

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

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CAUTION

- Carefully read and observe the information in the SRS SERVICE PRECAUTIONS (P.52B-4) Prior to any service.
- For information concerning troubleshooting or maintenance, always observe the procedures in the Troubleshooting (P.52B-12) or the SRS Maintenance (P.52B-67) sections respectively.
- If any SRS components are removed or replaced in connection with any service procedures, be sure to follow the procedures in the INDIVIDUAL COMPONENT SERVICE section (P.52B-76) for the components involved.
- If you have any questions about the SRS, please contact your local distributor.

GENERAL INFORMATION

<Vehicles without front passenger's air bag>

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

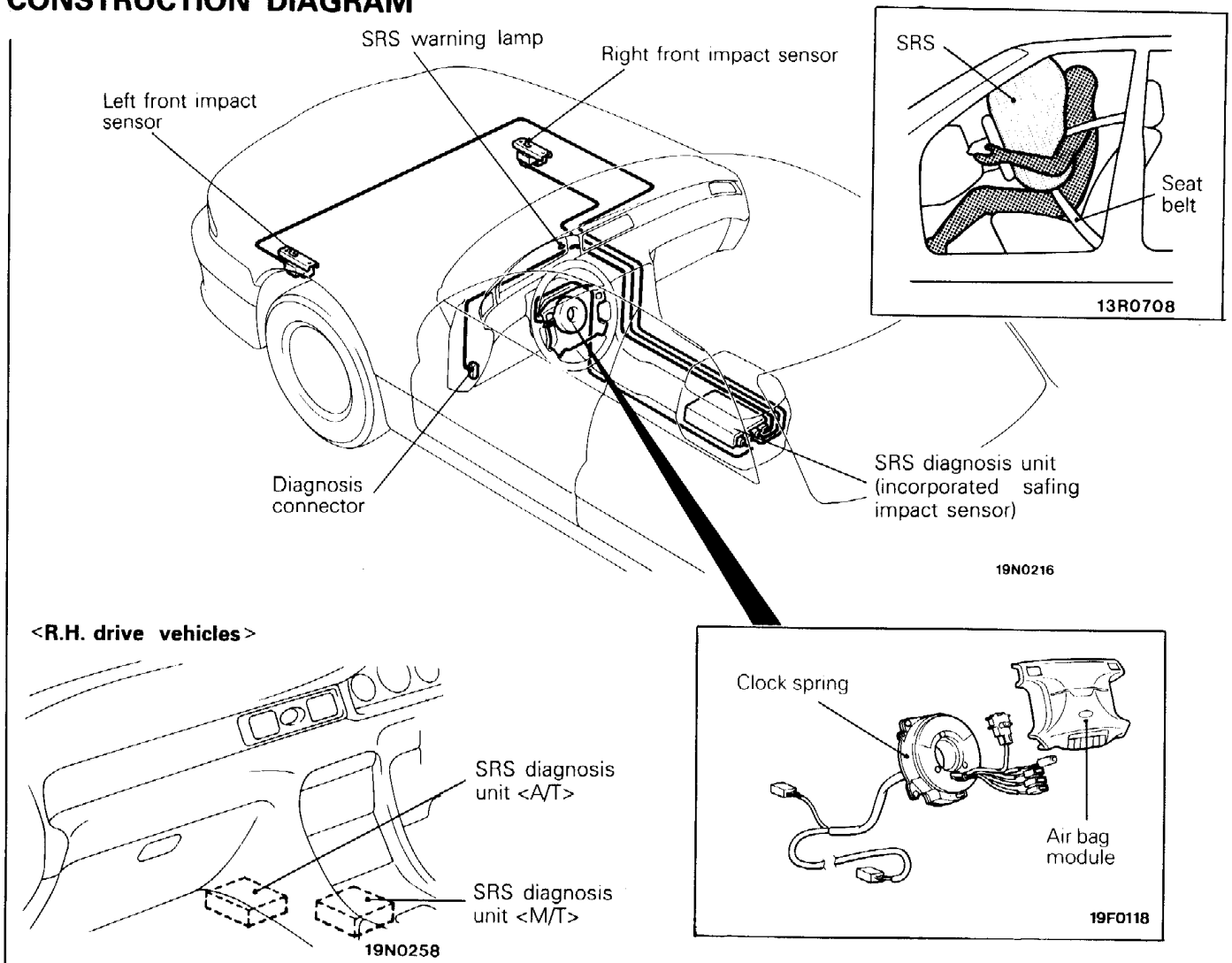
The SRS consists of: left front and right front impact sensors one located, on the right and left side lower members; an air bag module located in the centre of the steering wheel, which contains the folded air bag and an inflator unit; the SRS diagnosis unit located under the floor console assembly, (underneath the centre of the instrument panel for R.H. drive vehicles) which monitors the system, and which contains a safing impact 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; wiring.

The SRS is designed so that the air bag will deploy when the safing sensor, plus either or both of the left front and right front impact sensors simultaneously activate while the ignition switch is "ON". That is designed to occur in frontal or near-frontal impacts of moderate to severe force.

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

CONSTRUCTION DIAGRAM



GENERAL INFORMATION

<Vehicles with front passenger's air bag>

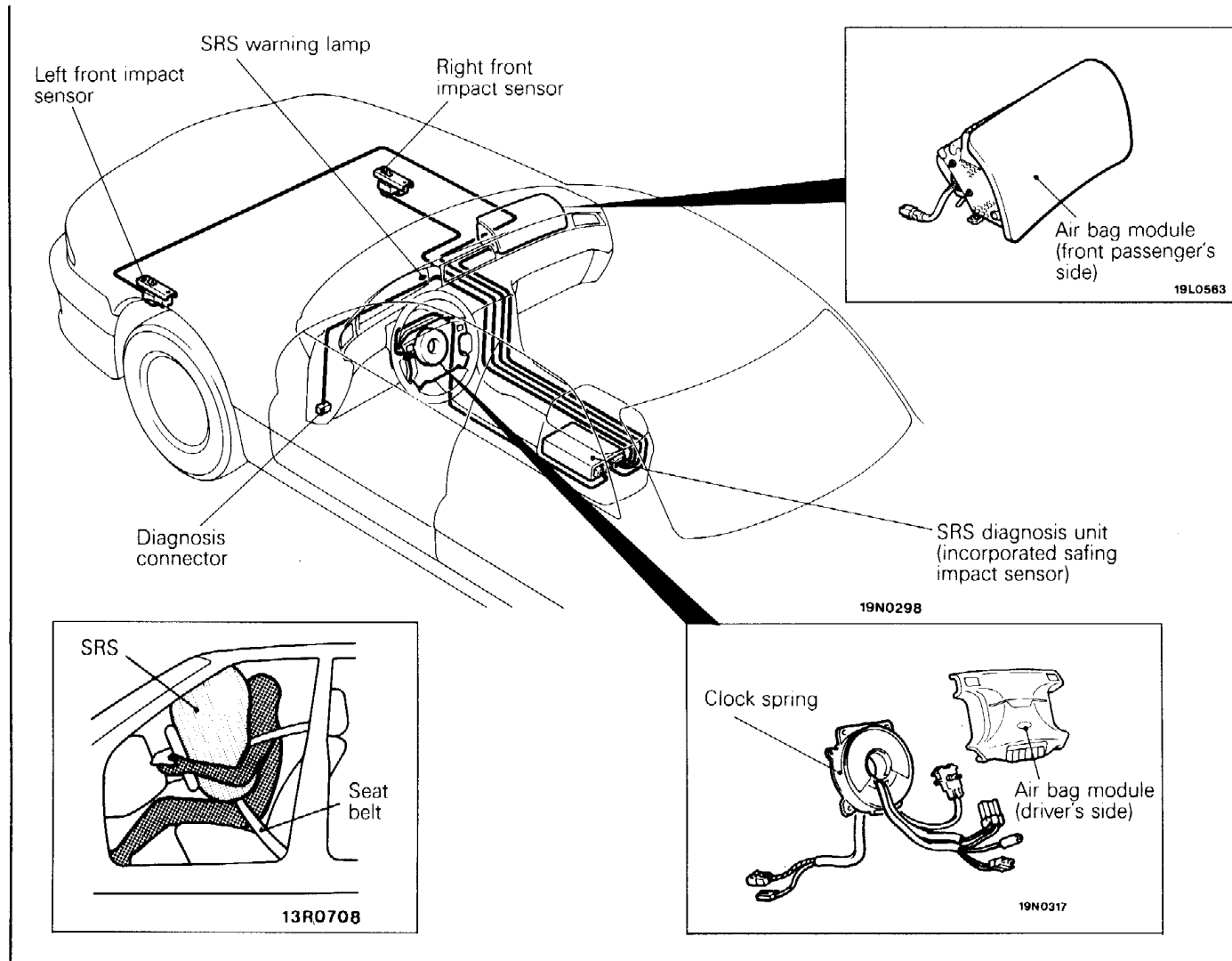
The Supplemental Restraint System (SRS) is designed to supplement the front seat belts to help reduce the risk or severity of injury to the front seat occupants by activating and deploying two air bags during certain frontal collisions.

The SRS consists of: left front and right front impact sensors (located on the right and left side lower members); air bag modules for the driver (located in the centre of the steering wheel) and for the front seat passenger (located above the glove box). Each module contains a folded air bag and an inflator unit. The SRS also contains: and SRS Diagnosis Unit with safing impact sensor (located under the floor console assembly); and SRS warning lamp to indicate the operational status of the SRS (located on the instrument panel); clock spring (mounted behind the steering wheel); and wiring.

The SRS is designed so that the air bags will deploy when the safing sensor, plus either or both of the left front and right front impact sensors simultaneously activate while the ignition switch is in the ON position. These sensors are designed to activated in frontal or near-frontal impacts of moderate to server force.

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

CONSTRUCTION DIAGRAM



SRS SERVICE PRECAUTIONS

1. In order to avoid injury to yourself or others from accidental deployment of the air bag during servicing, read and carefully follow all the precautions and procedures described in this manual.
2. Do not use any electrical test equipment on or near SRS components, except those specified on P.52B-9.
Never use an analogue ohmmeter.
3. **Never Attempt to Repair the Following Components:**
 - Front Impact Sensors
 - SRS Diagnosis Unit (SDU)
 - Clock Spring
 - Air Bag Module

If any of these components are diagnosed as faulty, they should only be replaced, in accordance with the INDIVIDUAL COMPONENT SERVICE procedures in this manual, starting at page [52B-76].
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.

<VEHICLES WITHOUT FRONT PASSENGER'S AIR BAG>

L.H. DRIVE VEHICLES

SDU Terminal No.	Harness Connector (No. of Terminals, Color)	Destination of Harness	Corrective Action	
1	2 pins, red	Clock spring → Air bag module	Replace clock spring.	
2				
3	2 pins, yellow	Front wiring harness → Front impact sensor (LH)	Replace with sensor cable.*	
4				
5	2 pins, blue	Front wiring harness → Front impact sensor (RH)		
6				
7 and 8	14 pins, red	—	—	
9		Body wiring harness → Diagnosis check pin	Correct or replace each wiring harness.	
10		Body wiring harness → Front wiring harness → Control wiring harness → Front wiring harness → Body wiring harness → Ignition switch (ST)		
11		Body wiring harness → Junction block (fuse No. 18)		
12		Body wiring harness → Instrument panel wiring harness → Junction block (fuse No. 12)		
13		Body wiring harness → Instrument panel wiring harness → SRS warning lamp		
14				
15 to 18		—	—	
19		Body wiring harness → Earth		Correct or replace body wiring harness.
20				

NOTE

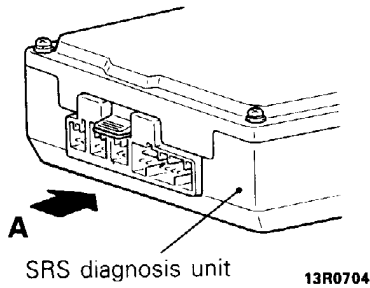
- (1) The sensor cable marked with * is available as service part.
- (2) The sensor cable used as a replacement part is routed along the front wiring harness.

R.H. DRIVE VEHICLES

SDU Terminal No.	Harness Connector (No. of Terminals, Color)	Destination of Harness	Corrective Action	
1	2 pins, red	Body wiring harness → Clock spring → Air bag module	Correct or replace body wiring harness or replace clock spring.	
2				
3	2 pins, yellow	Body wiring harness → Front wiring harness → Front impact sensor (LH)	Replace with sensor cable.*	
4				
5	2 pins, blue	Body wiring harness → Front wiring harness → Front impact sensor (RH)		
6				
7 and 8	14 pins, red	-	-	
9		Body wiring harness → Diagnosis check pin	Correct or replace each wiring harness.	
10		Body wiring harness → Front wiring harness → Control wiring harness → Front wiring harness → Body wiring harness → Ignition switch (ST)		
11		Body wiring harness → Junction block (fuse No. 18)		
12		Body wiring harness → Instrument panel wiring harness → Junction block (fuse No. 12)		
13		Body wiring harness → Instrument panel wiring harness → SRS warning lamp		
14				
15 or 18		-	-	
19		Body wiring harness → Earth		Correct or replace body wiring harness.
20				

NOTE

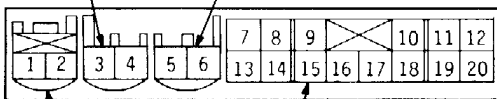
- (1) The sensor cable marked with * is available as service part.
- (2) The sensor cable used as a replacement part is routed along the body wiring harness and front wiring harness.



View A

To front impact sensor (L.H.)

To front impact sensor (R.H.)



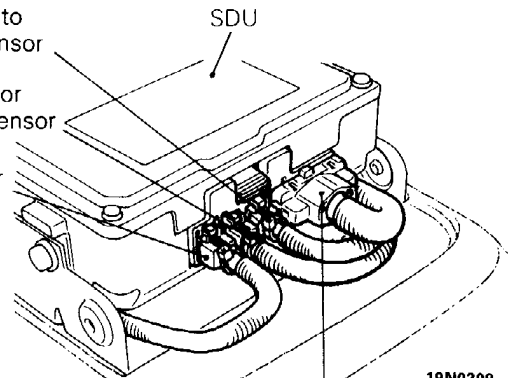
To clock spring
To body wiring harness (14-pin)

19N0200

2-pin blue connector to right front impact sensor

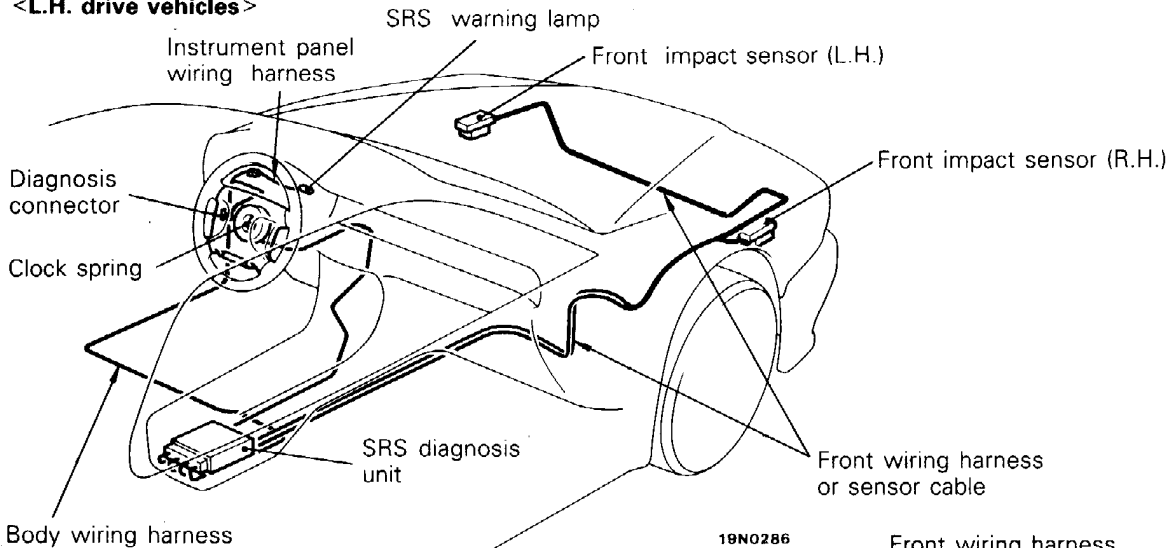
2-pin yellow connector to left front impact sensor

2-pin red connector to clock spring

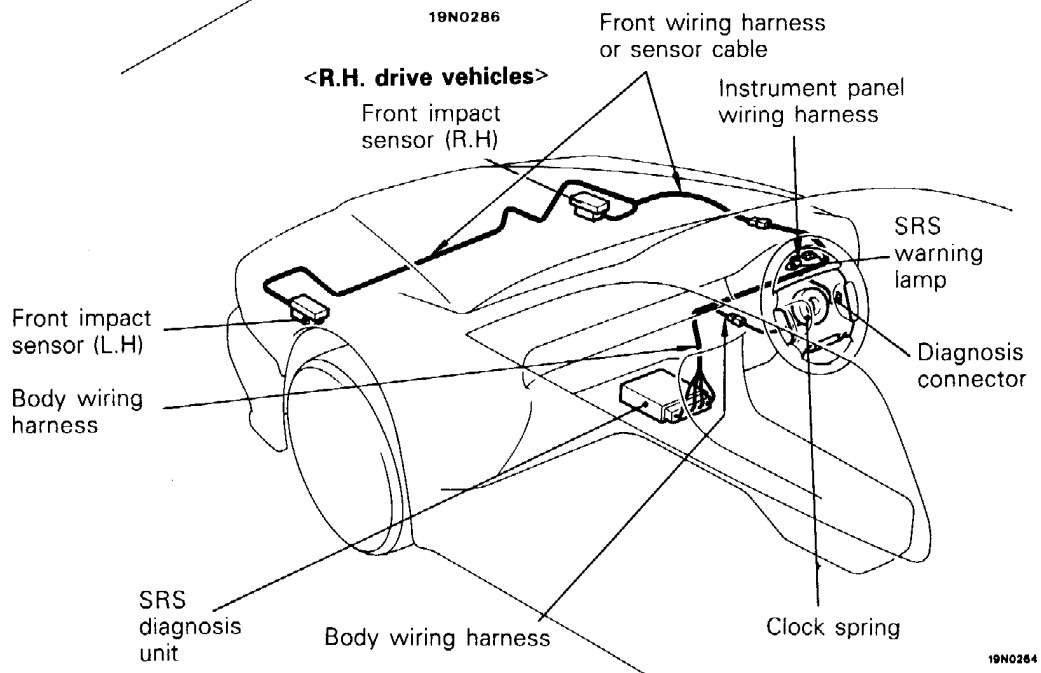


14-pin red connector to body wiring harness

<L.H. drive vehicles>



<R.H. drive vehicles>

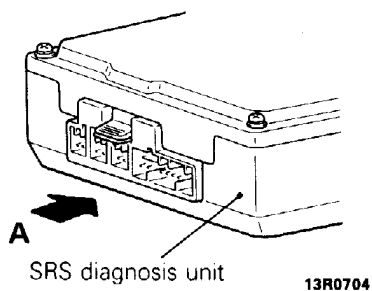


<VEHICLES WITH FRONT PASSENGER'S AIR BAG>

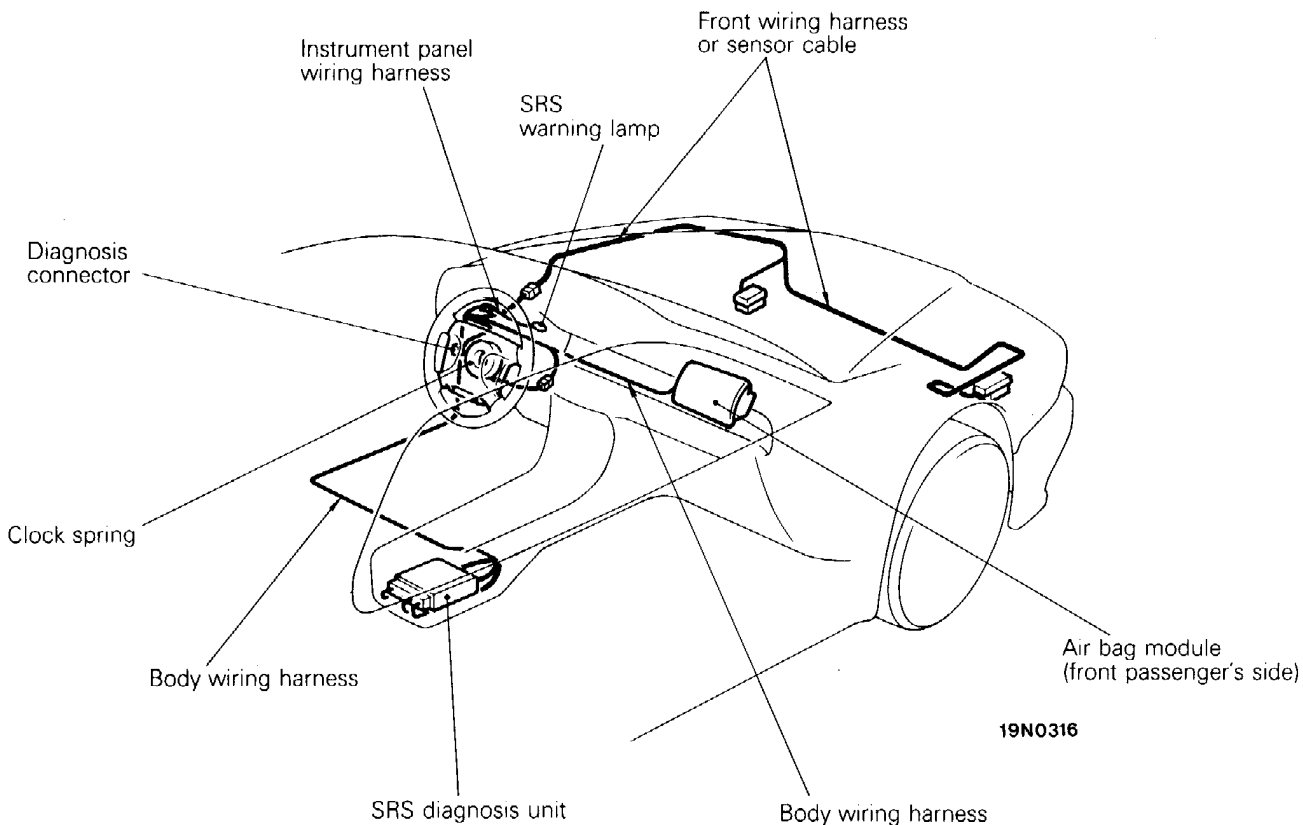
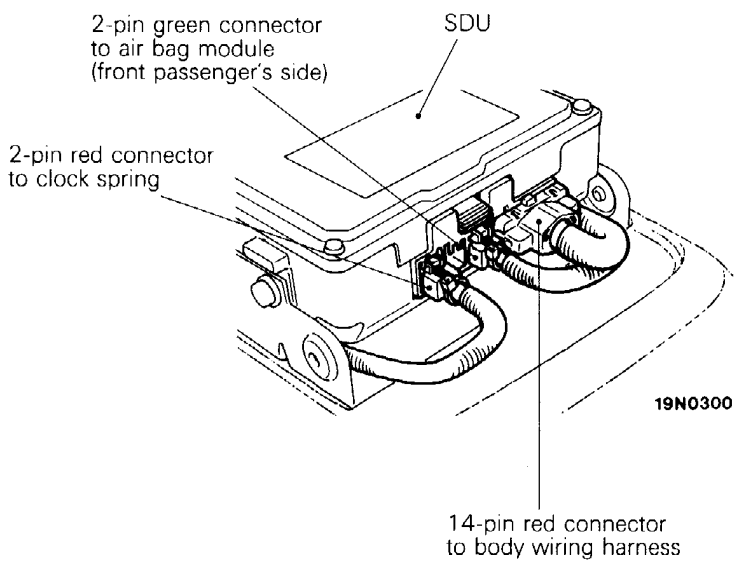
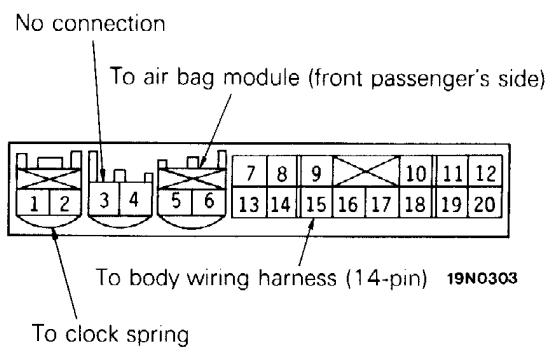
SDU Terminal No.	Harness Connector (No. of Terminals, Color)	Destination of Harness	Corrective Action
1	2 pins, red	Body wiring harness → Clock spring → Air bag module (Driver's side)	Correct or replace body wiring harness or replace clock spring.
2			
3	No connection	—	—
4			
5	2 pins, green	Body wiring harness → Air bag module (Front passenger's side)	Correct or replace body wiring harness.
6			
7 and 8	14 pins, red	—	—
9		Body wiring harness → Diagnosis check pin	Correct or replace each wiring harness.
10		Body wiring harness → Front wiring harness → Control wiring harness → Front wiring harness → Body wiring harness → Ignition switch (ST)	
11		Body wiring harness → Junction block (fuse No. 18)	
12		Body wiring harness → Instrument panel wiring harness → Junction block (fuse No. 12)	
13		Body wiring harness → Instrument panel wiring harness → SRS warning lamp	
14			
15		Body wiring harness → Front wiring harness → Front impact sensor (RH)	Correct or replace body wiring harness or replace with sensor cable*
18			
16			
17		Body wiring harness → Front wiring harness → Front impact sensor (LH)	
19		Body wiring harness → Earth	Correct or replace body wiring harness.
20			

NOTE

- (1) The sensor cable marked with * is available as service part.
- (2) The sensor cable used as a replacement part is routed along the body wiring harness and front wiring harness.



View A



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 disconnectd.
6. SRS components should not be subjected to heat over 93°C (200°F), so remove the front impact sensors, SRS diagnosis unit, air bag module and clock spring before drying or baking the vehicle after painting.
Recheck SRS system operability after re-installing the components.
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-12.)
8. Make certain that the ignition switch is OFF when the Multi-use Tester or MUT-II is connected or disconnected.
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.

SPECIFICATIONS

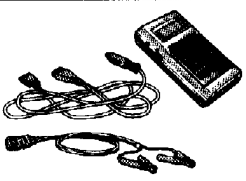

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SERVICE SPECIFICATION

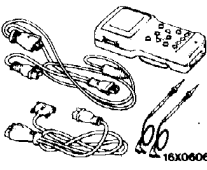

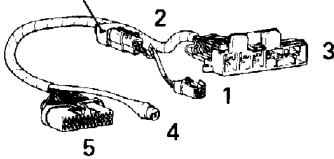



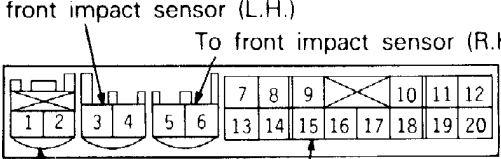
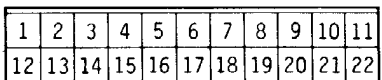
Items	Specifications
Standard value	
Front impact sensor resistance	Ω 2,000 \pm 40
Clock spring resistance	Ω less than 0.4

SPECIAL TOOLS AND TEST EQUIPMENT

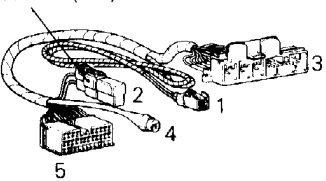


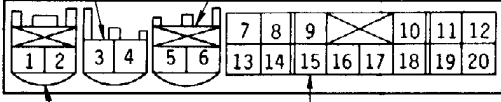

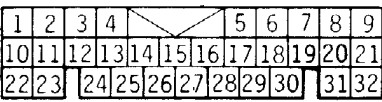

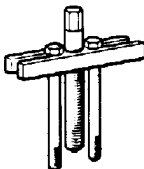
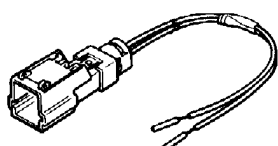
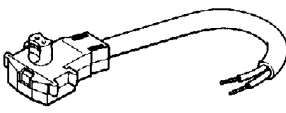
E52DA-

Tool	Number	Name	Use
	MB991341	Multi-use tester sub assembly	<Vehicles without front passenger's air bag> ● Reading diagnosis codes ● Erasing diagnosis code ● Reading trouble period ● Reading erase times [Refer to MULTI-USE TESTER INSTRUCTION MANUAL]
		ROM pack (for multi-use tester) (For the number, refer to GROUP 00 – Precautions Before Service.)	

52B-10 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Special Tools and Test Equipment

Tool	Number	Name	Use
	MB991502	MUT-II	<p><All models></p> <ul style="list-style-type: none"> ● Reading diagnosis codes ● Erasing diagnosis code ● Reading trouble period ● Reading erase times <p>[Refer to MUT-II OPERATING INSTRUCTIONS]</p>
 <p>16X0607</p>		ROM pack (for MUT-II)	
<p>Resistor (3Ω)</p> 	MB991349	SRS Check Harness	<p><Vehicles without front passenger's air bag></p> <ul style="list-style-type: none"> ● Checking the SRS electrical circuitry with a digital multi-meter <p>NOTE SRS check harness is used on various Diagnostic Tests. For details, refer to DIAGNOSTIC SEQUENCE (P.52B-13 – P.52B-66)</p>
<p>1</p>  <p>To SDU connector for clock spring</p>			
<p>2</p>  <p>(connected 3Ω resistor)</p>			<p>4</p>  <p>White paint To clock spring connector for air bag module</p>
<p>3</p>  <p>To front impact sensor (L.H.) To front impact sensor (R.H.) To clock spring To body wiring harness (14-pin)</p>			<p>5</p>  <p>(check connector)</p>

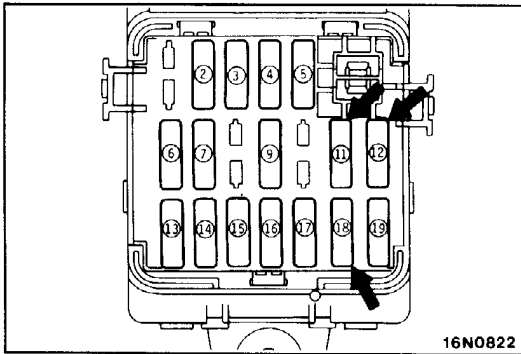
19S0258

Tool	Number	Name	Use
<p>Resistor (3Ω)</p>  <p>1  To SDU connector for clock spring</p> <p>2  (connected 3Ω resistor)</p> <p>3  To clock spring To body wiring harness (14-pin)</p> <p>4  To clock spring connector for air bag module</p> <p>5  (check connector)</p> <p style="text-align: right;">19N0325</p>	<p>MB991530</p>	<p>SRS Check Harness</p>	<p><Vehicles with front passenger's bag></p> <ul style="list-style-type: none"> • Checking the SRS electrical circuitry with a digital multi-meter <p>NOTE SRS check harness is used on various Diagnostic Tests. For details, refer to DIAGNOSTIC SEQUENCE (P.52B-13 – P.52B-66)</p>
 <p>13R0746</p> <p>Use a multi-meter for which the maximum test current is 2 mA or less at the minimum range of resistance measurement.</p>		<p>Digital multi-meter</p>	<p>Checking the SRS electrical circuitry with SRS Check Harness</p>
	<p>MB990803</p>	<p>Steering wheel puller</p>	<p>Removal of steering wheel</p>
 <p>13R0732</p>	<p>MB686560</p>	<p>SRS AIR BAG ADAPTER HARNESS A</p>	<ul style="list-style-type: none"> • Deployment of air bag module inside the vehicle • Deployment of air bag module (front passenger's side) outside the vehicle
 <p>13R0751</p>	<p>MB628919</p>	<p>SRS AIR BAG ADAPTER HARNESS B</p>	<p>Deployment of air bag module (driver's side) outside the vehicle</p>

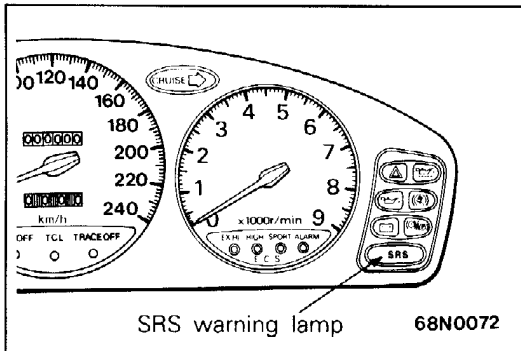
TROUBLESHOOTING

SRS DIAGNOSTIC PROCEDURES – INITIAL STEPS

FOLLOW THESE STEPS WHEN BEGINNING ANY SRS SERVICE:

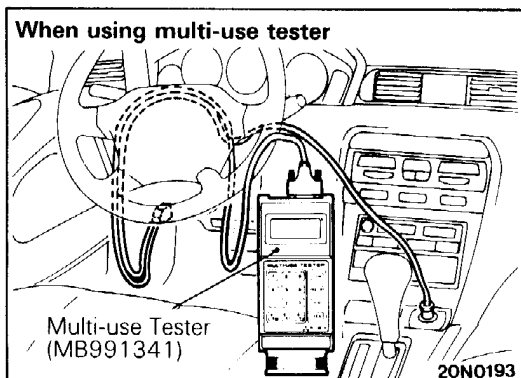


16N0822



SRS warning lamp

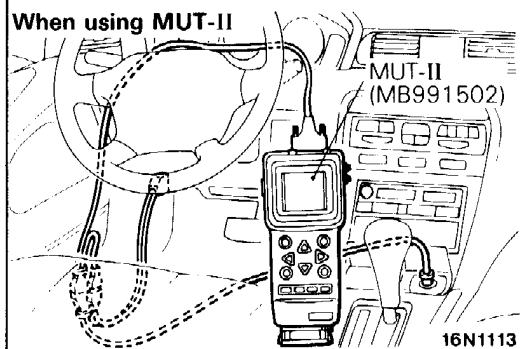
68N0072



When using multi-use tester

Multi-use Tester
(MB991341)

20N0193



When using MUT-II

MUT-II
(MB991502)

16N1113

1. Check the SRS fuses (multi-purpose fuses No. 11, No. 12, and No. 18).
If either is loose, tighten it; if damaged or blown, replace it.
2. After performing step 1, turn the ignition key "ON". Does "SRS" warning lamp illuminate for about 7 seconds and then turn OFF? If yes, SRS system is functioning properly. If no, continue with following steps.

NOTE

< Vehicles built up to March, 1992 >

If the vehicle has a discharged battery or the battery power supply (multi-purpose fuses No. 12 or No. 18) is disconnected with the ignition key in the "ON" position, the SRS warning lamp will continue to illuminate even after the battery is recharged or the fuses are replaced in their original positions.

In this case, the SRS warning lamp can be extinguished by turning the ignition switch ON and OFF 10 times.

< Vehicles built from April, 1992 >

The SRS warning lamp will also illuminate if the battery voltage drops. In such cases, if the battery voltage returns to normal, the SRS warning lamp will switch off.

3. Turn the ignition key to the "LOCK" position.
4. Connect the Multi-use tester <vehicles without front passenger's air bag> or MUT-II <all models> to the diagnosis connector located at the right side of the junction block.

Caution

Make certain that the ignition switch is OFF when the Multi-use Tester or MUT-II is connected or disconnected.

5. Start the SRS diagnosis, by conducting TEST 1 (SRS warning lamp does not extinguish) or TEST 2 (SRS warning lamp does not illuminate) which begins on next page.

DIAGNOSTIC SEQUENCE

TEST 1	SRS WARNING LAMP DOES NOT EXTINGUISH
---------------	---------------------------------------------

- (1) Read (and write down) all of the displayed diagnosis codes and service data (fault duration and how many time memories are erased) using the Multi-use Tester <Vehicles without front passenger's air bag> or MUT-II <all models>.

NOTE

- (1) If the Multi-use Tester or MUT-II displays "CANT COMM", check the Multi-use Tester or MUT-II and vehicle side diagnosis connector for poor connections (Refer to the previous page.) and perform TEST 3.
- (2) Maximum stored period: 9999 minutes (approximately 7 days)
- (3) Maximum number of times to be stored: 250
- (2) Erase in diagnosis codes following the Multi-use Tester or MUT-II messages.
- (3) Start engine.
 Does "SRS" warning lamp illuminate for about 7 seconds, turn OFF and then remain extinguished for at least 45 seconds?
 If yes, SRS system is functioning properly now.
 If no, check the diagnosis codes written down at step (1), refer to SELF-DIAGNOSIS QUICK REFERENCE CHART (P.52B-14) and perform service indicated there.

