
INTERIOR AND SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

CONTENTS

52109000163

INTERIOR	52A
SUPPLEMENTAL RESTRAINT SYSTEM (SRS)	52B

INTERIOR

CONTENTS

52109000170

SPECIAL TOOL	3	INSIDE REAR VIEW MIRROR	14
INSTRUMENT PANEL*	3	FRONT SEAT	14
FLOOR CONSOLE*	8	REAR SEAT	19
TRIMS	10	SEAT BELTS	20
HEADLINING	12		

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

WARNING!

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

NOTE

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

SPECIAL TOOL

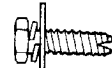
52100060122

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

INSTRUMENT PANEL

52100170115

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

Name	Symbol	Size mm (D × L)	Colour	Shape
Tapping screw	A	5×16	—	 19X0645
	B	5×12	—	 19X0640
	C	5×16	—	
	D	5×16	Black	
	E	5×20	Black	 19X0639
Washer assembled screw	F	5×16	—	 19X0642
	G	5×16	Black	
Washer assembled bolt	H	6×16	—	 19X0643
	I	6×16	Black	
	J	6×20	—	
	K	6×20	—	 19X0641
	L	6×25	Black	
	M	6×16	—	 19X0644

D = Thread diameter

L = Effective thread length

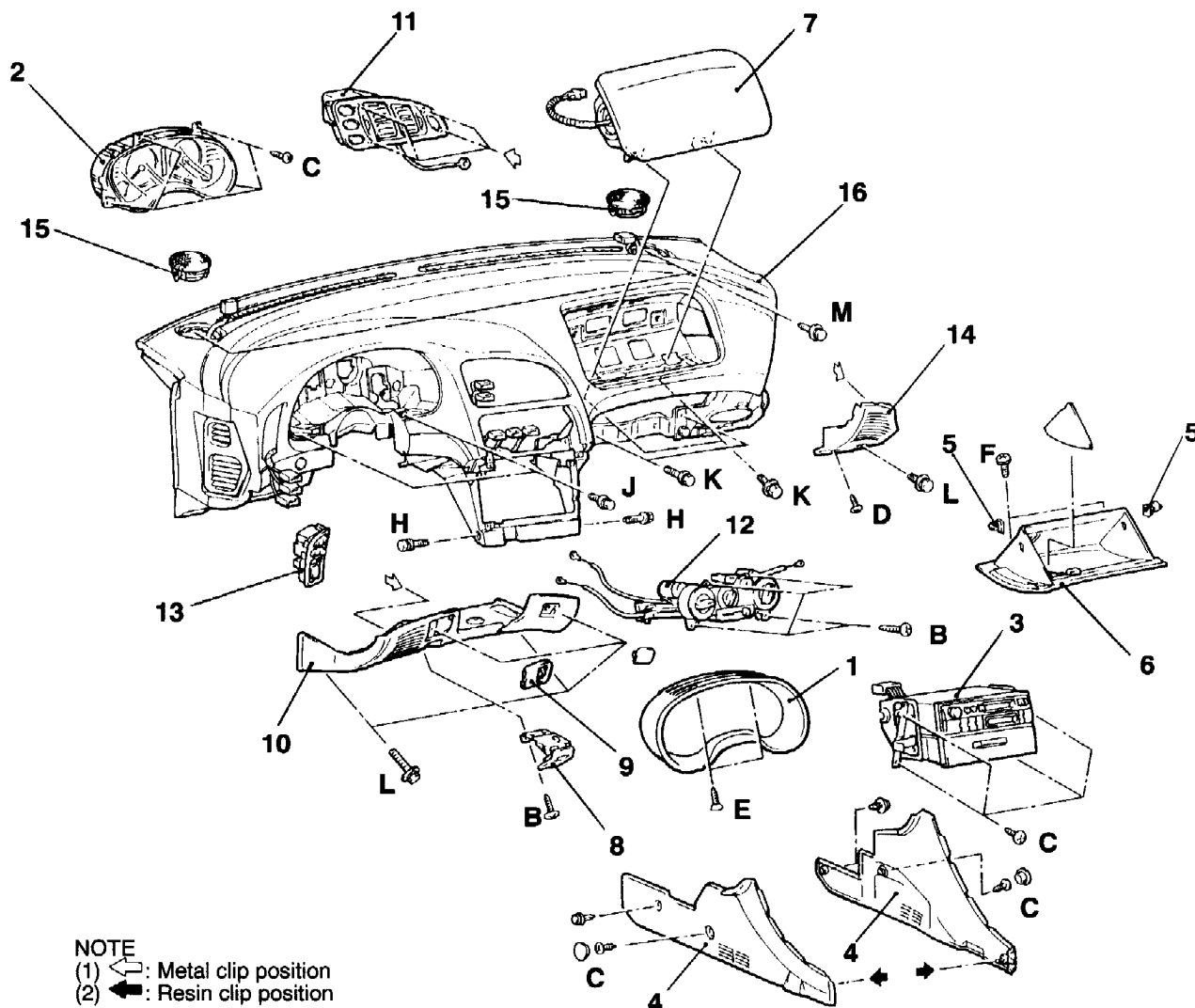
REMOVAL AND INSTALLATION

Pre-removal and Post-installation Operation

- (1) Floor Console Assembly Removal and Installation (Refer to P.52A-8.)
- (2) Steering Wheel Removal and Installation (Refer to GROUP 37A – Steering Wheel and Shaft)
- (3) Steering Column Cover Removal and Installation (Refer to GROUP 37A – Steering Wheel and Shaft)

CAUTION: SRS

- (1) When removing and installing the floor console, do not let it bump against the SRS-ECU.
- (2) For the passenger's side air bag module removal / installation, always observe the service procedures of GROUP 52B – Air Bag Modules and Clock Spring.



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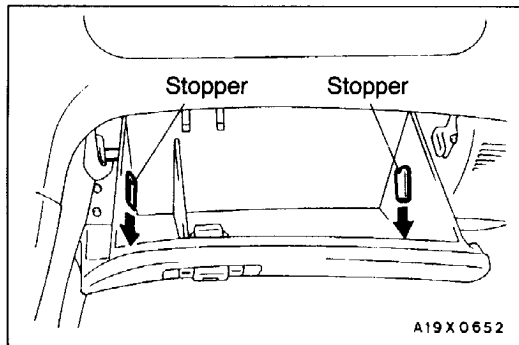
Removal steps

1. Meter bezel
2. Combination meter
3. Radio and tape player and box
4. Console side cover
5. Stopper
6. Glove box
7. Passenger's side air bag module assembly
(Refer to GROUP 52B – Air Bag Modules and Clock Spring.)

8. Hood lock release handle
9. Headlamp leveling switch
10. Instrument under cover L.H.
11. Center air outlet assembly
12. Heater control assembly
13. Instrument panel switch
14. Instrument under cover R.H.
15. Front speaker
16. Instrument panel assembly

◀A▶

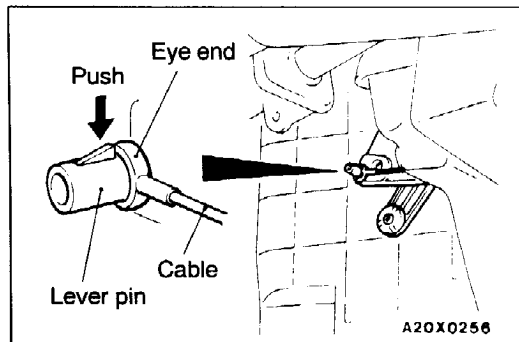
▶B▶
▶A▶



REMOVAL SERVICE POINTS

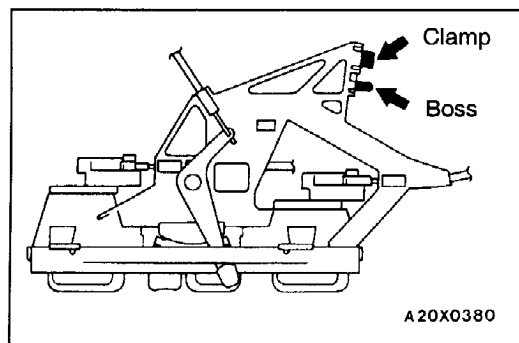
◀A▶ STOPPER REMOVAL

Push the stopper in the direction of the arrow to unlock it.



◀B▶ HEATER CONTROL ASSEMBLY REMOVAL

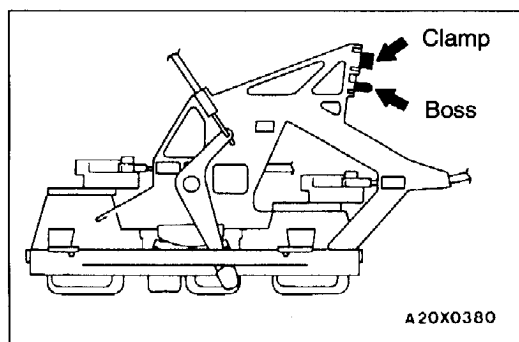
- (1) Push the lever pin to disconnect the air outlet changeover damper cable.



- (2) Snap the boss and clamp with nippers or a flat-tipped screwdriver, etc to remove the heater control assembly.

NOTE

The boss and clamp are needed for assembly line at the factory, but not needed for service work.



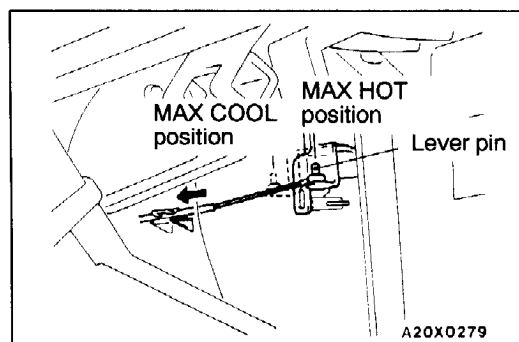
INSTALLATION SERVICE POINTS

▶A◀ HEATER CONTROL ASSEMBLY INSTALLATION

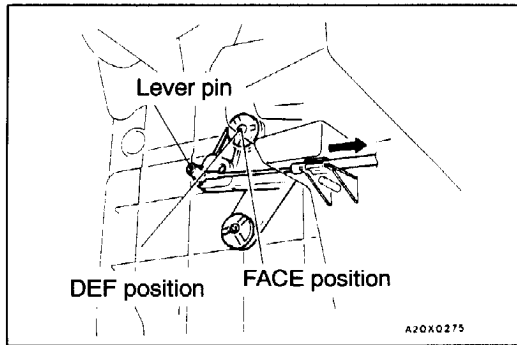
- (1) Always snap the boss and clamp before installing a new heater control assembly to the instrument panel.

NOTE

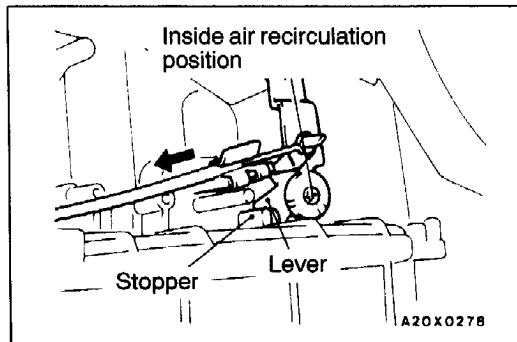
The boss and clamp are needed for assembly line at the factory, but not needed for service work.



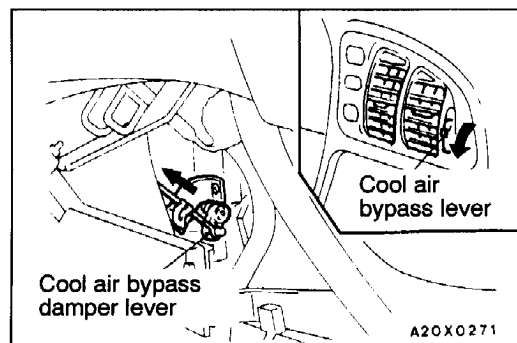
- (2) Set the temperature control knob on the heater control assembly to MAX HOT.
- (3) Set the air mix damper lever at the top of the heater unit to the MAX HOT position, and install the cable to the lever pin.
- (4) Push the outer cable in the direction of the arrow so that there is no looseness, and then secure it with the clip.



- (5) Set the knob for the air outlet changeover on the heater control assembly to the DEF position.
- (6) Set the air outlet changeover damper lever of the heater unit to DEF position and install the cable to the lever pin.
- (7) Push the outer cable in the direction of the arrow so that there is no looseness, and then secure it with the clip.



- (8) Set the lever for the inside/outside air changeover on the heater control assembly to the inside air recirculation position.
- (9) Set the inside/outside air changeover damper lever of the blower unit to inside air recirculation position (while the inside/outside air changeover damper lever touches the stopper of the blower case) and install the cable to the lever pin.
- (10) Push the outer cable in the direction of the arrow so that there is no looseness, and then secure it with the clip.

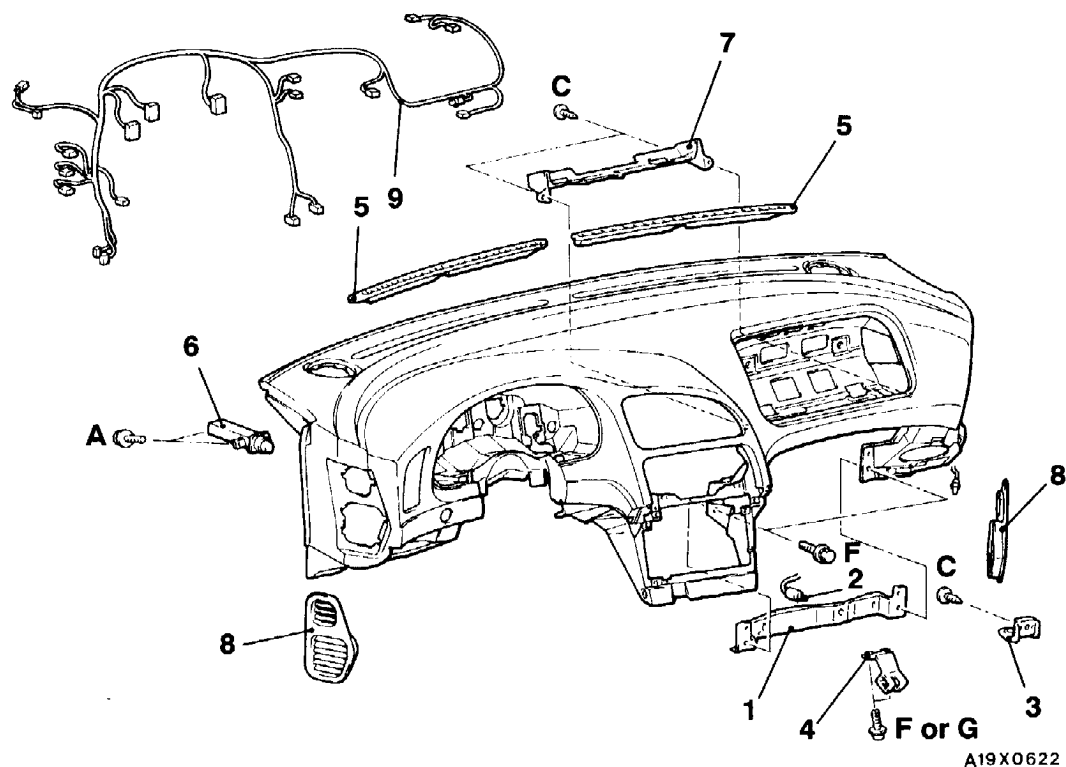


►B◄ CENTER AIR OUTLET INSTALLATION

- (1) Turn the cool air bypass lever of the center air outlet fully downward.
- (2) Pull the cool air bypass damper lever fully towards you to install the cable to the lever pin.
- (3) Push the outer cable in the direction of the arrow so that there is no looseness, and then secure it with the clip.

DISASSEMBLY AND REASSEMBLY

52100190111



Disassembly steps

- | | |
|---------------------------|------------------------------------|
| 1. Glove box under frame | 6. Rheostat |
| 2. Glove box lamp switch | 7. Striker reinforcement |
| 3. Glove box lamp bracket | 8. Side face garnish |
| 4. Glove box striker | 9. Instrument panel wiring harness |
| 5. Defroster garnish | |

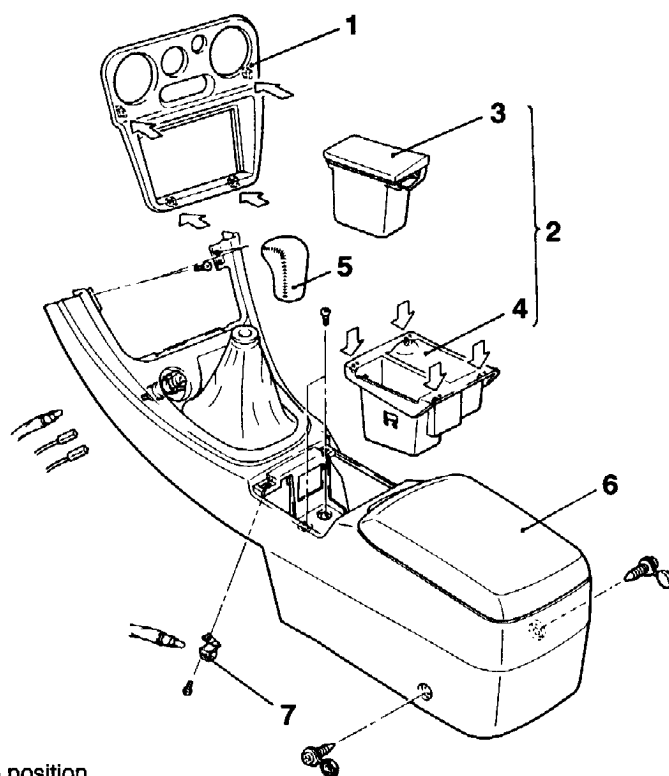
FLOOR CONSOLE

52100220094

REMOVAL AND INSTALLATION

CAUTION: SRS

When removing and installing the floor console assembly, do not let it bump against the SRS-ECU.

