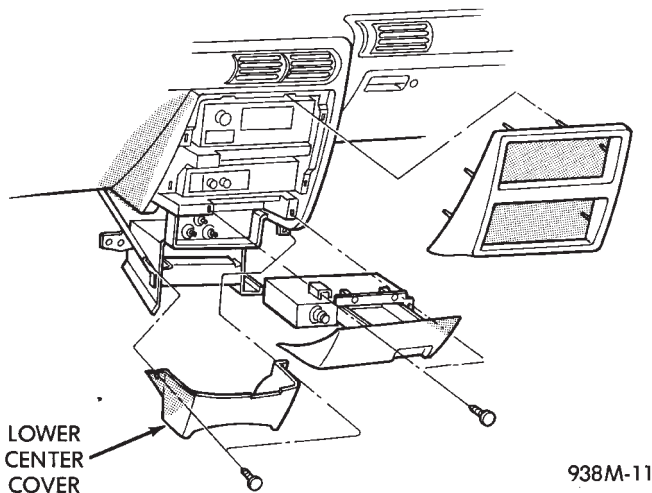


Fig. 14 Lower Center Cover

(3) Disconnect PASDM 4-way and 13-way connectors.

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

INSTALLATION

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

(2) Attach the PASDM to the support bracket with the two screws supplied and tighten to 11 to 14 N•m (105 to 125 in. lbs.) torque.

CAUTION:USE SUPPLIED SCREWS ONLY

(3) Connect PASDM connectors and ensure connectors and locking tabs are engaged.

(4) Install trim cover and secure with two screws.

(5) Do not connect battery negative cable. Refer to Air Bag System Check for proper procedure.

CLOCKSPRING REMOVAL

WARNING: BEFORE BEGINNING ANY AIR BAG SYSTEM REMOVAL OR INSTALLATION PROCEDURES, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THIS WILL DISABLE THE AIR BAG SYSTEM. FAILURE TO DO SO COULD RESULT IN ACCIDENTAL AIR BAG DEPLOYMENT, AND POSSIBLE INJURY.

WHEN AN UNDEPLOYED AIR BAG ASSEMBLY IS TO BE REMOVED FROM THE STEERING WHEEL OR INSTRUMENT PANEL, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 2 MINUTES BEFORE REMOVING ANY AIR BAG COMPONENTS.

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

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

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

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

(4) Remove speed control switch mounting screws, switches and disconnect the wire connectors or remove covers.

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

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



(7) Remove the steering wheel, refer to Steering Wheel removal procedures.

(8) Remove the tilt wheel release lever, if equipped.

(9) Remove upper and lower steering column shrouds to gain access to clockspring wiring.

(10) Disconnect the 2-way and 4-way connectors between the clockspring and the instrument panel wiring harness at the base of the clockspring (Fig. 15).

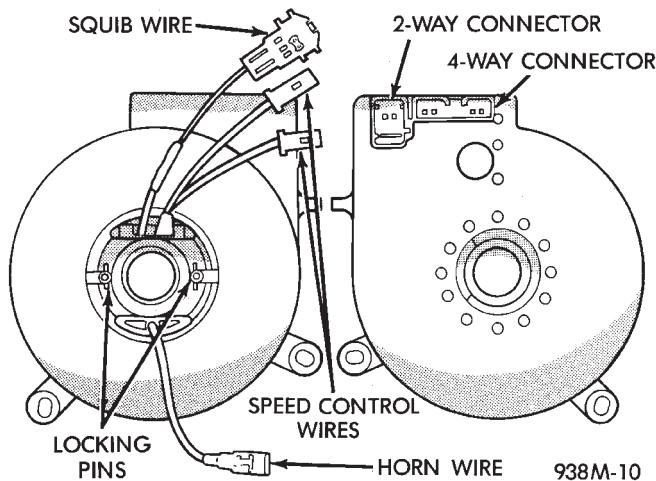


Fig. 15 Clockspring

(11) Remove the halo light wire from the clip on the side of the clockspring.

(12) Remove two mounting screws and pull clockspring assembly from steering shaft. The clockspring cannot be repaired, and must be replaced if faulty.

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
- Locate the clockspring on the steering shaft and push down on the rotor until the clockspring is fully seated on the steering column
- Fasten clockspring to steering column using the two mounting screws.
- Tighten the screw near the ignition switch halo light first.
- Tighten to 2 to 3 N•m (14 to 34 in. lbs.) torque.

(2) Connect the clockspring to the instrument panel harness, ensure wiring is properly routed. Then check that the connectors, locking tabs are properly engaged and the halo lamp wire is in position (Fig. 15).

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

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

(5) Install steering wheel ensuring the flats on hub align with the clockspring. Pull the yellow horn lead through the smaller round hole. Pull the air bag and speed control leads through the larger slot. Ensure leads do not get pinched under the steering wheel.

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

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

(8) Install the air bag module, and tighten bolts to 12 to 14 N•m (105 to 125 in. lb.) torque.

(9) Connect the speed control wires to the switches and install switches. Tighten screws to 1.4 to 2.0 N•m (12 to 18 in. lb.) torque.

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

CLOCKSPRING CENTERING PROCEDURE

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

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

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WHEN AN UNDEPLOYED AIR BAG ASSEMBLY IS TO BE REMOVED FROM THE STEERING WHEEL OR INSTRUMENT PANEL, DISCONNECT AND ISOLATE BATTERY NEGATIVE (GROUND) CABLE. ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 2 MINUTES BEFORE REMOVING ANY AIR BAG COMPONENTS.

(1) Remove clockspring, refer to Clockspring Removal.

(2) After removal, depress the two plastic locking pins to disengage locking mechanism (Fig. 15).

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

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



not more than half turn (180 degrees). Engage clockspring locking mechanism.

(5) For installation, refer to Clockspring Installation

(6) Do not connect the battery negative cable. Refer to Air Bag System Check for proper procedure.

STEERING WHEEL REMOVAL

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WHEN AN UNDEPLOYED AIR BAG ASSEMBLY IS TO BE REMOVED FROM THE STEERING WHEEL OR INSTRUMENT PANEL, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 2 MINUTES BEFORE REMOVING ANY AIR BAG COMPONENTS.

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

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

(2) Disconnect and isolate the battery negative cable.

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

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

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

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

(7) Remove steering wheel retaining nut.

(8) Remove steering wheel with steering wheel puller Tool C-3428B. While removing steering wheel take care to feed the wires gently through the holes in the clockspring armature.

INSTALLATION

(1) Confirm that:

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

(2) Install steering wheel ensuring the flats on hub align with the clockspring. Pull the yellow horn lead through the smaller round hole. Pull the air bag and speed control leads through the larger slot. Ensure leads do not get pinched under the steering wheel (Fig. 12).

(3) Install retaining nut, and tighten it to 61 N•m (45 ft. lbs.) torque.

(4) Rout speed control wires under and behind the air bag module mounting tabs.

(5) Connect the yellow horn lead wire and the air bag lead wire to the air bag module.

(6) Install the air bag module, and tighten bolts to 12 to 14 N•m (105 to 125 in. lb.) torque.

(7) Connect the speed control wires to the switches and install switches. Tighten screws to 1.4 to 2.0 N•m (12 to 18 in. lb.) torque.

(8) Do not connect the battery negative cable. Refer to Air Bag System Check for proper procedure.