52B-14 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

TEST 2	SRS WARNING LAMP DOES NOT ILLUMINATE
---------------	---------------------------------------------

- (1) Read (and write down) all of the displayed diagnosis codes and service data (fault duration and how many times memories are erased) using the Multi-use Tester <vehicles without front passenger's air bag> or MUT-II <all models>.

NOTE

- (1) If the Multi-use Tester or MUT-II displays "CAN'T COMM", check the Multi-use Tester or MUT-II and vehicle side diagnosis connector for poor connections (Refer to P.52B-12.) and perform TEST 4.
- (2) Maximum stored period: 9999 minutes (approximately 7 days)
- (3) Maximum number of times to be stored: 250
- (2) Check diagnosis codes against SELF-DIAGNOSIS QUICK REFERENCE CHART and perform service indicated there.

SELF-DIAGNOSIS QUICK REFERENCE CHART

After carrying out test 1 or 2, use the following table to repair.

Diagnosis code No.	Explanation	Service
—	Normal. The SRS is in good order.	—
11	The circuits for the front impact sensor are shorted together, the (–) side of the harness between the air bag module and the SDU is shorted to the earth, or the (+) side of the harness between the front impact sensor and the SDU is shorted to the earth.	Perform TEST 5 <Vehicles without front passenger's air bag> L.H. drive vehicles: refer to P.52B-22 R.H. drive vehicles: refer to P.52B-26 <Vehicles with front passenger's air bag>: refer to P.52B-32
12	Right or left impact sensor circuit is open or the wire from the sensor to the SDU is open-circuit.	
13	Right and left impact sensor circuits are open or the wires from the sensors to the SDU are open-circuit.	
21	The circuits for the driver's side air bag module (squib) are shorted together other or the circuit is earthed	Perform TEST 6 <Vehicles without front passenger's air bag> L.H. drive vehicles: refer to P.52B-35 R.H. drive vehicles: refer to P.52B-39 <Vehicles with front passenger's air bag>: refer to P.52B-45
22	The driver's side air bag module (squib) circuit is open or the wire from the driver's side air bag module to the SDU (clock spring) is open circuit, the harness connection is defective, or the (+) side of the harness between the driver's side air bag module and the SDU is shorted to the earth.	
24	The circuits for the front passenger's side air bag module (squib) are shorted together other or the circuit is earthed	Perform TEST 13 (Refer to P.52B-64.)
25	The front passenger's side air bag module (squib) circuit is open or the wire from the front passenger's side air bag module to the SDU (clock spring) is open circuit, the harness connection is defective or the (+) side of the harness between the front passenger's side air bag module and the SDU is shorted to the earth.	

Diagnosis code No.	Explanation	Service
31	The capacitor (integrated in the SDU) terminal voltage is higher than the specified value for 5 seconds.	Replace the SDU. (Refer to P.52B-80.)
32	The capacitor (integrated in the SDU) terminal voltage is lower than the specified value for 5 seconds. Or the battery runs short.	If the battery voltage is normal, replace SDU. (Refer to P.52B-80.) If the battery is run down, turn the ignition key to the "LOCK" position, disconnect the negative battery cable and wrap the terminal with tape for insulation. Then, charge the battery.
33*2	The circuit for the cranking signal is shorted to some power supply circuits. It takes at least 45 seconds that the SDU detects this fault.	Perform TEST 7 (Refer to P.52B-51.)
34*2	The lock switch (short bar) of the SDU double lock connector is open.	Perform TEST 8 (Refer to P.52B-55.)
41*1, *2	The multi-purpose fuse (No. 12) is blown or the wire from the fuse to the SDU is open-circuit or its resistance value is increased, or the battery runs short. It takes at least 5 seconds that the SDU detects this fault.	If the battery voltage is normal, perform TEST 9. (Refer to P.52B-56.) If the battery is run down, turn the ignition key to the "LOCK" position, disconnect the negative battery cable and wrap the terminal with tape for insulation. Then, charge the battery.
42*1, *2	The multi-purpose fuse (No. 18) is blown or the wire from the fuse to the SDU is open-circuit or its resistance value is increased, or the battery runs short. It takes at least 5 seconds that the SDU detects this fault.	If the battery voltage is normal, perform TEST 10. (Refer to P.52B-56.) If the battery is run down, turn the ignition key to the "LOCK" position, disconnect the negative battery cable and wrap the terminal with tape for insulation. Then, charge the battery.
43*2	The SRS warning lamp circuits are open or the wire from the lamp to the SDU is earthed. It takes at least 5 seconds with the lamp OFF that the SDU detects this fault.	When SRS warning lamp does not extinguish: Perform TEST 11 (Refer to P.52B-59.) When SRS warning lamp does not illuminate: Perform TEST 12 (Refer to P.52B-61.)
44	The SRS warning lamp drive transistor (integrated in the SDU) is open-circuit.	Replace the SDU. (Refer to P.52B-80.)
45	The EEPROM or A/D converter (integrated in the SDU) is defective.	

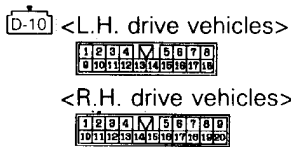
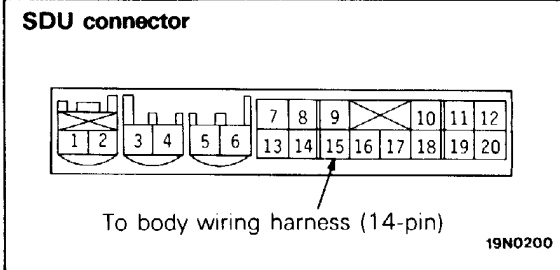
NOTE

- (1) **After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)**
- (2) SDU = SRS Diagnosis Unit
- (3) * : If the vehicle has a discharged battery it will store the fault codes 41 or 42. When these diagnosis codes are displayed, check the battery.
- (4) If a malfunction that corresponds to codes marked by *2 reoccurs, the SRS warning lamp will switch off and the function will return to normal. <Vehicles built from April, 1992>

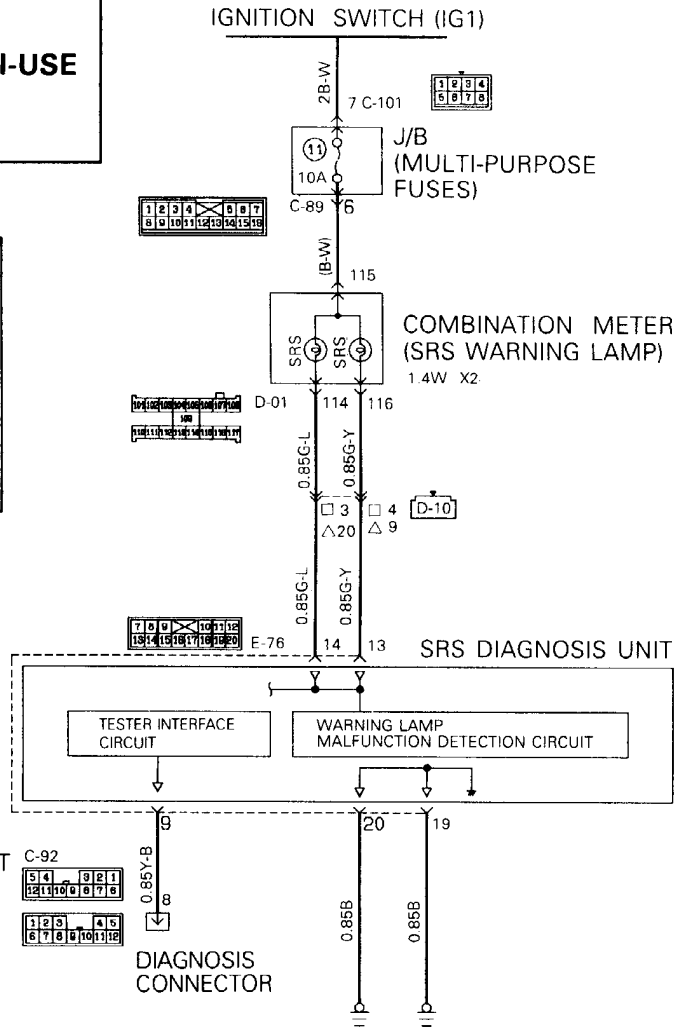
52B-16 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

TEST 3

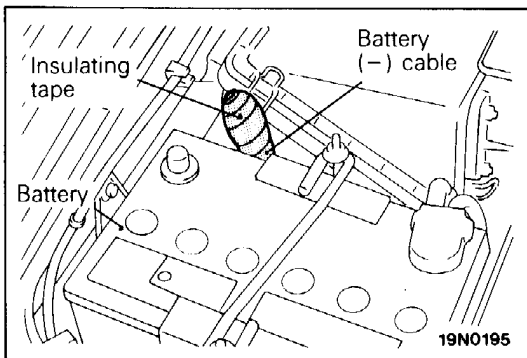
NO COMMUNICATION BETWEEN MULTI-USE TESTER OR MUT-II AND SDU (SRS warning lamp does not extinguish)



NOTE
 □ : <L.H. drive vehicles>
 △ : <R.H. drive vehicles>



KX35-AK-J1504-EC

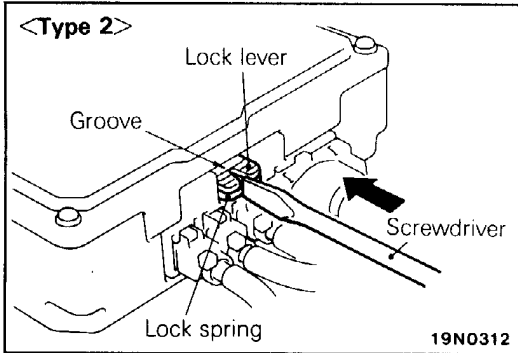
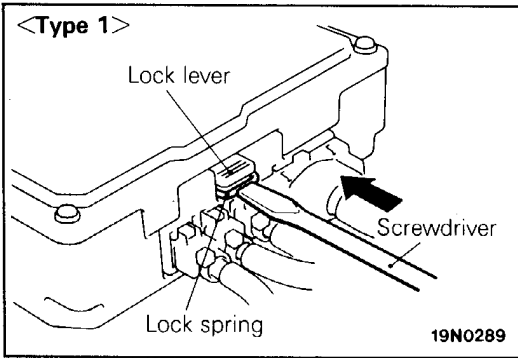


- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Remove the peripheral SDU parts. (Refer to P.52B-81, 84.)



(3) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

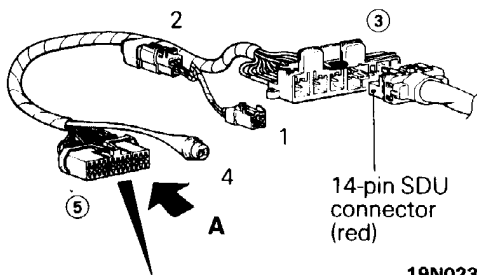
Do not use excessive force to raise the lock lever.

(4) Disconnect the red 14-pin connector from the SDU.

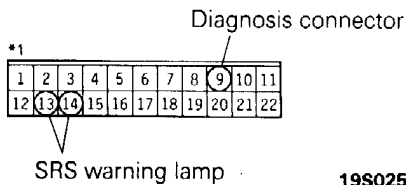
(5) Connect the red harness-side SDU connector (14-pin) to the connector ③ or the SRS Check Harness.

(6) Check according to the flow chart below, using the specified digital multi-meter.

**MB991349*1
MB991530*2
SRS Check Harness**

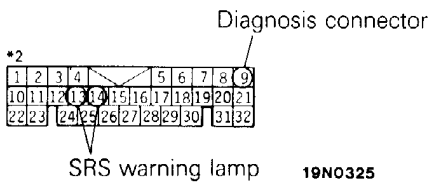


View A
SRS Check Harness connector ⑤

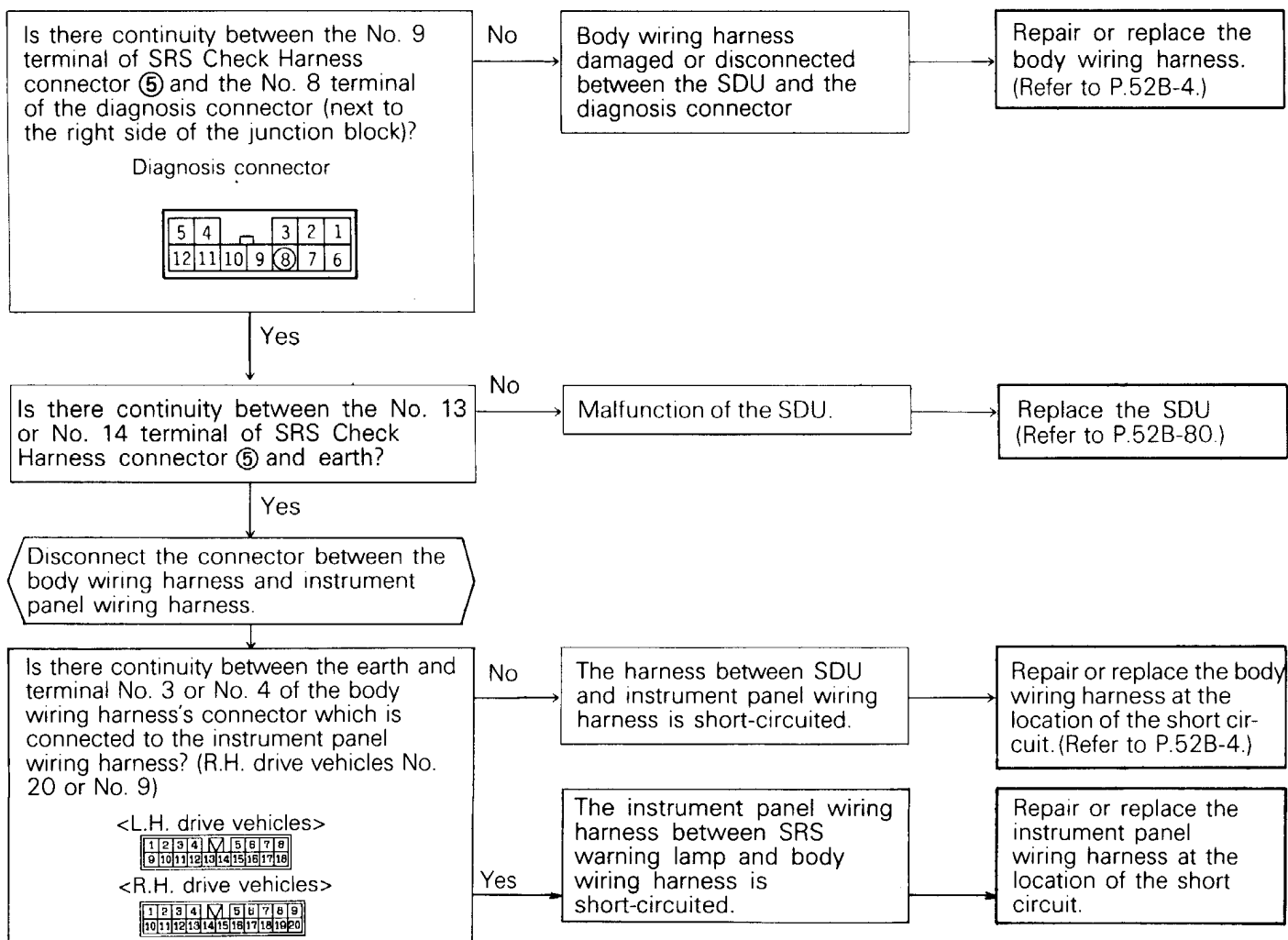


NOTE

- *1 : Vehicles without front passenger's air bag
- *2 : Vehicles with front passenger's air bag



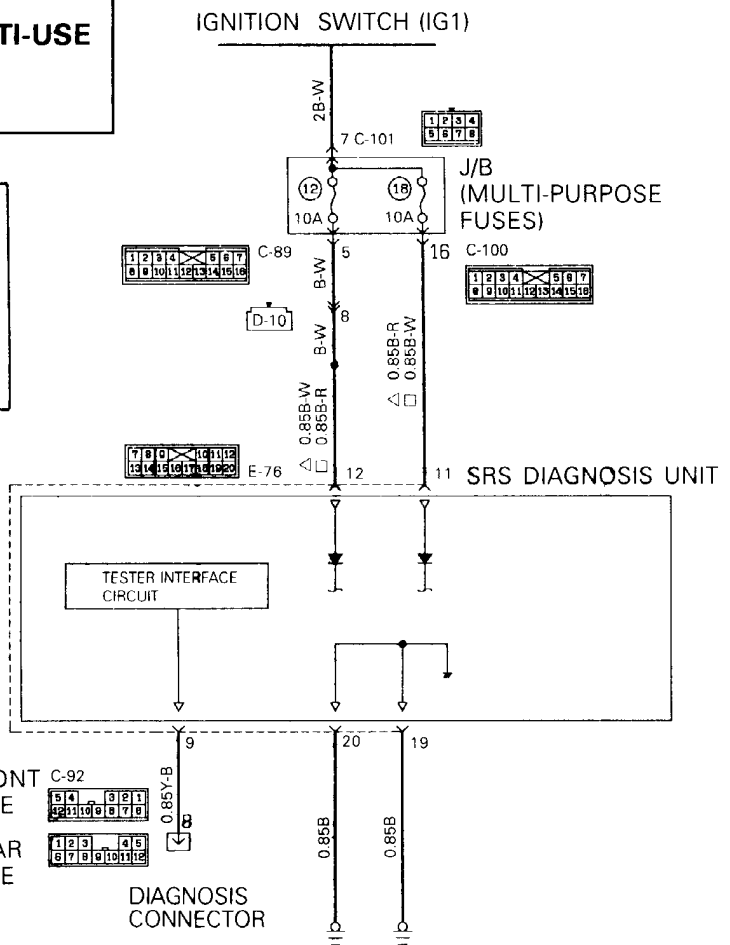
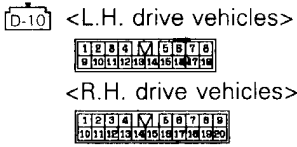
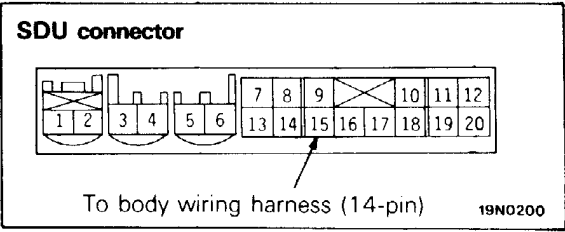
52B-18 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



NOTE – IMPORTANT

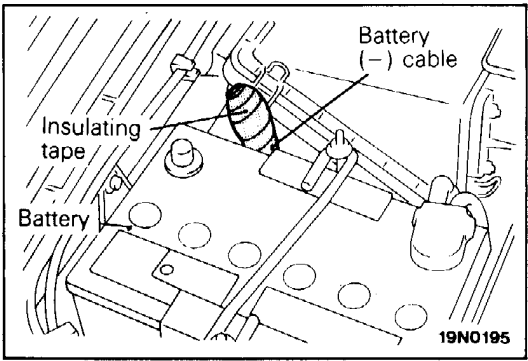
- After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)
- SDU = SRS Diagnosis Unit

TEST 4
NO COMMUNICATION BETWEEN MULTI-USE TESTER OR MUT-II AND SDU (SRS warning lamp does not illuminate)



NOTE
 □ : <L.H. drive vehicles>
 △ : <R.H. drive vehicles>

KX35-AK-J1505-EC

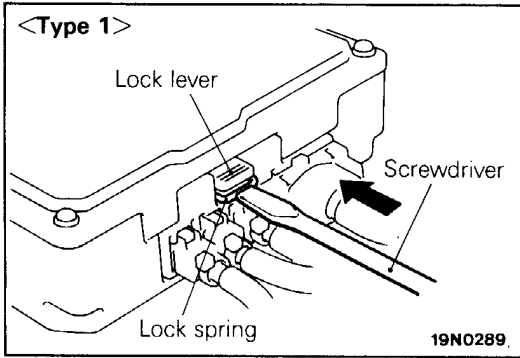


(1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution
 Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

(2) Remove the peripheral SDU parts. (Refer to P.52B-81, 84.)

52B-20 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



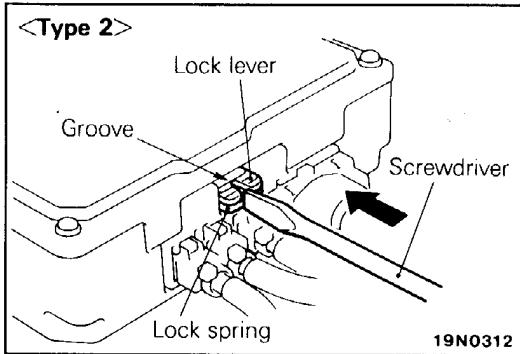
(3) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.



In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

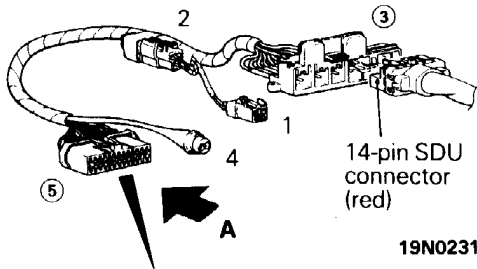
Caution

Do not use excessive force to raise the lock lever.

(4) Disconnect the red 14-pin connector from the SDU.

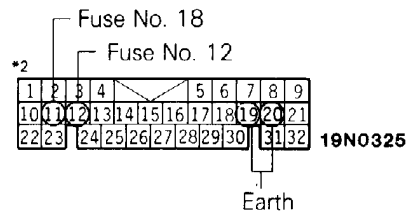
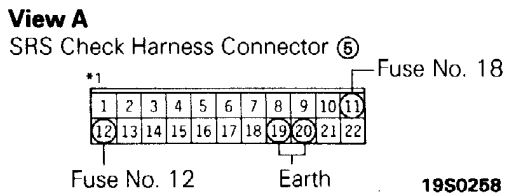
MB991349*1
MB991530*2
SRS Check Harness

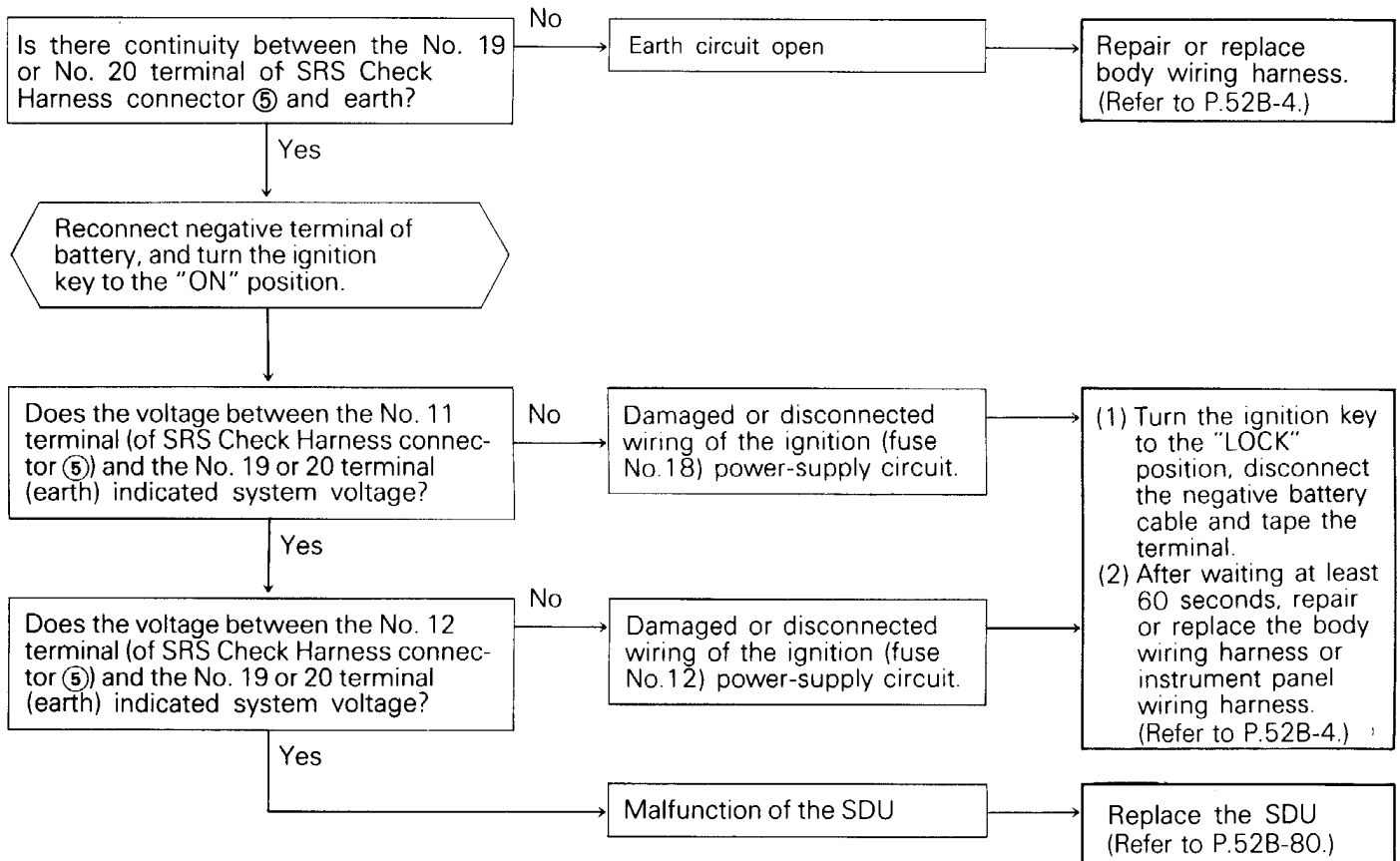
- (5) Connect the red harness-side SDU connector (14-pin) to the connector ③ of the SRS Check Harness.
- (6) Check according to the flow chart below, using the specified digital multi-meter.



NOTE

- *1: Vehicles without front passenger's air bag
- *2: Vehicles with front passenger's air bag





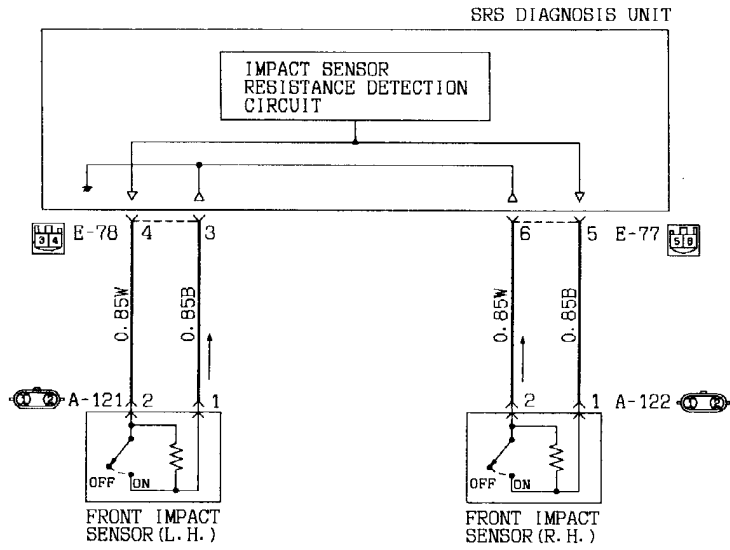
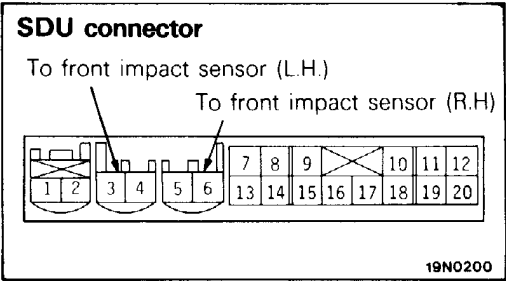
NOTE – IMPORTANT

(1) After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

(2) SDU = SRS Diagnosis Unit

52B-22 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

TEST 5 <Vehicles without front passenger's air bag (L.H. drive vehicles)>
WHEN DIAGNOSIS CODE NO. 11, NO. 12 OR NO. 13 IS DISPLAYED



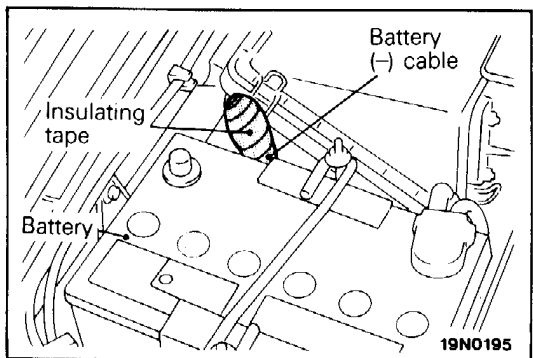
KX35-AK-J1508-EC

NOTE

If combined front impact sensor and air bag module (squib) failure modes simultaneously occur in two places, the preconditions for the respective detection circuits will go out of order. For this reason, both diagnosis codes may not be stored but only one of them may be indicated. Their relationships are shown in the following table.

		Front impact sensors		
		Short-circuited	One open-circuited	Two open-circuited
Air bag module (Squib)	Short-circuited	11 and/or 21	12 and/or 21	13 and/or 21
	Open-circuited	11 and/or 22	12 and/or 22	13 and/or 22

The numbers in the boxes are diagnosis codes numbers. (Refer to P.52B-14.)



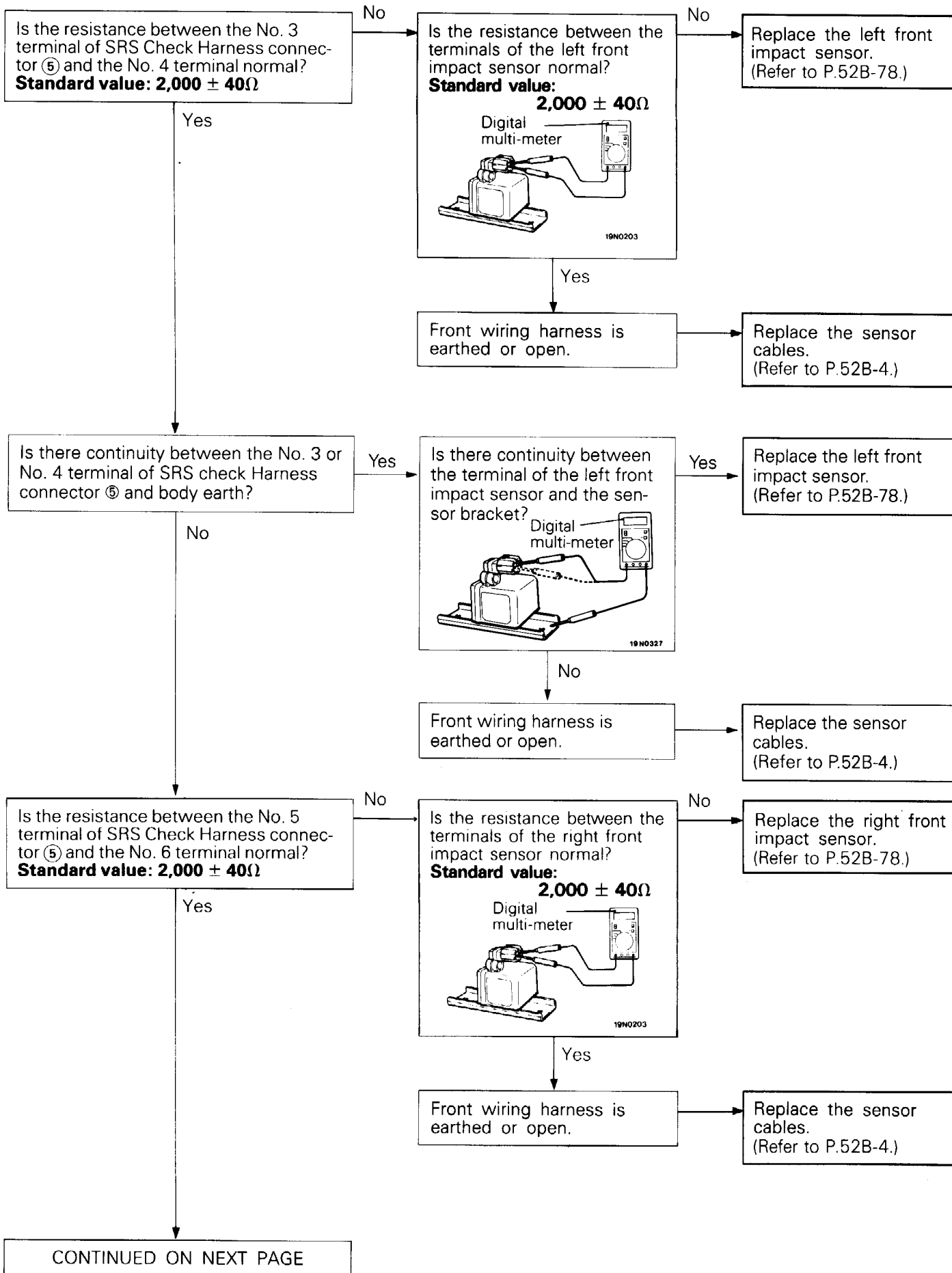
- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Remove the floor console assembly. (Refer to GROUP 52 – Floor Console.)

52B-24 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



CONTINUED FROM PREVIOUS PAGE

Yes

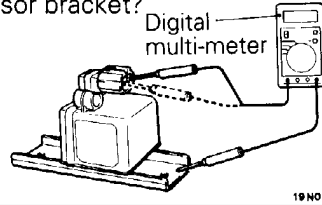
Is there continuity between the No. 5 or No. 6 terminal of SRS check Harness connector ⑥ and body earth?

Yes

Is there continuity between the terminal of the right front impact sensor and the sensor bracket?

Yes

Replace the right front impact sensor. (Refer to P.52B-78.)

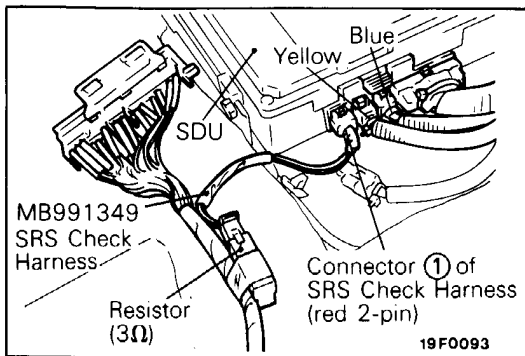


No

Front wiring harness is earthed or open.

Replace the sensor cables. (Refer to P.52B-4.)

No



- (1) Connect the red 2-pin connector ① of the SRS Check Harness to the SDU in place of the now-disconnected clock spring-SDU connector.

NOTE

A 3-ohm resistor that corresponds to the resistance of the air bag module (squib) and the wiring resistance is connected between the terminals of the connector ① of the SRS Check Harness.

- (2) Reconnect blue and yellow connectors, for the wiring leading to the front impact sensors, to the SDU and double lock them.

NOTE

If double locking cannot be made, the connector is incorrectly or incompletely inserted; re-check to insert the connector correctly and securely.