**NOTE**

↔ : Metal clip position

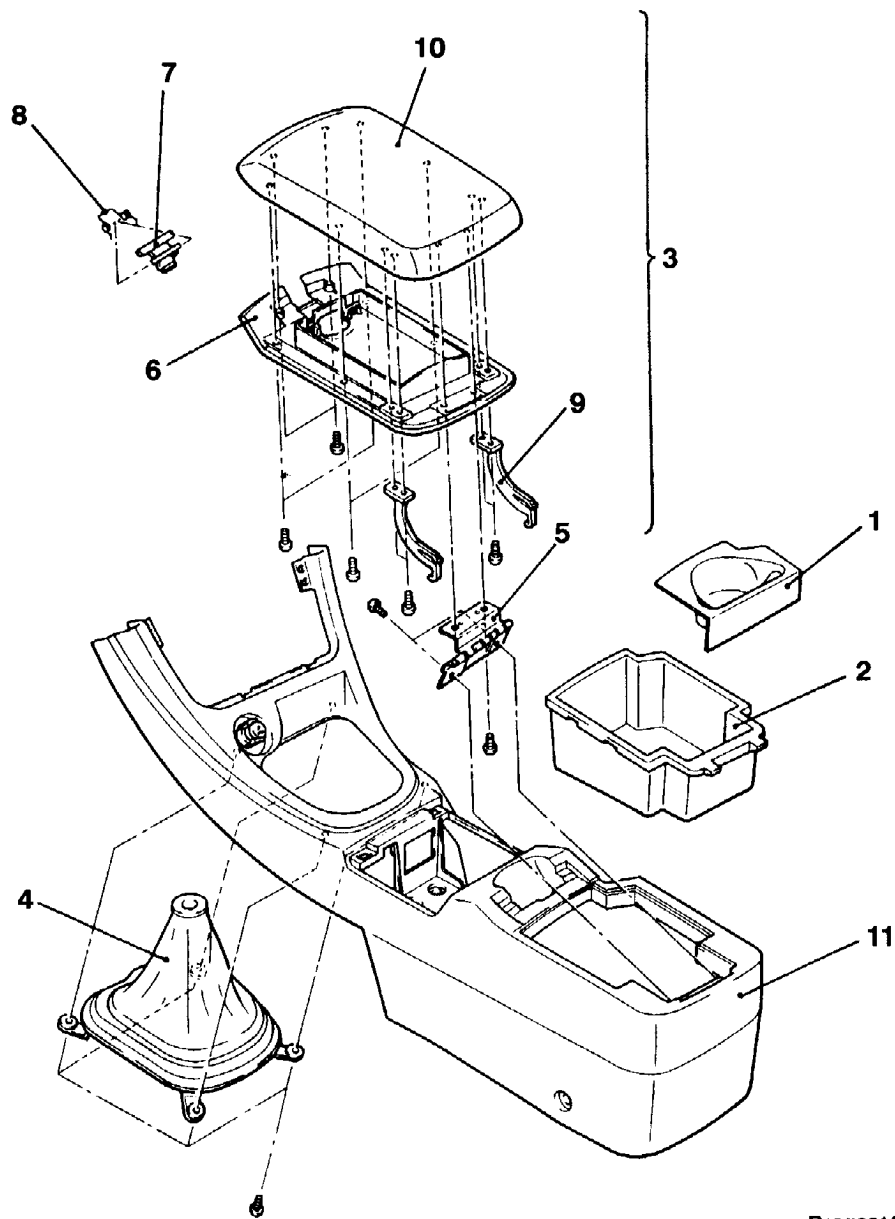
B19X0638

Removal steps

- | | |
|-----------------------------------|--------------------------------------|
| 1. Center console panel | 5. Shift lever knob |
| 2. Ashtray and cupholder assembly | 6. Floor console assembly |
| 3. Ashtray | 7. Ashtray illumination lamp bracket |
| 4. Cup holder | |

DISASSEMBLY AND REASSEMBLY

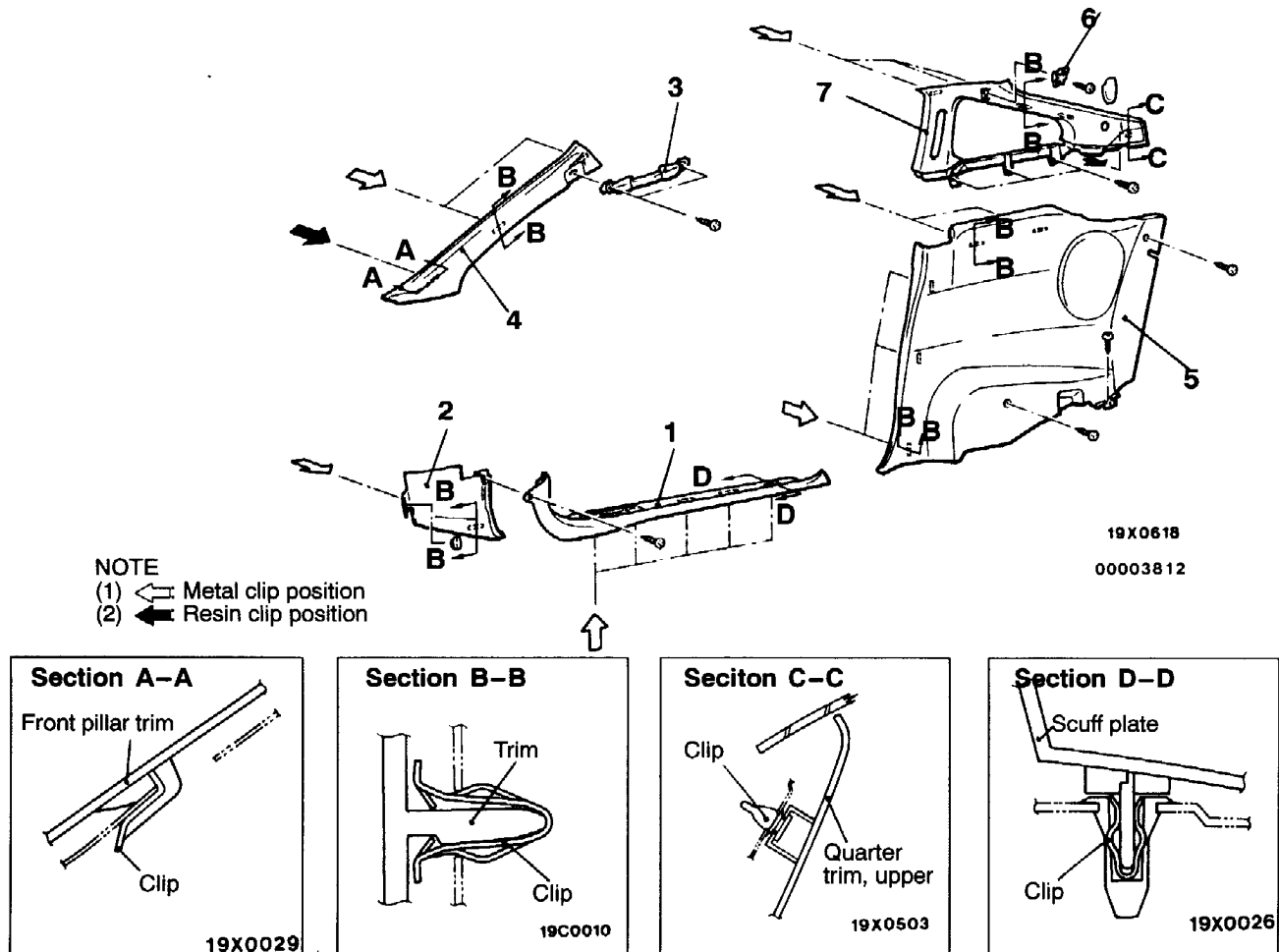
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B19 x0614

Disassembly steps

- | | |
|-----------------------------------|-----------------------|
| 1. Cup holder | 7. Lock lever |
| 2. Inner box | 8. Spring |
| 3. Floor console lid sub assembly | 9. Stopper |
| 4. Shift lever cover assembly | 10. Floor console lid |
| 5. Hinge assembly | 11. Floor console |
| 6. Inner lid | |

TRIMS**REMOVAL AND INSTALLATION****Cowl side trim removal steps**

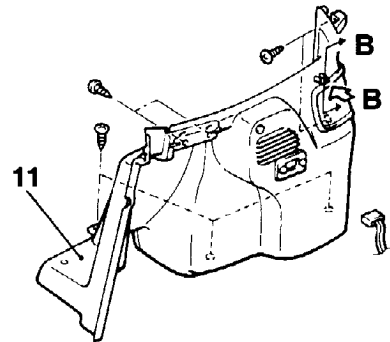
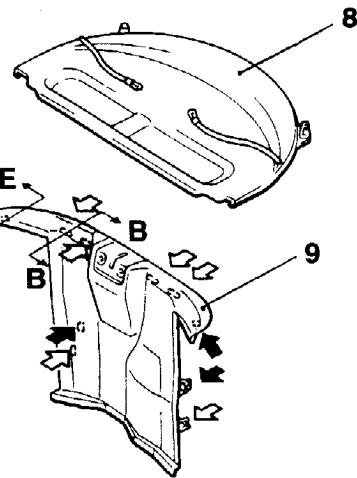
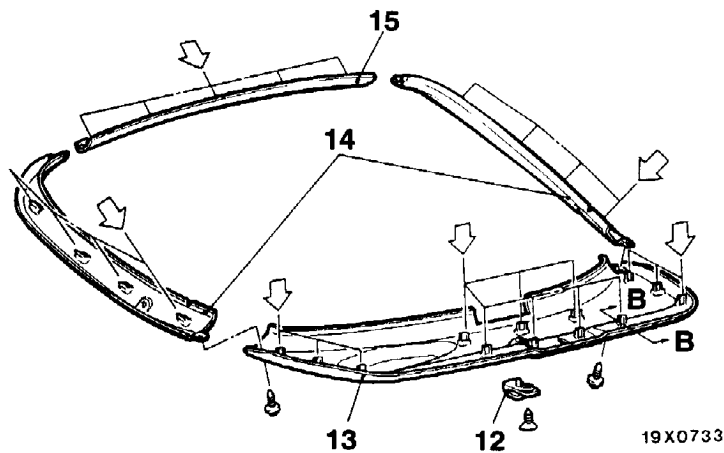
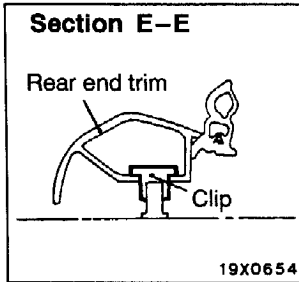
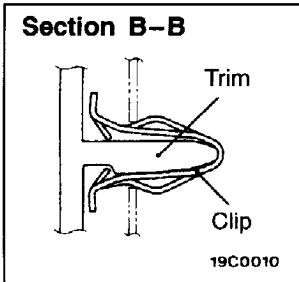
1. Scuff plate
2. Cowl side trim

Front pillar trim removal steps

3. Assist grip <R.H.>
4. Front pillar trim

Quarter trim removal steps

- Rear seat cushion (Refer to P.52A-19.)
- Front seat belt anchor plate (Refer to P.52A-20.)
- Rear seat belt anchor plate (Refer to P.52A-21.)
- 5. Quarter trim, lower
- 6. Coat hanger bracket
- 7. Quarter trim, upper



NOTE
 (1) : Metal clip position
 (2) : Resin clip position

Rear side trim removal steps

8. Rear shelf trim
9. Rear end trim
10. Service lid
11. Rear side trim

Tailgate trim removal steps

12. Hook
13. Tailgate lower trim
14. Tailgate side trim
15. Tailgate upper trim

REMOVAL SERVICE POINT

◀A▶ REAR END TRIM REMOVAL

- (1) Remove the lower clips.
- (2) Remove the upper clips and then pull up the rear end trim upwards.

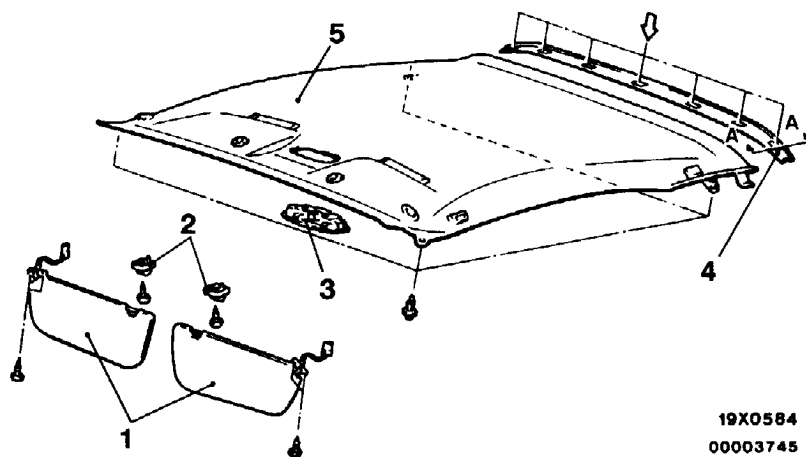
HEADLINING

REMOVAL AND INSTALLATION

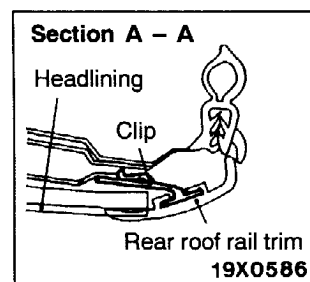
Pre-removal and Post Installation Operation

- Front Pillar Trim and Quarter Trim Upper Removal and Installation (Refer to P.52A-10.)

<Vehicles without sunroof>



19X0584
00003745



NOTE

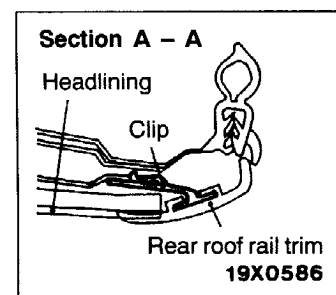
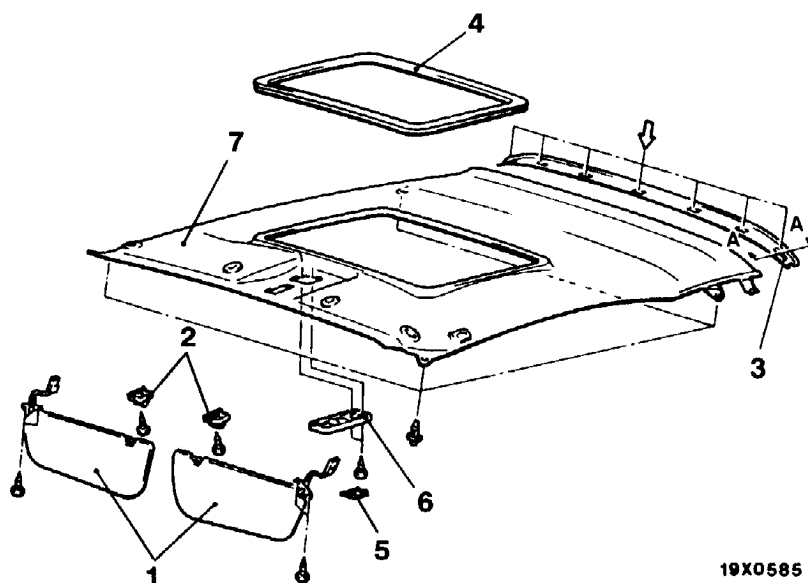
⇐: Metal clip position

Removal steps

1. Sunvisor assembly
2. Sunvisor holder
3. Room lamp assembly
4. Rear roof rail trim
5. Headlining

◀A▶

<Vehicles with sunroof>



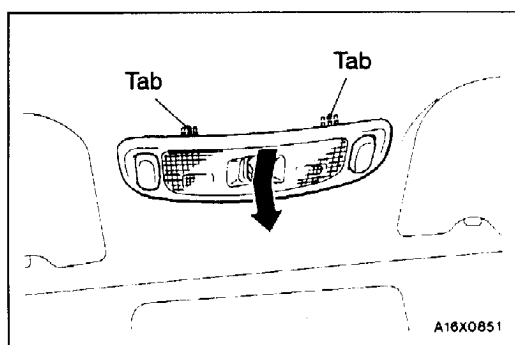
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NOTE

↔ : Metal clip position

Removal steps

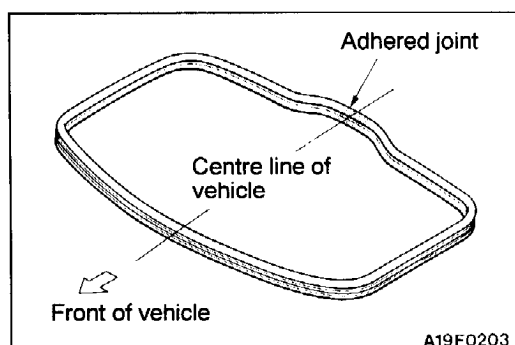
1. Sunvisor assembly
2. Sunvisor holder
3. Rear roof rail trim
4. Sunroof inner weatherstrip
5. Sunroof switch cover
6. Sunroof switch panel
7. Headlining



REMOVAL SERVICE POINT

◀A▶ ROOM LAMP ASSEMBLY REMOVAL

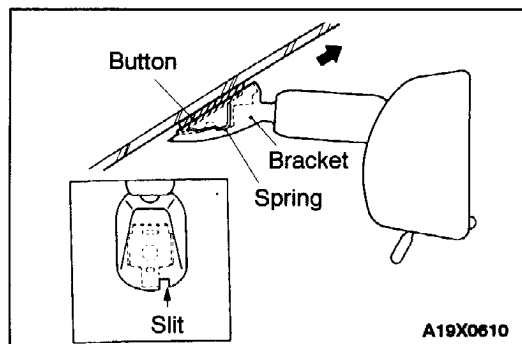
Press and pull the tab downwards to remove the room lamp assembly.



INSTALLATION SERVICE POINT

▶A◀ SUNROOF INNER WEATHERSTRIP INSTALLATION

Install the sunroof inner weatherstrip with its adhered joint located towards the rear of the vehicle and on its centre line.



INSIDE REAR VIEW MIRROR

52100270044

REMOVAL SERVICE POINT

Insert a narrow flat-tip screwdriver into the slit in the inside rear view mirror bracket, keep the spring pushed in and remove the inside rear view mirror in the direction of the arrow in the illustration.

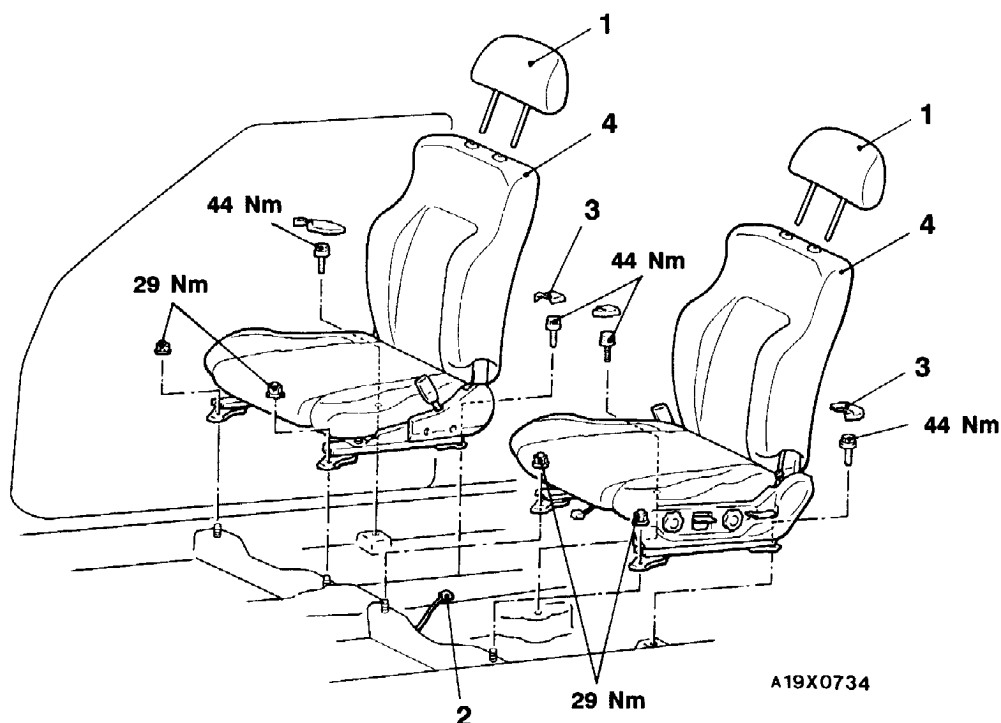
NOTE

While the spring is pushed in, the connection between the spring and the pawl of the button is released.