CONTINUED ON P.52B-37* (TEST 6 <Vehicles without front passenger's air bag (L.H. drive vehicles)>)

NOTE – IMPORTANT

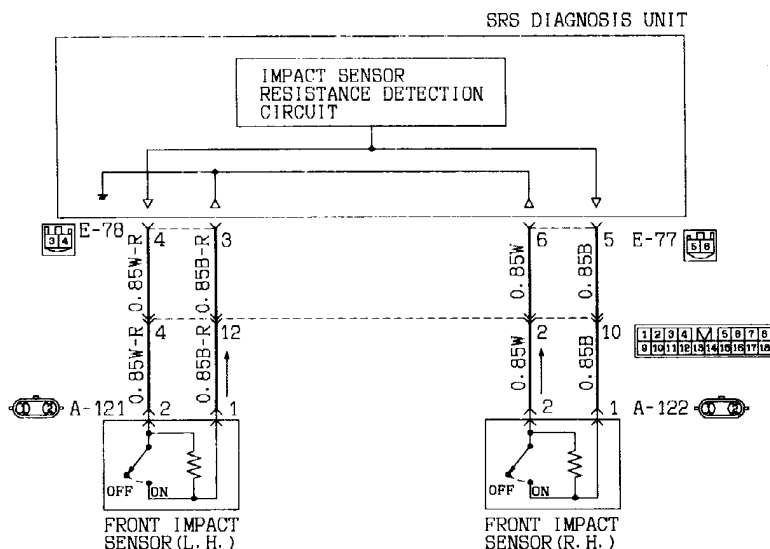
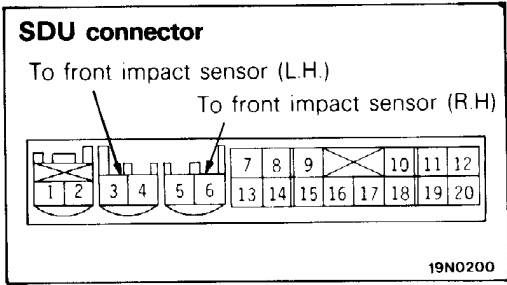
- (1) **After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)**

- (2) SDU = SRS Diagnosis Unit

52B-25-1

NOTES

TEST 5 <Vehicles without front passenger's air bag (R.H. drive vehicles)>
WHEN DIAGNOSIS CODE NO. 11, NO. 12 OR NO. 13 IS DISPLAYED



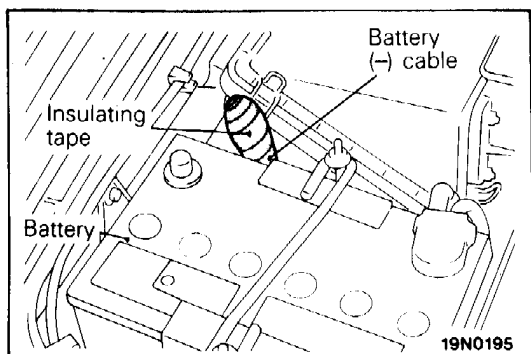
KX35-AK-J1506-EC

NOTE

If combined front impact sensor and air bag module (squib) failure modes simultaneously occur in two places, the preconditions for the respective detection circuits will go out of order. For this reason, both diagnosis codes may not be stored but only one of them may be indicated. Their relationships are shown in the following table.

		Front impact sensors		
		Short-circuited	One open-circuited	Two open-circuited
Air bag module (Squib)	Short-circuited	11 and/or 21	12 and/or 21	13 and/or 21
	Open-circuited	11 and/or 22	12 and/or 22	13 and/or 22

The numbers in the boxes are diagnosis codes numbers. (Refer to P.52B-14.)



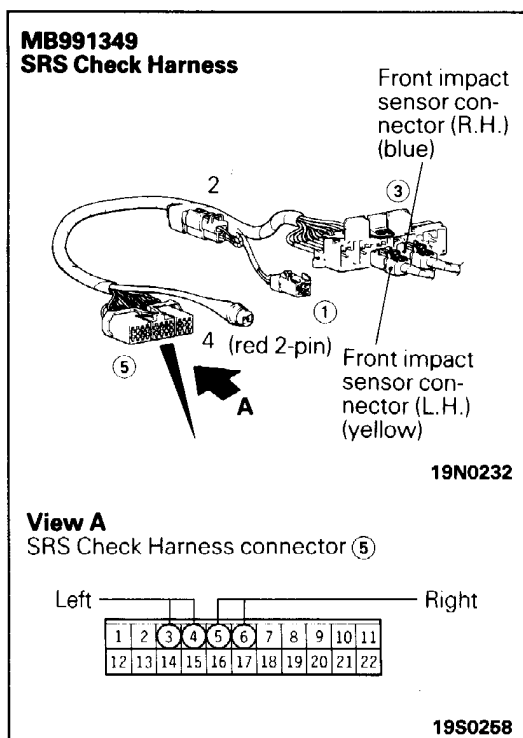
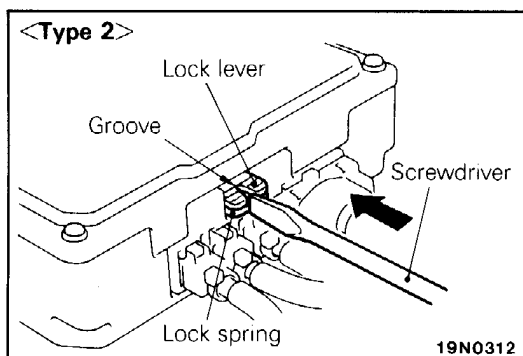
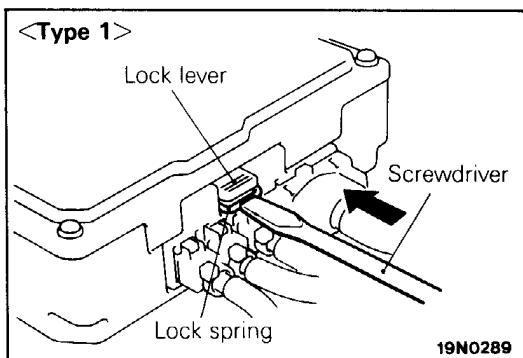
- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Remove the peripheral SDU parts. (Refer to P.52B-84.)

52B-27 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



- (3) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
(2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

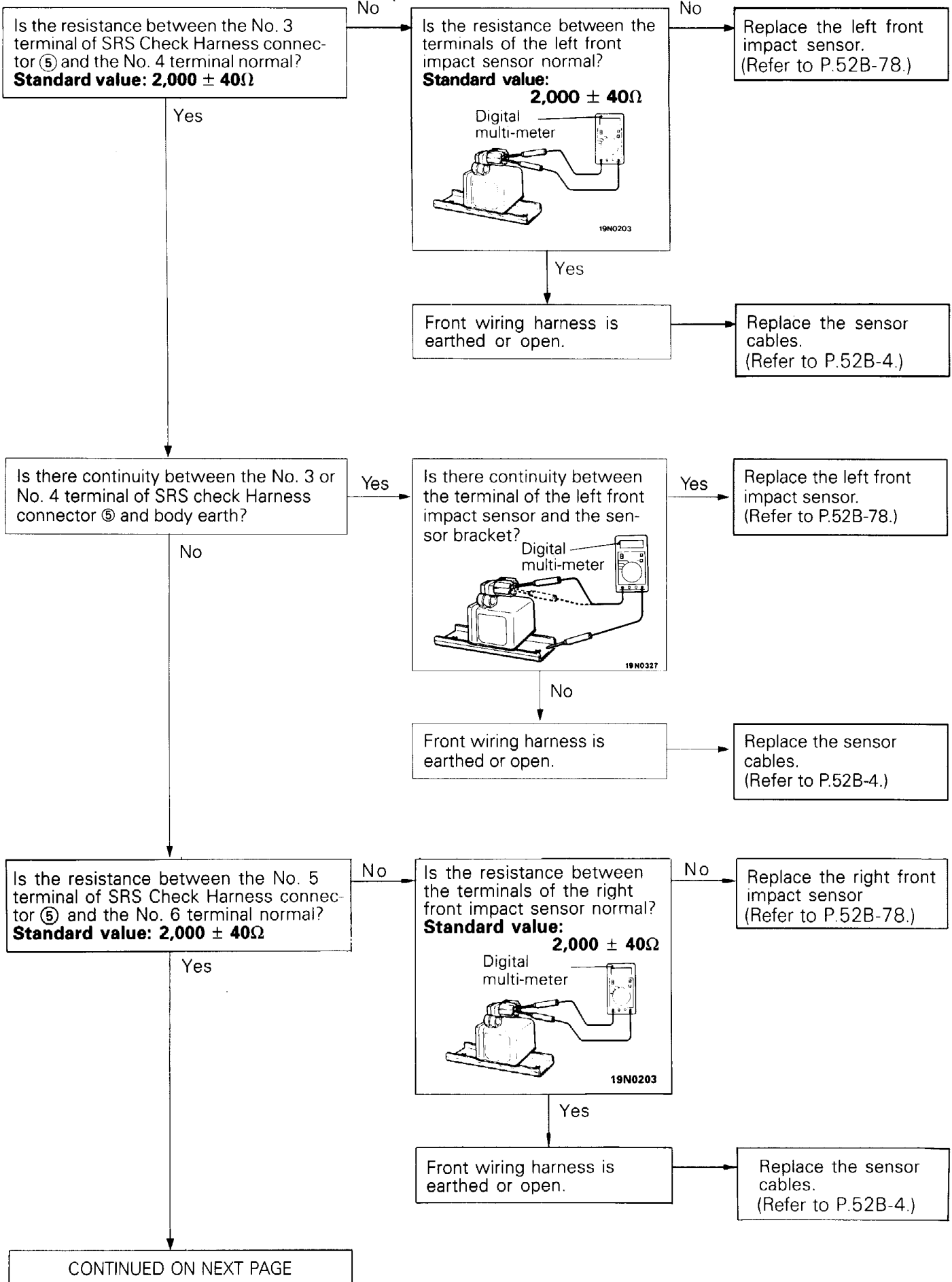
In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

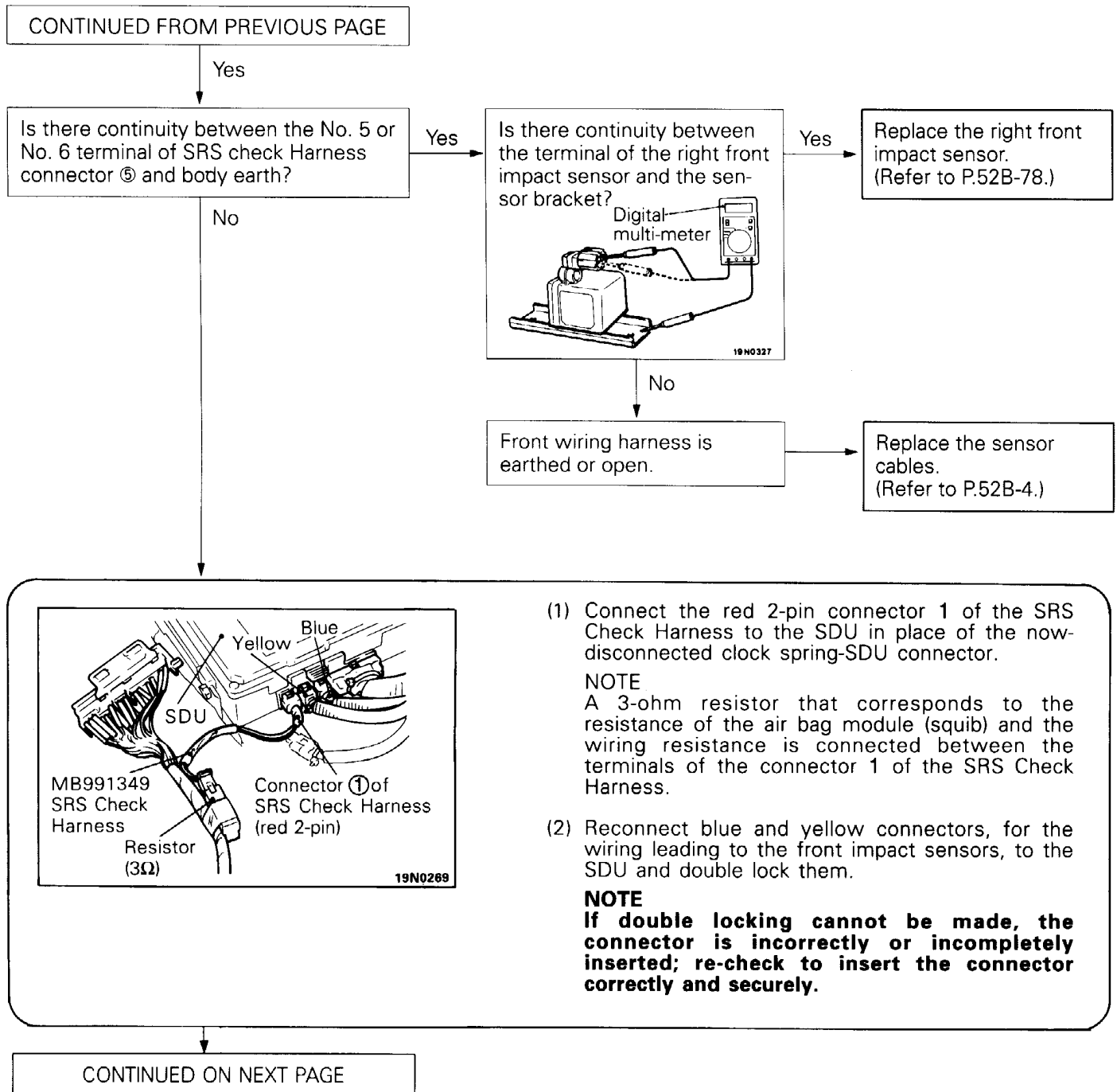
Caution

Do not use excessive force to raise the lock lever.

- (4) Disconnect each connector other than 14-pin connector from the SDU.
- (5) Locate the blue and yellow connectors for the wiring leading to the front impact sensors, which were connected to the now-disconnected harness-side connector of the SDU. Connect those blue and yellow connectors to connector ③ of the SRS Check Harness.
- (6) Check according to the flow chart on next page, using the specified digital multi-meter and Multi-use Tester or MUT-II.



52B-28-1 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



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When using multi-use tester

Multi-use Tester (MB991341)
19N0276

When using MUT-II

MUT-II (MB991502)
14N0319

- (1) Reconnect negative terminal of battery, and turn the ignition key to the "ON" position.
- (2) Using the Multi-use Tester or MUT-II, erase the diagnosis code memory. (Refer to TEST 1.)
- (3) Return the ignition key from the "ON" to the "LOCK" position and then back to the "ON" position.

Is the SRS warning lamp operation normal?

No → Malfunction of the SDU. → Replace the SDU. (Refer to P.52B-80.)

Yes ↓

SDU

MB991349

Connector ① of SRS Check Harness

19N0269

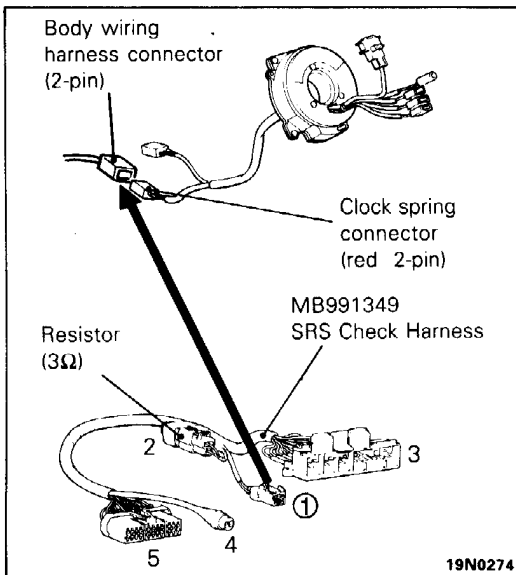
- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution
Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Disconnect the red 2-pin connector 1 of the SRS Check Harness from the SDU.

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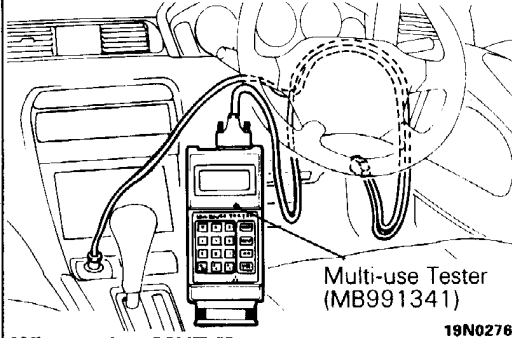


- (1) Remove the steering column cover lower.
- (2) Remove the connection between the clock spring connector (red, 2-pin) and the body wiring harness connector.
- (3) Connect the SRS check harness connector 1 to the body wiring harness connector.

NOTE

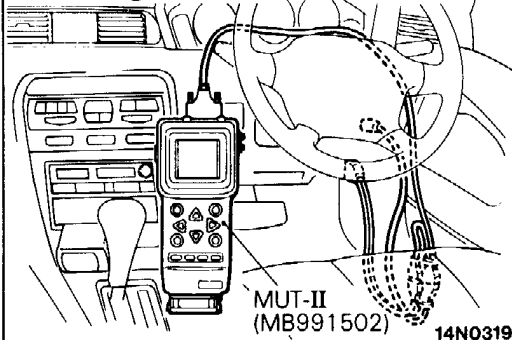
A 3-ohm resistor that corresponds to the resistance of the air bag module (squib) and the wiring resistance is connected between the terminals of the connector 1 of the SRS Check Harness.

When using multi-use tester

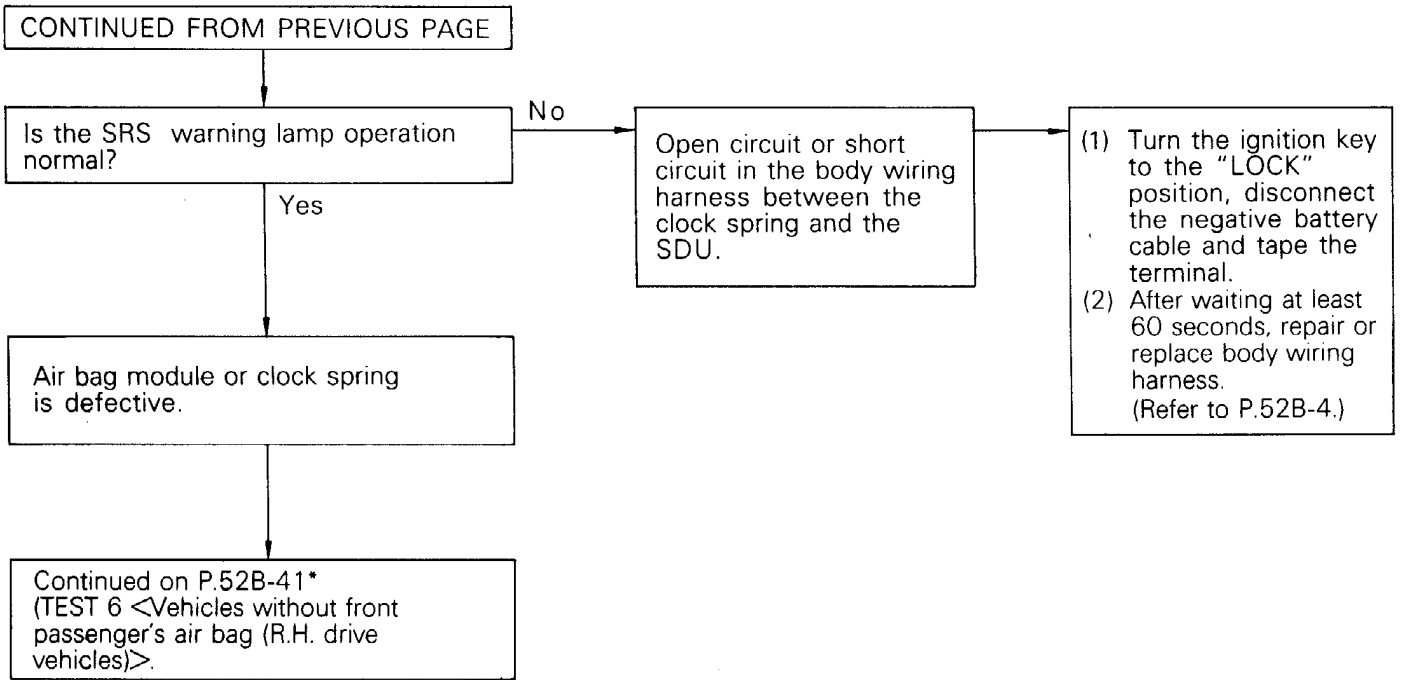


- (4) Reconnect negative terminal of battery, and turn the ignition key to the "ON" position.
- (5) Using the Multi-use Tester or MUT-II, erase the diagnosis code memory. (Refer to TEST 1.)
- (6) Return the ignition key from the "ON" to the "LOCK" position and then back to the "ON" position.

When using MUT-II



CONTINUED ON NEXT PAGE



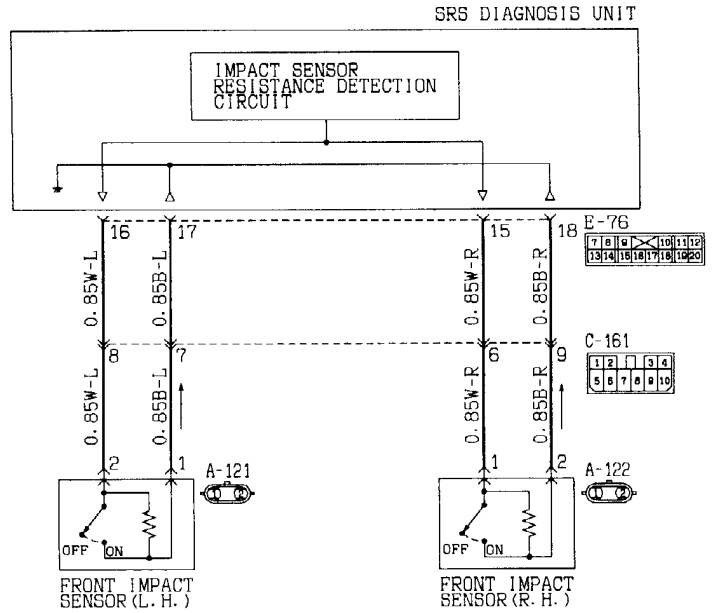
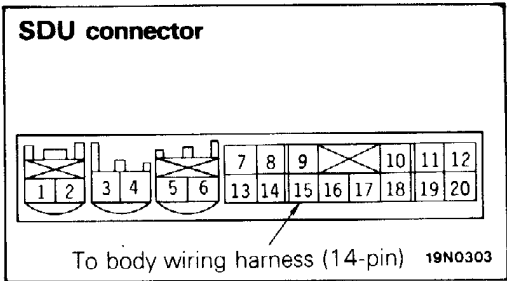
NOTE – IMPORTANT

(1) After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

(2) SDU = SRS Diagnosis Unit

52B-32 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

TEST 5 <Vehicles with front passenger's air bag>
WHEN DIAGNOSIS CODE NO. 11, NO. 12 OR NO. 13 IS DISPLAYED



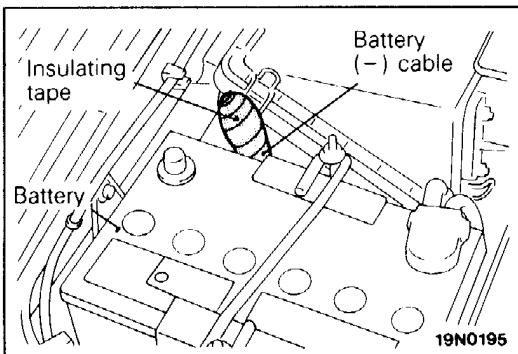
KX35-AK-J1527-EC

NOTE

If combined front impact sensor and air bag module (squib) failure modes simultaneously occur in two places, the preconditions for the respective detection circuits will go out of order. For this reason, both diagnosis codes may not be stored but only one of them may be indicated. Their relationships are shown in the following table.

		Front impact sensors		
		Short-circuited	One open-circuited	Two open-circuited
Driver's side air bag module (Squib)	Short-circuited	11 and/or 21	12 and/or 21	13 and/or 21
	Open-circuited	11 and/or 22	12 and/or 22	13 and/or 22
Front passenger's side air bag module (Squib)	Short-circuited	11 and/or 24	12 and/or 24	13 and/or 24
	Open-circuited	11 and/or 25	12 and/or 25	13 and/or 25

The numbers in the boxes are diagnosis codes numbers. (Refer to P.52B-14.)

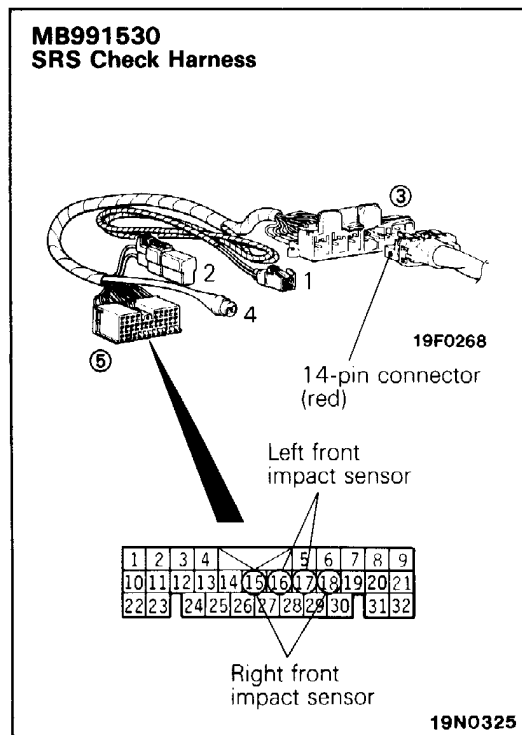
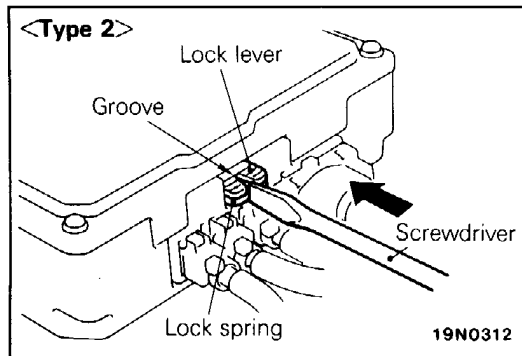
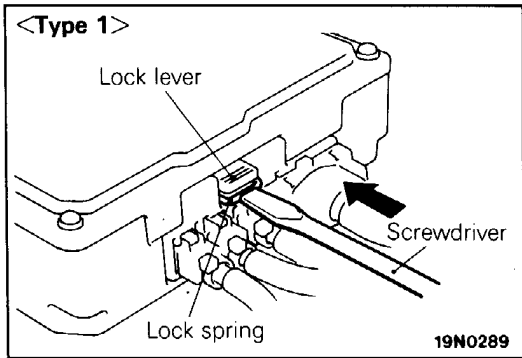


- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Remove the floor console assembly. (Refer to GROUP 52 – Floor Console.)



(3) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (–) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

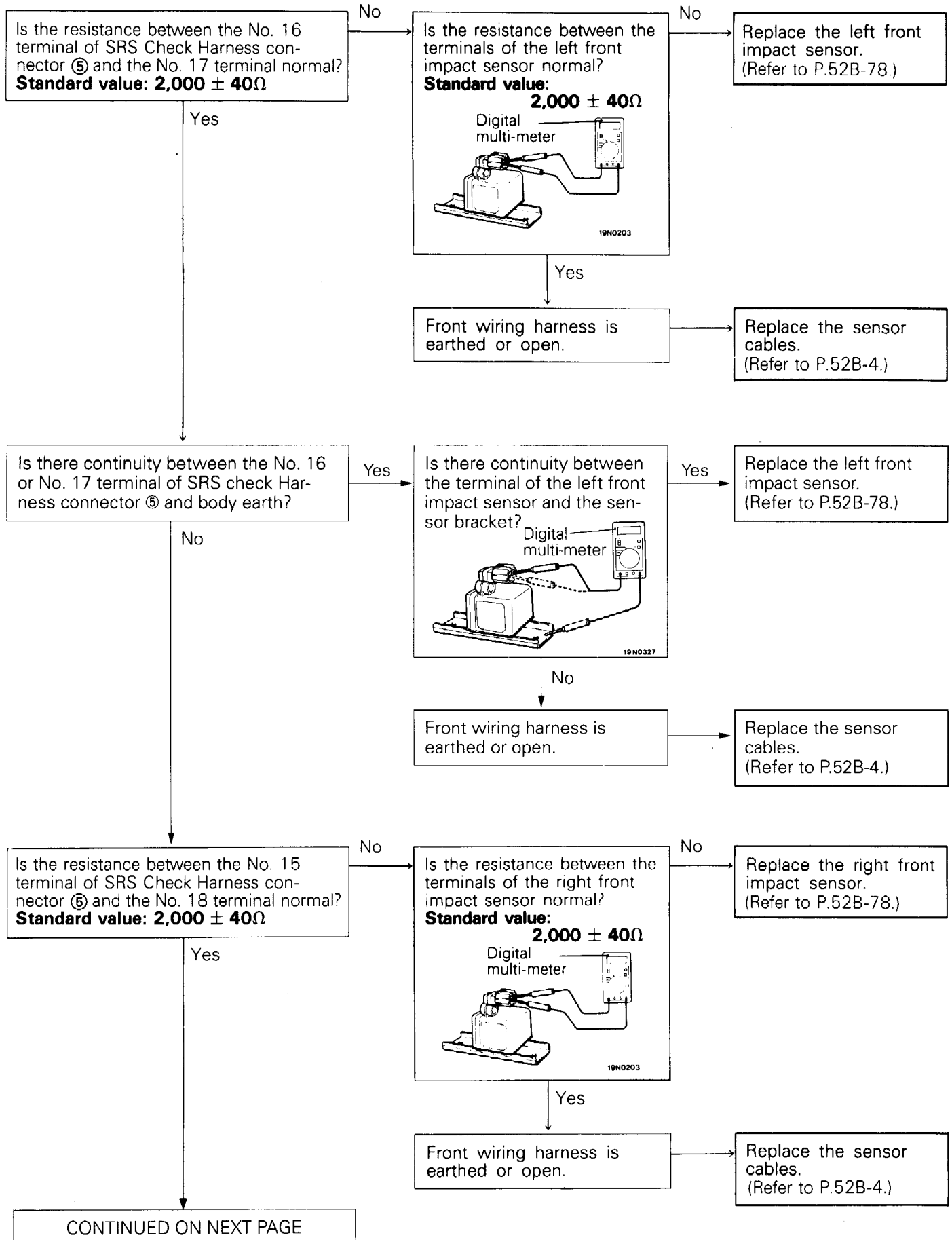
Place a (–) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

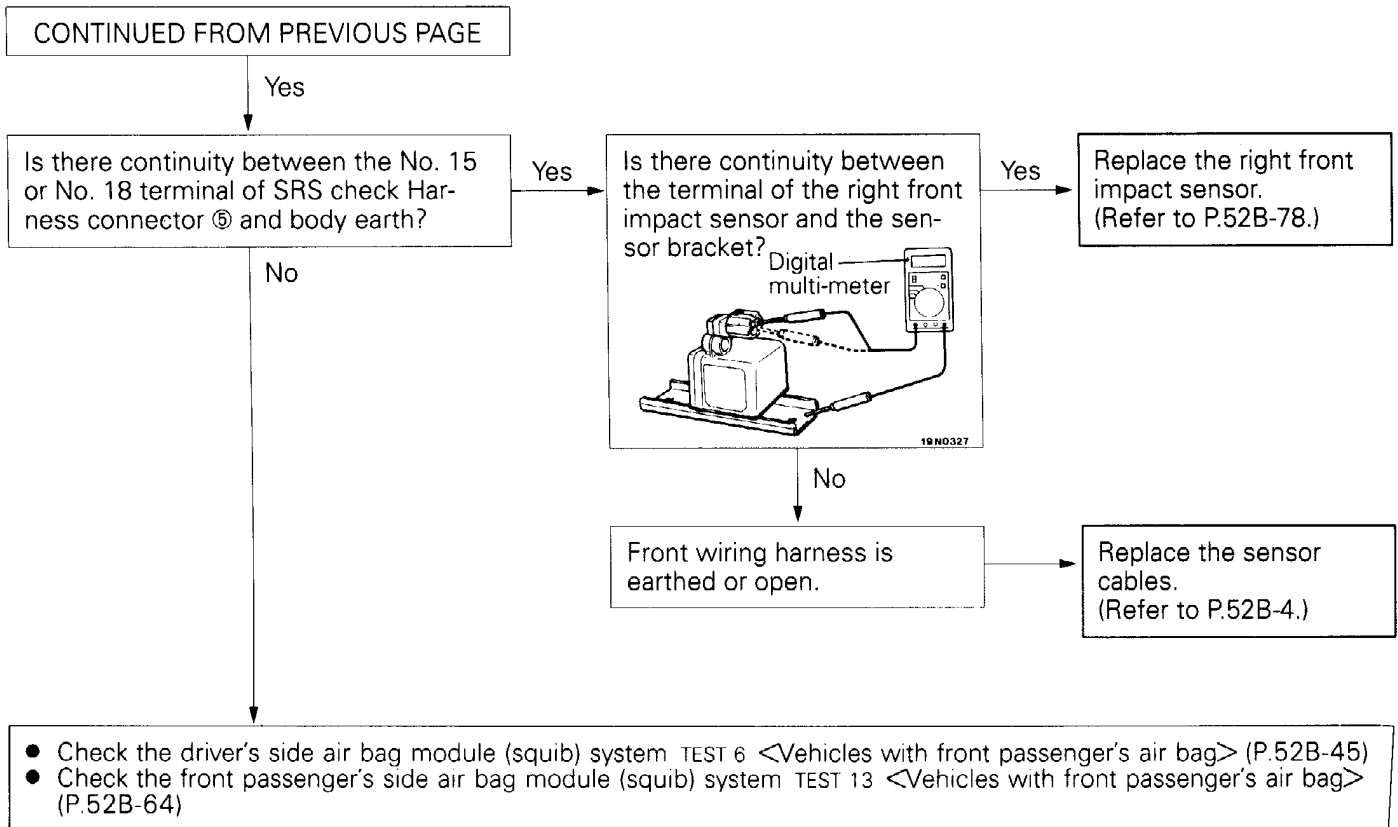
Do not use excessive force to raise the lock lever.

- (4) Disconnect the red 14-pin connector from the SDU.
- (5) Connect the now disconnected red harness-side SDU connector (14-pin) to the connector ③ of the SRS Check Harness.
- (6) Check according to the flow chart on next page, using the specified digital multi-meter and MUT-II.

52B-34 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting 52B-34-1

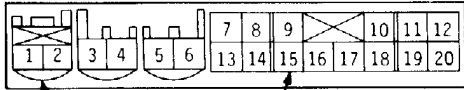


NOTES

TEST 6 <Vehicles without front passenger's air bag (L.H. drive vehicles)>

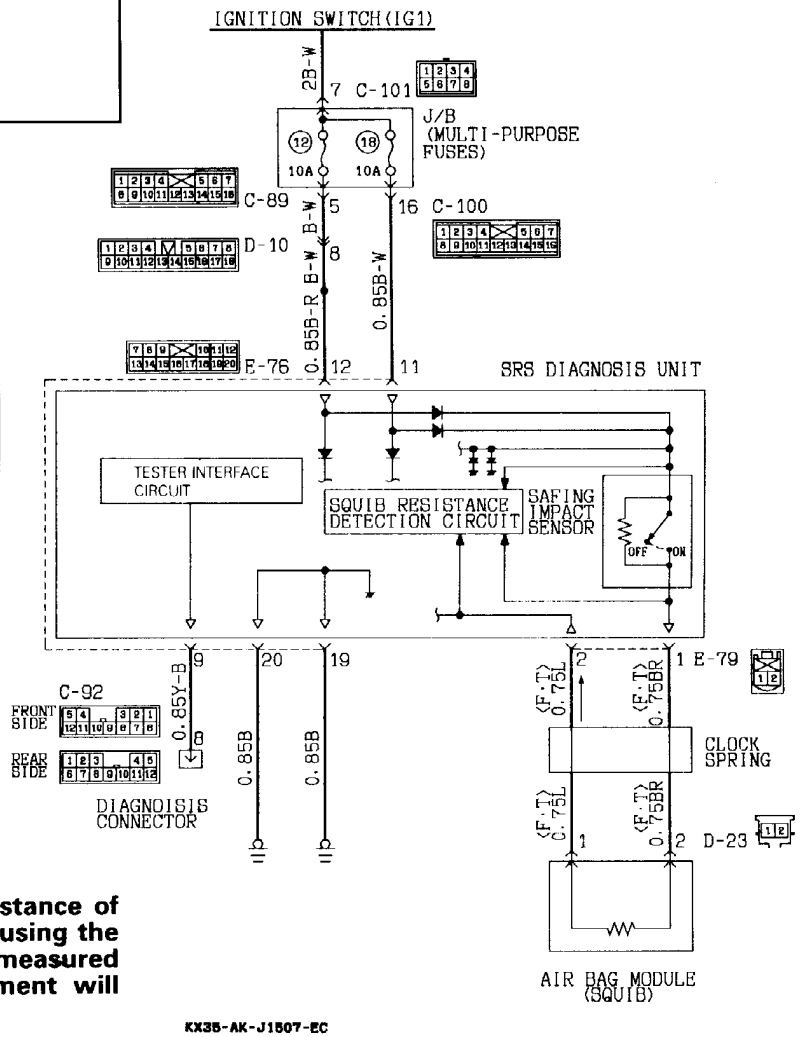
WHEN DIAGNOSIS CODE NO. 21 OR NO. 22 IS DISPLAYED

SDU connector



To clock spring
To body wiring harness (14-pin)

19N0200



KX35-AK-J1507-EC

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.