FRONT SEAT

52200130109

REMOVAL AND INSTALLATION



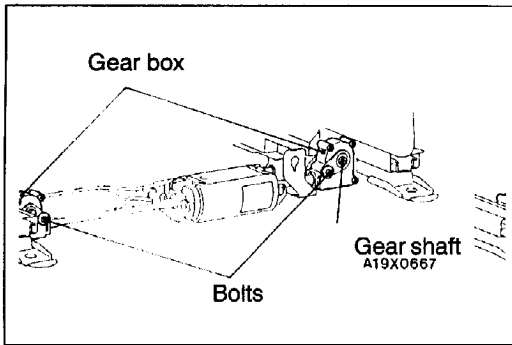
1. Headrest

Front seat assembly removal steps

- A◄
- 2. Harness connector
 - 3. Seat anchor cover
 - 4. Front seat assembly

NOTE

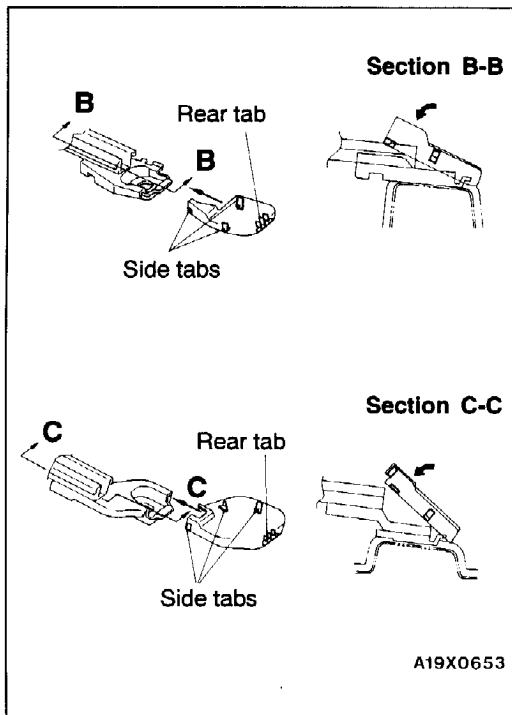
After temporarily tightening the seat assembly mounting nuts and bolts in every installation location, fully tighten them to the specified torque.



REMOVAL SERVICE POINTS OF FRONT SEAT ASSEMBLY WHEN THERE IS A MALFUNCTION IN THE POWER SEAT SLIDE MECHANISM

If the seat will not slide due to a malfunction of the slide motor or the slide switch and the seat mounting nuts and bolts consequently cannot be removed, slide the seat by the following procedure.

- (1) Remove the bolts which secure the gear box to the left and right ends of the rails.
- (2) Remove the gear shaft from the left side. Pull the gear box at the right side towards you to disengage the gear of the slide rail.
- (3) Push the seat with your hand to slide it to a position where the seat mounting nut and bolt can be removed.



INSTALLATION SERVICE POINT

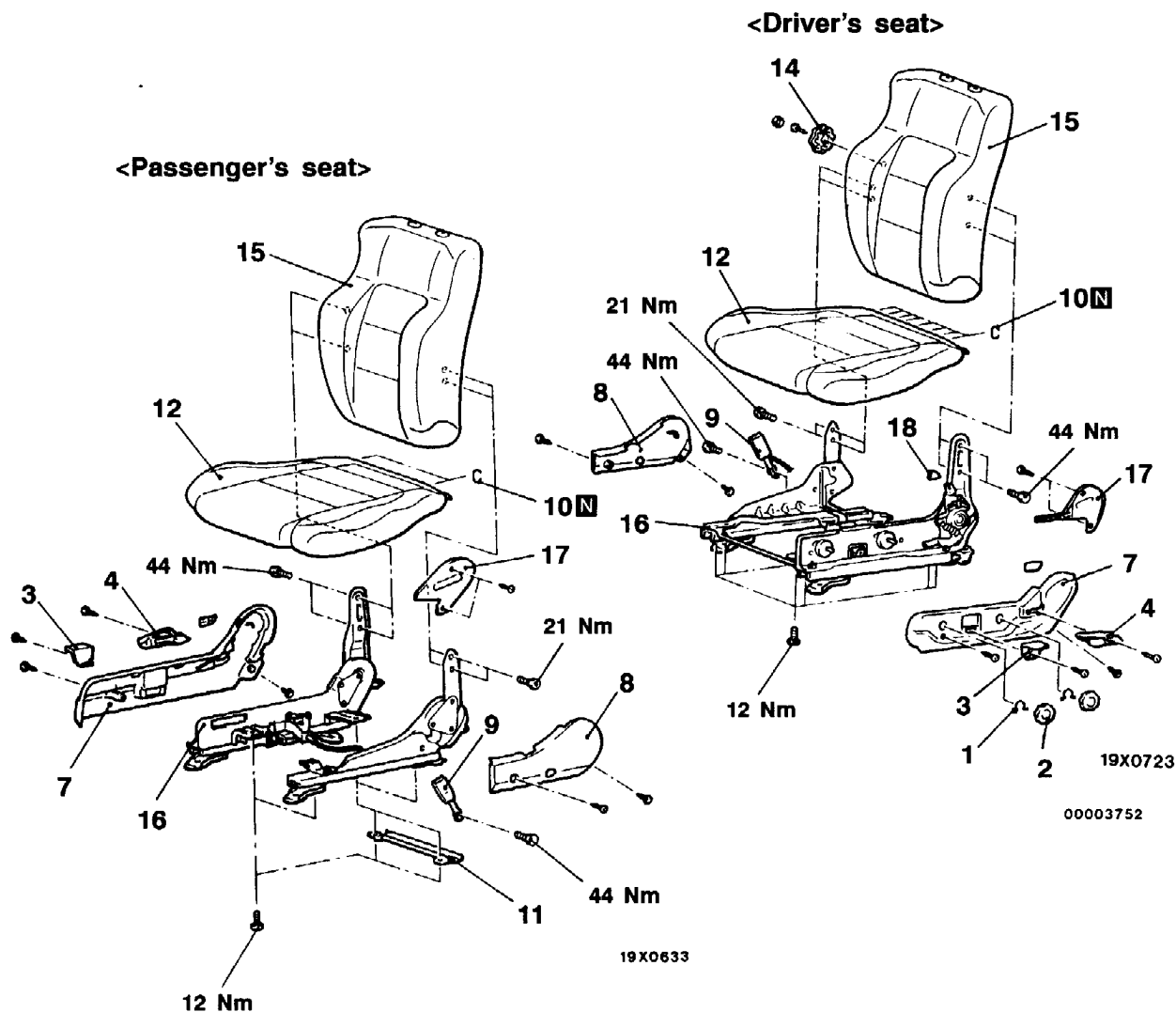
▶A◀ SEAT ANCHOR COVER INSTALLATION

Insert the rear tab of the seat anchor cover in the front seat rear mounting bracket. Then rotate the cover in the direction of arrow to install the side tabs in the side holes of the bracket.

DISASSEMBLY AND REASSEMBLY

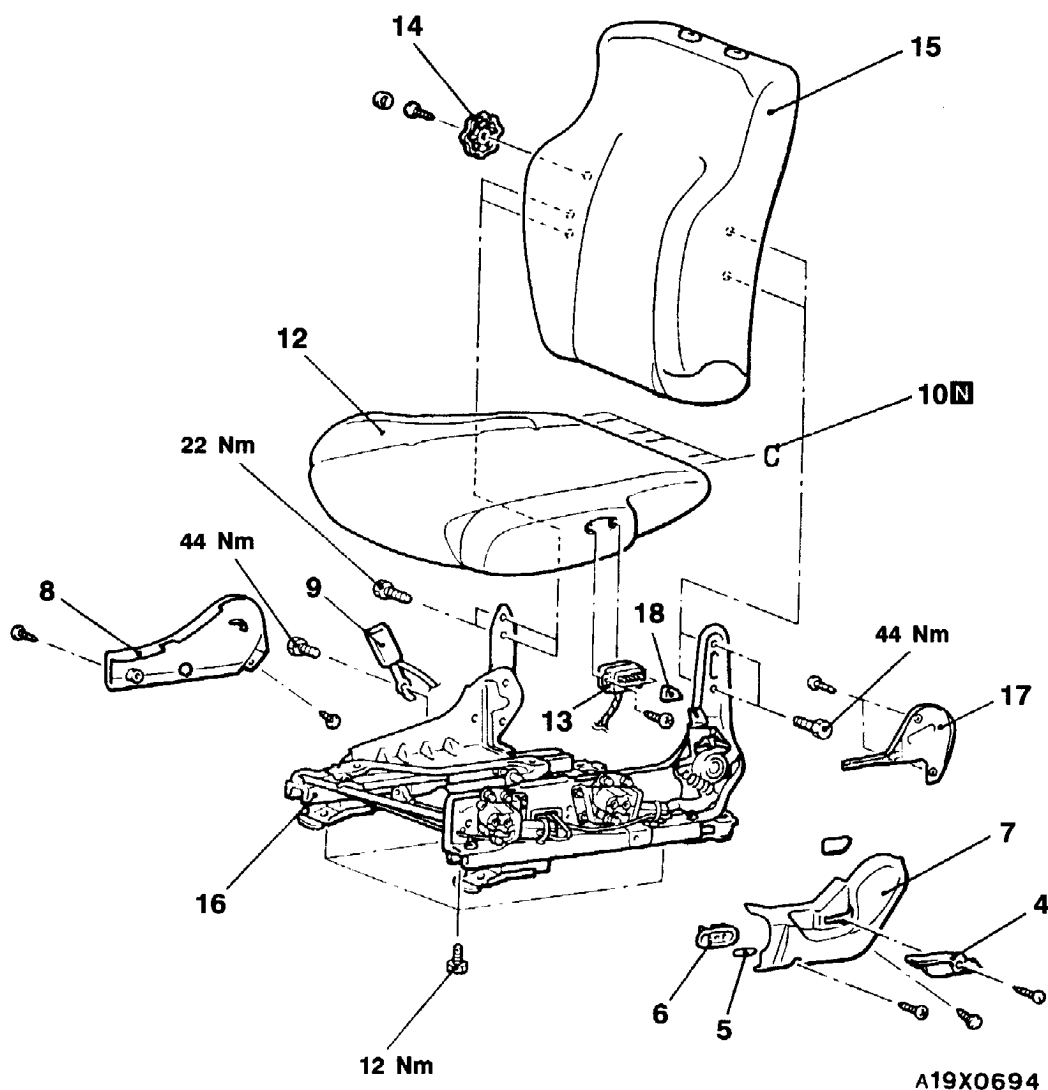
52200150143

<Manual seat>

**Disassembly steps**

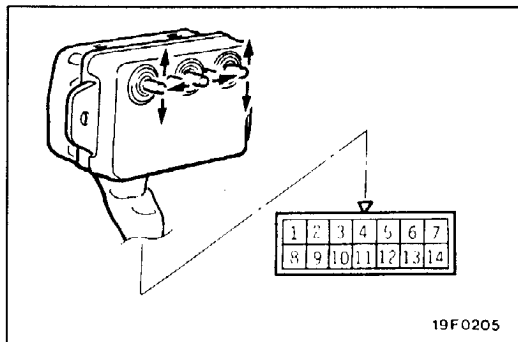
- | | |
|---|---|
| 1. Clip (Driver's seat) | 12. Seat cushion assembly |
| 2. Height adjuster knob (Driver's seat) | 14. Lumbar support knob (Driver's seat) |
| 3. Seat slide adjuster lever | 15. Seat back assembly |
| 4. Reclining adjuster lever | 16. Seat adjuster assembly |
| 7. Front seat side shield cover | 17. Front seat adjuster inner cover |
| 8. Front seat hinge cover | 18. Reclining memory knob (Driver's seat) |
| 9. Front inner seat belt | |
| 10. Hog ring | |
| 11. Stay (Passenger's seat) | |

<Power seat>



Disassembly steps

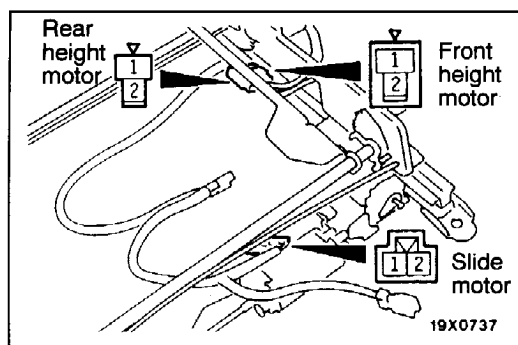
- | | |
|---------------------------------|-------------------------------------|
| 4. Reclining adjuster lever | 12. Seat cushion assembly |
| 5. Power seat switch knob | 13. Power seat switch |
| 6. Power seat switch cover | 14. Lumbar support knob |
| 7. Front seat side shield cover | 15. Seat back assembly |
| 8. Front seat hinge cover | 16. Seat adjuster assembly |
| 9. Front inner seat belt | 17. Front seat adjuster inner cover |
| 10. Hog ring | 18. Reclining memory knob |

**INSPECTION**

52200160085

POWER SEAT SWITCH CONTINUITY CHECK

Switch position		Terminal No.													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
Slide switch	Forward		○	○	○										○
	Backward	○		○	○										○
Front height switch	Up									○	○	○			○
	Down								○		○	○			○
Rear height switch	Up						○	○					○		○
	Down					○		○					○		○
All switches	OFF														

**ALL POWER SEAT MOTORS CHECK**

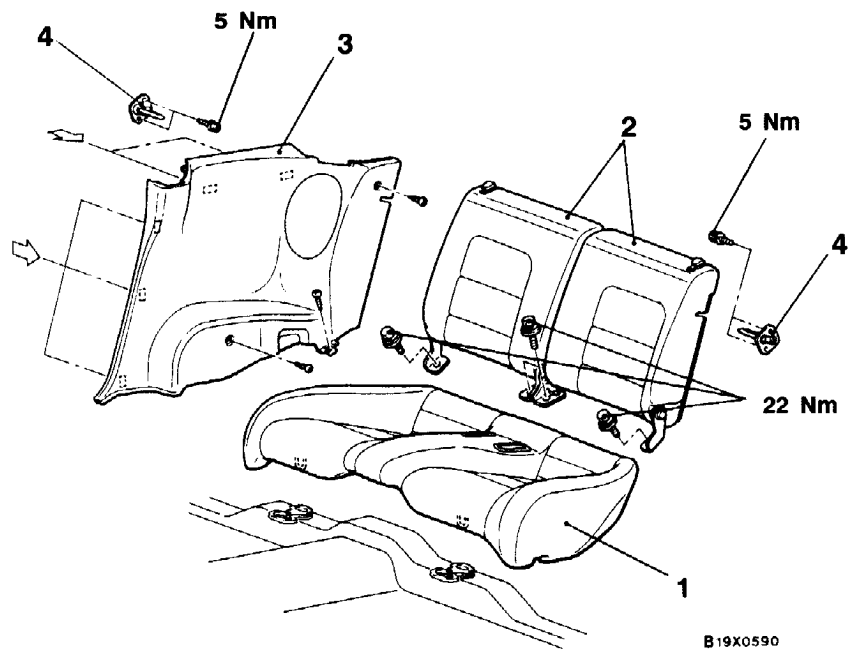
- (1) Disconnect each motor at the connector.
- (2) Connect the terminals of each motor directly to the battery and check that the motor turns freely and each adjusting mechanism operates in the directions shown in the table below.
- (3) If there is any malfunction, replace the power seat adjuster assembly.

Name of motor	Direction of operation	Terminal No.1	Terminal No.2	Stop position
Front height, Rear height	Up	+	-	Stops within the limit of operation range
	Down	-	+	
Slide	Forward	+	-	
	Backward	-	+	

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REAR SEAT

REMOVAL AND INSTALLATION



NOTE

↔ : Metal clip position

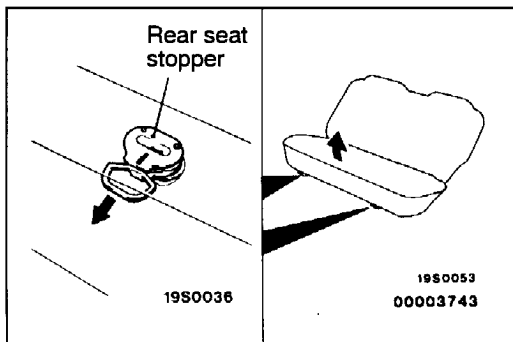
Removal steps



1. Rear seat cushion
2. Rear seat back

Striker removal steps

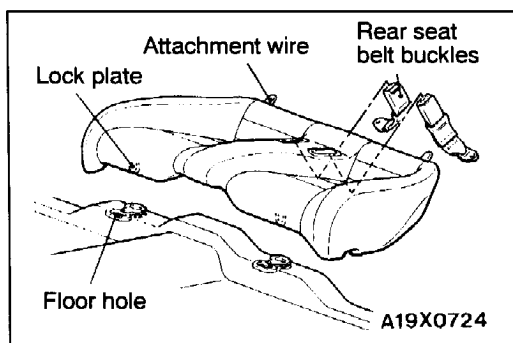
3. Quarter trim, lower (Refer to P.52A-10.)
4. Striker



REMOVAL SERVICE POINT

REAR SEAT CUSHION REMOVAL

With the rear seat stopper pulled, lift up the cushion to remove it.



INSTALLATION SERVICE POINT

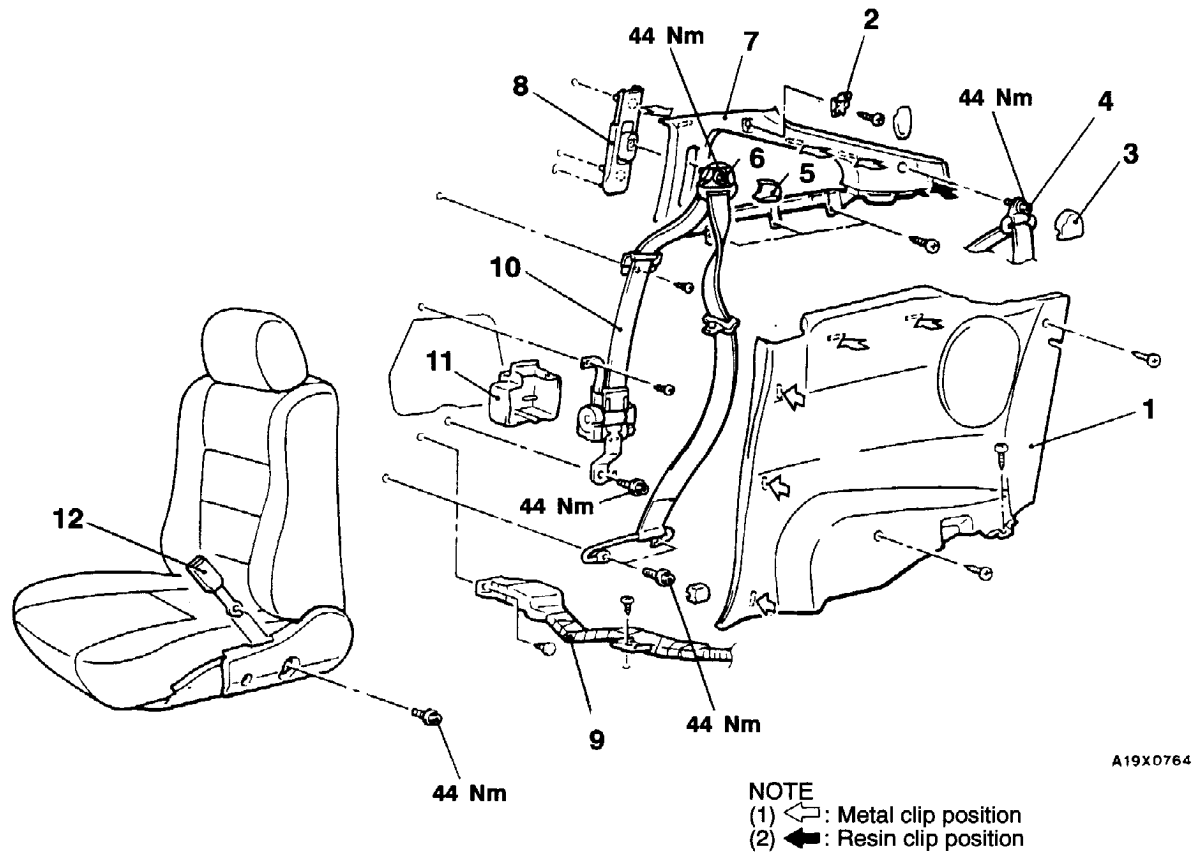
REAR SEAT CUSHION INSTALLATION

- (1) Insert the seat cushion attachment wire below the seat-back.
- (2) Pass the rear seat belt buckles through the seat cushion.
- (3) Insert the seat cushion lock plate into the floor holes.

SEAT BELTS

REMOVAL AND INSTALLATION

<Front Seat Belt>



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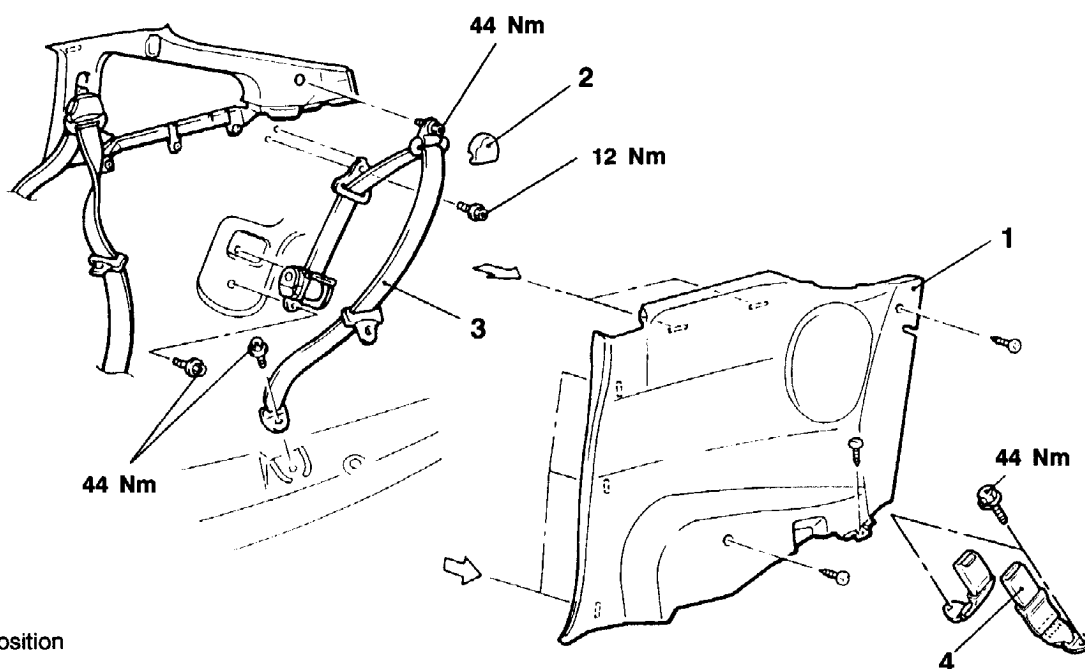
Front outer seat belt removal steps

- Rear seat cushion
(Refer to P.52A-19.)
- 1. Quarter trim, lower
(Refer to P.52A-10.)
- 2. Coat hanger
- 3. Rear seat belt sash guide cover
- 4. Rear seat belt anchor plate
- 5. Front seat belt sash guide cover
- 6. Front seat belt anchor plate
- 7. Quarter trim, upper
(Refer to P.52A-10.)
- 8. Adjustable seat belt anchor
- 9. Fuel harness protector
- ▶B◀ 10. Front outer seat belt
- 11. Seat belt retractor cover

Front inner seat belt removal steps

- Front seat assembly
(Refer to P.52A-14.)
- 12. Front inner seat belt

<Rear Seat Belt>



NOTE

↔ : Metal clip position

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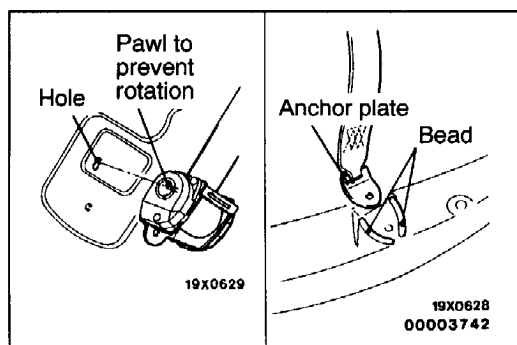
Rear outer seat belt removal steps

- Rear seat cushion (Refer to P.52A-19.)
- 1. Quarter trim, lower (Refer to P.52A-10.)
- 2. Rear seat belt sash guide cover
- 3. Rear outer seat belt



Rear inner seat belt removal steps

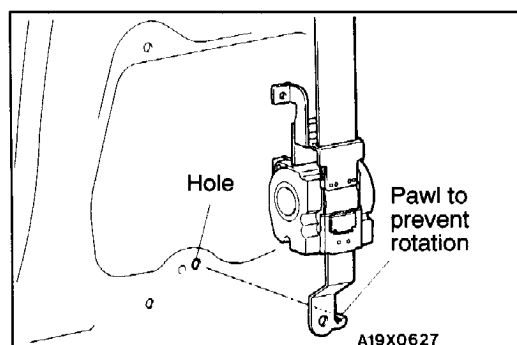
- Rear seat cushion (Refer to P.52A-19.)
- 4. Rear inner seat belt



INSTALLATION SERVICE POINTS

▶A◀ **REAR OUTER SEAT BELT INSTALLATION**

- (1) Insert the pawl to prevent the retractor from rotating in the hole on the body.
- (2) Install the anchor plate along the bead of the body.



▶B◀ **FRONT OUTER SEAT BELT INSTALLATION**

Insert the pawl to prevent the retractor from rotating in the hole on the body.

NOTES

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

CONTENTS

52409000087

GENERAL INFORMATION	2	WARNING/CAUTION LABELS	21
SERVICE PRECAUTIONS	3	SRS AIR BAG CONTROL UNIT (SRS-ECU)	22
SERVICE SPECIFICATION	4	AIR BAG MODULES AND CLOCK SPRING	24
SPECIAL TOOLS	5	AIR BAG MODULE DISPOSAL PROCEDURES	30
TEST EQUIPMENT	5	Undeployed Air Bag Module Disposal	30
TROUBLESHOOTING	6	Deployed Air Bag Module Disposal	34
POST-COLLISION DIAGNOSIS	18		
COMPONENT SERVICE	20		

CAUTION

- Carefully read and observe the information in the SERVICE PRECAUTIONS (P.52B-3.) prior to any service.
- For information concerning troubleshooting, always observe the procedures in the Troubleshooting (P.52B-6.) .
- If any SRS components are removed or replaced in connection with any service procedures, be sure to follow the procedures in the COMPONENT SERVICE section (P.52B-20.) for the components involved.

GENERAL INFORMATION

52400010119

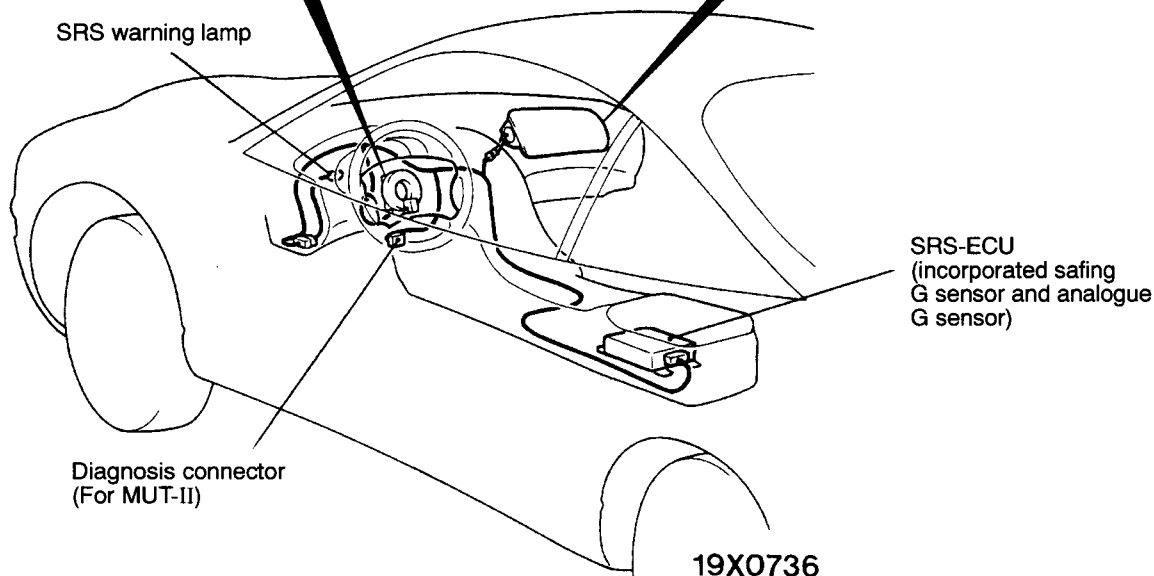
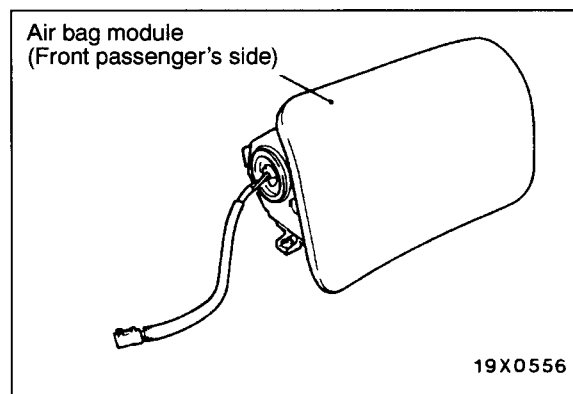
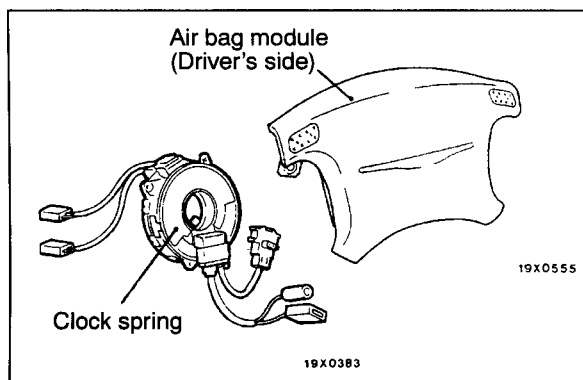
The Supplemental Restraint System (SRS) is designed to supplement the driver's and front passenger's seat belts to help reduce the risk or severity of injury to the driver and front passenger by activating and deploying both air bags in certain frontal collisions.

The SRS consists of: two air bag modules; one located in the centre of the steering wheel and another one located above the glove box, which contains the folded air bag and an inflator unit; the SRS air bag control unit (SRS-ECU) located under the floor console assembly, which monitors the system, and which contains a safing G sensor and analogue G sensor; an SRS warning lamp located on the instrument panel, which indicates

the operational status of the SRS; a clock spring interconnection located within the steering column. It is not until the SRS-ECU in response to the output signal from the analogue G sensor, finds it necessary to ignite the air bag, and the safing G sensor is caused to be ON that the SRS deploys the air bag.

Only authorized service personnel should do work on or around SRS components. Those service personnel should read this manual carefully before starting any such work. Extreme care must be used when servicing the SRS, to avoid injury to the service personnel (by inadvertent deployment of the air bag) or to driver (by rendering the SRS inoperative).

CONSTRUCTION DIAGRAM



00004433

SERVICE PRECAUTIONS

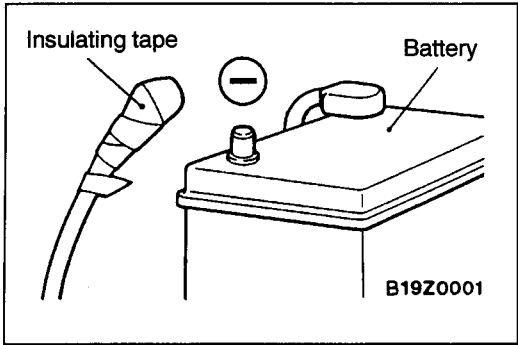
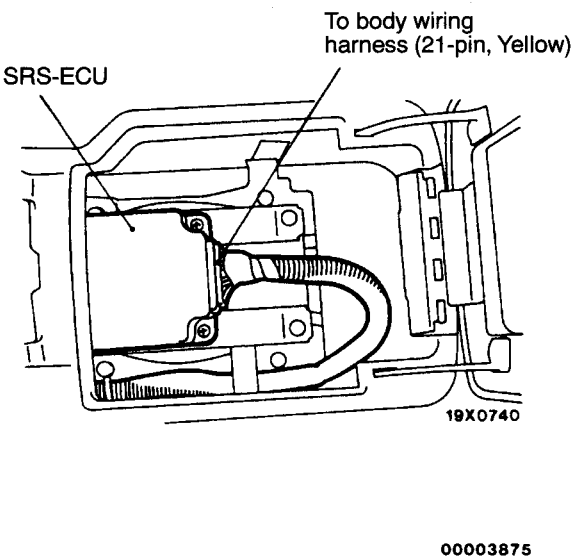
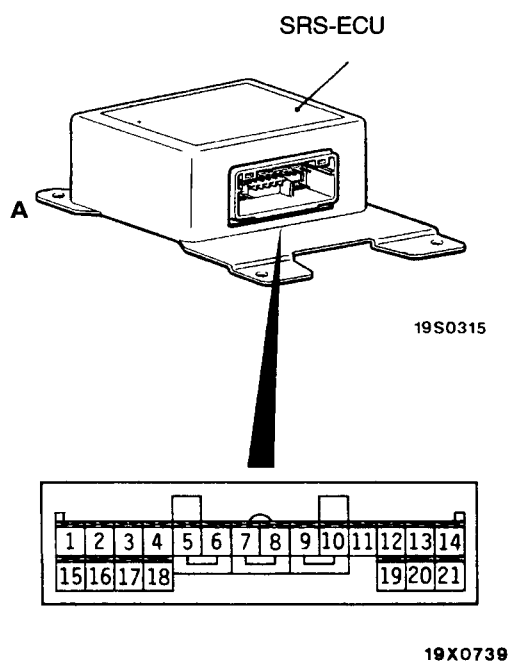
52400030115

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

If any of these components are diagnosed as faulty, they should only be replaced, in accordance with the COMPONENT SERVICE procedures in this manual, starting at page 52B-20.

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

SRS-ECU Terminal No.	Harness Connector (No. of Terminals, Colour)	Destination of Harness	Corrective Action
1 to 4	21 pins, yellows	–	–
5		Body wiring harness Clock spring Air bag module (Driver's side)	Correct or replace body wiring harness Replace clock spring
6			
7		Body wiring harness Air bag module (Front passenger's side)	Correct or replace body wiring harness
8			
9, 10		–	–
11		Body wiring harness Diagnosis connector	Correct or replace body wiring harness
12		–	–
13		Body wiring harness Junction block (fuse No.3)	Correct or replace body wiring harness
14		Body wiring harness Junction block (fuse No.8)	
15		Body wiring harness Instrument panel wiring harness SRS warning lamp	
16 to 19		–	–
20		Body wiring harness Earth	Correct or replace body wiring harness
21			



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

6. SRS components should not be subjected to heat over 93°C, so remove the SRS-ECU, air bag module and clock spring before drying or baking the vehicle after painting.
7. Whenever you finish servicing the SRS, check the SRS warning lamp operation to make sure that the system functions properly. (Refer to P.52B-6.)
8. Turn off the ignition switch before connecting or disconnecting the MUT-II.
9. If you have any questions about the SRS, please contact your local distributor.