Have the other diagnosis code test(s) been finished?

No

Perform the other diagnosis code test(s) prior to this test.

Yes

NOTE

If combined front impact sensor and air bag module (squib) failure modes simultaneously occur in two places, the preconditions for the respective detection circuits will go out of order. For this reason, both diagnosis codes may not be stored but only one of them may be indicated.

Their relationships are shown in the following table.

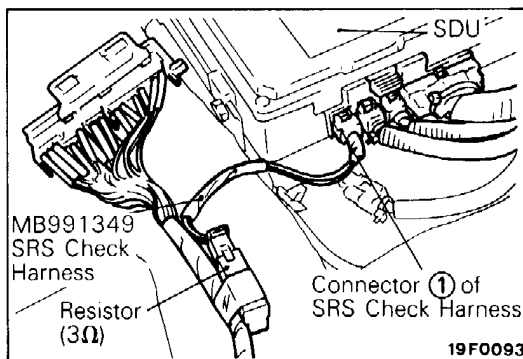
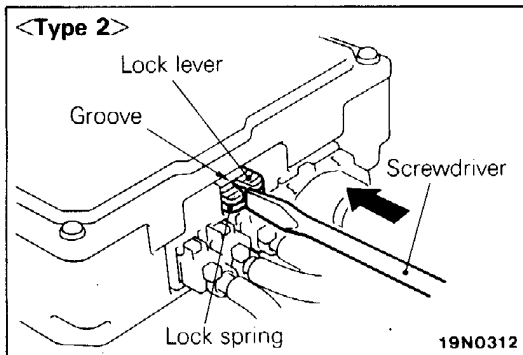
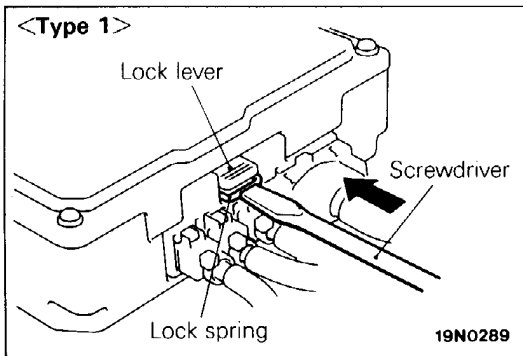
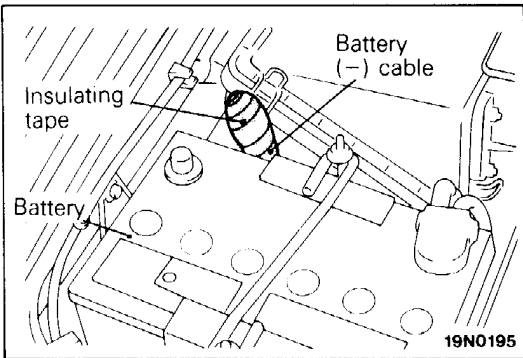
Perform **TEST 5** if it does not become proper even through **TEST 6** is executed.

		Front impact sensors		
		Short-circuited	One open-circuited	Two open-circuited
Air bag module (Squib)	Short-circuited	11 and/or 21	12 and/or 21	13 and/or 21
	Open-circuited	11 and/or 22	12 and/or 22	13 and/or 22

The numbers in the boxes are diagnosis codes numbers. (Refer to P.52B-14.)

CONTINUED ON NEXT PAGE

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- (1) 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-9 No. 5.)

- (2) Remove the floor console assembly. (Refer to GROUP 52 – Floor Console.)
- (3) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

Do not use excessive force to raise the lock lever.

- (4) Disconnect the red 2-pin connector from the SDU.
- (5) Connect the red connector ① of the SRS Check Harness to the SDU instead of the now-disconnected harness-side connector of the SDU, which were connected to the air bag module (squib) through the clock spring.

NOTE

A 3-ohm resistor that corresponds to the resistance of the air bag module (squib) and the wiring resistance is connected between the terminals of the connector ① of the SRS Check Harness.

- (6) Make the double locking.

NOTE

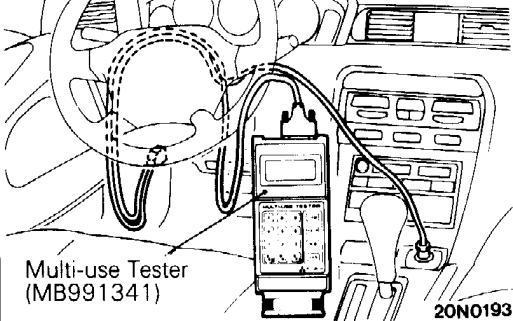
If double locking cannot be made, the connector is incorrectly or incompletely inserted; re-check to insert the connector correctly and securely.

CONTINUED ON NEXT PAGE

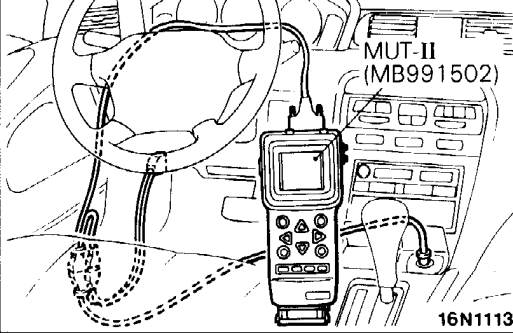
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* CONTINUED FROM P.52B-25 (TEST 5 <Vehicles without front passenger's air bag (L.H. drive vehicles)>)

When using multi-use tester



When using MUT-II



- (1) Reconnect negative terminal of battery, and turn the ignition key to the "ON" position.
- (2) Using the Multi-use Tester or MUT-II, erase the diagnosis code memory. (Refer to TEST 1.)
- (3) Return the ignition key from the "ON" to the "LOCK" position and then back to the "ON" position.

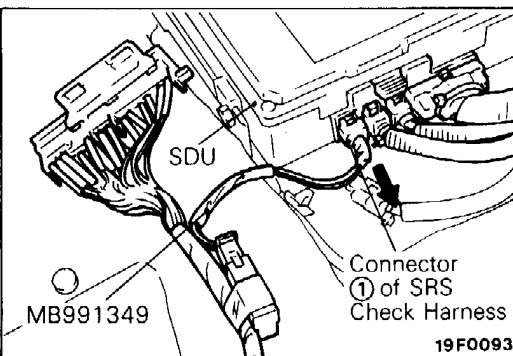
Is the SRS warning lamp operation normal?

No

Malfunction of the SDU.

Replace the SDU.
(Refer to P.52B-80.)

Yes



- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

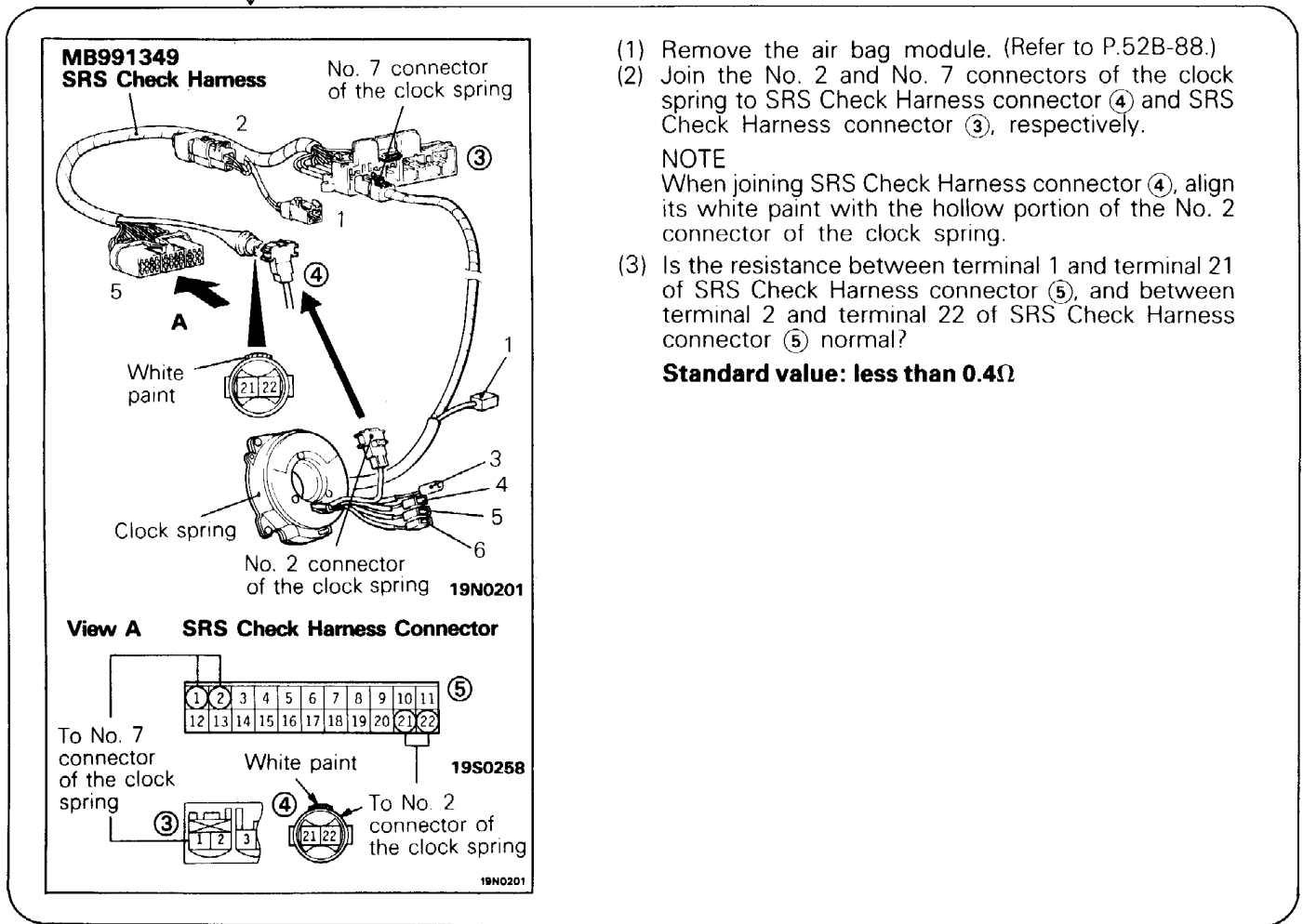
Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Disconnect the red 2-pin connector 1 of the SRS Check Harness from the SDU.

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- (1) Remove the air bag module. (Refer to P.52B-88.)
- (2) Join the No. 2 and No. 7 connectors of the clock spring to SRS Check Harness connector (4) and SRS Check Harness connector (3), respectively.

NOTE

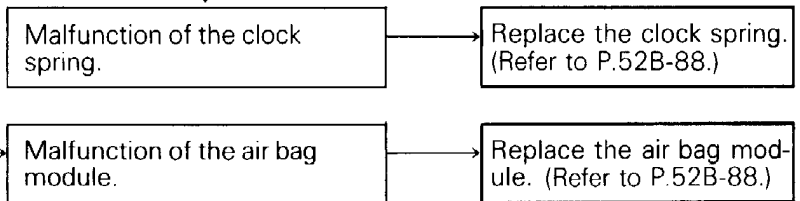
When joining SRS Check Harness connector (4), align its white paint with the hollow portion of the No. 2 connector of the clock spring.

- (3) Is the resistance between terminal 1 and terminal 21 of SRS Check Harness connector (5), and between terminal 2 and terminal 22 of SRS Check Harness connector (5) normal?

Standard value: less than 0.4Ω

Yes

No



Caution

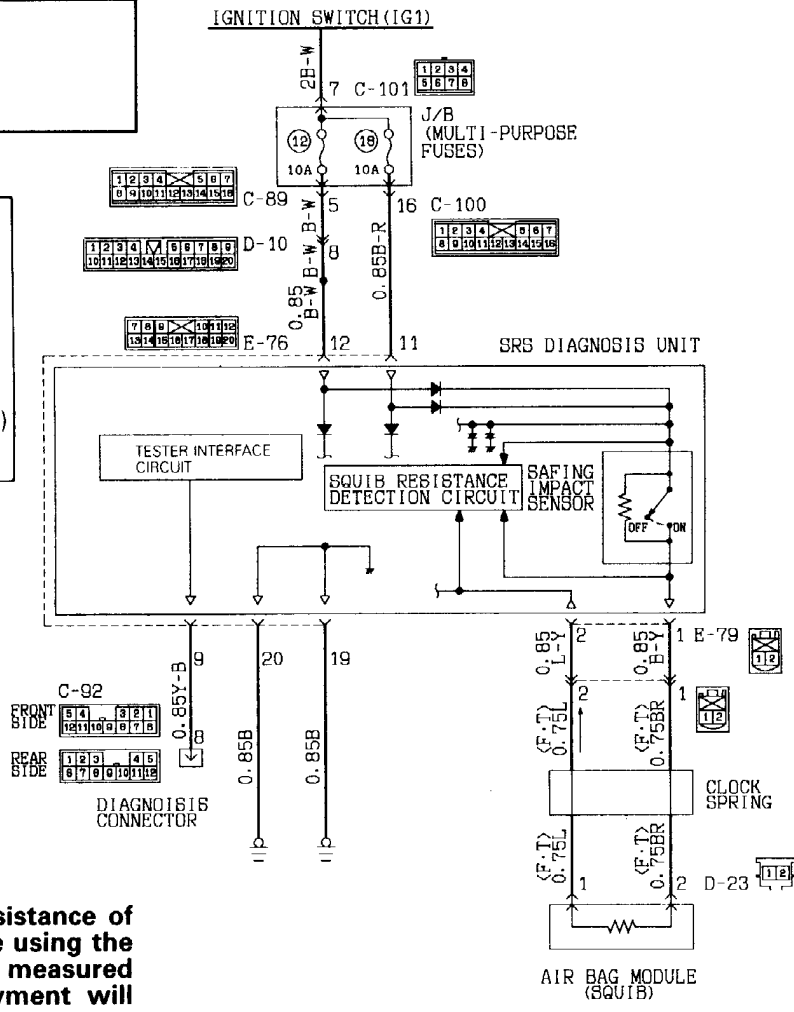
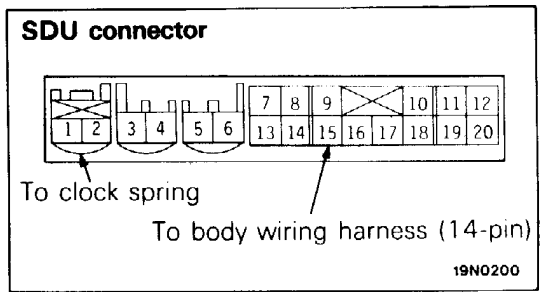
Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result in serious personal injury.

NOTE – IMPORTANT

(1) After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

(2) SDU = SRS Diagnosis Unit

TEST 6 <Vehicles without front passenger's air bag (R.H. drive vehicles)>
WHEN DIAGNOSIS CODE NO. 21 OR NO. 22 IS DISPLAYED



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.

KX35-AK-J1507-EC

Have the other diagnosis code test(s) been finished? No → Perform the other diagnosis code test(s) prior to this test.

Yes NOTE
 If combined front impact sensor and air bag module (squib) failure modes simultaneously occur in two places, the preconditions for the respective detection circuits will go out of order. For this reason, both diagnosis codes may not be stored but only one of them may be indicated. Their relationships are shown in the following table.
 Perform **TEST 5** if it does not become proper even through **TEST 6** is executed.

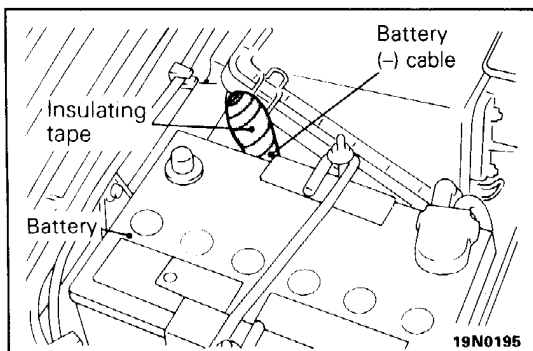
		Front impact sensors		
		Short-circuited	One open-circuited	Two open-circuited
Air bag module (Squib)	Short-circuited	11 and/or 21	12 and/or 21	13 and/or 21
	Open-circuited	11 and/or 22	12 and/or 22	13 and/or 22

The numbers in the boxes are diagnosis codes numbers. (Refer to P.52B-14.)

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52B-40 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

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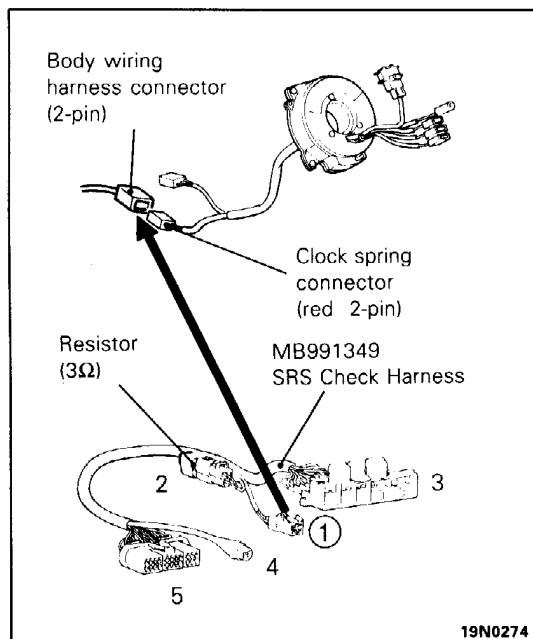


- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work.

(Refer to P.52B-9 No. 5.)



- (2) Remove the steering column cover lower.
- (3) Remove the connection between the clock spring connector (red, 2-pin) and the body wiring harness connector.
- (4) Connect the SRS check harness connector (1) to the body wiring harness connector.

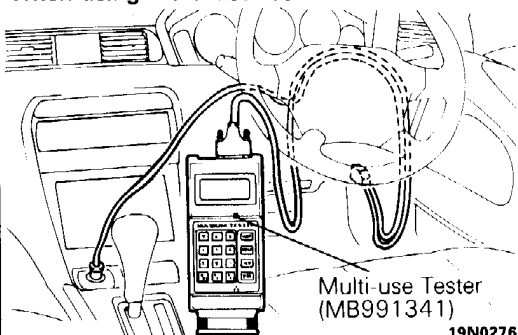
NOTE

A 3-ohm resistor that corresponds to the resistance of the air bag module (squib) and the wiring resistance is connected between the terminals of the connector 1 of the SRS Check Harness.

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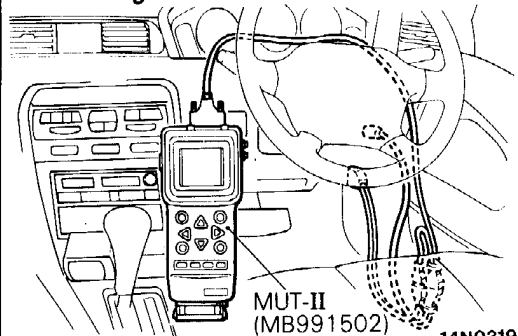
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When using multi-use tester



Multi-use Tester (MB991341)
19N0276

When using MUT-II



MUT-II (MB991502)
14N0319

- (1) Reconnect negative terminal of battery, and turn the ignition key to the "ON" position.
- (2) Using the Multi-use Tester or MUT-II, erase the diagnosis code memory. (Refer to TEST 1.)
- (3) Return the ignition key from the "ON" to the "LOCK" position and then back to the "ON" position.

Is the SRS warning lamp operation normal?

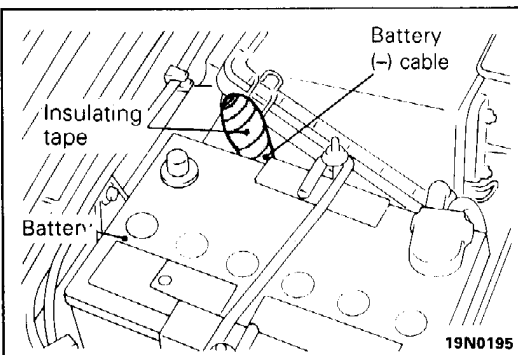
No

Body wiring harness between the clock spring and the SDU is defective, or SDU is defective.

Continued on P.52B-43.

Yes

From P.52B-31 (TEST 5 <Vehicles without front passenger's air bag (R.H. drive vehicles)> *



19N0195

- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

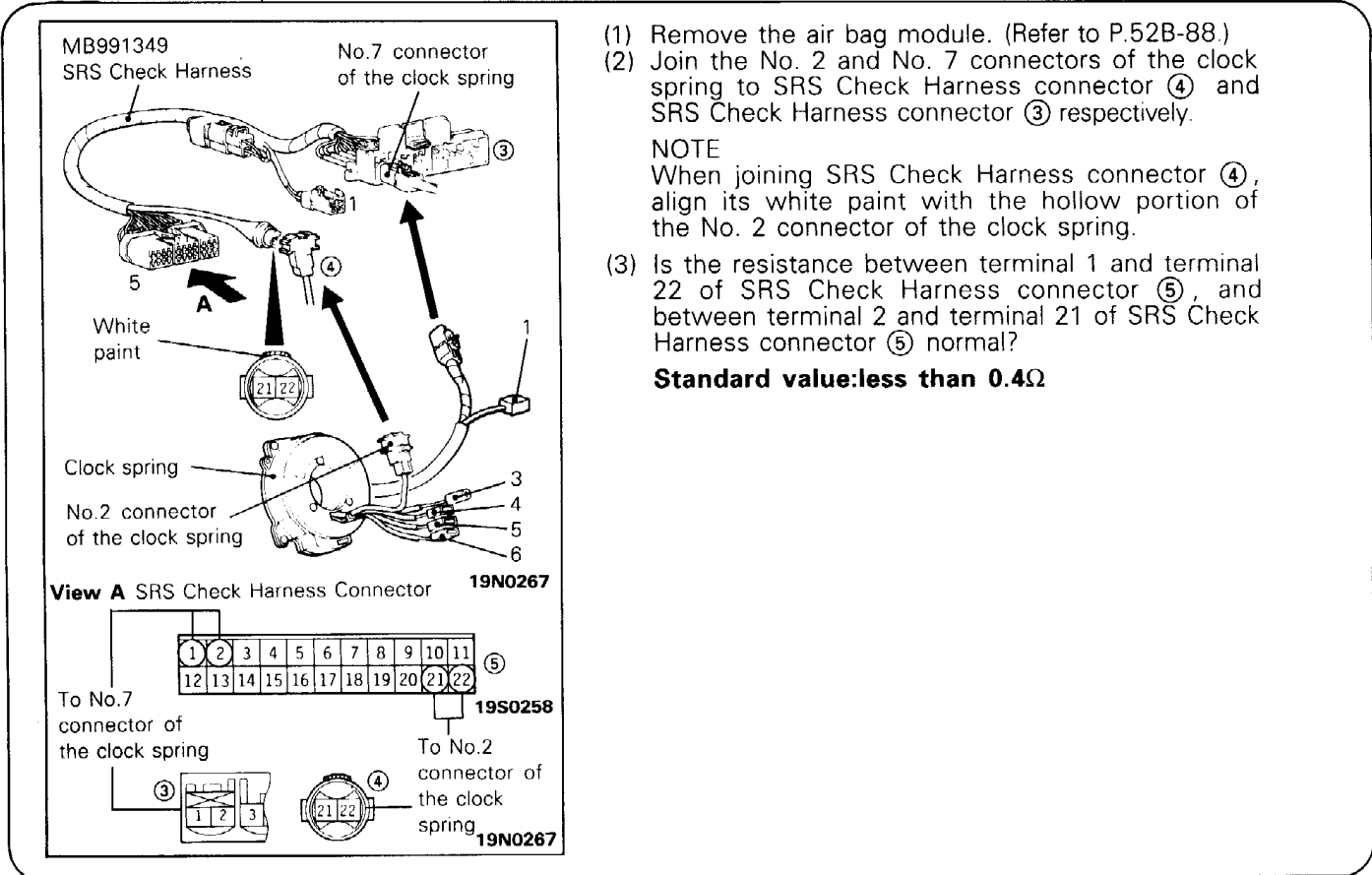
Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Remove the connection between the SRS check harness connector 1 and the body wiring harness connector.

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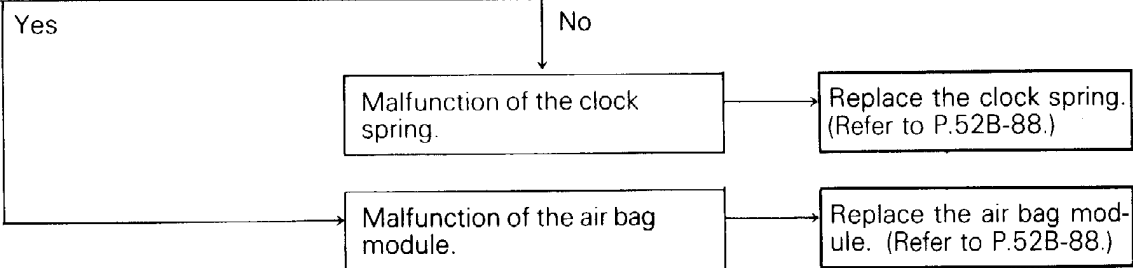
- (1) Remove the air bag module. (Refer to P.52B-88.)
- (2) Join the No. 2 and No. 7 connectors of the clock spring to SRS Check Harness connector ④ and SRS Check Harness connector ③ respectively.

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.

- (3) Is the resistance between terminal 1 and terminal 22 of SRS Check Harness connector ⑤, and between terminal 2 and terminal 21 of SRS Check Harness connector ⑤ normal?

Standard value: less than 0.4Ω



Caution

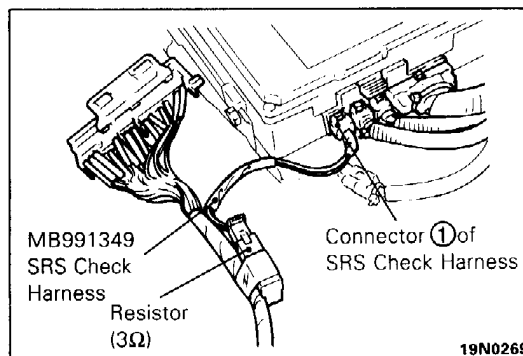
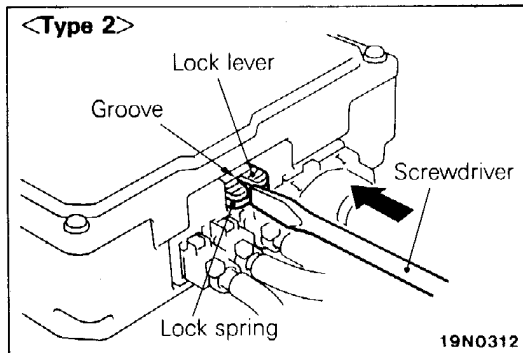
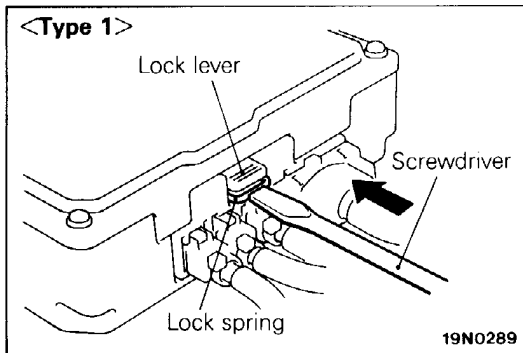
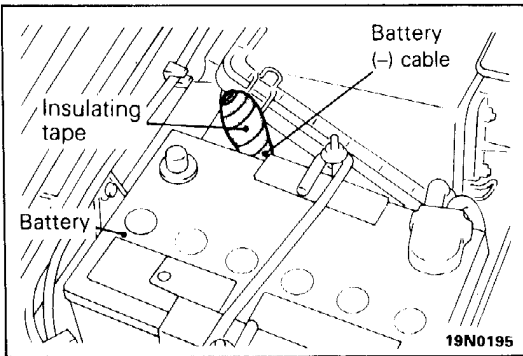
Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result in serious personal injury.

NOTE – IMPORTANT

(1) After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

(2) SDU = SRS Diagnosis Unit

CONTINUED FROM P.52B-41



- (1) 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-9 No. 5.)

- (2) Remove the connection between the SRS check harness connector 1 and the body wiring harness connector.
- (3) Remove the peripheral SDU parts. (Refer to P.52B-84.)
- (4) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

- Caution**
- (1) Do not use excessive force to raise the lock lever.
 - (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution
 Do not use excessive force to raise the lock lever.

- (5) Disconnect the red 2-pin connector from the SDU.
- (6) Connect the red connector 1 of the SRS Check Harness to the SDU instead of the now-disconnected harness-side connector of the SDU, which were connected to the air bag module (squib) through the clock spring.

NOTE
 A 3-ohm resistor that corresponds to the resistance of the air bag module (squib) and the wiring resistance is connected between the terminals of the connector 1 of the SRS Check Harness.

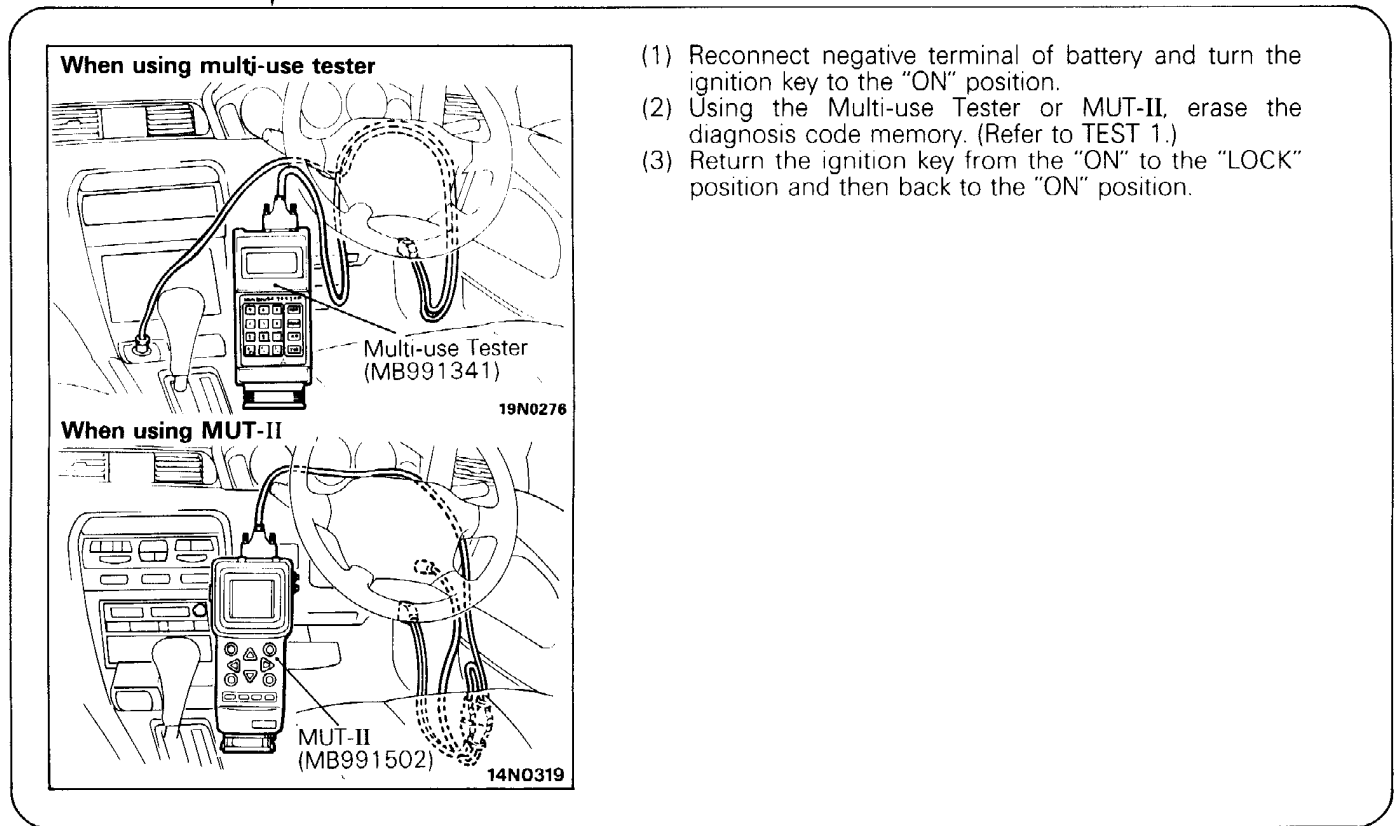
- (7) Make the double locking.

NOTE
If double locking cannot be made, the connector is incorrectly or incompletely inserted; re-check to insert the connector correctly and securely.

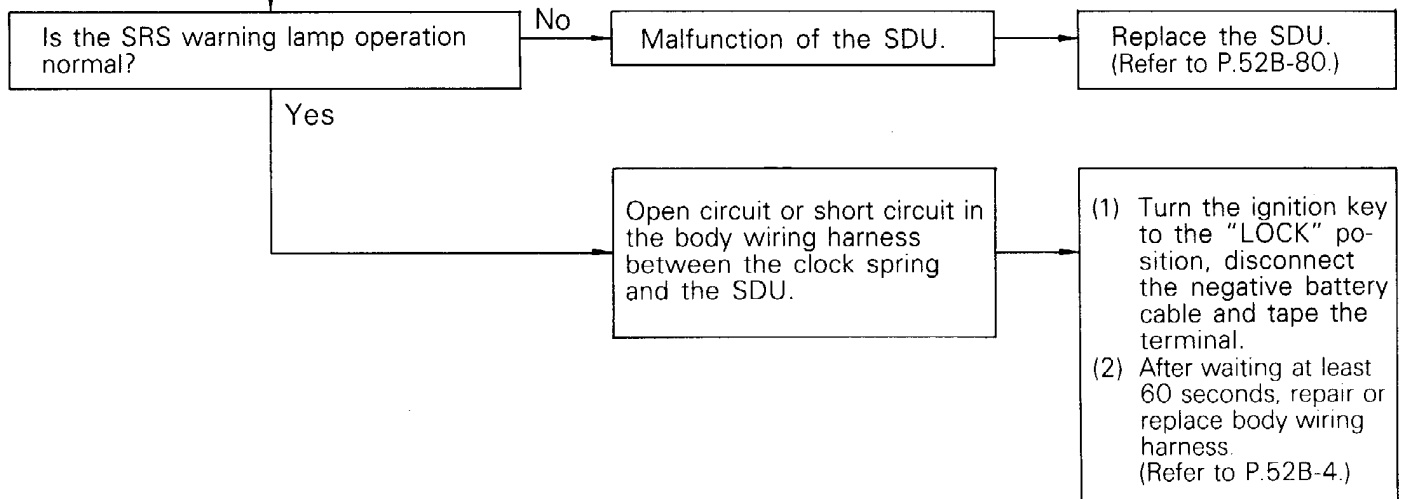
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52B-44 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

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- (1) Reconnect negative terminal of battery and turn the ignition key to the "ON" position.
- (2) Using the Multi-use Tester or MUT-II, erase the diagnosis code memory. (Refer to TEST 1.)
- (3) Return the ignition key from the "ON" to the "LOCK" position and then back to the "ON" position.