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

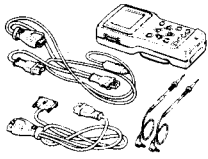
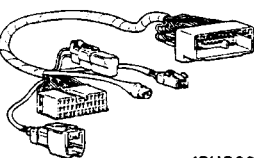
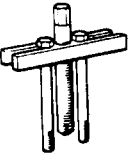
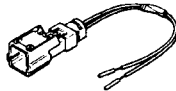
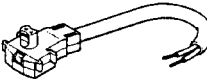
SERVICE SPECIFICATION

52400040084

Items	Standard value
Clock spring resistance Ω	less than 0.4

SPECIAL TOOLS

52400070094

Tool	Number	Name	Application
	MB991502	MUT-II sub assembly	• Reading diagnosis codes • Erasing diagnosis code • Reading fault duration • Reading erase times
 19U0039	MB991613	SRS Check Harness	Checking the SRS electrical circuitry with a digital multi-meter
	MB990803	Steering wheel puller	Steering wheel removal
 13R0732	MB686560	SRS Air bag Adapter harness A	• Air bag module deployment inside the vehicle • Air bag module (front passenger's side) deployment outside the vehicles
 13R0751	MR203491 or MB628919	SRS Air bag Adapter harness B	Air bag module (driver's side) deployment outside the vehicles

TEST EQUIPMENT

52400080059

Tool	Name	Use
 13R0746	Digital multi-meter	Checking the SRS electrical circuitry with SRS Check Harness [Use a multi-meter for which the maximum test current is 2 mA or less at the minimum range of resistance measurement]

TROUBLESHOOTING

52400090038

STANDARD FLOW OF DIAGNOSTIC TROUBLESHOOTING

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

DIAGNOSIS FUNCTION

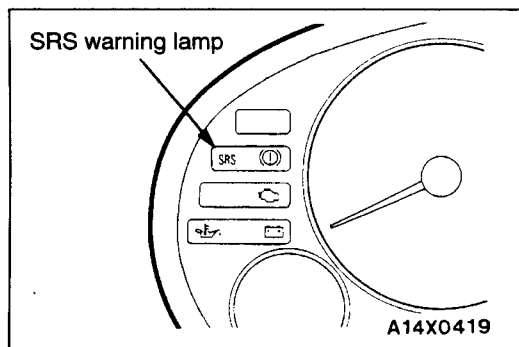
DIAGNOSIS CODES CHECK

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

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

ERASING DIAGNOSIS CODES

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



SRS WARNING LAMP INSPECTION

1. Check that the SRS warning lamp illuminates when the ignition switch is in the ON position.
2. Check that it illuminates for approximately 7 seconds and then switches off.
3. If the above is not the case, check the diagnosis codes.

INSPECTION CHART FOR DIAGNOSIS CODES

52400330086

Code No.	Diagnosis item	Reference page	
14	Analogue G sensor system	52B-8	
15, 16	Safing G sensor system	52B-8	
21, 22, 61, 62	Driver's air bag module (squib) system	52B-9	
24, 25, 64, 65	Front passenger's air bag module (squib) system	52B-10	
31, 32	SRS-ECU capacitor system	52B-11	
34*1	Connector lock system	52B-11	
35	SRS-ECU (after deployment of the air bag) system	52B-11	
41*1,*2	IG ₁ (A) power circuit system	52B-12	
42*1,*2	IG ₁ (B) power circuit system	52B-13	
43	SRS warning lamp circuit system	Lamp does not illuminate *1	52B-14
		Lamp does not switch off	52B-15
44	SRS warning lamp drive circuit system	52B-15	
45	SRS-ECU non-volatile memory (EEPROM) and A/D converter system	52B-15	
51, 52	Driver's air bag module (squib ignition drive circuit) system	52B-15	
54, 55	Front passenger's air bag module (squib ignition drive circuit) system	52B-16	

NOTE

*1: For diagnosis codes marked with *1, if the vehicle condition returns to normal, the diagnosis code will be automatically erased, and the SRS warning lamp will return to normal.

*2: If the vehicle has a discharged battery it will store the diagnosis codes 41 or 42. When these diagnosis codes are displayed, check the battery.

INSPECTION PROCEDURE FOR DIAGNOSIS CODES

Code No. 14 Analogue G sensor system	Probable cause
The SRS-ECU monitors the analogue G sensor output and outputs this code when it detects a sensor failure, abnormal sensor characteristics or abnormal sensor output.	• Malfunction of SRS-ECU

Replace the SRS-ECU.

Code No. 15 or 16 Safing G sensor system	Probable cause
These codes are output when the resistance value between the safing G sensor terminals in the SRS-ECU is out of the normal range. Refer to the following table 1 for the trouble causes of each code No.	• Malfunction of SRS-ECU

Chart 1

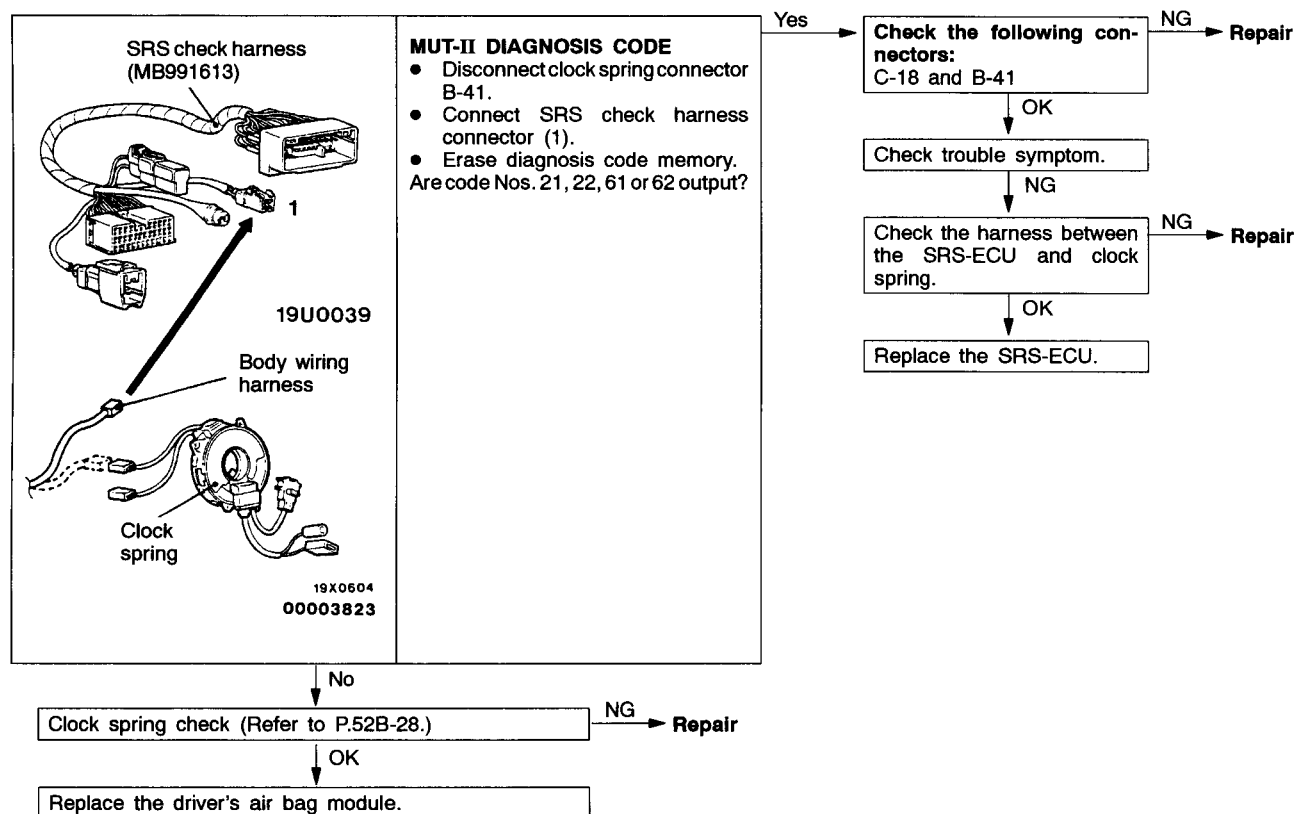
Code No.	Trouble Symptom
15	Safing G sensor short-circuited
16	Safing G sensor open-circuited

Replace the SRS-ECU.

Code No. 21, 22, 61 or 62 Driver's air bag module (squib) system	Probable cause
These diagnosis codes are output if there is abnormal resistance between the input terminals of the driver's air bag module (squib). Refer to the following table 1 for the trouble causes of each code No.	• Malfunction of clock spring • Malfunction of harnesses or connectors • Malfunction of driver's air bag module (squib) • Malfunction of SRS-ECU

Chart 1

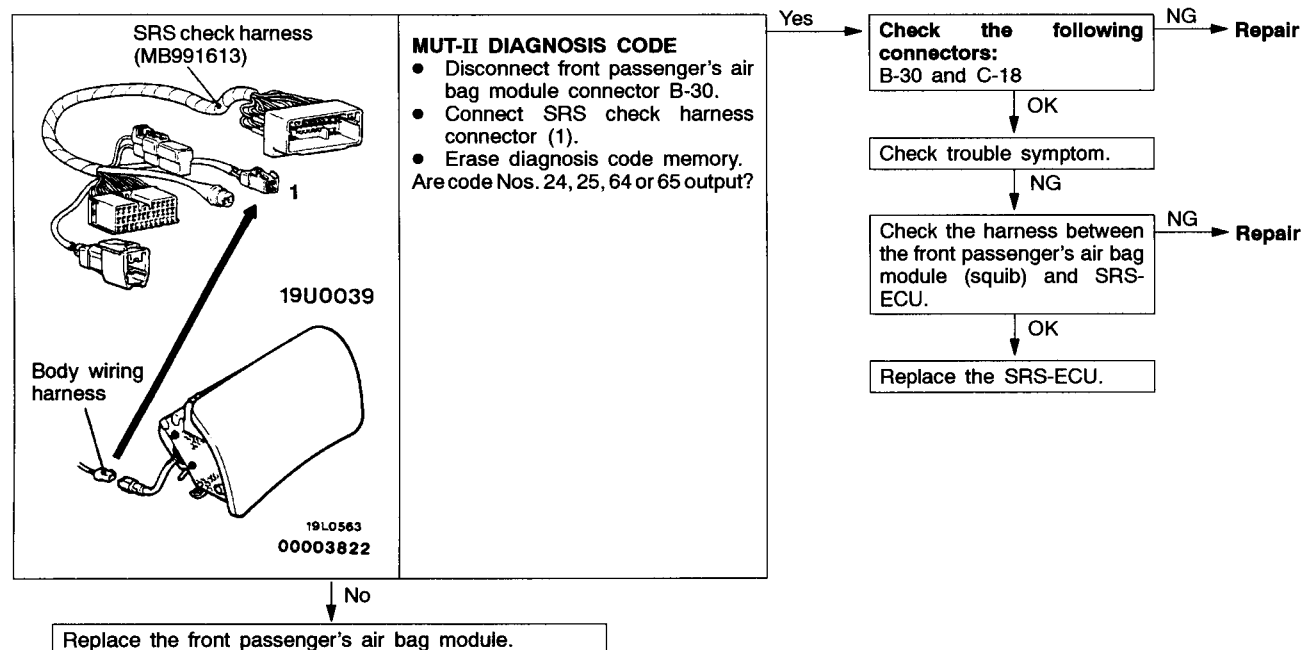
Code No.	Trouble Symptom
21	• Short in driver's air bag module (squib) or harness short • Short in clock spring
22	• Open circuit in driver's air bag module (squib) or open harness • Open circuit in clock spring • Malfunction of connector contact
61	The harness wire of the driver's air bag module (squib) is grounded to the power supply.
62	The harness wire of the driver's air bag module (squib) is grounded.



Code No. 24, 25, 64 or 65 Front passenger's air bag module (squib) system	Probable cause
These diagnosis codes are output if there is abnormal resistance between the input terminals of the front passenger's air bag module (squib). Refer to the following table 1 for the trouble causes of each code No.	• Malfunction of harnesses or connectors • Malfunction of front passenger's air bag module (squib) • Malfunction of SRS-ECU

Chart 1

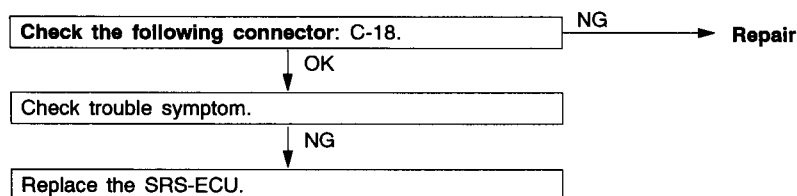
Code No.	Trouble Symptom
24	Short in front passenger's air bag module (squib) or harness short
25	• Open circuit in front passenger's air bag module (squib) or open harness • Malfunction of connector contact
64	The harness wire of the front passenger's air bag module (squib) is grounded to the power supply.
65	The harness wire of the front passenger's air bag module (squib) is grounded.



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

Replace the SRS-ECU.

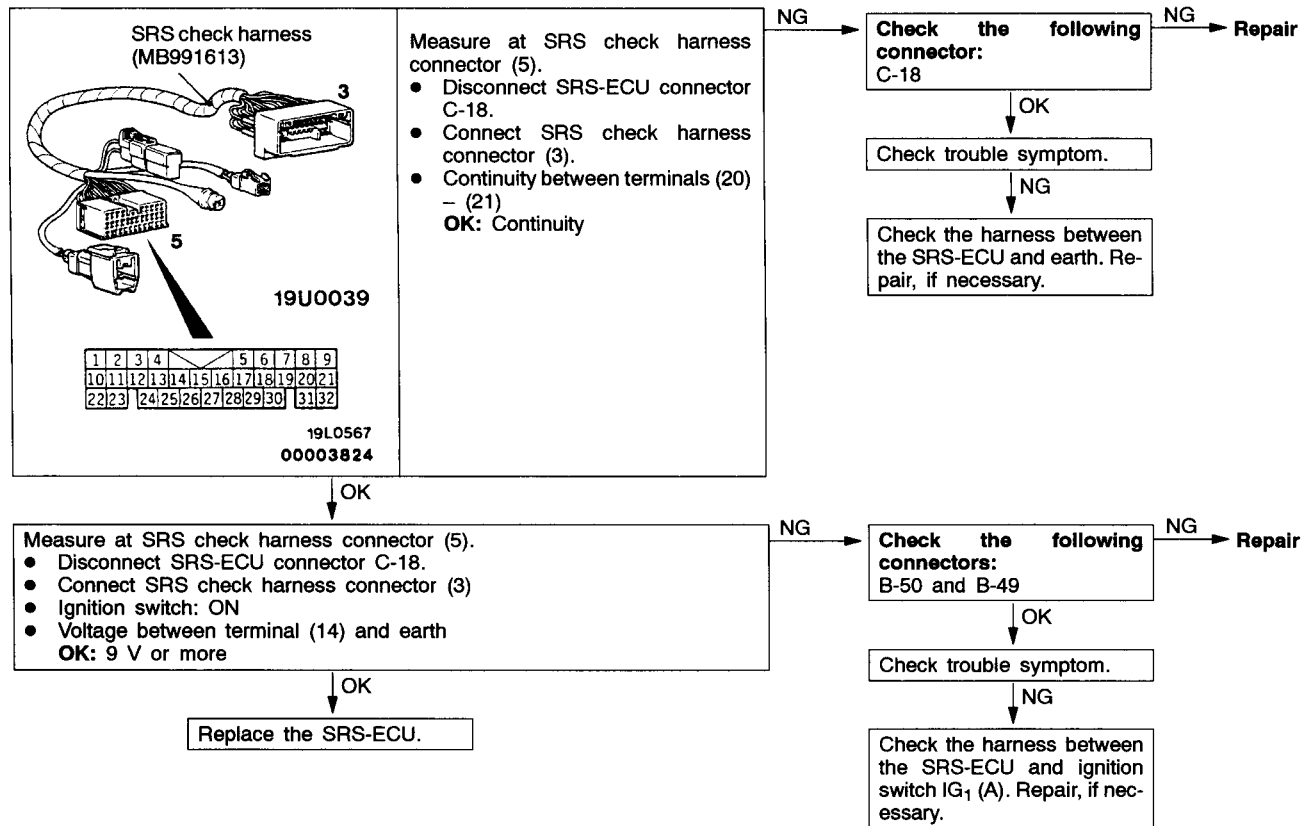
Code No. 34 Connector lock system	Probable cause
This diagnosis code is output when the SRS-ECU connector is connected improperly. However, if the vehicle condition returns to normal, diagnosis code No. 34 will be automatically erased, and the SRS warning lamp will switch off.	• Malfunction of connectors • Malfunction of SRS-ECU



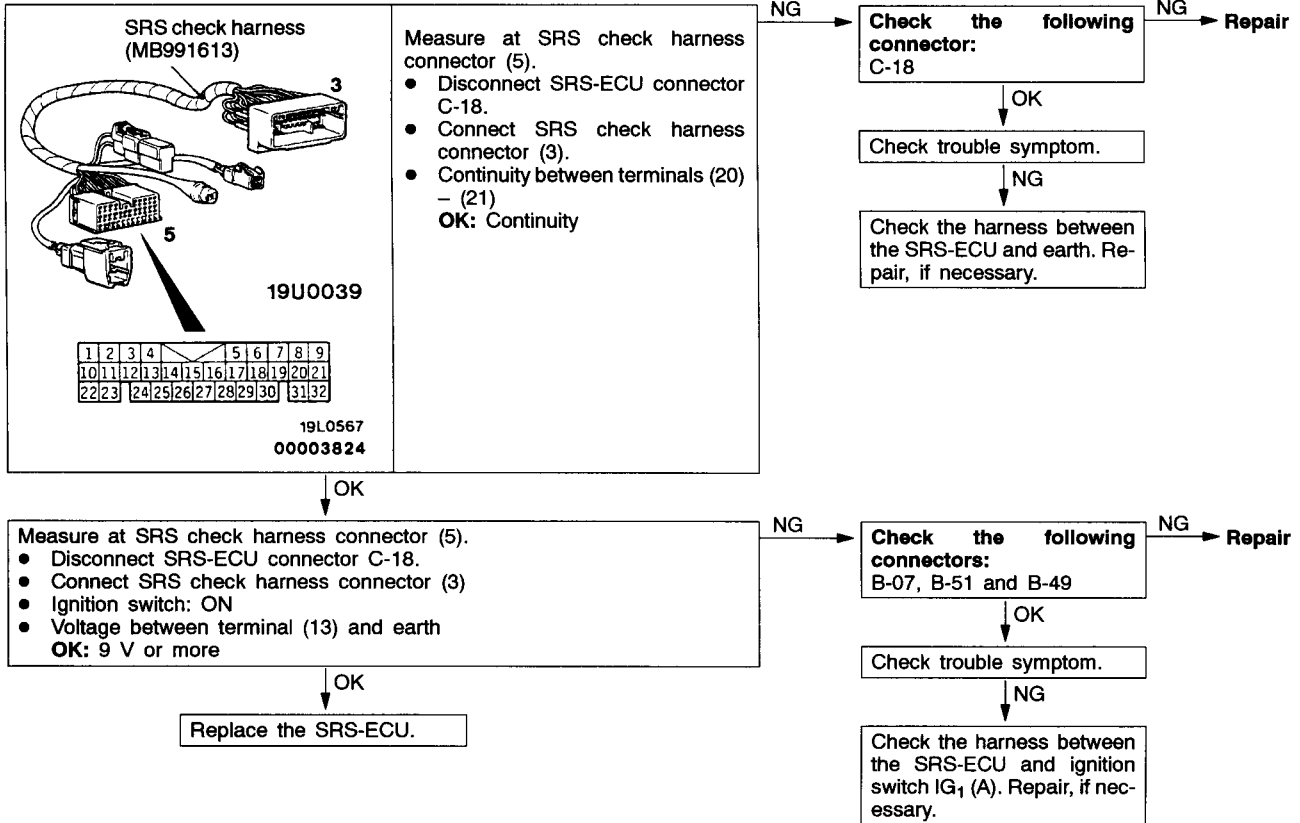
Code No. 35 SRS-ECU (after deployment of the air bag) system	Probable cause
After deployment of the air bag, this code is output. If this code is output before deployment of the air bag, a trouble in the SRS-ECU is suspected.	• Malfunction of SRS-ECU

Replace the SRS-ECU.