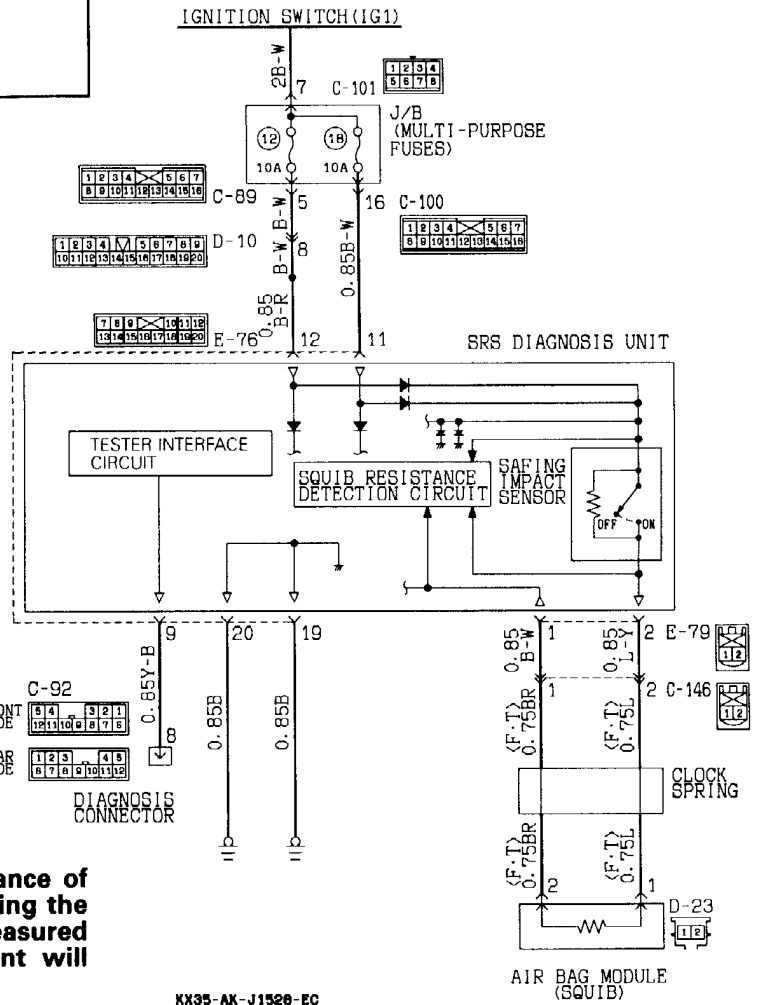
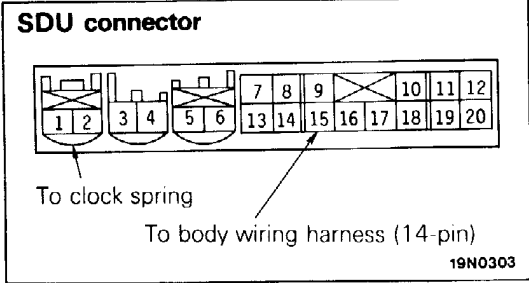


NOTE – IMPORTANT

(1) After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

(2) SDU = SRS Diagnosis Unit

TEST 6 <Vehicles with front passenger's air bag>
WHEN DIAGNOSIS CODE NO. 21 OR NO. 22 IS DISPLAYED



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.

Have the other diagnosis code test(s) been finished? No → Perform the other diagnosis code test(s) prior to this test.

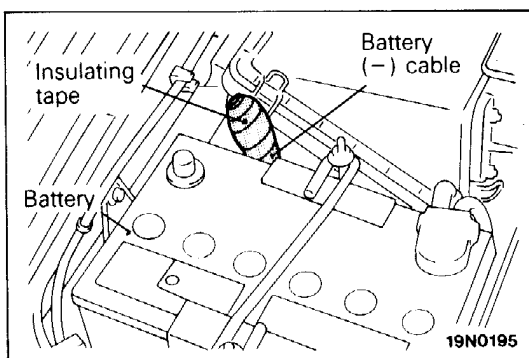
Yes **NOTE**
 If combined front impact sensor and air bag module (squib) failure modes simultaneously occur in two places, the preconditions for the respective detection circuits will go out of order. For this reason, both diagnosis codes may not be stored but only one of them may be indicated. Their relationships are shown in the following table.
 Perform **TEST 5** if it does not become proper even through **TEST 6** is executed.

		Front impact sensors		
		Short-circuited	One open-circuited	Two open-circuited
Driver's side air bag module (Squib)	Short-circuited	11 and/or 21	12 and/or 21	13 and/or 21
	Open-circuited	11 and/or 22	12 and/or 22	13 and/or 22

The numbers in the boxes are diagnosis codes numbers. (Refer to P.52B-14.)

CONTINUED ON NEXT PAGE

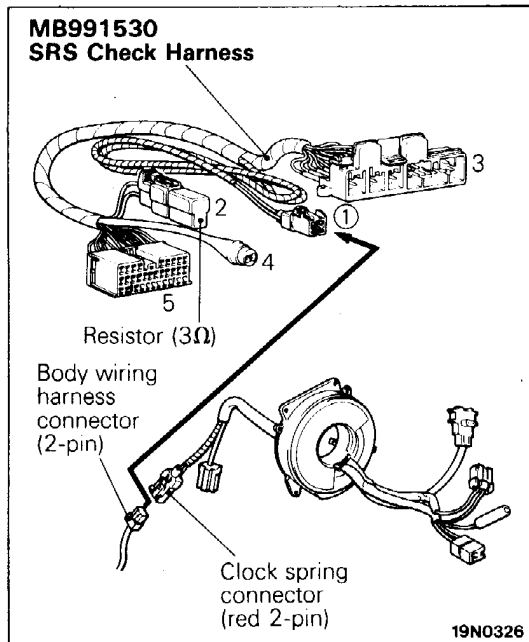
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- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

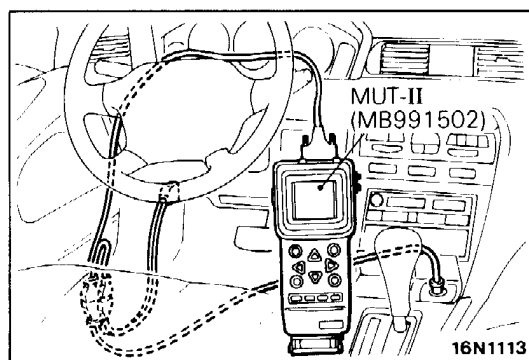
Wait at least 60 seconds after disconnecting the battery cable before doing any further work.
(Refer to P.52B-9 No. 5.)



- (2) Remove the steering column cover lower.
- (3) Remove the connection between the clock spring connector (red, 2-pin) and the body wiring harness connector.
- (4) Connect the SRS check harness connector (1) to the body wiring harness connector.

NOTE

A 3-ohm resistor that corresponds to the resistance of the air bag module (squib) and the wiring resistance is connected between the terminals of the connector 1 of the SRS Check Harness.



- (5) Reconnect negative terminal of battery, and turn the ignition key to the "ON" position.
- (6) Using the MUT-II, erase the diagnosis code memory. (Refer to TEST 1.)
- (7) Return the ignition key from the "ON" to the "LOCK" position and then back to the "ON" position.

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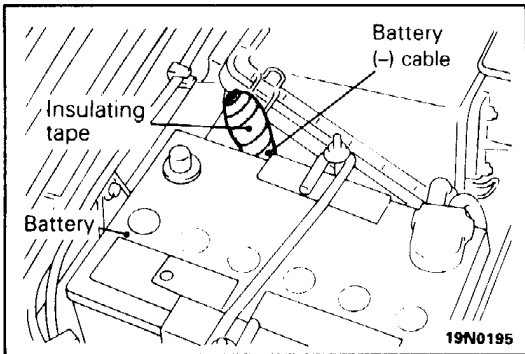
Is the SRS warning lamp operation normal?

No

Body wiring harness between the clock spring and the SDU is defective, or SDU is defective.

Continued on P.52B-49.

Yes



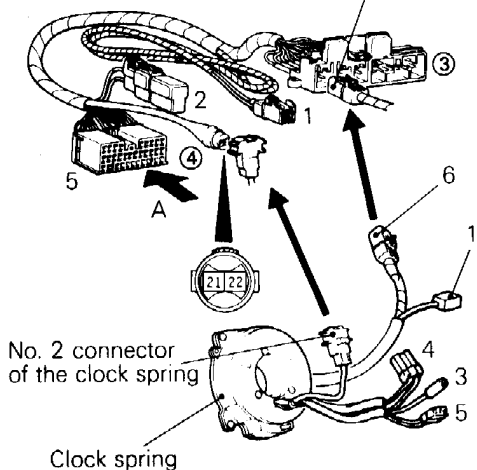
- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution
 Wait at least 60 seconds after disconnecting the battery cable before doing any further work.
 (Refer to P.52B-9 No. 5.)

- (2) Remove the connection between the SRS check harness connector 1 and the body wiring harness connector.

MB991530 SRS Check Harness

No. 6 connector of the clock spring



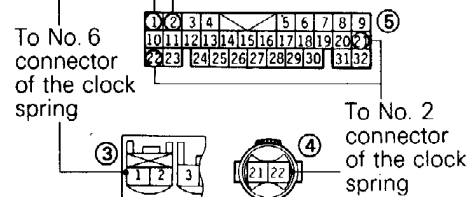
- (1) Remove the air bag module. (Refer to P.52B-88.)
- (2) Join the No. 2 and No. 6 connectors of the clock spring to SRS Check Harness connector ④ and SRS Check Harness connector ③ respectively.

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.

- (3) Is the resistance between terminal 1 and terminal 22 of SRS Check Harness connector ⑤, and between terminal 2 and terminal 21 of SRS Check Harness connector ⑤ normal?

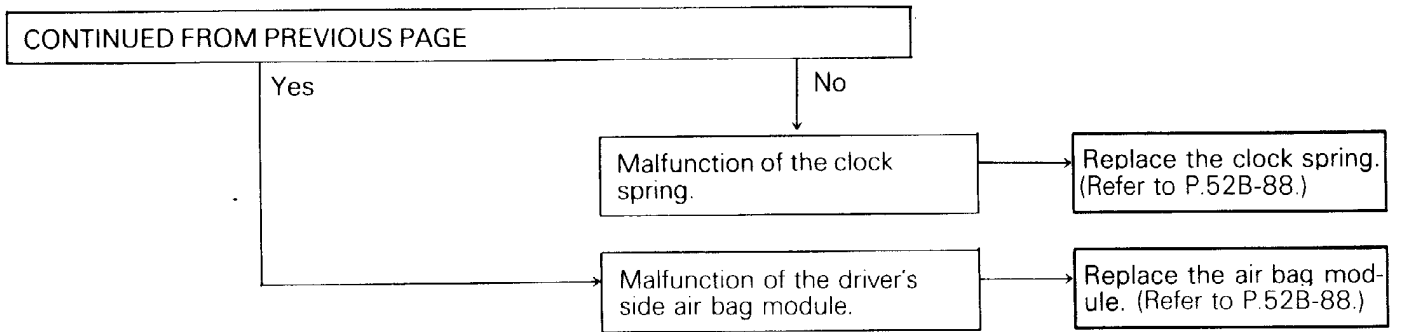
Standard value: less than 0.4Ω

View A SRS Check harness connector



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52B-48 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



Caution

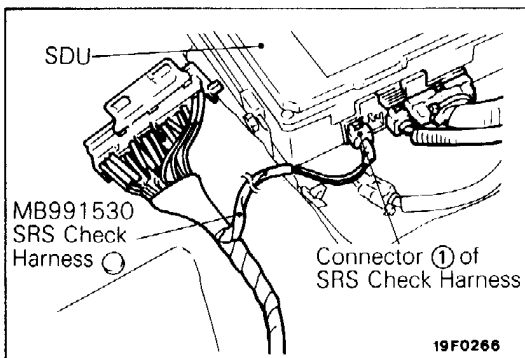
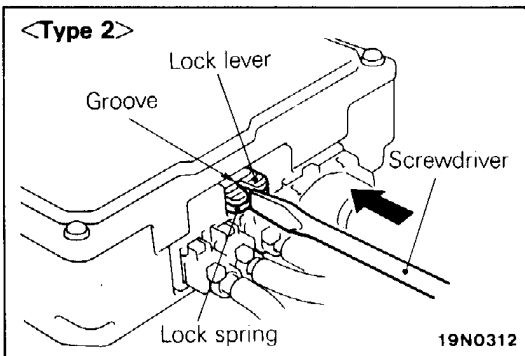
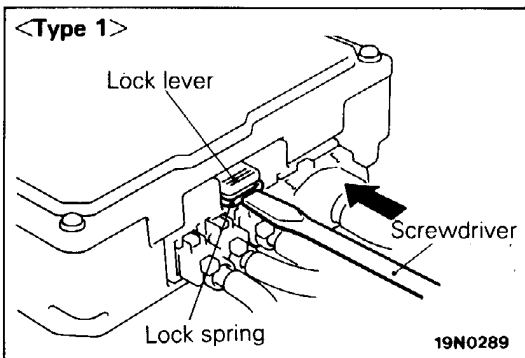
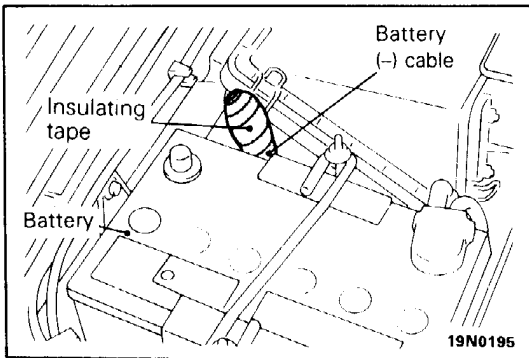
Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result in serious personal injury.

NOTE – IMPORTANT

(1) After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

(2) SDU = SRS Diagnosis Unit

CONTINUED FROM P.52B-47



- (1) 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-9 No. 5.)

- (2) Remove the connection between the SRS check harness connector 1 and the body wiring harness connector.
- (3) Remove the floor console assembly. (Refer to GROUP 52 – Floor Console.)
- (4) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

Do not use excessive force to raise the lock lever.

- (5) Disconnect the red 2-pin connector from the SDU.
- (6) Connect the red connector 1 of the SRS Check Harness to the SDU instead of the now-disconnected harness-side connector of the SDU, which were connected to the air bag module (squib) through the clock spring.

NOTE

A 3-ohm resistor that corresponds to the resistance of the air bag module (squib) and the wiring resistance is connected between the terminals of the connector 1 of the SRS Check Harness.

- (7) Make the double locking.

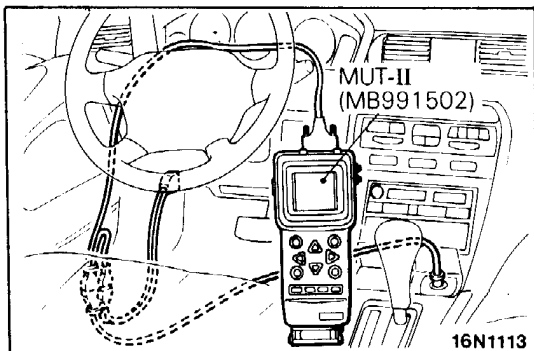
NOTE

If double locking cannot be made, the connector is incorrectly or incompletely inserted; re-check to insert the connector correctly and securely.

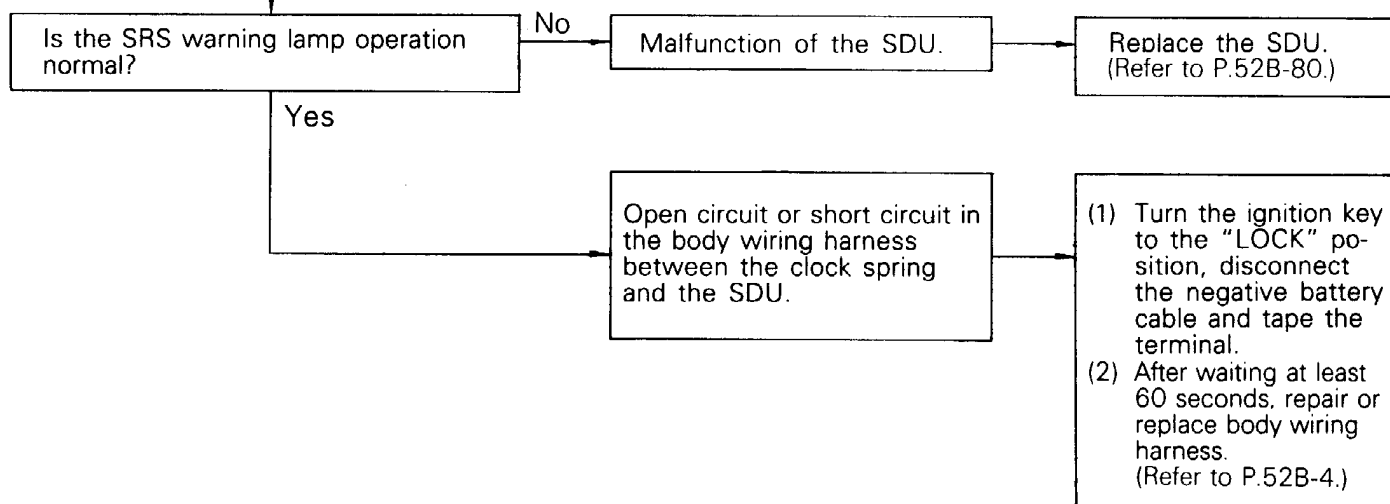
CONTINUED ON NEXT PAGE

52B-50 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

CONTINUED FROM PREVIOUS PAGE



- (1) Reconnect negative terminal of battery, and turn the ignition key to the "ON" position.
- (2) Using the MUT-II, erase the diagnosis code memory. (Refer to TEST 1.)
- (3) Return the ignition key from the "ON" to the "LOCK" position and then back to the "ON" position.



NOTE – IMPORTANT

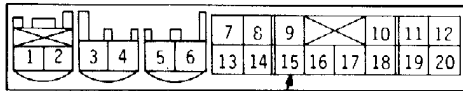
(1) After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

(2) SDU = SRS Diagnosis Unit

TEST 7

WHEN DIAGNOSIS CODE NO. 33 IS DISPLAYED

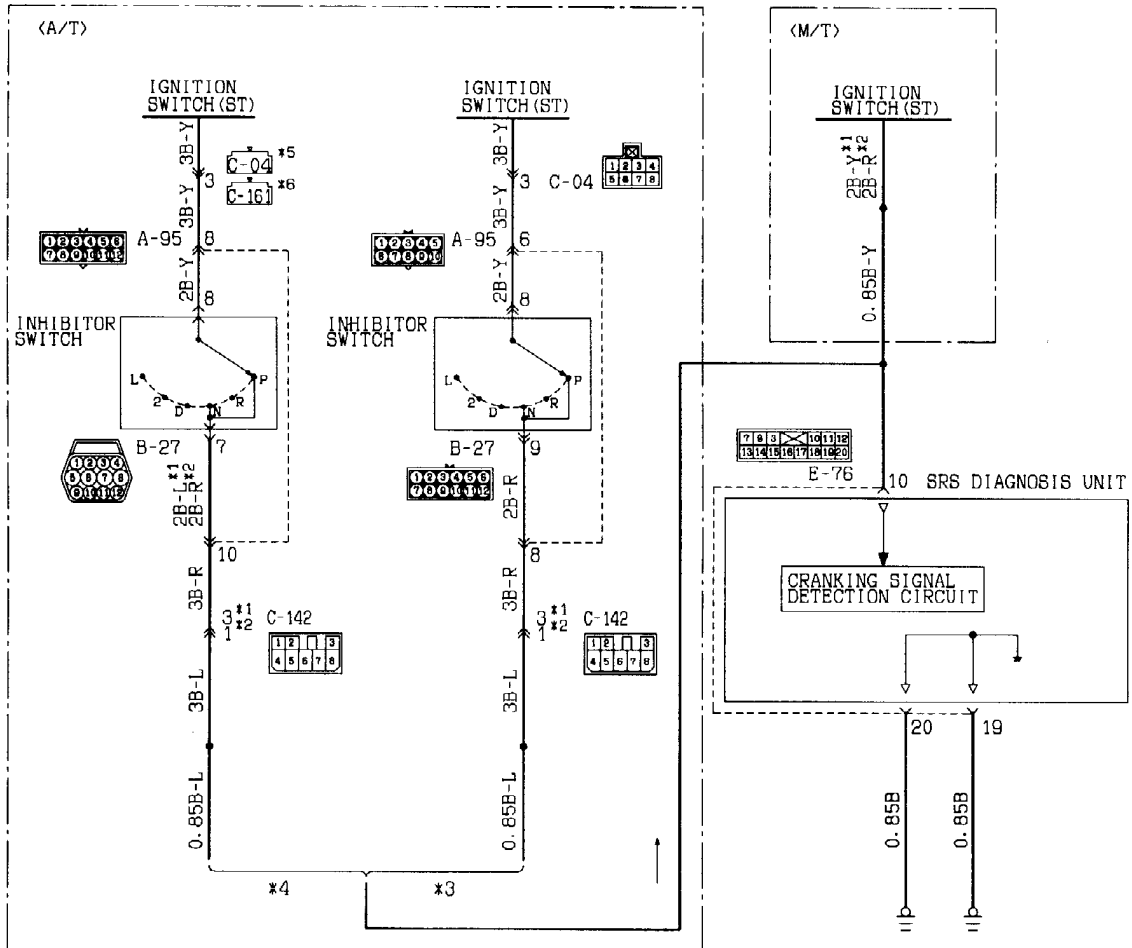
SDU connector



To body wiring harness (14-pin)

19N0200

<L.H. drive vehicles>



NOTE

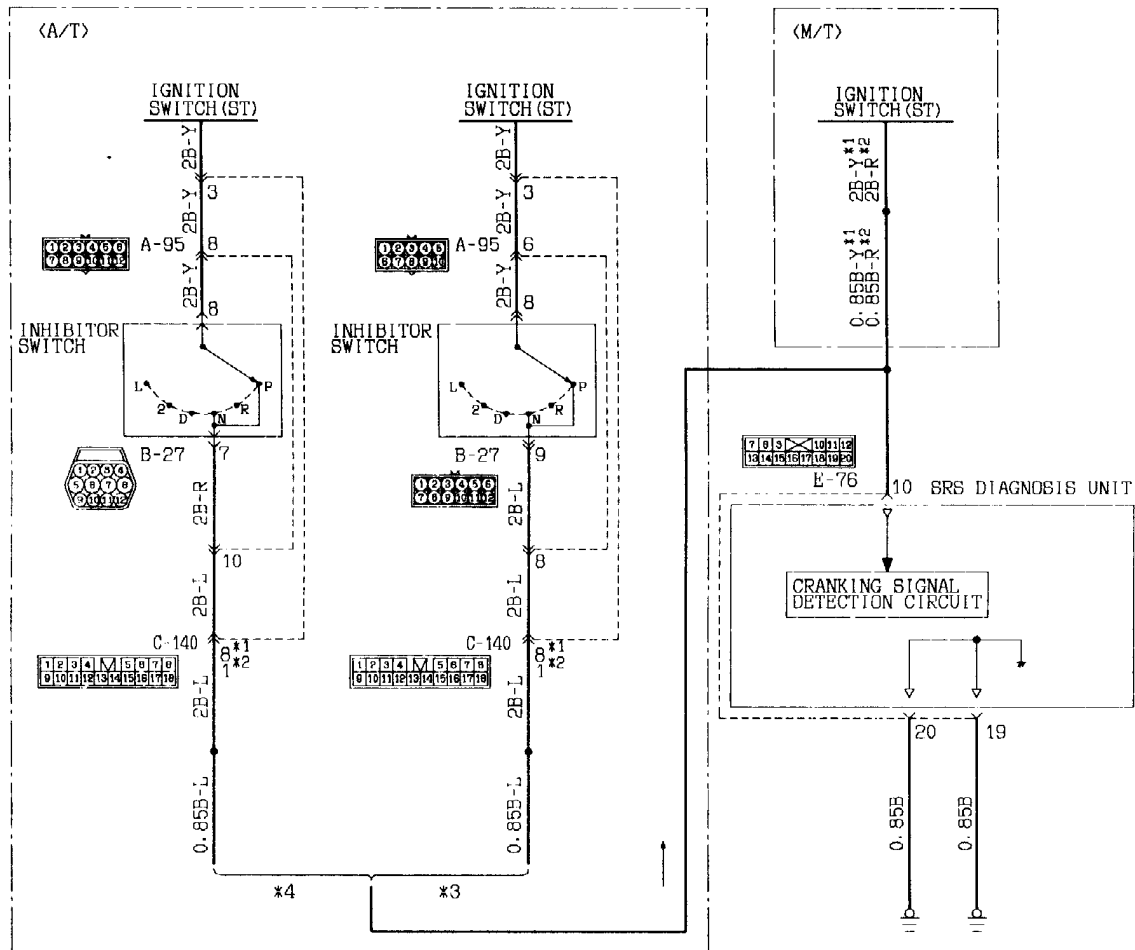
- *1: Vehicles without theft-alarm system
- *2: Vehicles with theft-alarm system
- *3: Vehicles built up to October, 1992
- *4: Vehicles built from November, 1992
- *5: Vehicles without front passenger's air bag
- *6: Vehicles with front passenger's air bag



KX35-AK-J1520-EC

52B-52 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

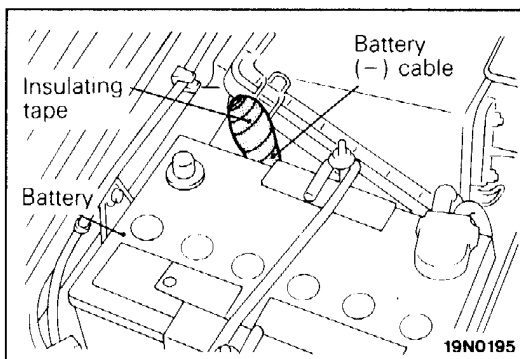
<R.H. drive vehicles>



KX35-AK-J1525-EC

NOTE

- *1 : Vehicles without theft-alarm system
- *2 : Vehicles with theft-alarm system
- *3 : Vehicles built up to October, 1992
- *4 : Vehicles built from November, 1992

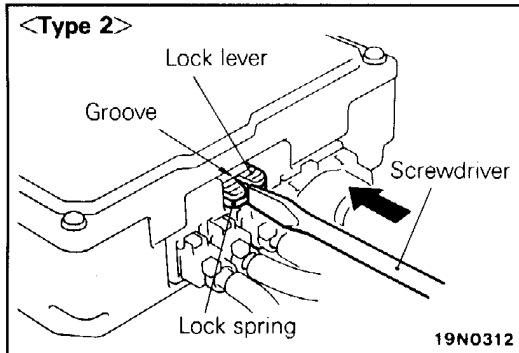
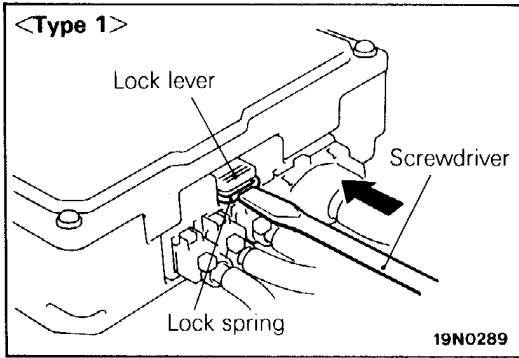


- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Remove the peripheral SDU parts. (Refer to P.52B-81, 84.)



(3) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

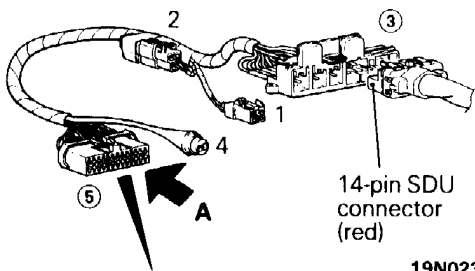
Do not use excessive force to raise the lock lever.

(4) Disconnect the red 14-pin connector from the SDU.

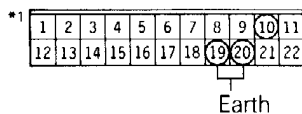
(5) Connect the red harness-side SDU connector (14-pin) to the connector 3 or the SRS Check Harness.

(6) Check according to the flow chart below, using the digital multi-meter.

**MB991349*1
MB991530*2
SRS Check Harness**



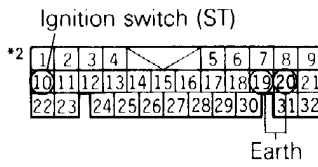
View A
SRS Check Harness connector (5)



19S0258

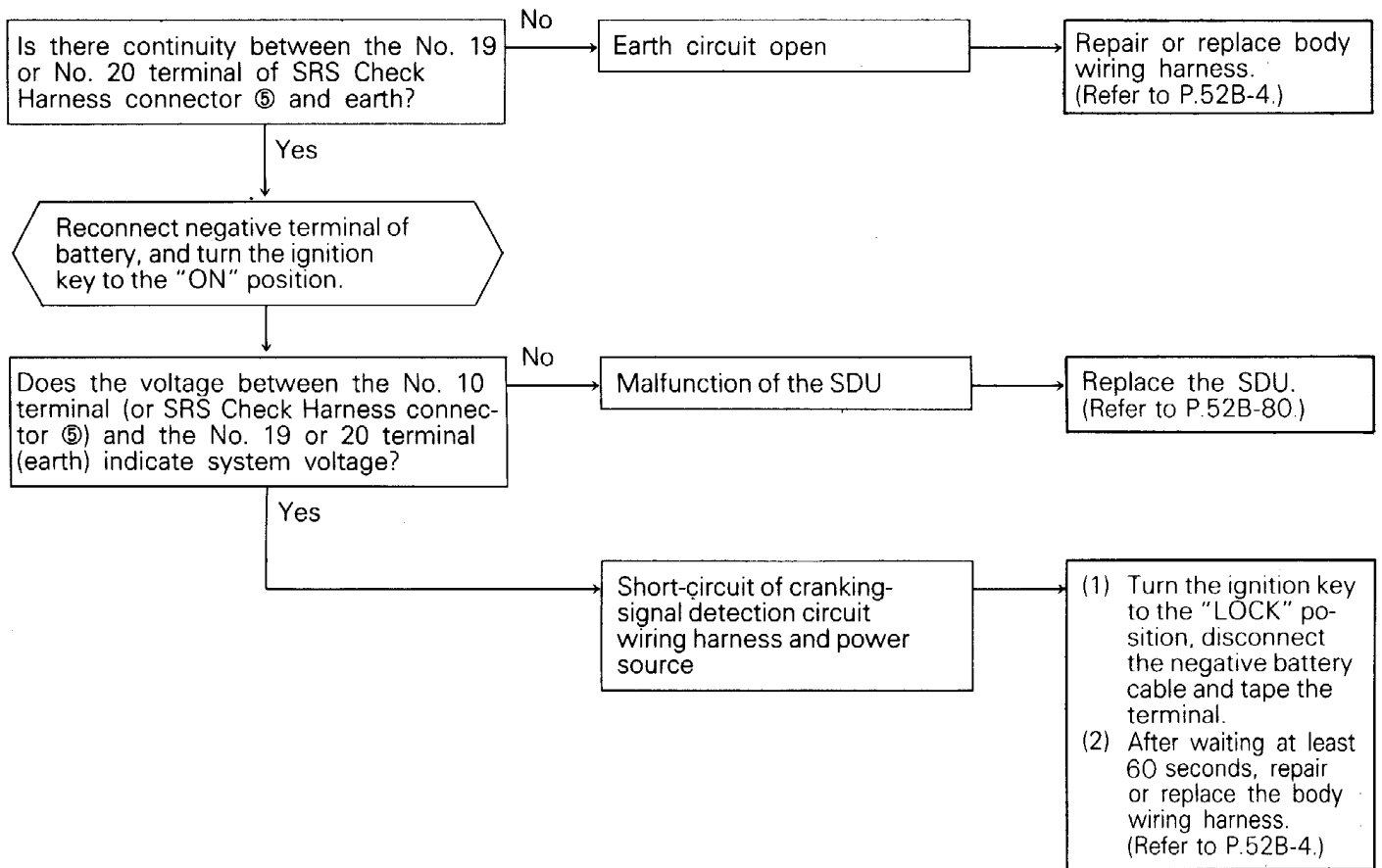
NOTE

- *1 : Vehicles without front passenger's air bag
- *2 : Vehicles with front passenger's air bag



19N0325

52B-54 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

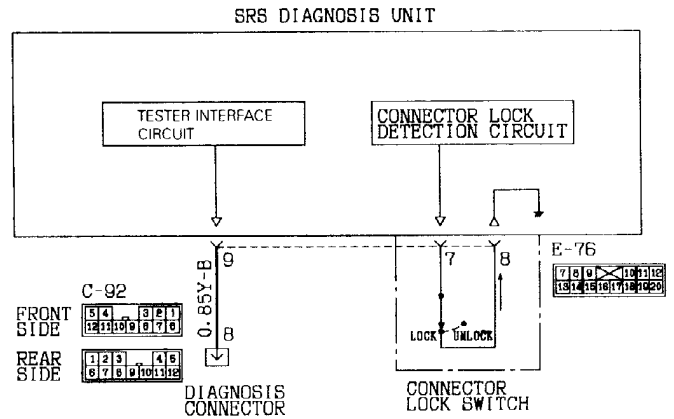
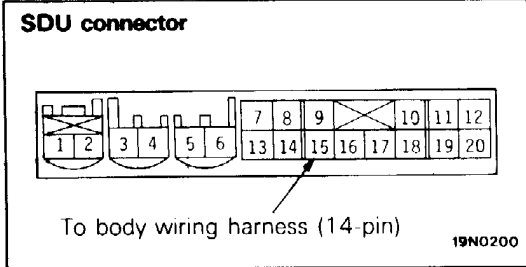


NOTE – IMPORTANT

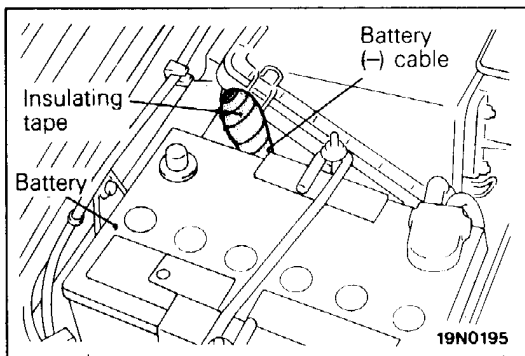
- (1) If more than 45 seconds of cranking is required to start up the engine, the diagnosis code will be stored in memory, but if there is no problem, the diagnosis code will be cleared and the SRS will return to normal.
- (2) < Vehicles built up to March, 1992 >
After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)
< Vehicles built from April, 1992 >
After repairing the SRS, reconnect the battery cable and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)
- (3) SDU = SRS Diagnosis Unit

TEST 8

WHEN DIAGNOSIS CODE NO. 34 IS DISPLAYED



KX95-AK-J1509-EC

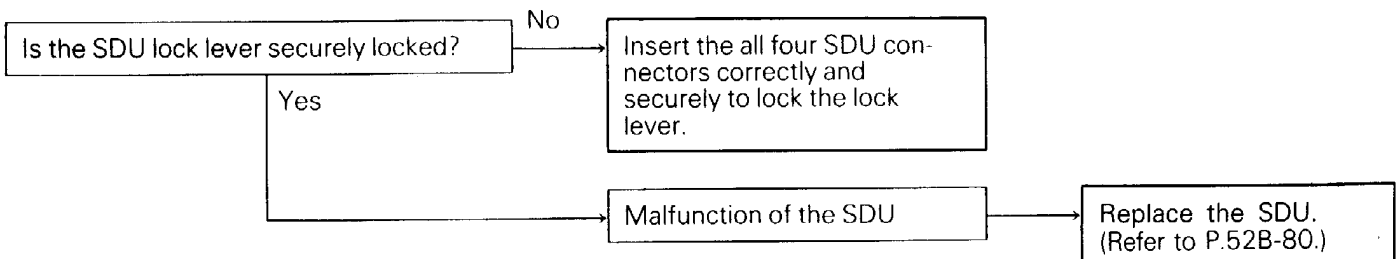


- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Remove the peripheral SDU parts. (Refer to P.52B-81, 84.)



NOTE – IMPORTANT

(1) < Vehicles built up to March, 1992 >

After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

< Vehicles built from April, 1992 >

After repairing the SRS, reconnect the battery cable and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

- (2) SDU = SRS Diagnosis Unit

52B-56 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

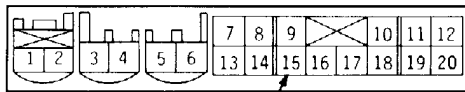
TEST 9

WHEN DIAGNOSIS CODE NO. 41 IS DISPLAYED

TEST 10

WHEN DIAGNOSIS CODE NO. 42 IS DISPLAYED

SDU connector



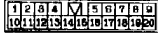
To body wiring harness (14-pin)

19N0200

<L.H. drive vehicles>



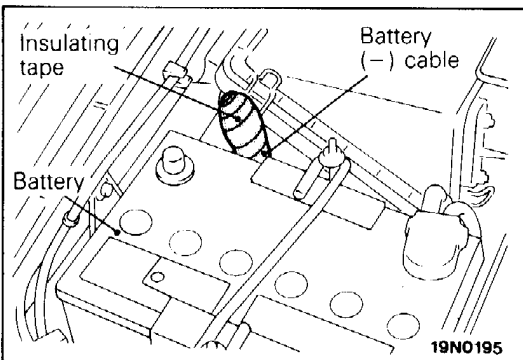
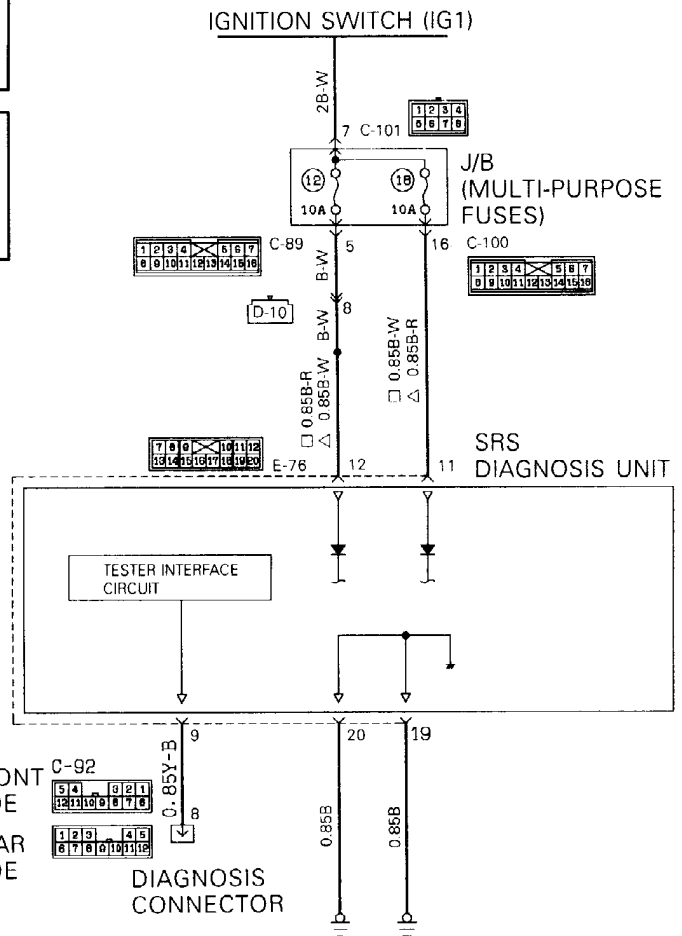
<R.H. drive vehicles>



NOTE

□ : <L.H. drive vehicles>

△ : <R.H. drive vehicles>

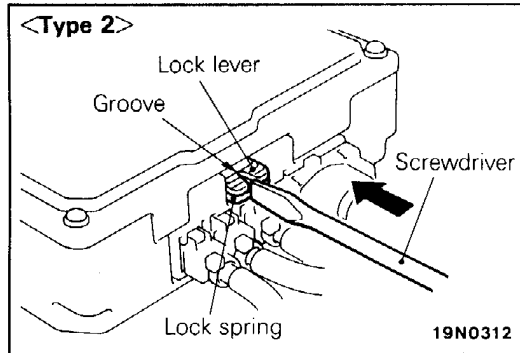
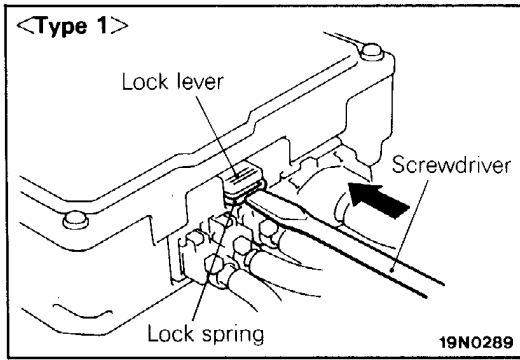


- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Remove the peripheral SDU parts. (Refer to P.52B-81, 84.)



(3) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

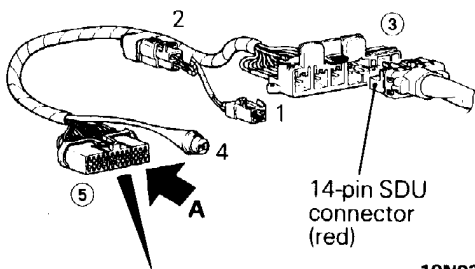
Do not use excessive force to raise the lock lever.

(4) Disconnect the red 14-pin connector from the SDU.

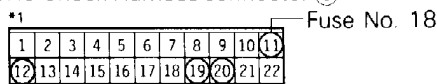
(5) Connect the now disconnected red harness-side SDU connector (14-pin) to the connector ③ of the SRS Check Harness.

(6) Check according to the flow chart below, using the specified digital multi-meter.

MB991349*1
MB991530*2
SRS Check Harness



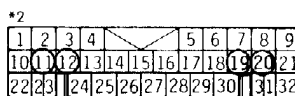
View A
SRS Check Harness connector ⑤



Fuse No. 12

Earth

19S0258



Fuse No. 18

Fuse No. 12

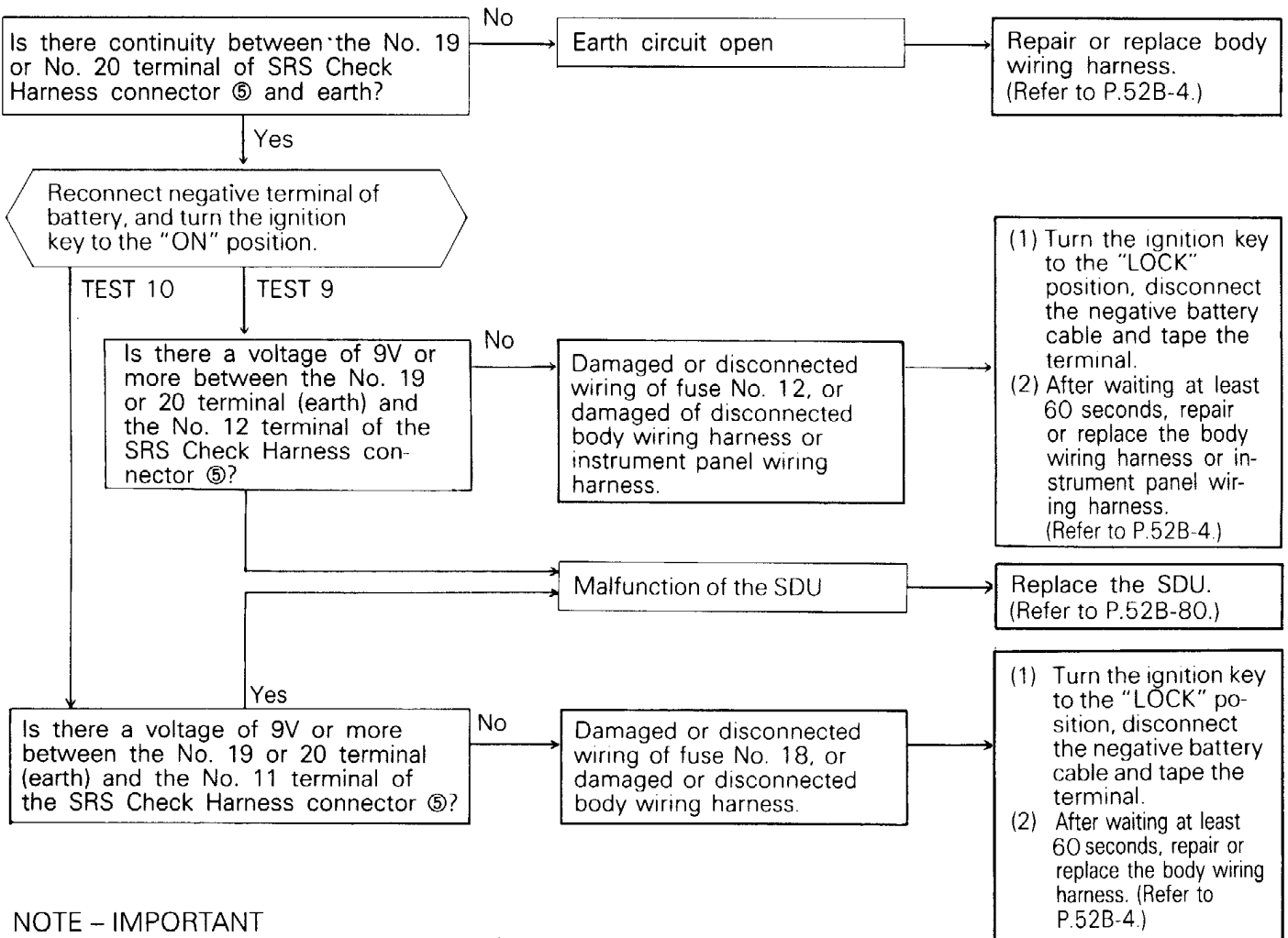
Earth

19N0325

NOTE

- *1: Vehicles without front passenger's air bag
- *2: Vehicles with front passenger's air bag

52B-58 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



NOTE – IMPORTANT

(1) < Vehicles built up to March, 1992 >

After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

< Vehicles built from April, 1992 >

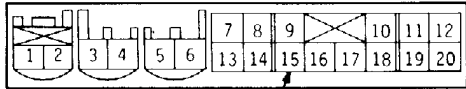
After repairing the SRS, reconnect the battery cable and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

(2) SDU = SRS Diagnosis Unit

TEST 11

**WHEN DIAGNOSIS CODE NO. 43 IS DISPLAYED
(SRS warning lamp does not extinguish)**

SDU connector



To body wiring harness (14-pin) 19N0200

<L.H. drive vehicles>

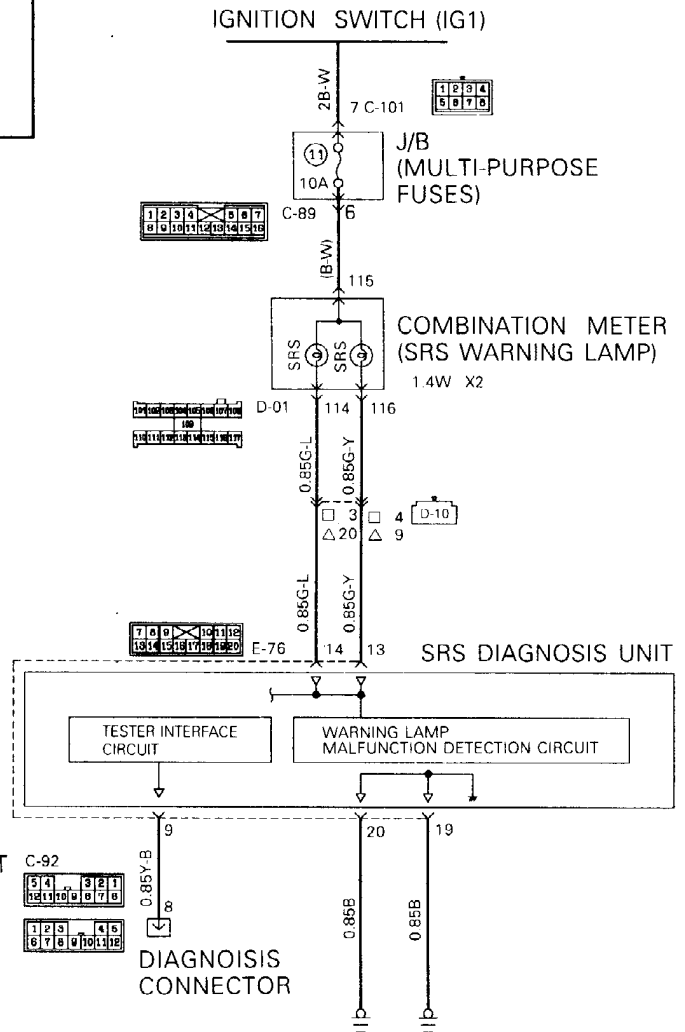


<R.H. drive vehicles>

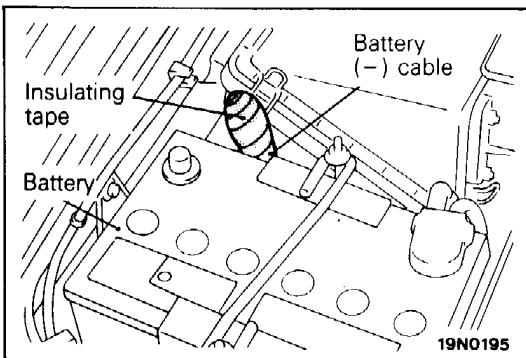


NOTE

- : <L.H. drive vehicles>
- △ : <R.H. drive vehicles>



KX35-AK-J1504-EC



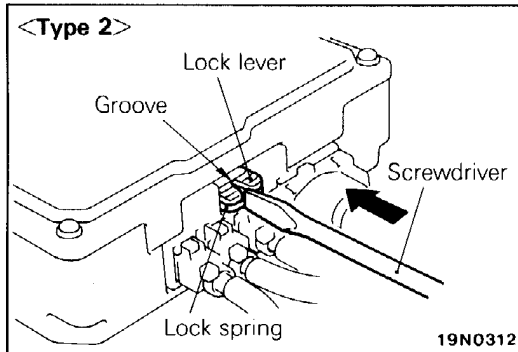
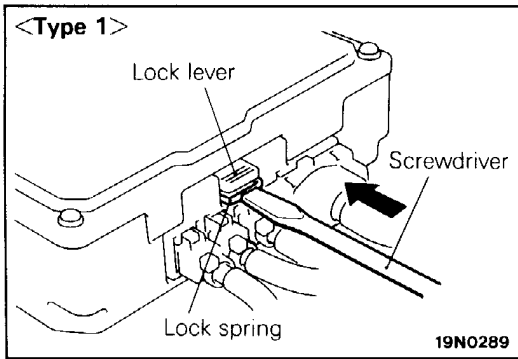
- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Remove the peripheral SDU parts. (Refer to P.52B-81, 84.)

52B-60 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



- (3) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

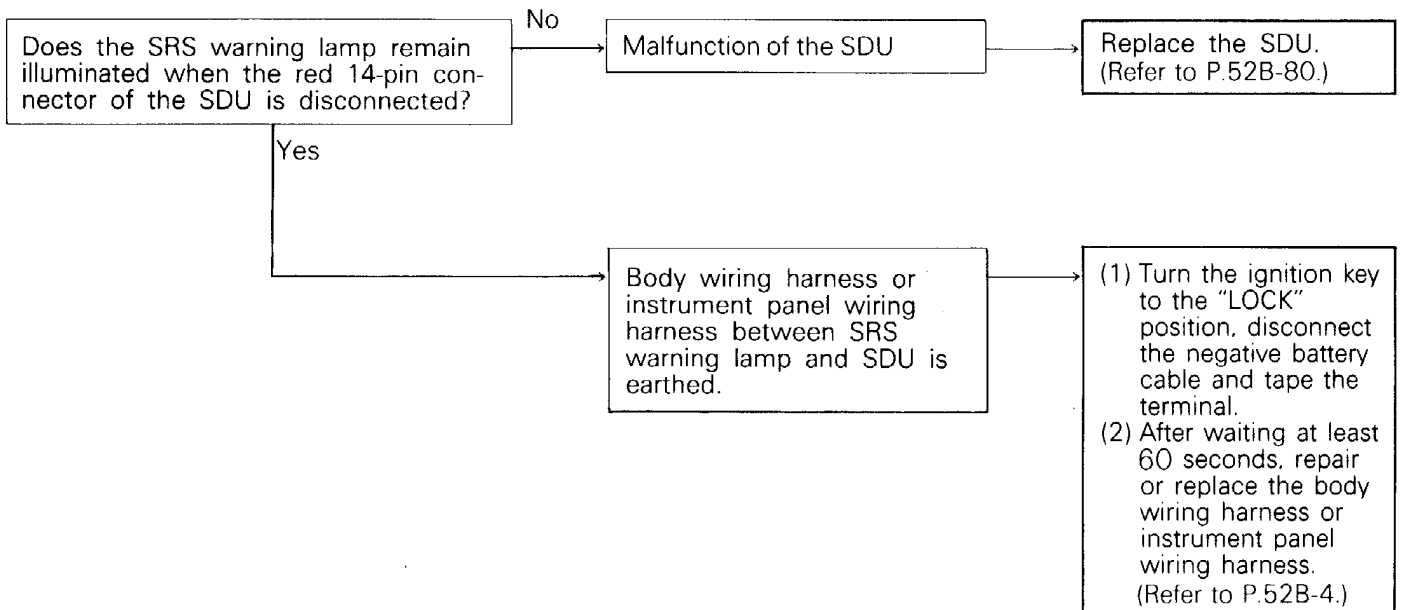
In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

Do not use excessive force to raise the lock lever.

- (4) Disconnect the red 14-pin connector from the SDU.
- (5) Reconnect negative terminal of battery, and turn the ignition key to the "ON" position.
- (6) Check according to the flow chart below.



NOTE – IMPORTANT

(1) < Vehicles built up to March, 1992 >

After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

< Vehicles built from April, 1992 >

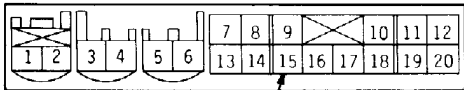
After repairing the SRS, reconnect the battery cable and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

- (2) SDU = SRS Diagnosis Unit

TEST 12

**WHEN DIAGNOSIS CODE NO. 43 IS DISPLAYED
(SRS warning lamp does not illuminate)**

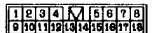
SDU connector



To body wiring harness (14-pin)

19N0200

D-10 <L.H. drive vehicles>



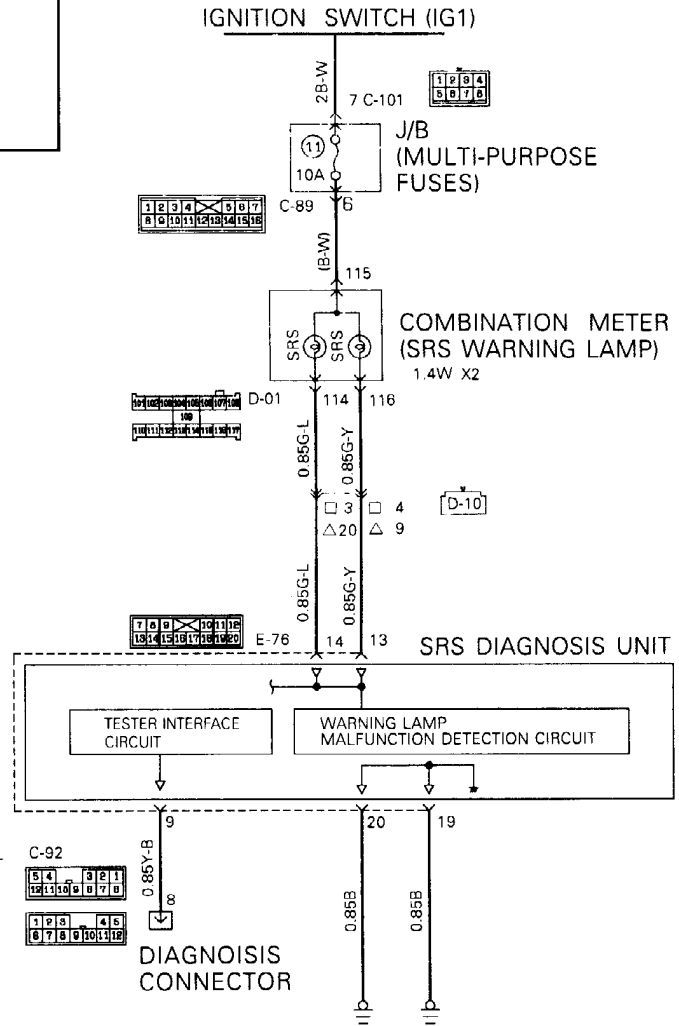
<R.H. drive vehicles>



NOTE

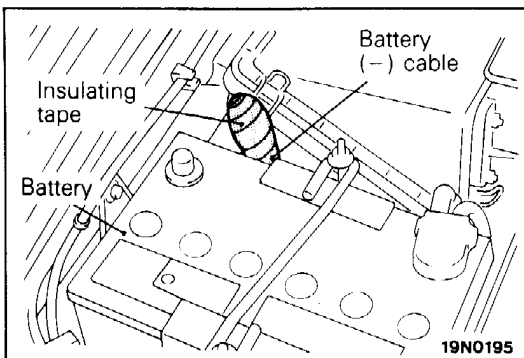
- : <L.H. drive vehicles>
- △ : <R.H. drive vehicles>

KX35-AK-J1504-EC



FRONT
SIDE
REAR
SIDE

DIAGNOSIS
CONNECTOR



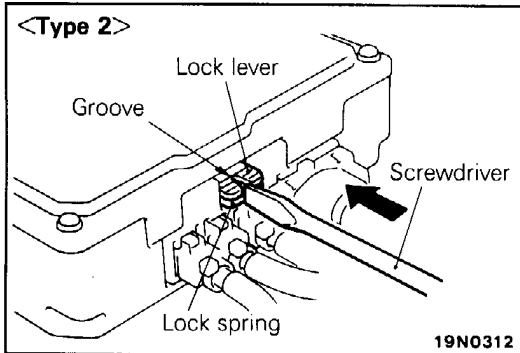
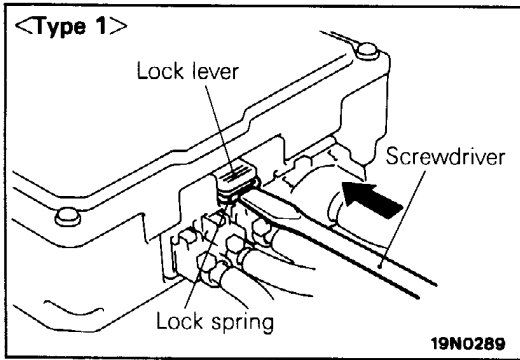
- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-9 No. 5.)

- (2) Remove the peripheral SDU parts. (Refer to P.52B-81, 84.)

52B-62 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



- (3) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (–) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
(2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

Place a (–) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

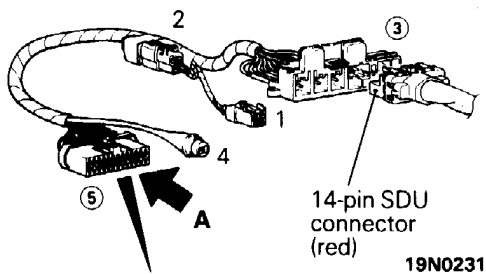
- Do not use excessive force to raise the lock lever.

- (4) Disconnect the red 14-pin connector from the SDU.

- (5) Connect the now disconnected red harness-side SDU connector (14-pin) to the connector ③ of the SRS Check Harness.

- (6) Check according to the flow chart on next page, using the specified digital multi-meter.

MB991349*1
MB991530*2
SRS Check Harness



View A
SRS Check Harness connector (⑤)

*1

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

SRS warning lamp Earth

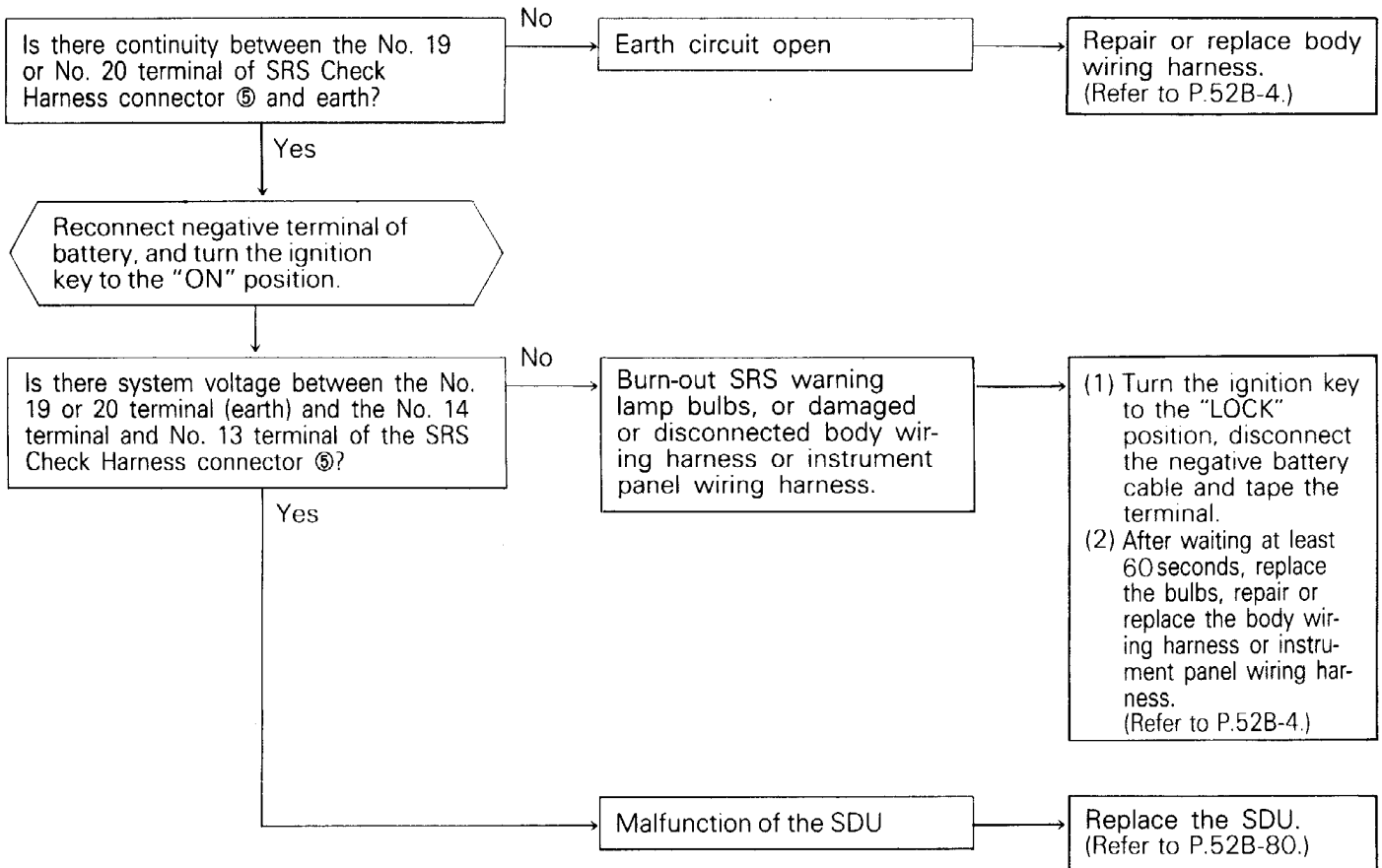
19S0258

*2

1	2	3	4	5	6	7	8	9			
10	11	12	13	14	15	16	17	18	19	20	21
22	23	24	25	26	27	28	29	30	31	32	

SRS warning lamp Earth

19N0325



NOTE – IMPORTANT

(1) < Vehicles built up to March, 1992 >

After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the Multi-use Tester or MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

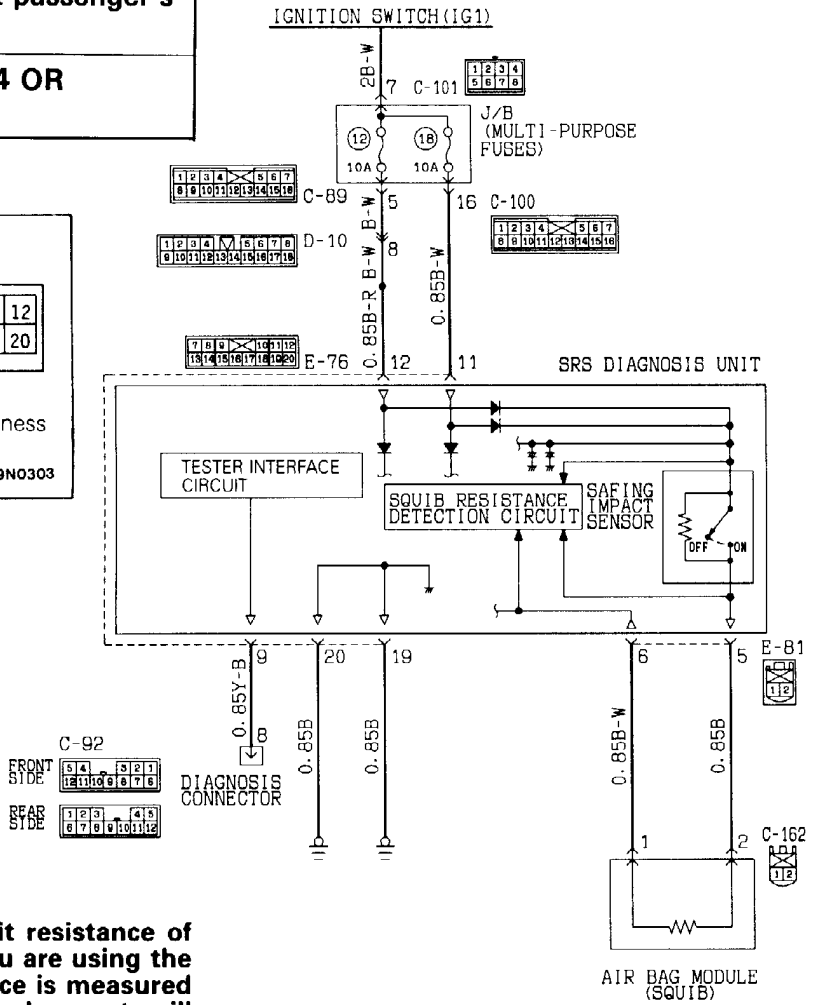
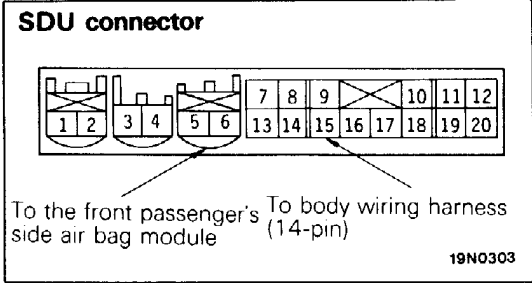
< Vehicles built from April, 1992 >

After repairing the SRS, reconnect the battery cable and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

(2) SDU = SRS Diagnosis Unit

52B-64 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting

TEST 13 <Vehicles with front passenger's air bag>
WHEN DIAGNOSIS CODE NO. 24 OR NO. 25 IS DISPLAYED



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.

KX35-AK-J1530-EC

Have the other diagnosis code test(s) been finished? No → Perform the other diagnosis code test(s) prior to this test.

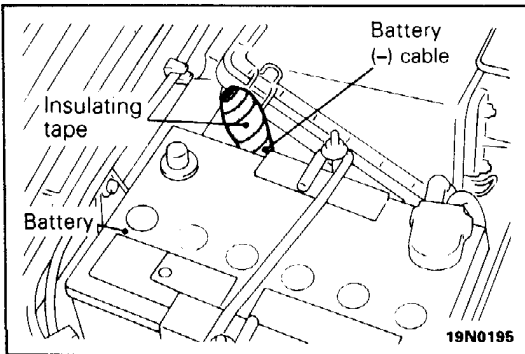
Yes **NOTE**
 If combined front impact sensor and air bag module (squib) failure modes simultaneously occur in two places, the preconditions for the respective detection circuits will go out of order. For this reason, both diagnosis codes may not be stored but only one of them may be indicated. Their relationships are shown in the following table. Perform **TEST 9** if it does not become proper even through **TEST 6** is executed.

		Front impact sensors		
		Short-circuited	One open-circuited	Two open-circuited
Front passenger's side air bag module (Squib)	Short-circuited	11 and/or 24	12 and/or 24	13 and/or 24
	Open-circuited	11 and/or 25	12 and/or 25	13 and/or 25

The numbers in the boxes are diagnosis code numbers. (Refer to P.52B-14.)

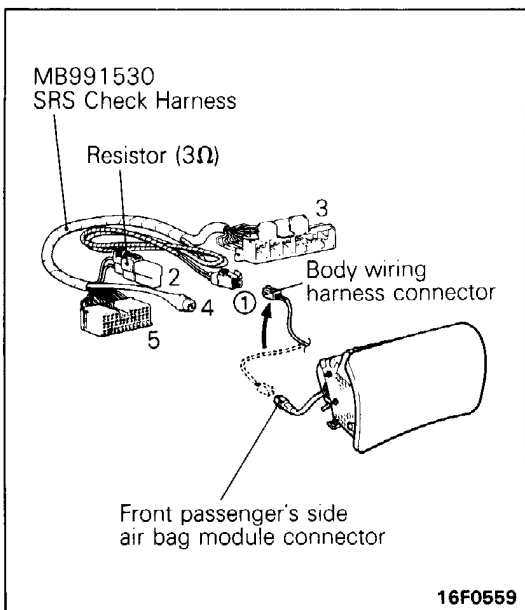
CONTINUED ON NEXT PAGE

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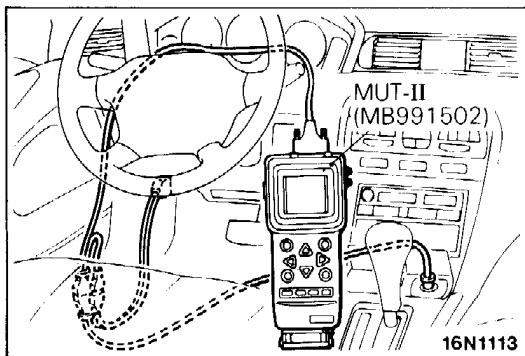
- (1) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution
 Wait at least 60 seconds after disconnecting the battery cable before doing any further work.
 (Refer to P.52B-9 No. 5.)



- (2) Remove the glove box and glove box outer case.
- (3) Remove the connection between the front passenger's air bag module connector (2-pin) and the body wiring harness connector.
- (4) Connect the SRS check harness connector ① to the body wiring harness connector.

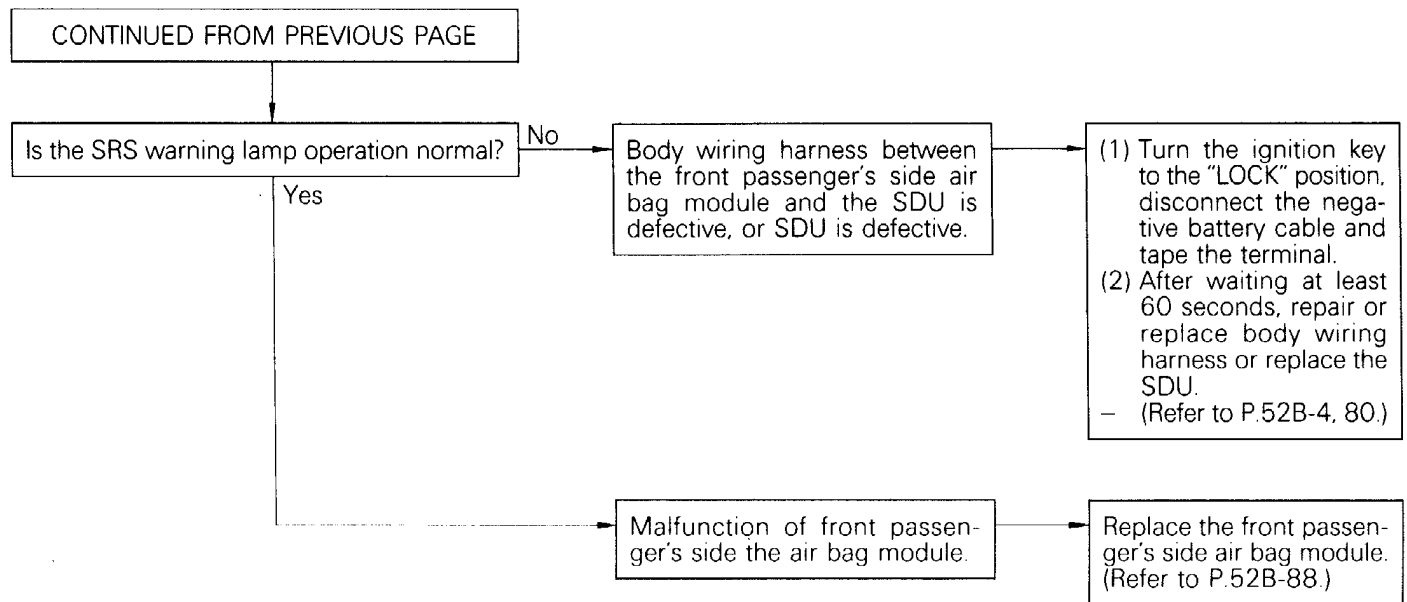
NOTE
 A 3-ohm resistor that corresponds to the resistance of the air bag module (squib) and the wiring resistance is connected between the terminals of the connector 1 of the SRS Check Harness.