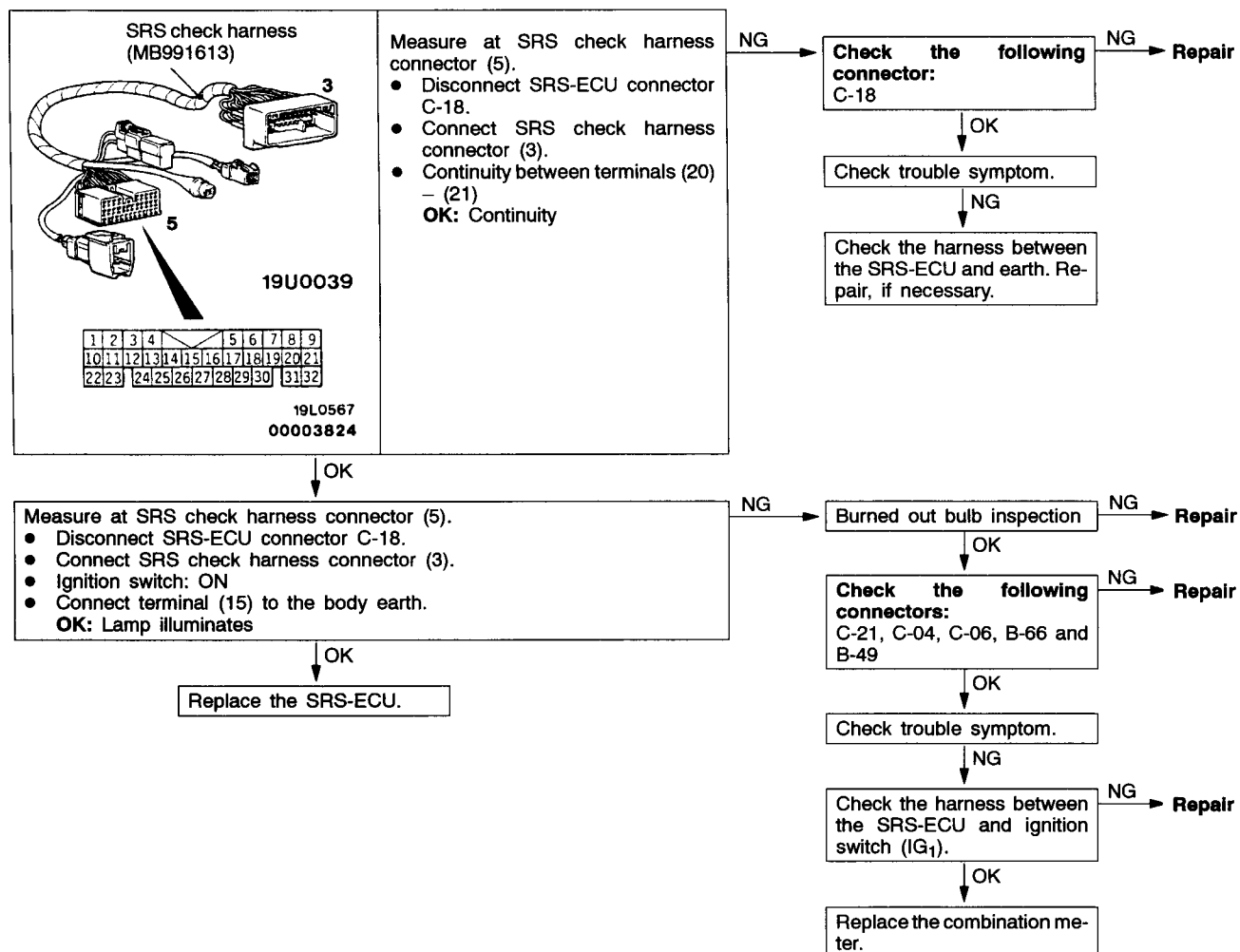
Code No. 41 IG ₁ (A) power circuit system	Probable cause
This diagnosis code is output if the voltage between the IG ₁ (A) terminal and the earth is lower than the specified value for a continuous period of 5 seconds or more. However, if the vehicle condition returns to normal, diagnosis code No. 41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



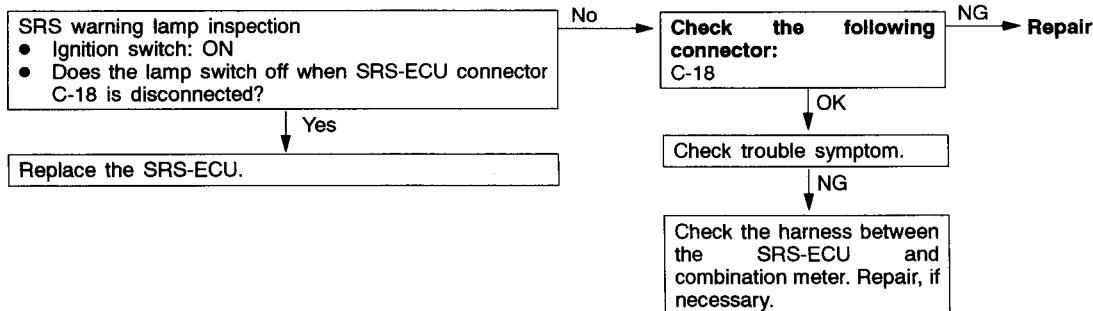
Code No. 42 IG ₁ (B) power circuit system	Probable cause
This diagnosis code is output if the voltage between the IG ₁ (B) terminal and the earth is lower than the specified value for a continuous period of 5 seconds or more. However, if the vehicle condition returns to normal, diagnosis code No. 42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



Code No. 43 SRS warning lamp drive circuit system (Lamp does not illuminate.)	Probable cause
This diagnosis code is output when an open circuit occurs for a continuous period of 5 seconds while the SRS-ECU is monitoring the SRS warning lamp and the lamp is OFF (transistor OFF). However, if this code is output due to an open circuit, if the vehicle condition returns to normal, this diagnosis code will be automatically erased, and the SRS warning lamp will switch off.	• Malfunction of harnesses or connectors • Burned out 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 output when a short to earth occurs in the harness between the lamp and the SRS-ECU while the SRS-ECU is monitoring the SRS warning lamp and the lamp is ON.	• Malfunction of harnesses or connectors • Malfunction of SRS-ECU



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

Replace the SRS-ECU.

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

Replace the SRS-ECU.

Code No. 51 or 52 Drivers's air bag module (Squib ignition drive circuit) system	Probable cause
These diagnosis codes are output when a short-circuit (No.51) or open circuit (No.52) occurs in the squib ignition drive circuit inside the SRS-ECU.	• Malfunction of SRS-ECU

Replace the SRS-ECU.

Code No. 54 or 55 Front passenger's air bag module (Squib ignition drive circuit) system	Probable cause
These diagnosis codes are output when a short-circuit (No.54) or open circuit (No.55) occurs in the squib ignition drive circuit inside the SRS-ECU.	• Malfunction of SRS-ECU

Replace the SRS-ECU.

INSPECTION CHART FOR TROUBLE SYMPTOMS

52400340089

Trouble symptom		Inspection Procedure No.	Reference page
Communication with MUT-II is not possible.	Communication with all systems is not possible.	1	52B-16
	Communication is not possible with SRS only.	2	52B-16
When the ignition key is turned to "ON" (engine stopped), the SRS warning lamp does not illuminate.		Refer to diagnosis code No. 43.	52B-14
After the ignition switch is turned to ON, the SRS warning lamp is still on after approximately 7 seconds have passed.		Refer to diagnosis code No. 43.	52B-15

INSPECTION PROCEDURE FOR TROUBLE SYMPTOMS

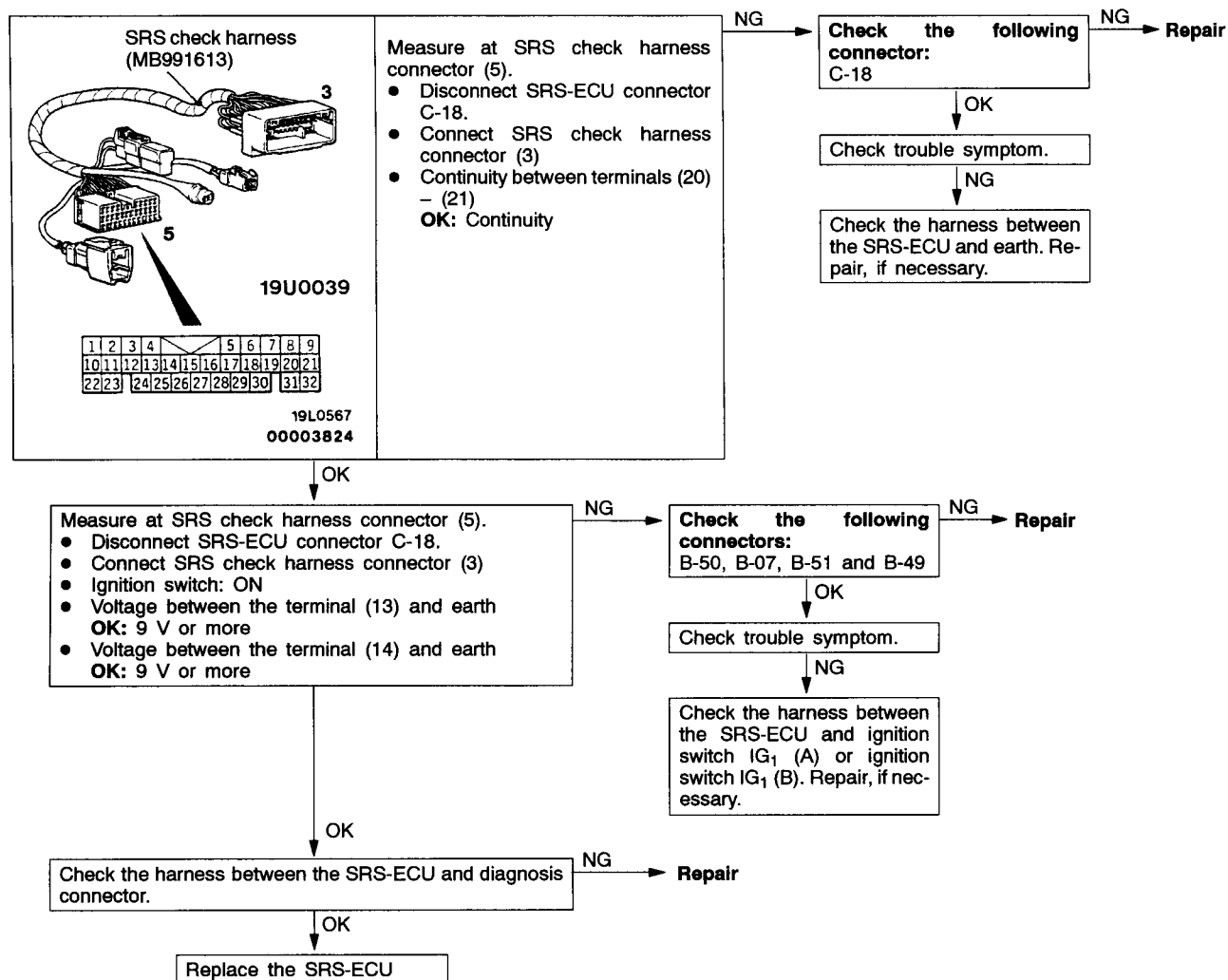
INSPECTION PROCEDURE 1

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

Refer to GROUP 13A – Troubleshooting.

INSPECTION PROCEDURE 2

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



POST-COLLISION DIAGNOSIS

52400110109

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

SRS-ECU MEMORY CHECK

1. Connect the MUT-II to the diagnosis connector.

Caution

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

2. Read (and write down) all displayed diagnosis codes. (Refer to P.52B-7.)

NOTE

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

3. Read the service data (fault duration and how many times the memory was erased) using the scan tool.

NOTE

- Maximum stored period: 9999 minutes (approximately 7 days)
- Maximum number of times to be stored: 250

4. Erase the diagnosis codes, then wait 5 seconds or more, read and write down all displayed diagnosis codes. (Refer to P.52B-7.)

REPAIR PROCEDURE

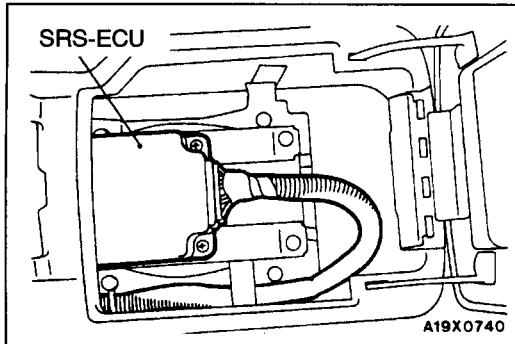
WHEN AIR BAG DEPLOYS IN A COLLISION.

1. Replace the following parts with new ones.
 - SRS-ECU (Refer to P.52B-22.)
 - Air bag modules (Refer to P.52B-24.)
2. Check the following parts, and replace if any malfunctions are present.
 - Clock spring (Refer to P.52B-24.)
 - Steering wheel, steering column and intermediate joint (Refer to GROUP 37A – Steering wheel and Shaft.)
 - (1) Check wiring harness (built into steering wheel) and connectors for damage, and terminals for deformation.
 - (2) Install air bag module to check fit or alignment with steering wheel.
 - (3) Check steering wheel for noise, binds or difficult operation and excessive free play.
3. Check harnesses for binding, connectors for damage, poor connections, and terminals for deformation. (Refer to P.52B-3.)

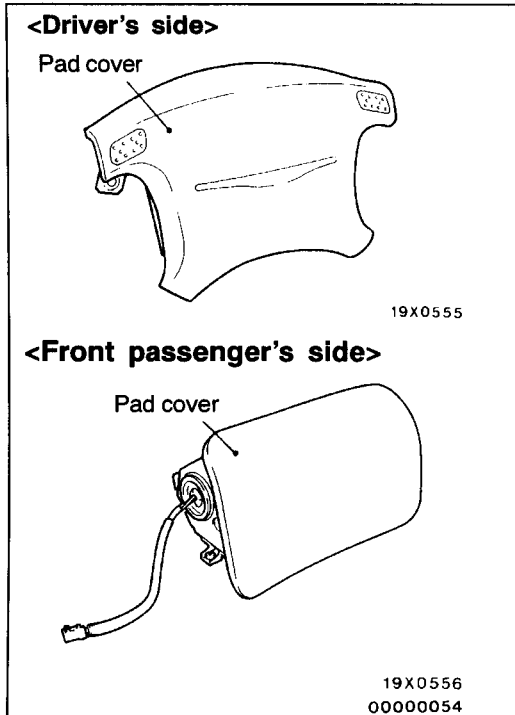
WHEN AIR BAG DOES NOT DEPLOY IN LOW-SPEED COLLISION.

Check the SRS components.

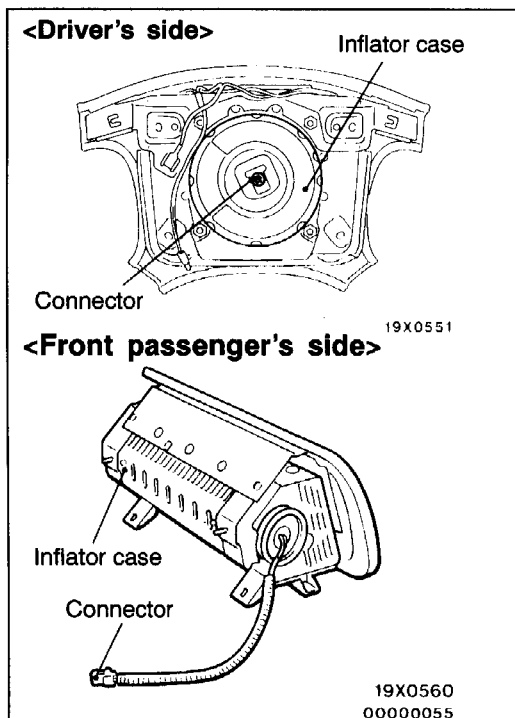
If the SRS components are showing any visible damage such as dents, cracks, or deformation, replace them with new ones. Concerning parts removed for inspection, replacement with new parts and cautionary points for working, refer to appropriate COMPONENT SERVICE, P.52B-20.

**SRS-ECU**

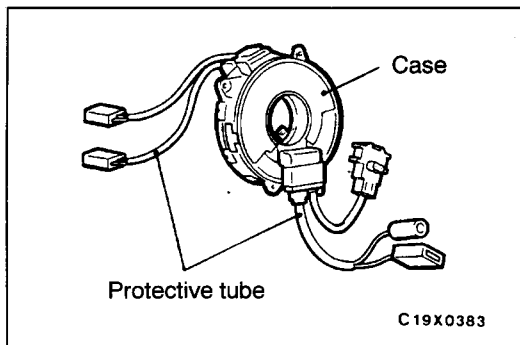
1. Check SRS-ECU case and brackets for dents, cracks or deformation.
2. Check connector for damage, and terminals for deformation.

**Air Bag Modules**

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



2. Check for connector damage, deformed terminal, and binding harness.
3. Check air bag inflator case for dents, cracks or deformation.
4. Install air bag module to steering wheel to check fit or alignment with the wheel.

**Clock Spring**

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

Steering Wheel, Steering Column and Intermediate Joint

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

Harness Connector (Body and Front Wiring Harness)

Check for binding harness, connector damage, poor connections, and deformed terminals. (Refer to P.52B-3.)

52400290094

COMPONENT SERVICE

If the SRS components are to be removed or replaced as a result of maintenance, troubleshooting, etc., follow each procedure. (SRS Air Bag Control Unit: refer to P.52B-22, Air Bag Modules and Clock Spring: refer to P.52B-24)

Caution

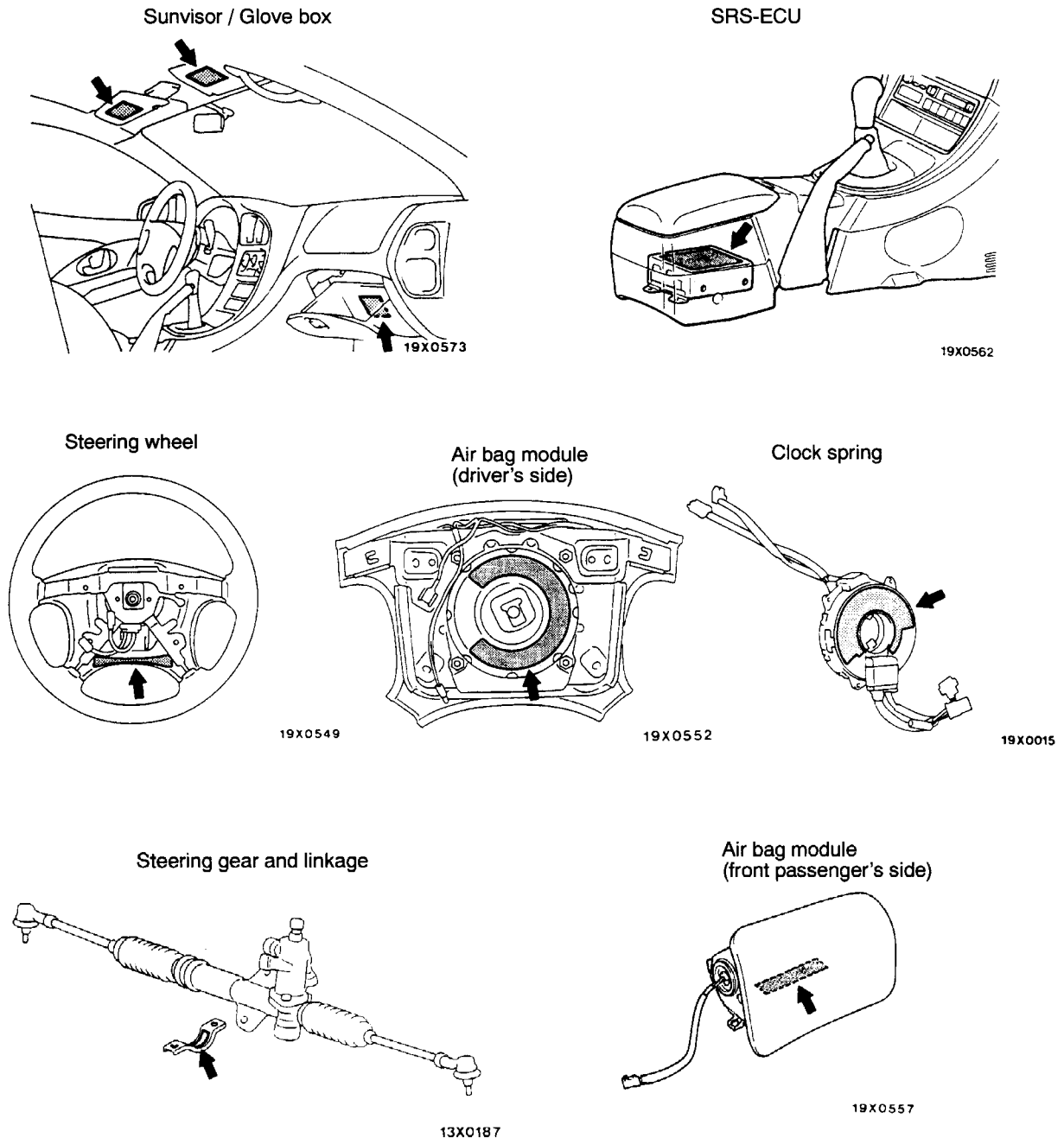
1. **SRS components should not be subjected to heat over 93°C, so remove SRS air bag control unit, air bag modules and clock spring before drying or baking the vehicle after painting. Recheck SRS system operability after re-installing them.**
2. **If the SRS components are removed for the purpose of inspection, sheet metal repair, painting, etc., they should be stored in a clean, dry place until they are reinstalled.**

WARNING/CAUTION LABELS

52400300032

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

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



SRS AIR BAG CONTROL UNIT (SRS-ECU)

52400200028

Caution

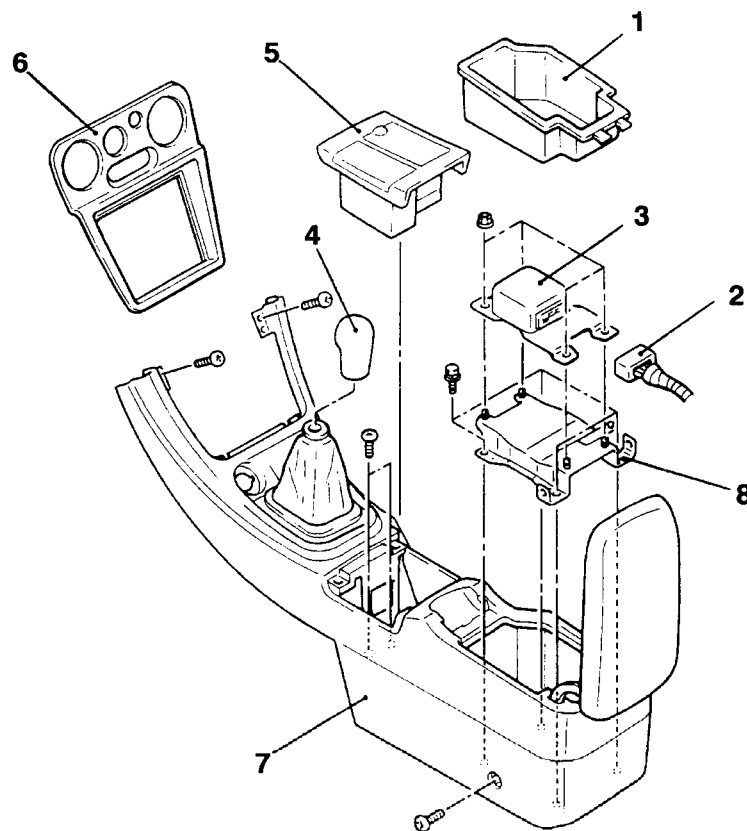
1. Never attempt to disassemble or repair the SRS-ECU. If faulty, replace it.
2. Do not drop or subject the SRS-ECU to impact or vibration. If dents, cracking, deformation, or rust are discovered on the SRS-ECU, replace it with a new SRS-ECU. Discard the old one.
3. After deployment of the air bags, replace the SRS-ECU with a new one.
4. Never use an ohmmeter on or near the SRS-ECU, and use only the special test equipment described on P.52B-5.

REMOVAL AND INSTALLATION

52400210069

Pre-removal Operation

Turn the ignition key to the "LOCK" position



A19X0743

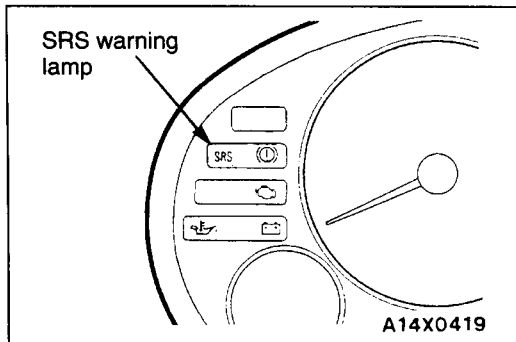
Removal steps

- B◄
- Post-installation inspection
 - Negative (–) battery cable connection
1. Inner box
 2. SRS-ECU and harness connector connection

- A◄
3. SRS-ECU
 4. Shift lever knob
 5. Ashtray
 6. Center console panel
 7. Floor console assembly
 8. Bracket

INSTALLATION SERVICE POINTS**►A◄ SRS-ECU INSTALLATION****Caution**

The SRS may not activate if SRS-ECU is not installed properly, which could result in the SRS system not operating properly in a collision.

**►B◄ POST-INSTALLATION INSPECTION**

Reconnect the negative battery terminal. Turn the ignition key to the "ON" position. Does the "SRS" warning lamp illuminate for about 7 seconds, turn OFF and then remain OFF? If yes, SRS system is functioning properly. If no, consult page 52B-14.)

INSPECTION

52400220055

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

Caution

If a dent, cracks, deformation or rust is 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-6.)

AIR BAG MODULES AND CLOCK SPRING

52400230010

Caution

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

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-4.)

2. Never attempt to disassemble or repair the air bag module or clock spring. If faulty, replace it.
3. Do not drop the air bag module or clock spring or allow contact with water, grease or oil. Replace it if a dent, cracks, deformation or rust are detected.

4. The air bag modules should be stored on a flat surface and placed so that the pad surface is facing upward. Do not place anything on top of the air bag modules.
5. Do not expose the air bag module to temperature over 93°C.
6. After deployment of an air bag, replace the clock spring.
7. Wear gloves and safety goggles when handling an air bag that has deployed.
8. An undeployed air bag module should only be disposed of in accordance with the specified procedures. (Refer to P.52B-30)

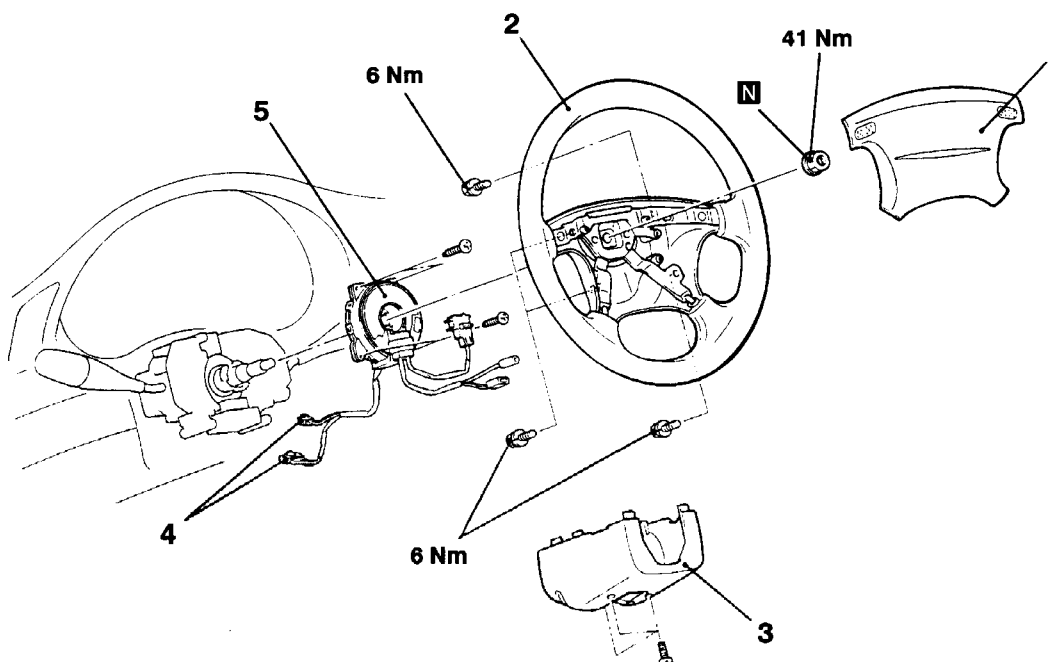
REMOVAL AND INSTALLATION

52400240105

<Air bag module (Driver's side), Clock spring>

Pre-removal Operation

Set the steering wheel and the front wheels to the straight ahead position, and then remove the ignition key.



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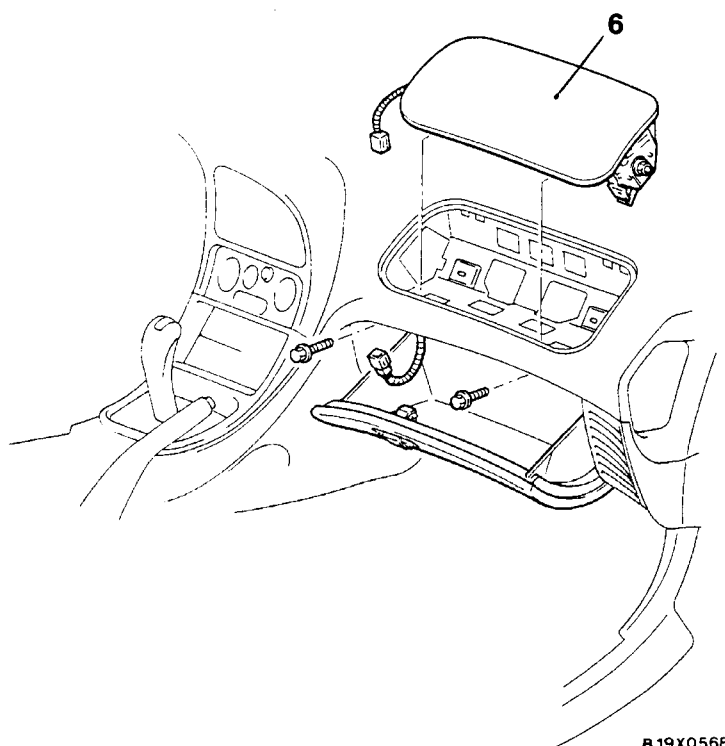
Clock spring removal steps

- ▶E◀ ● Post-installation inspection
- ▶E◀ ● Negative (-) battery cable connection
- ▶A◀ ▶D◀ 1. Air bag module (Driver's side)
- ▶B◀ ▶C◀ 2. Steering wheel
- 3. Column cover lower
- 4. Clock spring and body wiring harness connection
- ▶B◀ 5. Clock spring
- ▶A◀ ● Pre-installation inspection

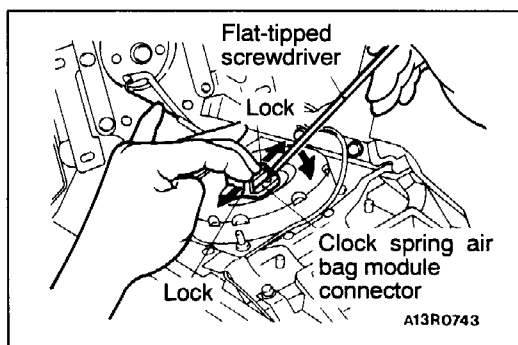
Air bag module (Driver's side) removal steps

- ▶E◀ ● Post-installation inspection
- ▶E◀ ● Negative (-) battery cable connection
- ▶D◀ 2. Air bag module (Driver's side)
- ▶A◀ ● Pre-installation inspection

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

**Air bag module (Front passenger's side) removal steps**

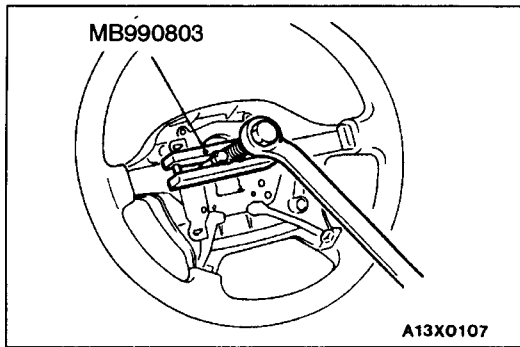
- E◀ ● Post-installation inspection
 ● Negative (–) battery cable connection
 ◀C▶ 6. Air bag module (Front passenger's side)
 ►A◀ ● Pre-installation inspection

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

- (1) Remove the air bag module mounting nut using a socket wrench from the back side.
- (2) When disconnecting the connector of the clock spring from the air bag module, press the air bag's lock towards the outer side to spread it open. Use a flat-tipped screwdriver, as shown in the figure at the left, to pry so as to remove the connector gently.

Caution

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

**◀B▶ STEERING WHEEL REMOVAL****Caution**

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

◀C▶ AIR BAG MODULE (FRONT PASSENGER'S SIDE) REMOVAL**Caution**

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

INSTALLATION SERVICE POINTS**▶A▶ PRE-INSTALLATION INSPECTION**

- (1) When installing the new air bag module and clock spring, refer to "INSPECTION"

Caution

Dispose of an air bag module only according to the specified procedure. (Refer to P.52B-30)

- (2) Connect the battery (–) terminal.
- (3) Connect the MUT-II to the diagnosis connector, then check diagnosis codes.

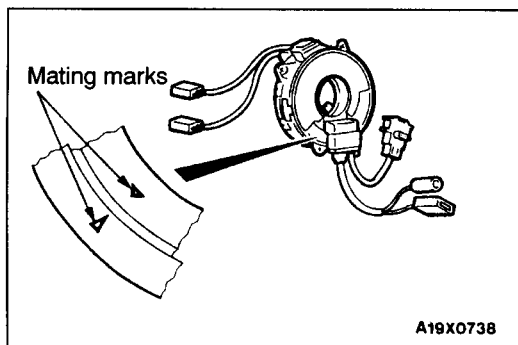
Caution

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

- (4) Turn the ignition key to the "ON" position.
- (5) Conduct self-diagnosis using the MUT-II to ensure entire SRS operates properly, except open circuit of air bag module (diagnosis code No.22, 25). (Refer to P.52B-9 and 10.)
- (6) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-4.)



►B◄ CLOCK SPRING INSTALLATION

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

Mating Marks Alignment

Turn the clock spring clockwise fully, and then turn back it approx. 3 1/3 turns anticlockwise to align the mating marks.

Caution

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

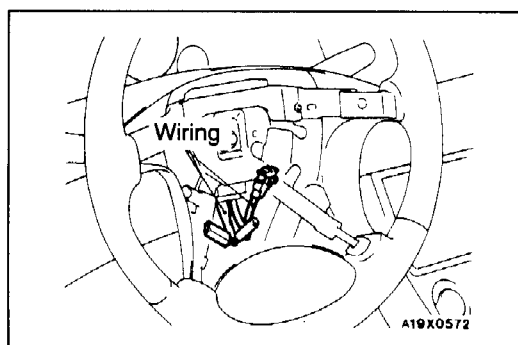
►C◄ STEERING WHEEL INSTALLATION

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

Caution

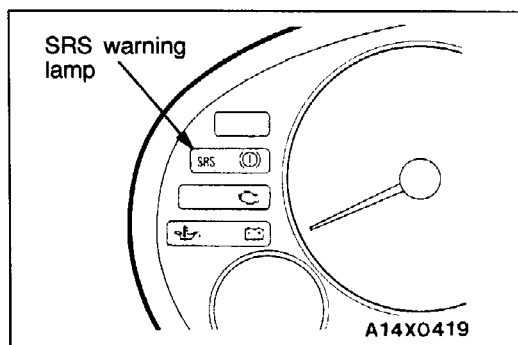
Be sure when installing the steering wheel, that the harness of the clock spring does not become caught or tangled.

- (2) After installing, turn the steering wheel all the way in both directions to confirm that steering is normal.