- (5) Reconnect negative terminal of battery, and turn the ignition key to the "ON" position.
- (6) Using the MUT-II, erase the diagnosis code memory. (Refer to TEST 1.)
- (7) Return the ignition key from the "ON" to the "LOCK" position and then back to the "ON" position.

CONTINUED TO NEXT PAGE

52B-66 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Troubleshooting



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.

NOTE – IMPORTANT

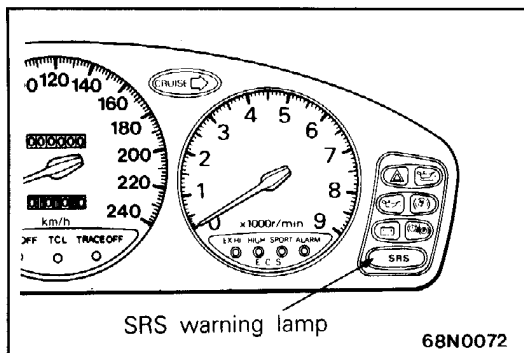
(1) After repairing the SRS, reconnect the battery cable, erase the diagnosis code memory from the MUT-II and check the SRS warning lamp operation to verify the system functions properly. (Refer to TEST 1.)

(2) SDU = SRS Diagnosis Unit

SRS MAINTENANCE

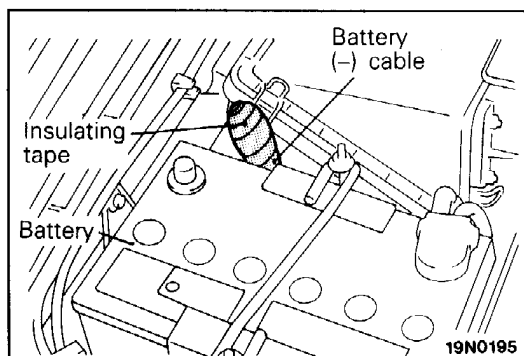
E52RAAAa

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



1. "SRS" WARNING LAMP CHECK

Turn the ignition with the key "ON" position. Does the "SRS" warning lamp illuminate for about 7 seconds, turn OFF and then remain extinguished for at least 45 seconds? If yes, SRS system is functioning properly. If no, consult page 52B-12.



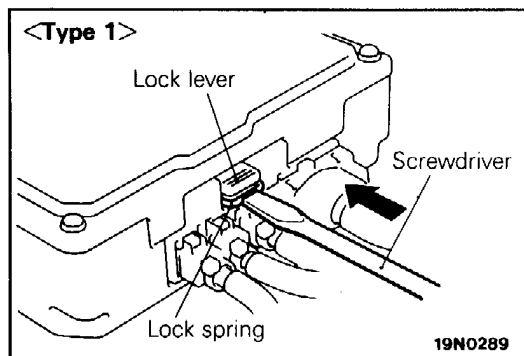
2. SRS COMPONENTS VISUAL CHECK

- (1) Turn the ignition key to "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-9 No. 5.)

- (2) Remove the peripheral SDU parts. (Refer to P.52B-81, 84.)
- (3) Release the lock of SDU connector in accordance with the following procedure:

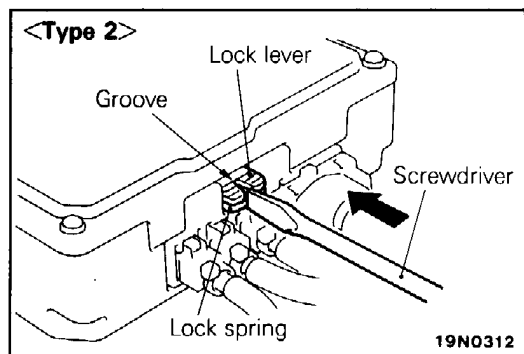


In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.



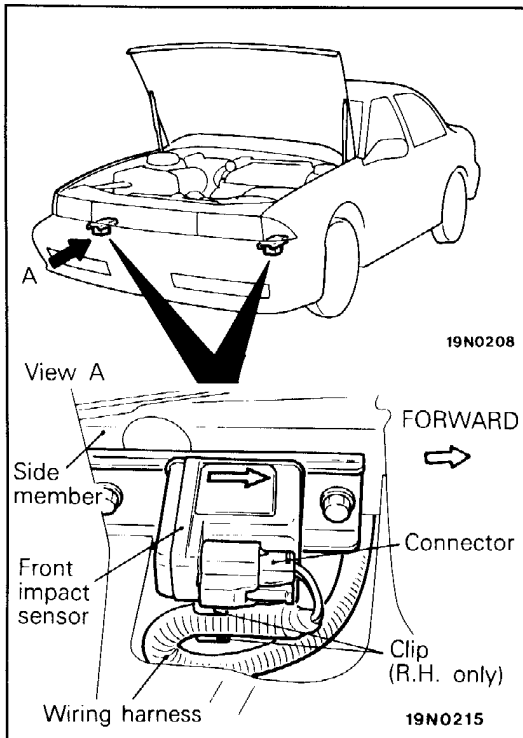
In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

Do not use excessive force to raise the lock lever.

- (4) Disconnect the connectors from the SDU.



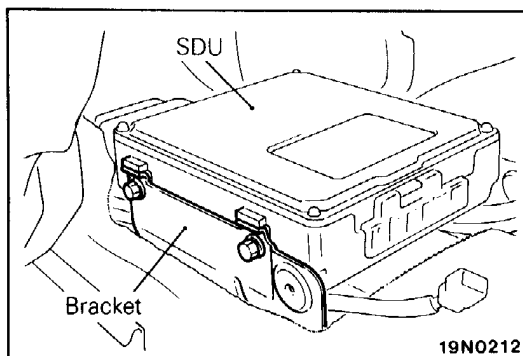
2-1 Front Impact Sensors

- (1) Check sensors to ensure the arrow marks face the front of the vehicle.
- (2) Check side member and front impact sensor for deformities or rust.

Caution

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

- (3) Check wiring harness (for front impact sensor) for binds, connector for damage, and terminals for deformities. Replace sensor and/or wiring harness if it fails visual check. (Refer to P.52B-78 and P.52B-4.)

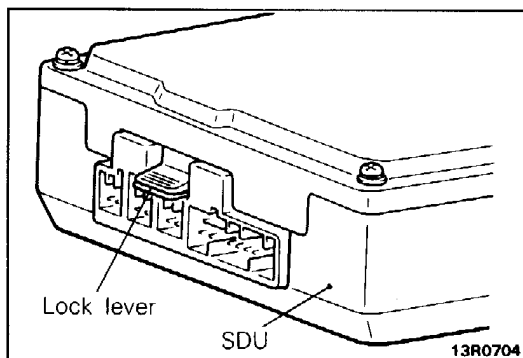


2-2 SRS Diagnosis Unit (SDU)

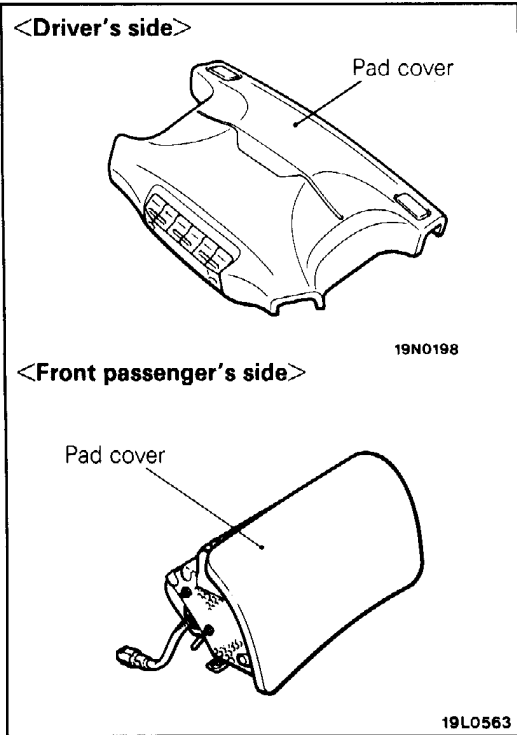
- (1) Check SDU case and brackets for dents, cracks, deformities or rust.

Caution

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



- (2) Check connectors and lock lever for damage, and terminals for deformities or rust. Replace SDU if it fails visual check. (Refer to P.52B-80.)



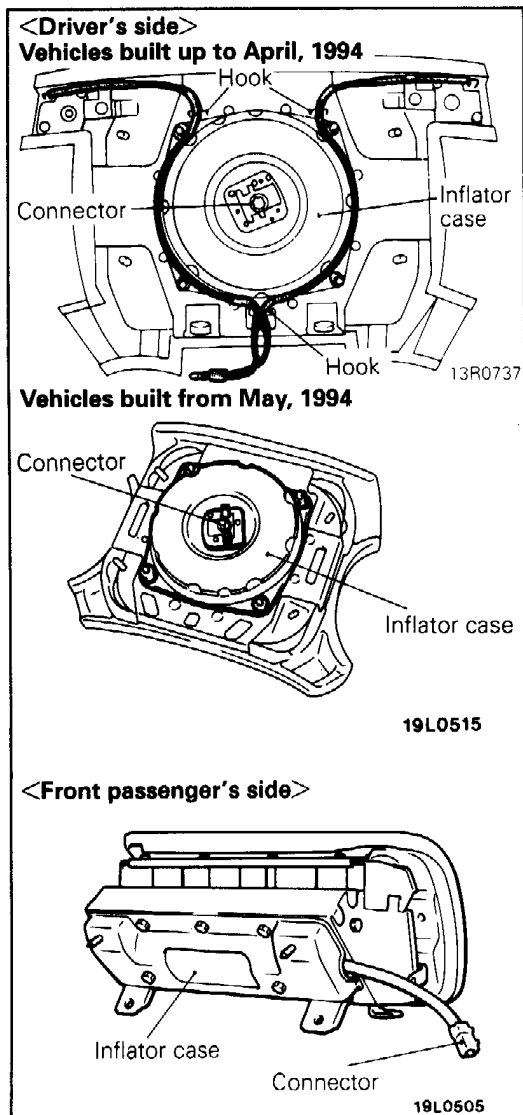
2-3 Air Bag Modules, Steering Wheel and Clock Spring.

- (1) Remove the air bag modules, steering wheel and clock spring. (Refer to P.52B-88.)

Caution

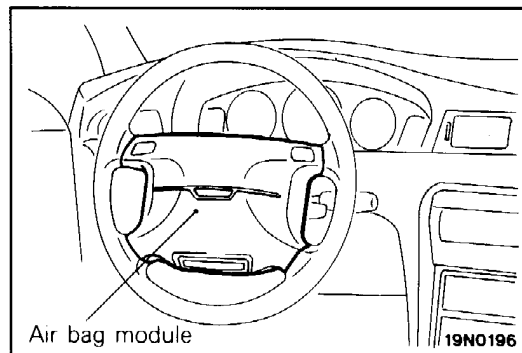
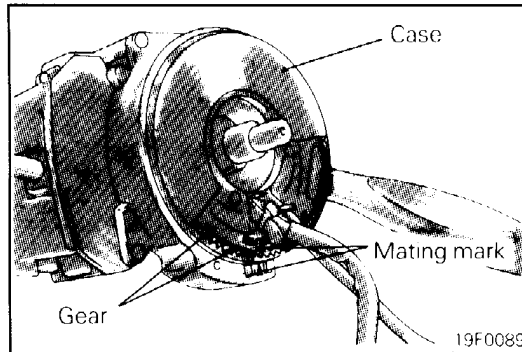
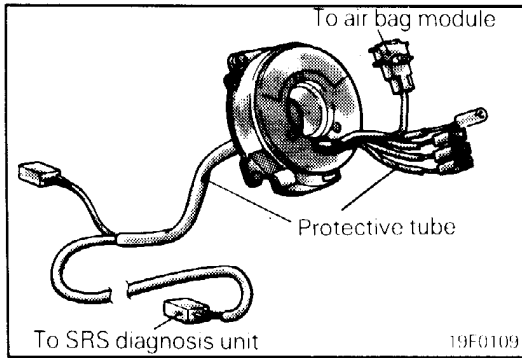
The removed air bag modules should be stored in a clean, dry place with the pad cover face up.

- (2) Check pad cover for dents, cracks or deformities.



- (3) Check hooks and connectors for damage, terminals deformities, and harness for binds.
- (4) Check air bag inflator case for dents, cracks or deformities.
- (5) Check harness and connectors for damage, and terminals for deformities.

52B-70 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – SRS Maintenance



(6) Check clock spring connectors and protective tube for damage, and terminals for deformities.

(7) Visually check the clock spring case and the gears for damage.

(8) Align the mating mark and "NEUTRAL" position indicator and, after turning the vehicle's front wheels to straight-ahead position, install the clock spring to the column switch.

Caution

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

(9) Install the steering column covers lower, driver side lower panel, steering wheel and the air bag module.

(10) Check steering wheel for noise, binds or difficult operation.

(11) Check steering wheel for excessive free play.

REPLACE ANY VISUALLY INSPECTED PART IF IT FAILS THAT INSPECTION.

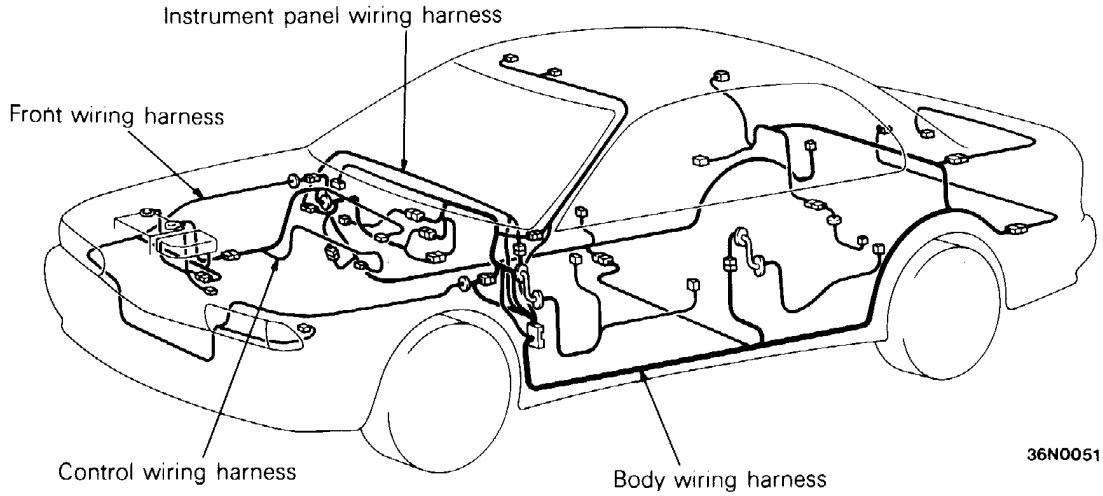
(Refer to P.52B-88.)

Caution

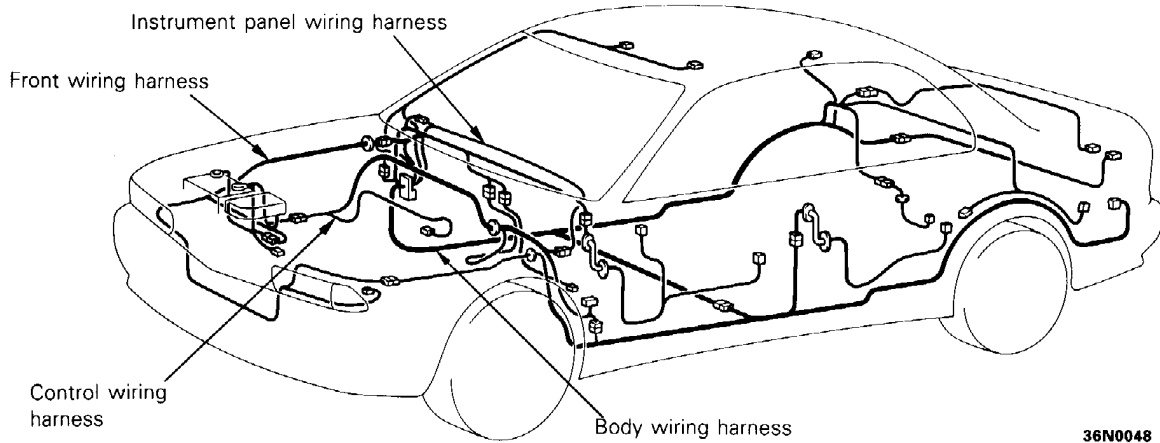
The SRS may not activate if any of the above components is not installed properly, which could result in serious injury or death to the vehicle's driver and passenger.

2-4 Front Wiring Harness, Instrument Panel Wiring Harness, Control Wiring Harness and Body Wiring Harness

<L.H. drive vehicles>



<R.H. drive vehicles>



- (1) Check connector for poor connection.
- (2) Check harnesses for binds, connectors for damage, and terminals for deformities.

REPLACE ANY CONNECTORS OR HARNESS THAT FAIL THE VISUAL INSPECTION.

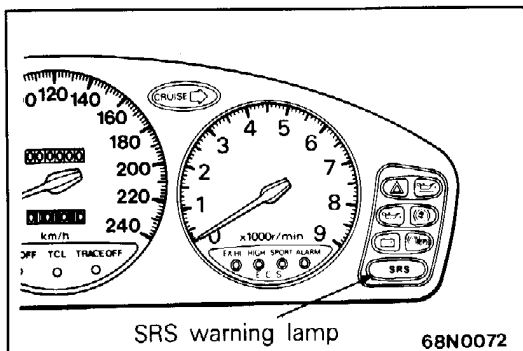
(Refer to P.52B-4.)

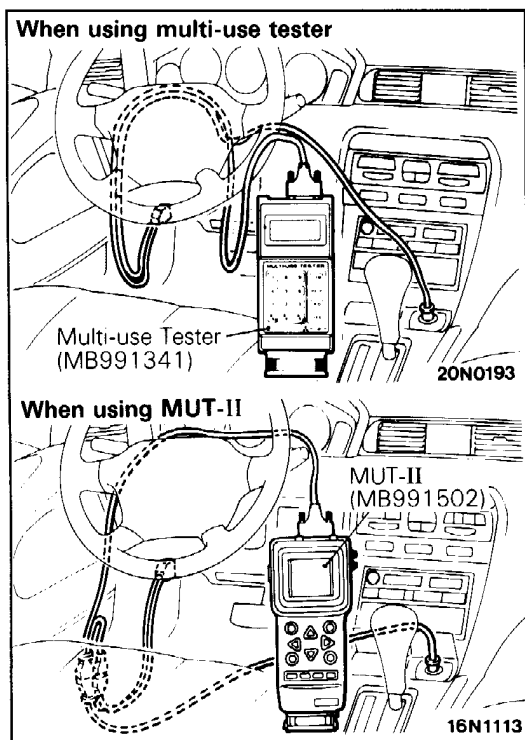
Caution

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

3. 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 extinguished for at least 45 seconds? If yes. SRS system is functioning properly. If no. consult page 52B-14.





POST-COLLISION DIAGNOSIS

E52SAAA

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

1. SRS Diagnosis Unit Memory Check

- (1) Connect the Multi-use Tester <vehicles without front passenger's air bag> or MUT-II <all models> to the diagnosis connector located at the right side of the junction block.

Caution

Make certain that the ignition switch is OFF when the Multi-use Tester or MUT-II is connected or disconnected.

- (2) Read (and write down) all displayed diagnosis codes. (Refer to P.52B-14.)

NOTE

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

- (3) Read the service data (fault duration and how many times memories are erased) using the Multi-use Tester or MUT-II.

NOTE

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

- (4) Erase the diagnosis codes and after waiting 45 seconds or more read (and write down) all displayed diagnosis codes. (Refer to P.52B-14.)

2. Repair Procedure

2-1. When air bag deploys collision.

1. Replace the following parts with new ones.
 - Front impact sensors (Refer to P.52B-78.)
 - SRS diagnosis unit (SDU) (Refer to P.52B-80.)
 - Air bag modules (Refer to P.52B-88.)
2. Check the following parts and replace if there are any malfunctions.
 - Clock spring (Refer to P.52B-88.)
 - Steering wheel, steering column and intermediate joint.
 - (1) Check wiring harness (built into steering wheel) and connectors for damage, and terminals for deformities.
 - (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 deformities. (Refer to P.52B-4.)

2-2. When air bag does not deploy in low-speed collision

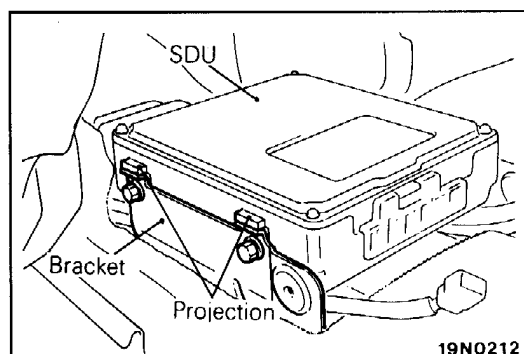
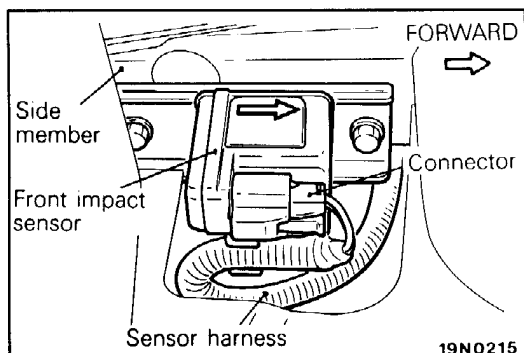
Check the SRS components.

If the SRS components are showing any visible damage such as dents, cracks, or deformation, replace them with new ones.

Concerning parts removed for inspection, replacement with new parts and cautionary points for working, refer to appropriate INDIVIDUAL COMPONENT SERVICE, P.52B-76.

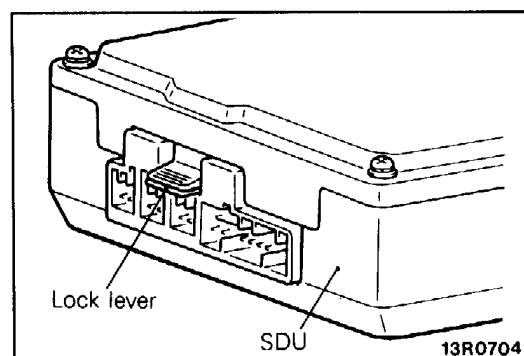
Front Impact Sensors

- (1) Check side member for deformities or rust.
- (2) Check front impact sensor for dents, cracks deformities or rust.
- (3) Check sensor harnesses for binds, connectors for damage, and terminals for deformities.

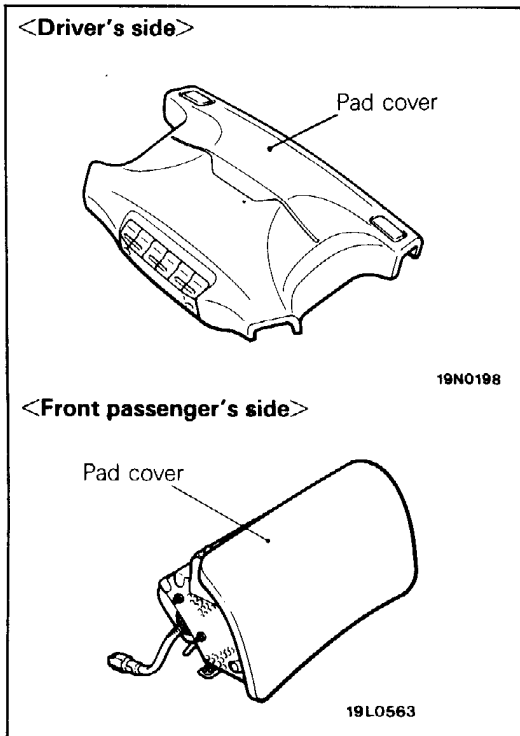


SRS Diagnosis Unit (SDU)

- (1) Check SDU case and brackets for dents, cracks or deformities.

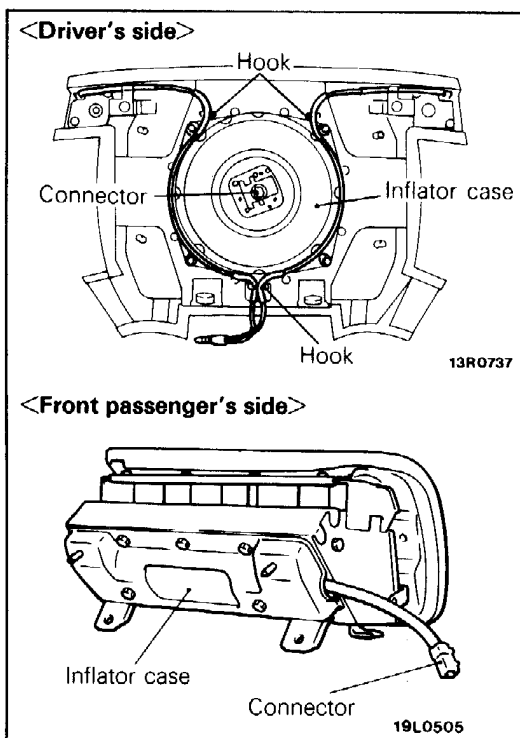


- (2) Check connectors and lock lever for damage, and terminals for deformities.



Air Bag Modules

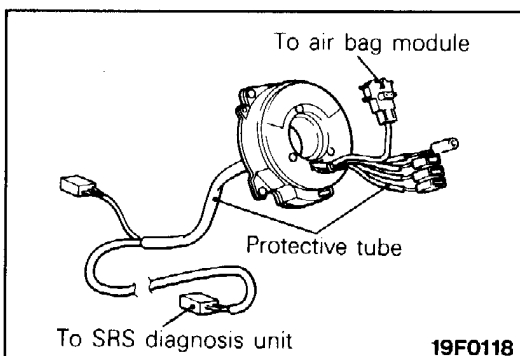
(1) Check pad cover for dents, cracks or deformities.



(2) Check hooks and connectors for damage, terminal deformities, and harness for binds.

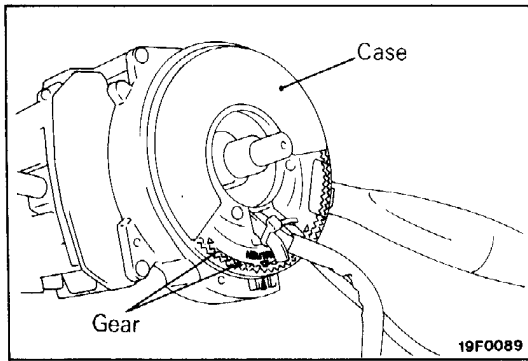
(3) Check air bag inflator case for dents, cracks or deformities.

(4) Install air bag module to steering wheel to check fit or alignment with the wheel.



Clock Spring

(1) Check clock spring connectors and protective tube for damage, and terminals for deformities.



- (2) Visually check the case and the gear for damage.

Steering Wheel, Steering Column and Intermediate Joint

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

Harness Connector (Body and Front wiring harness)

Check harnesses for binding, connectors for damage, poor connections, and terminals for deformities.
(Refer to P.52B-4.)

INDIVIDUAL COMPONENT SERVICE

E52TAAA

If the SRS components are to be removed or replaced as a result of maintenance, troubleshooting, etc., follow each procedure (P.52B-78 – P.52B-101).

Caution

1. SRS components should not be subjected to heat over 93°C (200°F), so remove the front impact sensors, SRS diagnosis unit and air bag module 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 check, sheet metal repair, painting, etc., they should be stored in a clean, dry place until they are reinstalled.

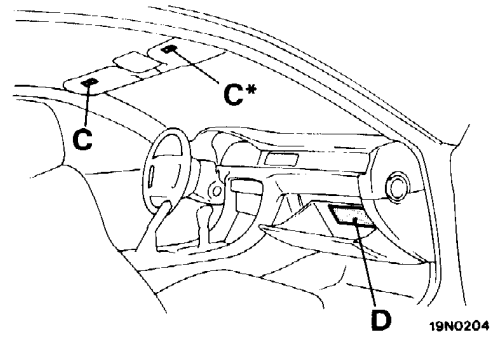
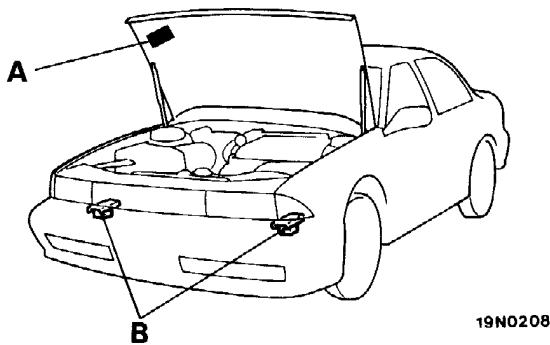
WARNING/CAUTION LABELS

E52TBAA

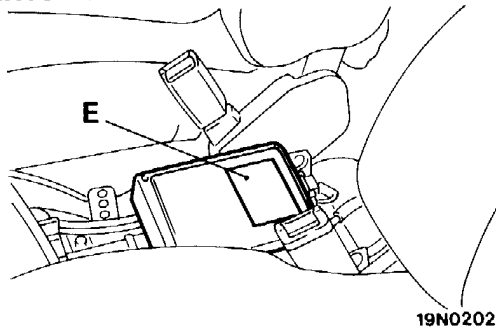
A number of caution labels relating to the SRS are found in the vehicle, as shown in the following illustration. Follow label instructions when servicing

SRS.

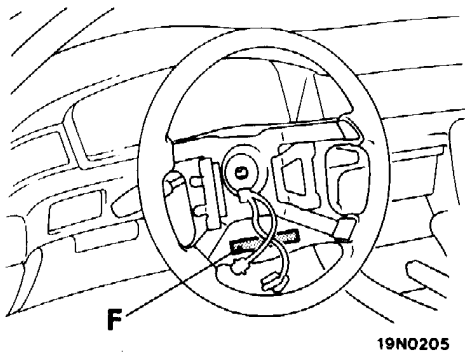
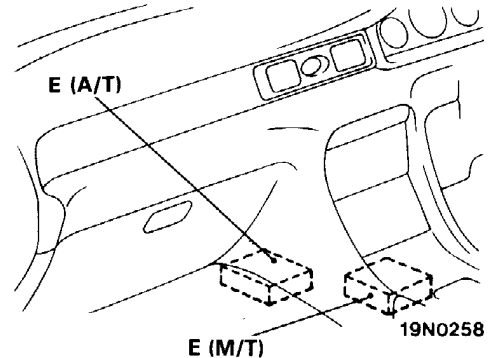
If labels are dirty or damaged, replace them with new ones.



<L.H. drive vehicles>

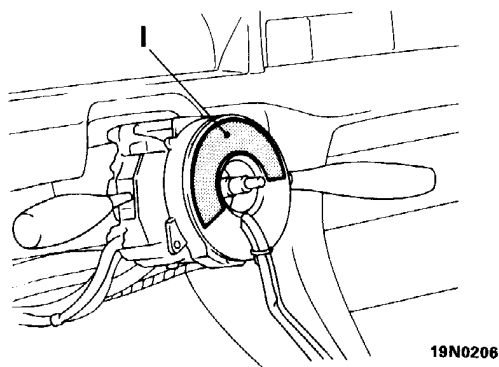
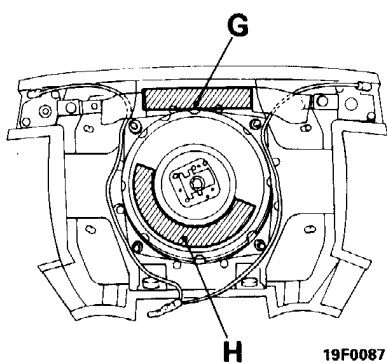


<R.H. drive vehicles>

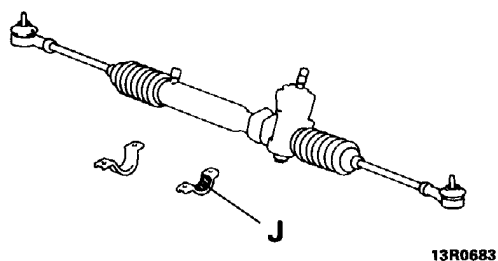


NOTE

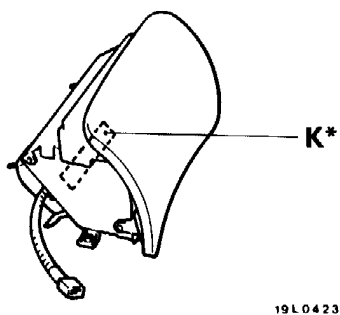
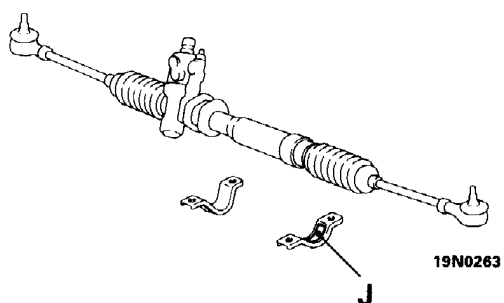
* : Vehicles with front passenger's air bag



<L.H. drive vehicles>



<R.H. drive vehicles>



NOTE

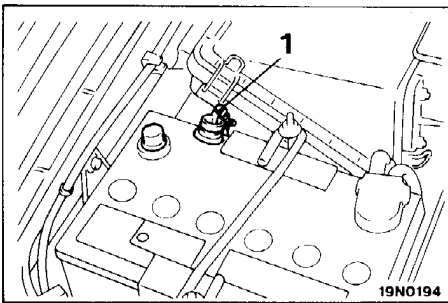
* : Vehicles with front passenger's air bag

FRONT IMPACT SENSORS

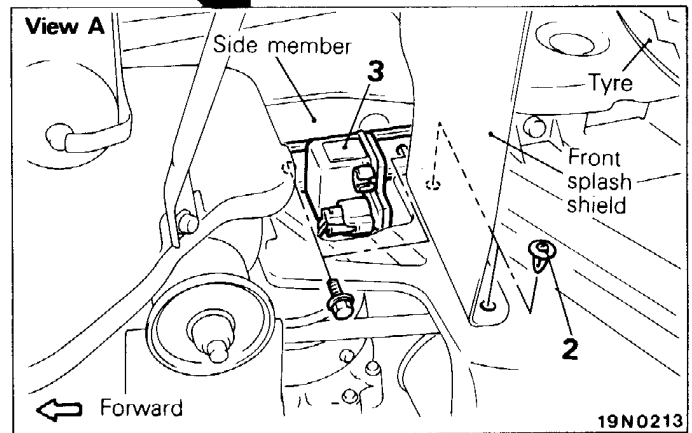
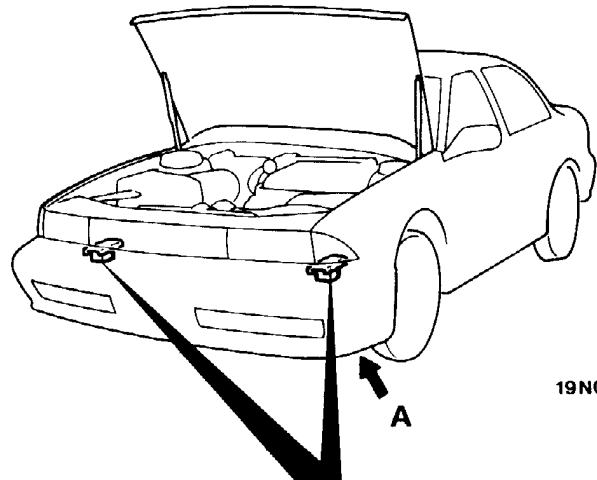
Caution

1. Never repair or disassemble a front impact sensor. If faulty, replace it.
2. Handle the front impact sensors very carefully, taking care not to drop them or otherwise subject them to impact. If a sensor is seen to be dented, cracked, deformed or rusted, replace it with a new one.
3. Replace sensors with new ones after the air bag has deployed.

REMOVAL AND INSTALLATION

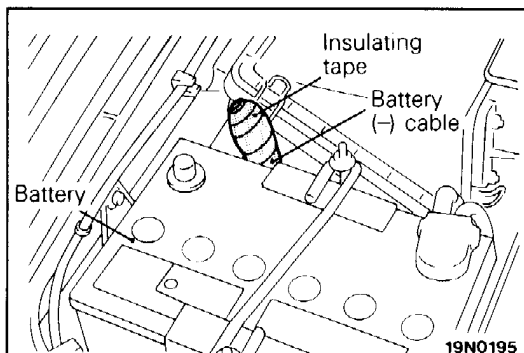


Pre-removal Operation
 ● Turn the ignition key to the "LOCK" position.