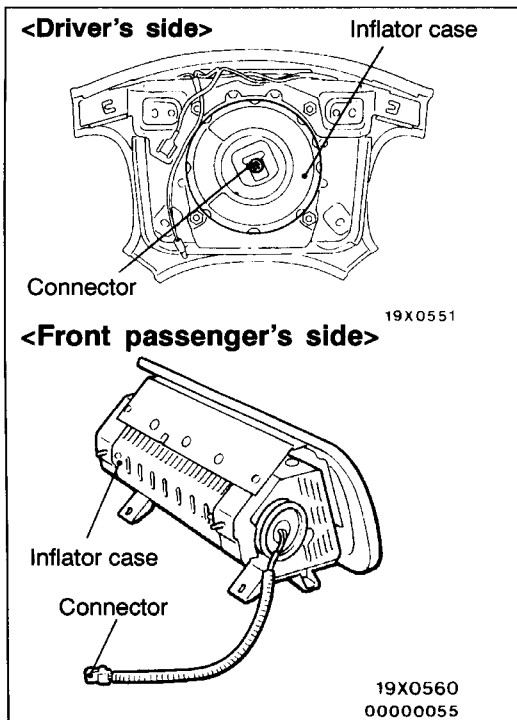
►D◄ AIR BAG MODULE (DRIVER'S SIDE) INSTALLATION

Install the air bag module, taking care that the wiring is not pinched.



►E◄ POST-INSTALLATION INSPECTION

- (1) After installing the clock spring, the steering wheel, the column covers and the air bag module, check steering wheel for noise, binds or difficult operation.
- (2) Reconnect the negative battery terminal. Turn the ignition key to the "ON" position. Does the "SRS" warning lamp illuminate for about 7 seconds, turn OFF and then remain OFF? If yes, SRS system is functioning properly. If no, consult page 52B-14.)



INSPECTION

52400250108

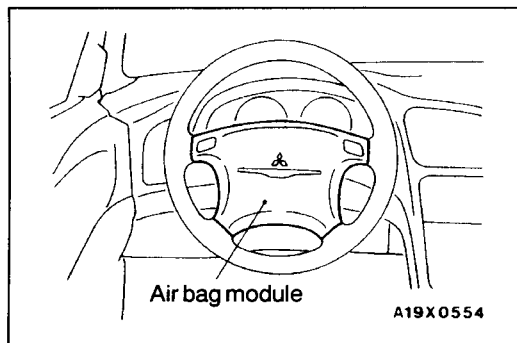
AIR BAG MODULE CHECK

If any improper part is found during the following inspection, replace the air bag module with a new one. Dispose of the old one according to the specified procedure. (Refer to P.52B-30.)

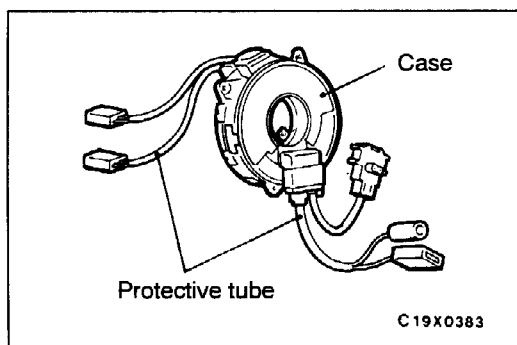
Caution

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

- (1) Check pad cover for dents, cracks or deformation.
- (2) Check the air bag module for dents, cracks or deformation.
- (3) Check hooks and connectors for damage, terminals for deformation, and harness for binds.
- (4) Check air bag inflator case for dents, cracks or deformation.



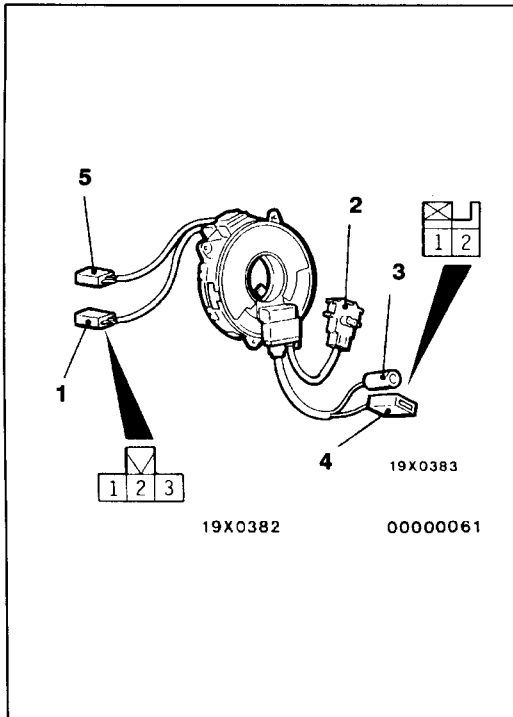
- (5) Install the air bag module on the steering wheel to check alignment with the wheel.



CLOCK SPRING CHECK

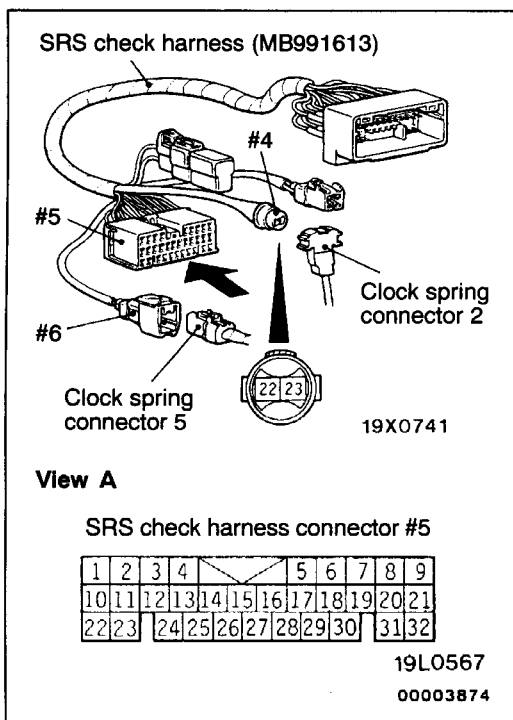
If, as result of the following checks, even one abnormal point is discovered, replace the clock spring with a new one.

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



- (3) Check for continuity between the No.1 connector of the clock spring and connectors No.3 and 4

Connector No.	1			3	4	
Terminal No.	1	2	3	1	1	2
Continuity between the terminals			○	○		
		○			○	
	○					○



- (4) Check resistance between the terminals.
- Join the No. 2 connector and No. 5 connector of the clock spring to connector # 4 and connector # 6, respectively, of the SRS Check Harness.

NOTE

When joining SRS Check Harness connector # 4, align its white paint with the hollow portion of the No.2 connector of the clock spring.

- Check for continuity between terminal 22 and terminal 25, and terminal 23 and terminal 24, of SRS Check Harness connector # 5, using a digital multi-meter.

Standard value: less than 0.4 Ω

AIR BAG MODULE DISPOSAL PROCEDURES

52400120102

Before either disposing of a vehicle equipped with an air bag, or prior to disposing of the air bag mod-

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

UNDEPLOYED AIR BAG MODULE DISPOSAL

Caution

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

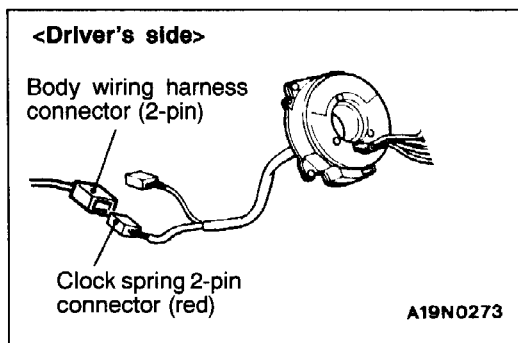
DEPLOYMENT INSIDE THE VEHICLE

(when disposing of a vehicle)

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

Caution

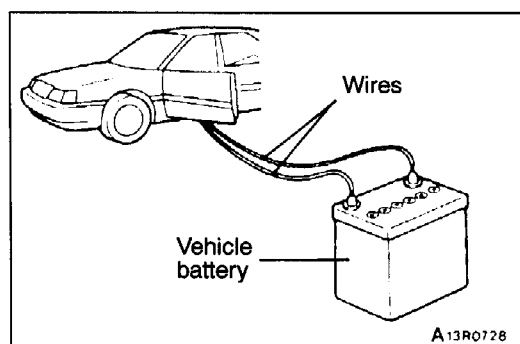
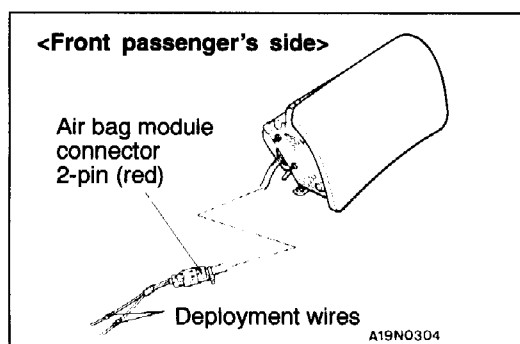
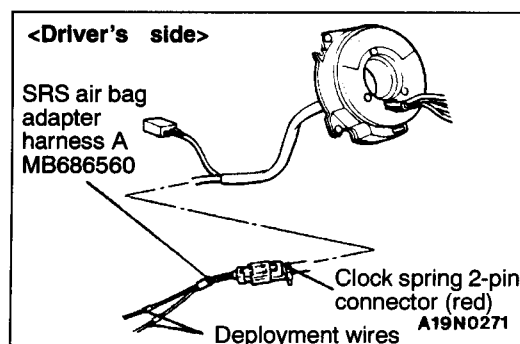
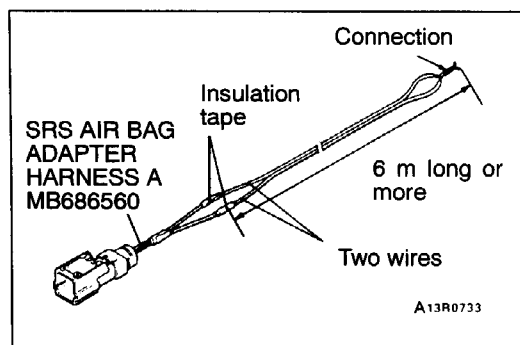
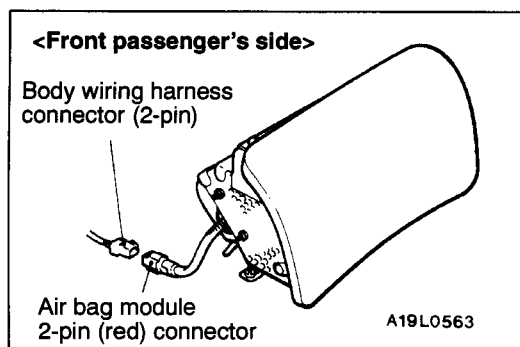
Wait at least 60 seconds after disconnecting the battery cables before doing any further work. (Refer to P.52B-4.)



- (3) Remove the steering column cover lower.
- (4) Remove the connection between the clock spring 2-pin connector (red) and the body wiring harness connector.

NOTE

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



- (5) Open the glove compartment.
- (6) Disconnect the 2-pin (red) connector of the air bag module (front passenger's side) from the body wiring harness connector.

NOTE

If the air bag module (front passenger's side) connector is disconnected from the body wiring harness, both electrodes of the air bag module (front passenger's side) connector will be automatically shorted to prevent unintended deployment of the air bag due to static electricity, etc.

- (7) Connect two wires, each six meters long or more, to the two leads of SRS AIR BAG ADAPTER HARNESS A and cover the connections with insulation tape. The other ends of the two wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag.

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

- (9) Connect the SRS air bag adapter harness A to the 2-pin connector (red) of the air bag module (front passenger's side) and pass the deployment wire out of the vehicle.

- (10) 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 (removed from the vehicle) to deploy the air bag.

Caution

1. Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety goggles, suitable ear protection.

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-34.) for post-deployment handling instructions.
 3. If the air bag module fails to deploy when the procedures above are followed, do not go near the module. Contact your local distributor.
- (11) Dispose of the air bag module after deployment according to the Deployed Air Bag Module Disposal Procedures. (Refer to P.52B-34.)

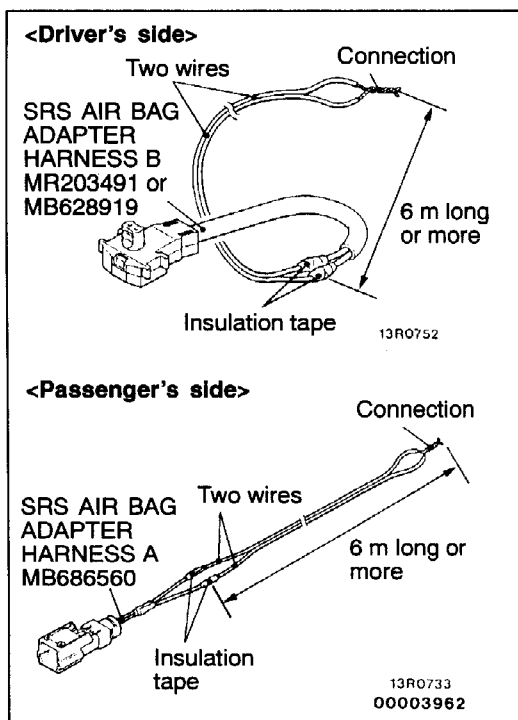
DEPLOYMENT OUTSIDE THE VEHICLE

Caution

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

Caution

Wait at least 60 seconds after disconnecting the battery cables before doing any further work. (Refer to P.52B-4.)

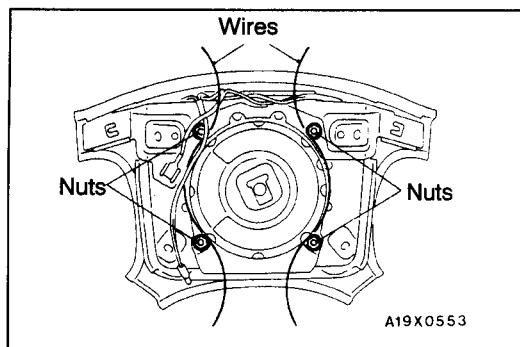


- (2) Remove the air bag module from the vehicle. (Refer to P.52B-24.)

Caution

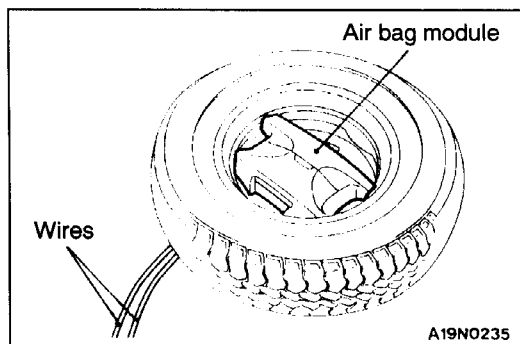
The air bag module should be stored on a flat surface and placed so that the pad cover face up. Do not place anything on top of it.

- (3) Connect two wires, each six meters long or more, to the two leads of SRS AIR BAG ADAPTER HARNESS B <driver's side> or SRS AIR BAG ADAPTER HARNESS <front passenger's side>, and cover the connections with insulation tape. The other ends of the two wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag.



<Driver's side>

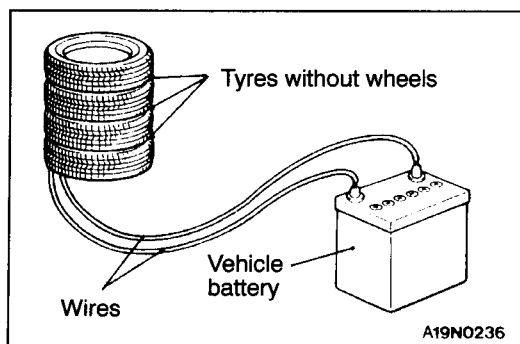
1. Install nuts that are no longer needed to the four bolts on the rear side of the air bag module, and tie on some thick wire to secure to the wheel.
2. Take the SRS air bag adaptor harness B that is connected to the wires, pass it beneath the old tire and wheel assembly, and connect it to the air bag module.



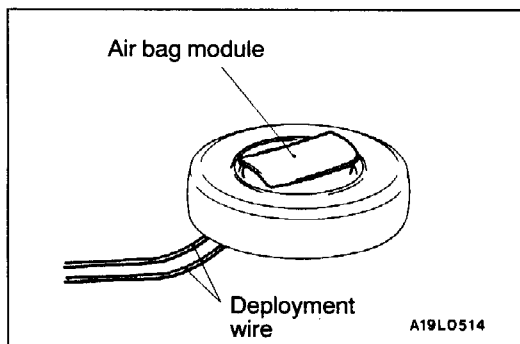
3. Insert the air bag module into the wheel, and secure it with wires that are tied to the bolt holes, the air bag should face upwards.

Caution

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



4. Place three old tyres, without wheels, on top of the tyre secured to the air bag module.



<Front passenger's side>

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.

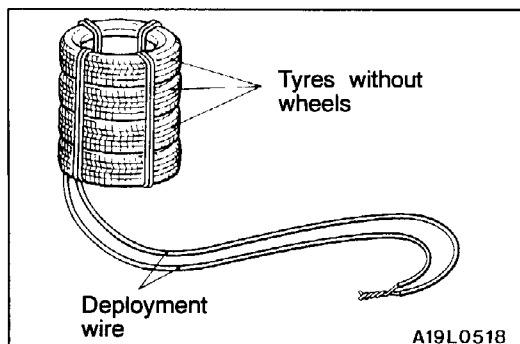
Caution

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. While deployment takes place, do not have the connector of the SRS air bag adaptor harness A inserted between the tyres.

3. Place three old tyres, without wheels, on top of the tyre secured to the air bag module, and secure all tyres with ropes (4 locations).



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

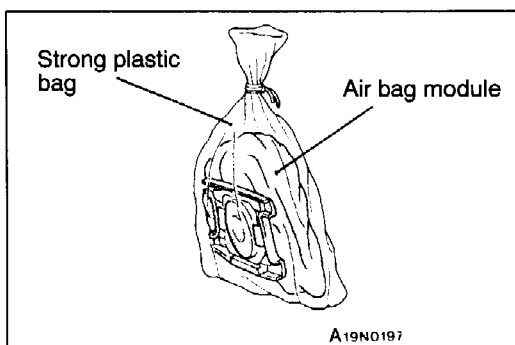
Caution

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

DEPLOYED AIR BAG MODULE DISPOSAL

After deployment, the air bag module should be disposed of in the same manner as any other scrap parts, 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 to 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 eyes and/or skin, so wear gloves and safety goggles when handling a deployed air bag module. IF DESPITE THESE PRECAUTIONS, THE 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 plastic bag for disposal.
- (5) Be sure to always wash your hands after completing this operation.