Removal steps

- ◆◆ ● Post-installation inspection
- ◆◆ 1. Connection of the negative (-) battery cable to the battery
- 2. Front splash shield attaching clips
- ◆◆ 3. Front impact sensor
- ◆◆ ● Pre-installation inspection



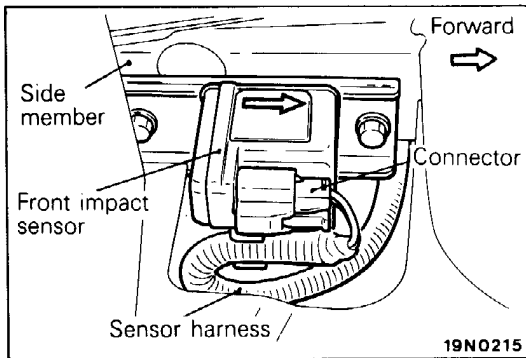
SERVICE POINTS OF REMOVAL

1. DISCONNECTION OF THE NEGATIVE (-) BATTERY CABLE FROM THE BATTERY

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-9 No. 5)

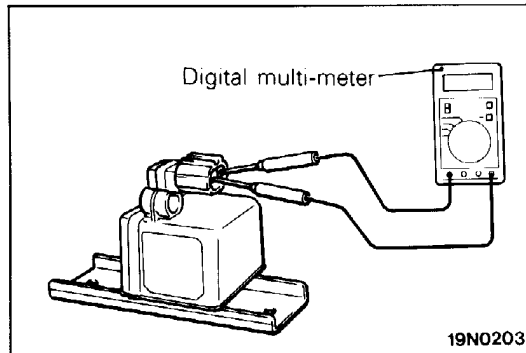


INSPECTION

- (1) Check side member for deformities or rust.
- (2) Check sensor harness for binds, connectors for damage, and terminals for deformities.
- (3) Check for dents, cracks, deformation or rust of the front impact sensor.

Caution

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

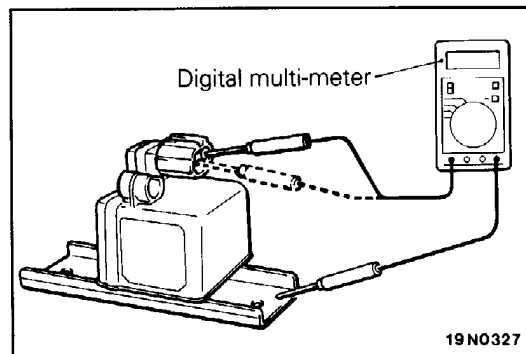


- (4) Measure the resistance between terminals and check whether it is within the standard value.

Standard value: 2,000 ± 40 Ω

Caution

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



- (5) Check for continuity between the terminal and the bracket. If there is continuity, the sensor insulation is defective, so replace the sensor with a new one.

SERVICE POINT OF INSTALLATION

PRE-INSTALLATION INSPECTION

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

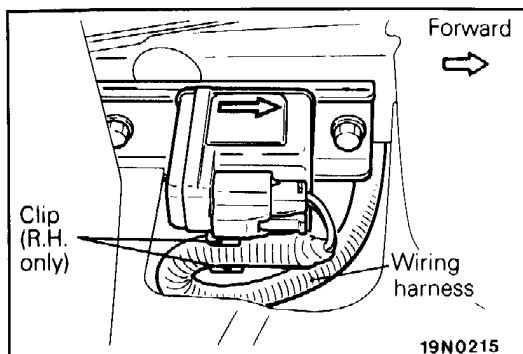
3. INSTALLATION OF FRONT IMPACT SENSOR

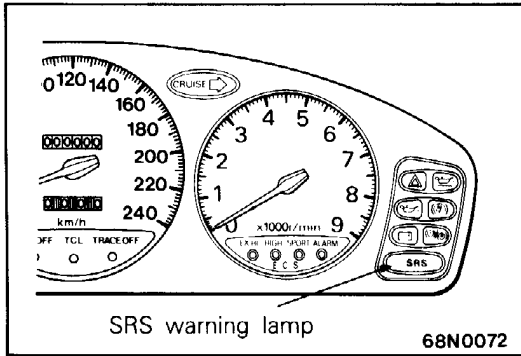
- (1) Install the front impact sensor with the arrow facing the front of the vehicle.

Caution

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

- (2) Bend the wiring harness slightly (to the extent that there is no slack), and clip the right side securely by using the clip of the front impact sensor.





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 extinguished for at least 45 seconds? If yes, SRS system is functioning properly. If no, consult page 52B-14.

SRS DIAGNOSIS UNIT (SDU)

Caution

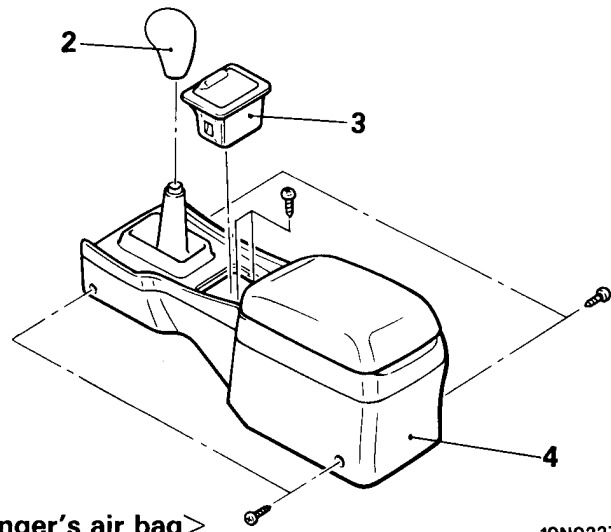
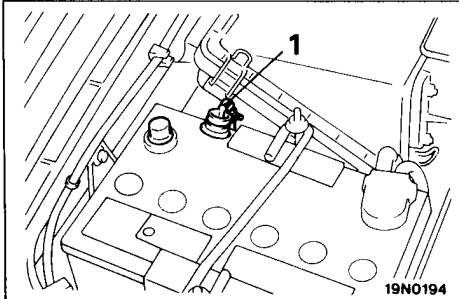
1. Never attempt to disassemble or repair the SDU. If faulty, replace it.
2. Do not drop or subject the SDU to impact or vibration.
If denting, cracking, deformation, or rust are discovered in the SDU, replace it with a new SDU. Discard the old one.
3. After deployment of an air bag, replace the SDU with a new one.
4. Never use an ohmmeter on or near the SDU, and use only the special test equipment described on P.52B-9.

REMOVAL AND INSTALLATION

<L.H. DRIVE VEHICLES>

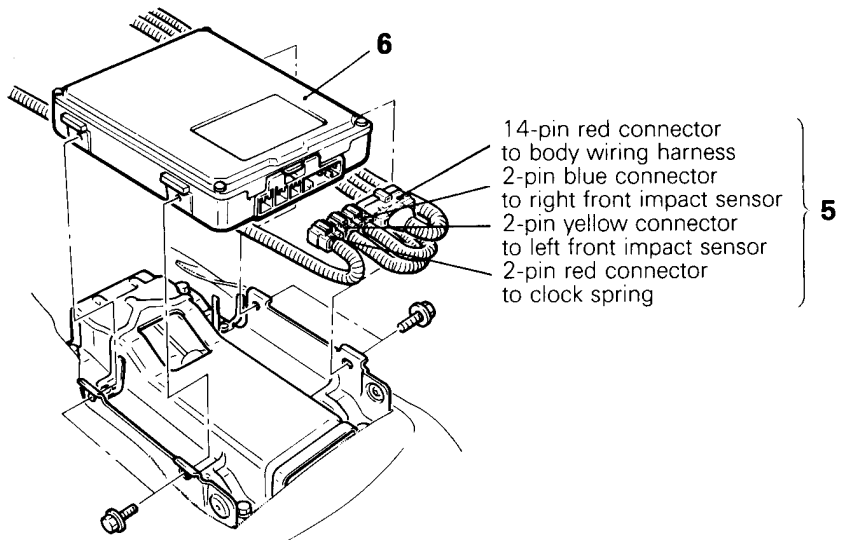
Pre-removal Operation

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



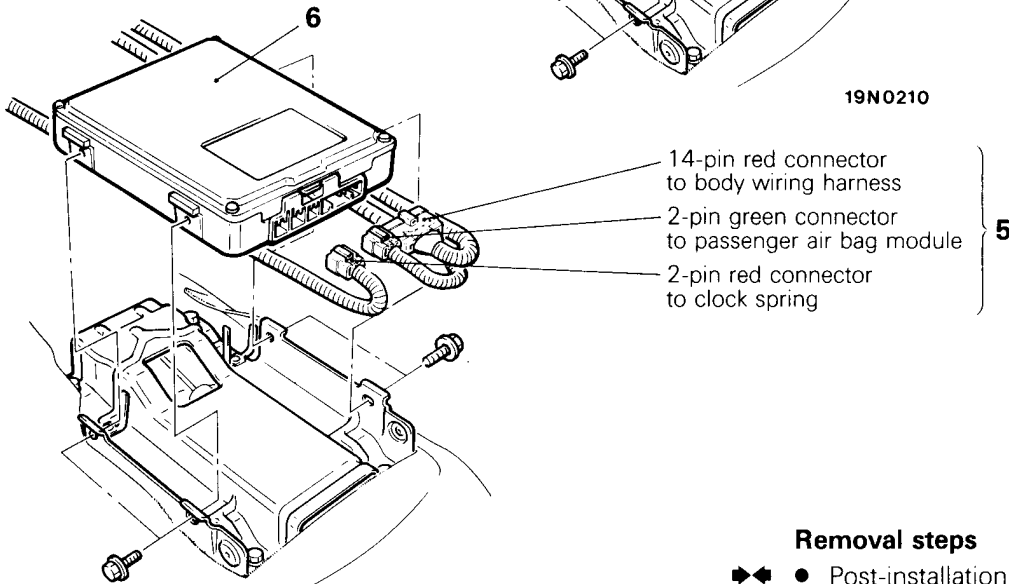
<Vehicles without front passenger's air bag>

19N0227



- 14-pin red connector to body wiring harness
- 2-pin blue connector to right front impact sensor
- 2-pin yellow connector to left front impact sensor
- 2-pin red connector to clock spring

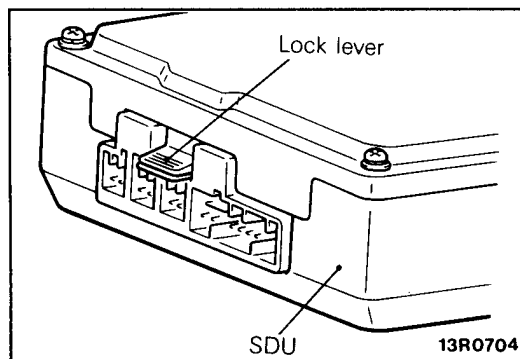
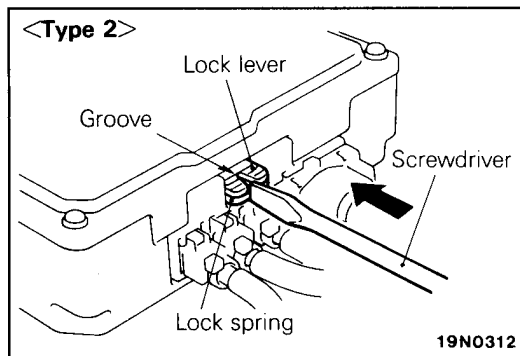
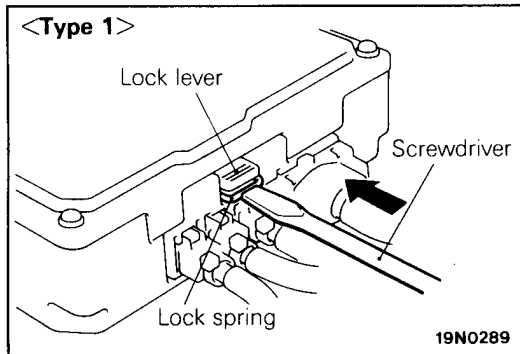
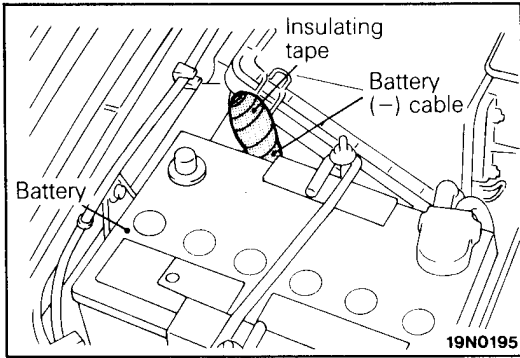
<Vehicles with front passenger's air bag>



- 14-pin red connector to body wiring harness
- 2-pin green connector to passenger air bag module
- 2-pin red connector to clock spring

Removal steps

- ◆◆ ● Post-installation inspection
- ◀▶ 1. Connection of the negative (-) battery cable to the battery
- 2. Shift lever knob <M/T>
- 3. Ashtray
- 4. Floor console assembly
- ◆◆ ◆◆ 5. Connection of the SDU and each harness connector
- ◆◆ 6. SRS diagnosis unit (SDU)



SERVICE POINTS OF REMOVAL

1. DISCONNECTION OF THE NEGATIVE (-) BATTERY CABLE FROM THE BATTERY

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-9 No. 5.)

5. DISCONNECTION OF THE SDU AND EACH HARNESS CONNECTOR

Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

Do not use excessive force to raise the lock lever.

INSPECTION

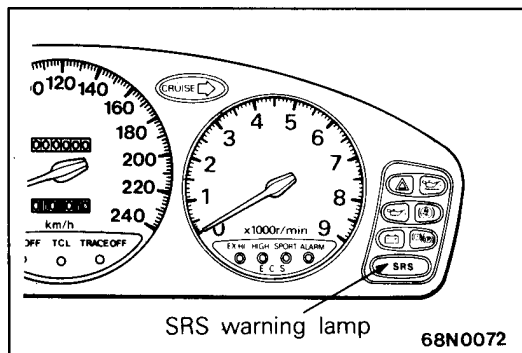
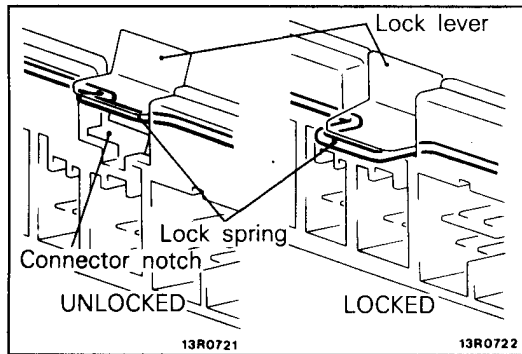
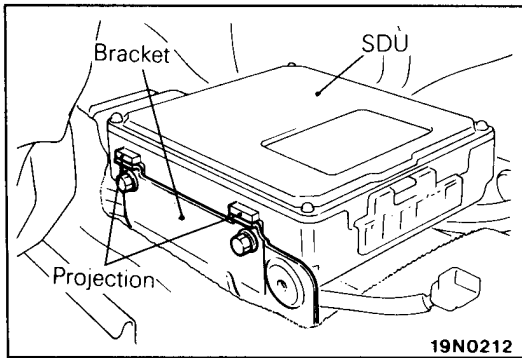
- Check the SDU case and brackets for dents, cracks or deformities.
- Check connectors and lock lever for damage, and terminals for deformities.

Caution

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

NOTE

For checking of the SDU other than described above, refer to the section concerning troubleshooting. (Refer to P.52B-14.)



SERVICE POINTS OF INSTALLATION

6. INSTALLATION OF SRS DIAGNOSIS UNIT (SDU)

With the projection part of the SDU placed against the bracket as shown in the figure, securely install the SDU.

Caution

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

5. CONNECTION OF THE SDU AND EACH HARNESS CONNECTOR

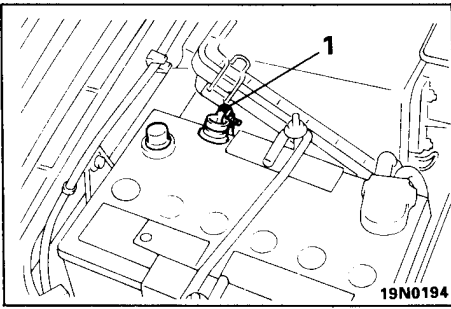
After connecting each harness connector securely and correctly to the SDU, be sure to press down the lock lever of the SDU.

POST INSTALLATION INSPECTION

Reconnect the negative battery terminal. Turn the ignition key to the "ON" position. Does the "SRS" warning lamp illuminated for about 7 seconds, turn OFF and then remain extinguished for at least 45 seconds? If yes, SRS system is functioning properly. If no, consult page 52B-14.

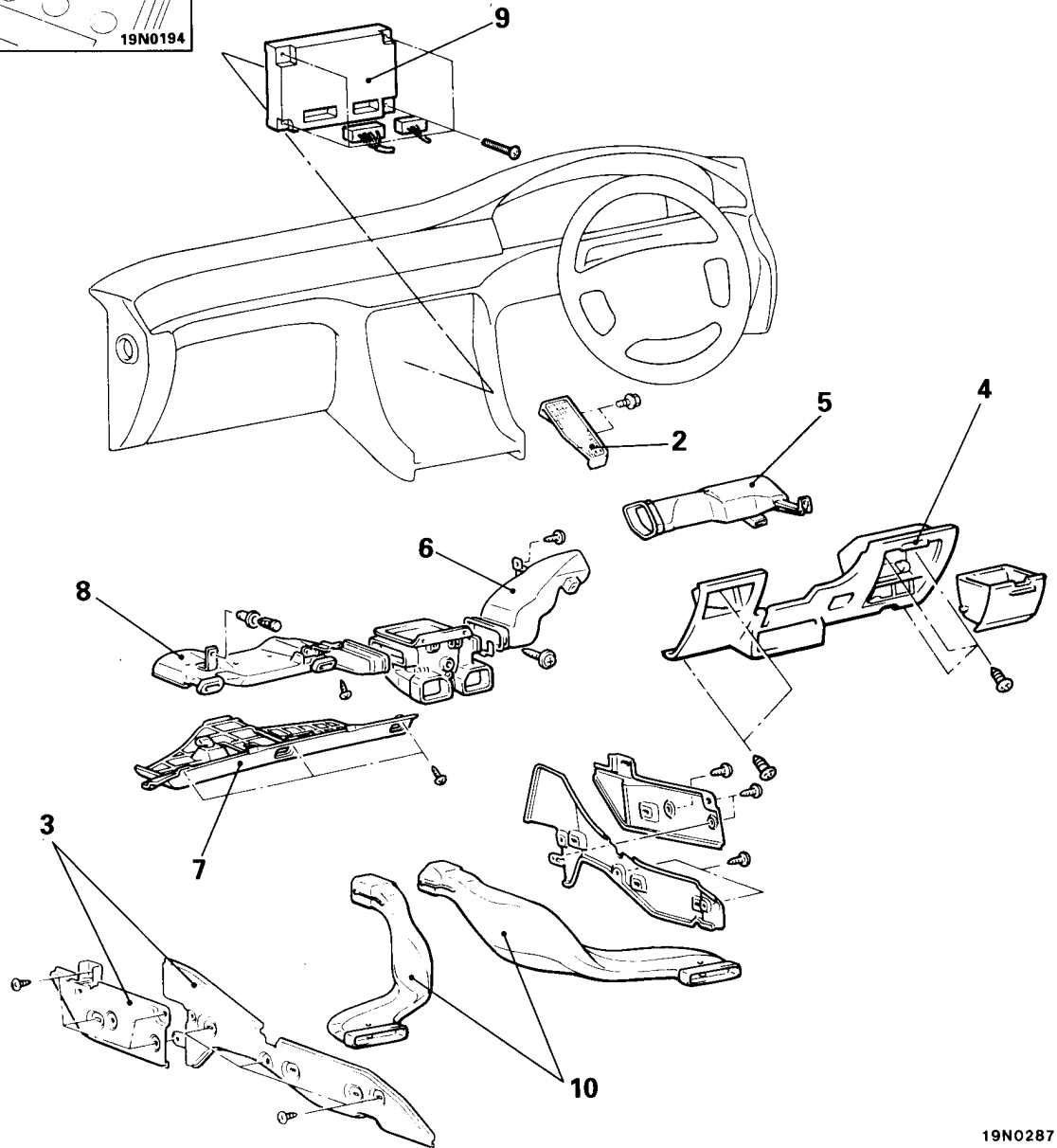
REMOVAL AND INSTALLATION

<R.H. DRIVE VEHICLES>



Pre-removal Operation

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

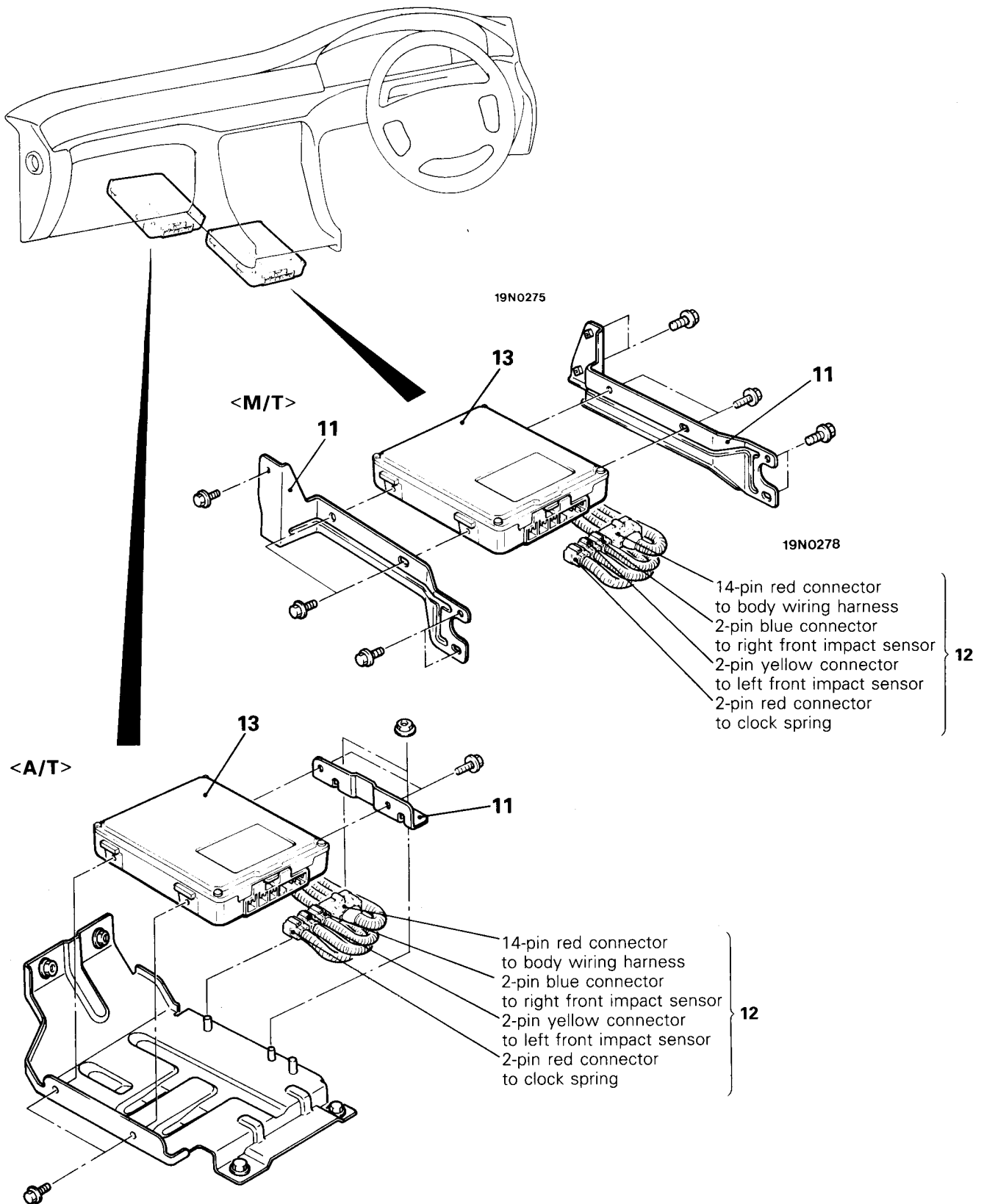


19N0287

Removal steps

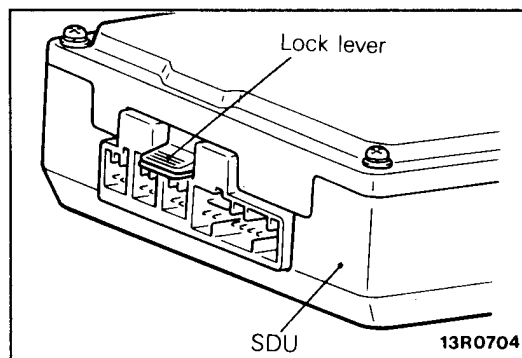
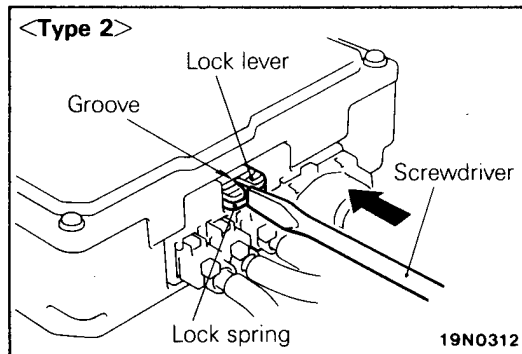
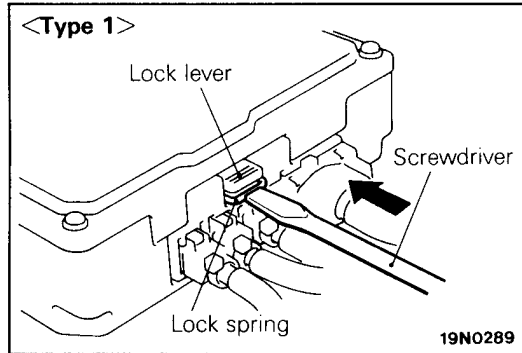
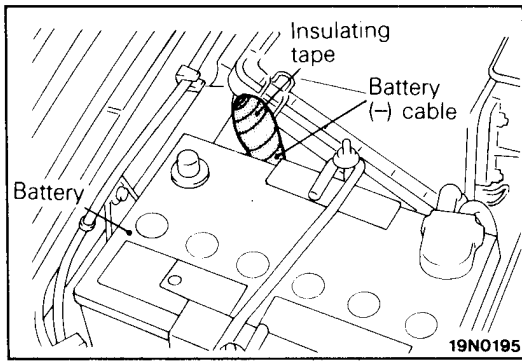
- ◆◆◆ Post-installation inspection
- ◆◆ 1. Connection of the negative (-) battery cable to the battery
- Radio and tape player (Refer to GROUP 54-Radio and Tape Player)
- 2. Foot rest
- 3. Front and rear reinforcement

- 4. Driver side lower panel
 - 5. Foot shower nozzle
 - 6. Foot shower duct (L.H.)
 - 7. Passenger side under cover
 - 8. Foot shower duct (R.H.)
 - 9. A/C control unit
 - 10. Rear heater duct
- } <A/T>



Removal steps

- ◆◆ 11. SDU bracket
- ◆◆◆◆ 12. Connection of the SDU and each harness connector
- ◆◆ 13. SRS diagnosis unit (SDU)



SERVICE POINTS OF REMOVAL

1. DISCONNECTION OF THE NEGATIVE (-) BATTERY CABLE FROM THE BATTERY

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-9 No. 5.)

12. DISCONNECTION OF THE SDU AND EACH HARNESS CONNECTOR

Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

Do not use excessive force to raise the lock lever.

INSPECTION

- Check the SDU case and brackets for dents, cracks or deformities.
- Check connectors and lock lever for damage, and terminals for deformities.

Caution

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

NOTE

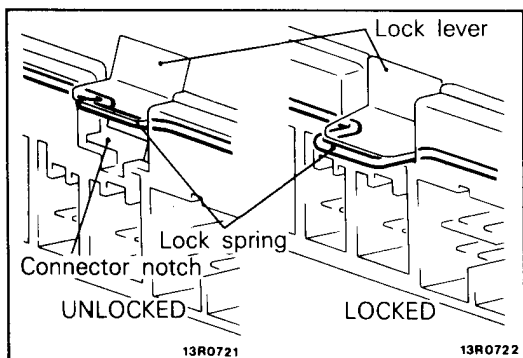
For checking of the SDU other than described above, refer to the section concerning troubleshooting. (Refer to P.52B-14.)

SERVICE POINTS OF INSTALLATION

13. INSTALLATION OF SRS DIAGNOSIS UNIT (SDU)

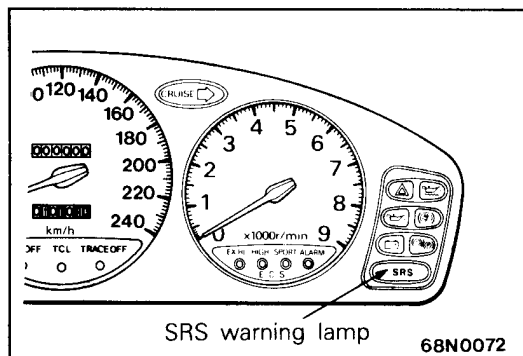
Caution

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



12. CONNECTION OF THE SDU AND EACH HARNESS CONNECTOR

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



POST INSTALLATION INSPECTION

Reconnect the negative battery terminal. Turn the ignition key to the "ON" position. Does the "SRS" warning lamp illuminated for about 7 seconds, turn OFF and then remain extinguished for at least 45 seconds? If yes, SRS system is functioning properly. If no, consult page 52B-14.

AIR BAG MODULE AND CLOCK SPRING

Caution

1. Never attempt to disassemble or repair the air bag module or clock spring. If faulty, replace it.
2. Do not drop the air bag module or clock spring or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust are detected.
3. The air bag module should be stored on a flat surface and placed so that the pad surface is facing upward. Do not place anything on top of it.
4. Do not expose the air bag module to temperature over 93°C (200°F).
5. After deployment of an air bag, replace the clock spring with a new one.
6. Wear gloves and safety glasses when handling an air bag that has already deployed.
7. An undeployed air bag module should only be disposed of in accordance with the procedures [P.52B-102 – P.52B-109.].

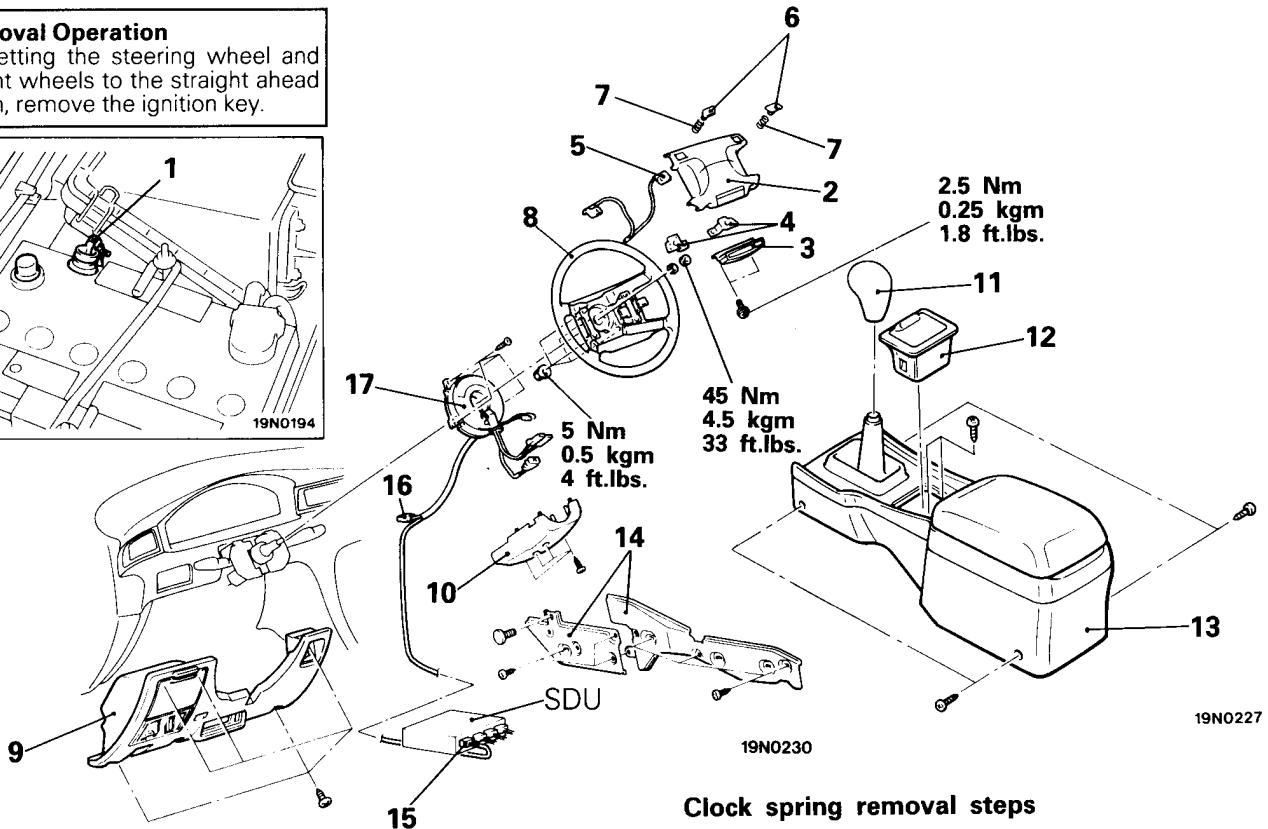
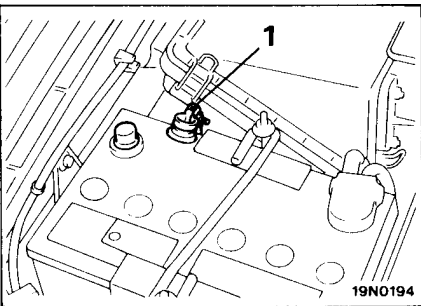
REMOVAL AND INSTALLATION

<Vehicles without front passenger's air bag>

<L.H. drive vehicles>

Pre-removal Operation

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



Air bag module removal steps

- Post-installation inspection
- 1. Connection of the negative (-) battery cable to the battery
- 2. Air bag module
- 3. Cover
- 4. Horn contact plate
- 5. Horn contact plate and wire
- 6. Horn button
- 7. Spring
- Pre-installation inspection

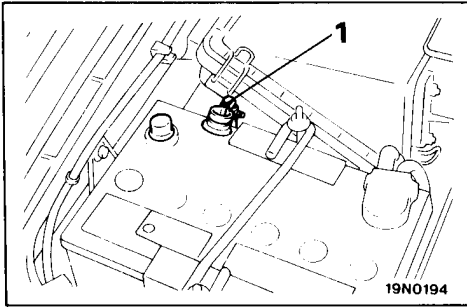
Clock spring removal steps

- Post-installation inspection
- 1. Connection of the negative (-) battery cable to the battery
- 2. Air bag module
- 8. Steering wheel
- 9. Driver side lower panel
- 10. Column cover lower
- 11. Shift lever knob (M/T)
- 12. Ashtray
- 13. Floor console
- 14. Centre reinforcement (LH)
- 15. Clock spring and SRS diagnosis unit connection
- 16. Clock spring and body wiring harness connection
- 17. Clock spring
- Pre-installation inspection

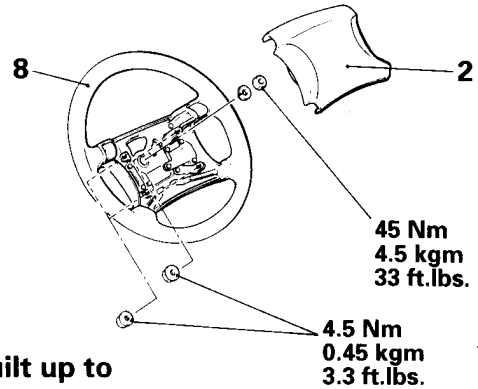
<R.H. drive vehicles>

Pre-removal Operation

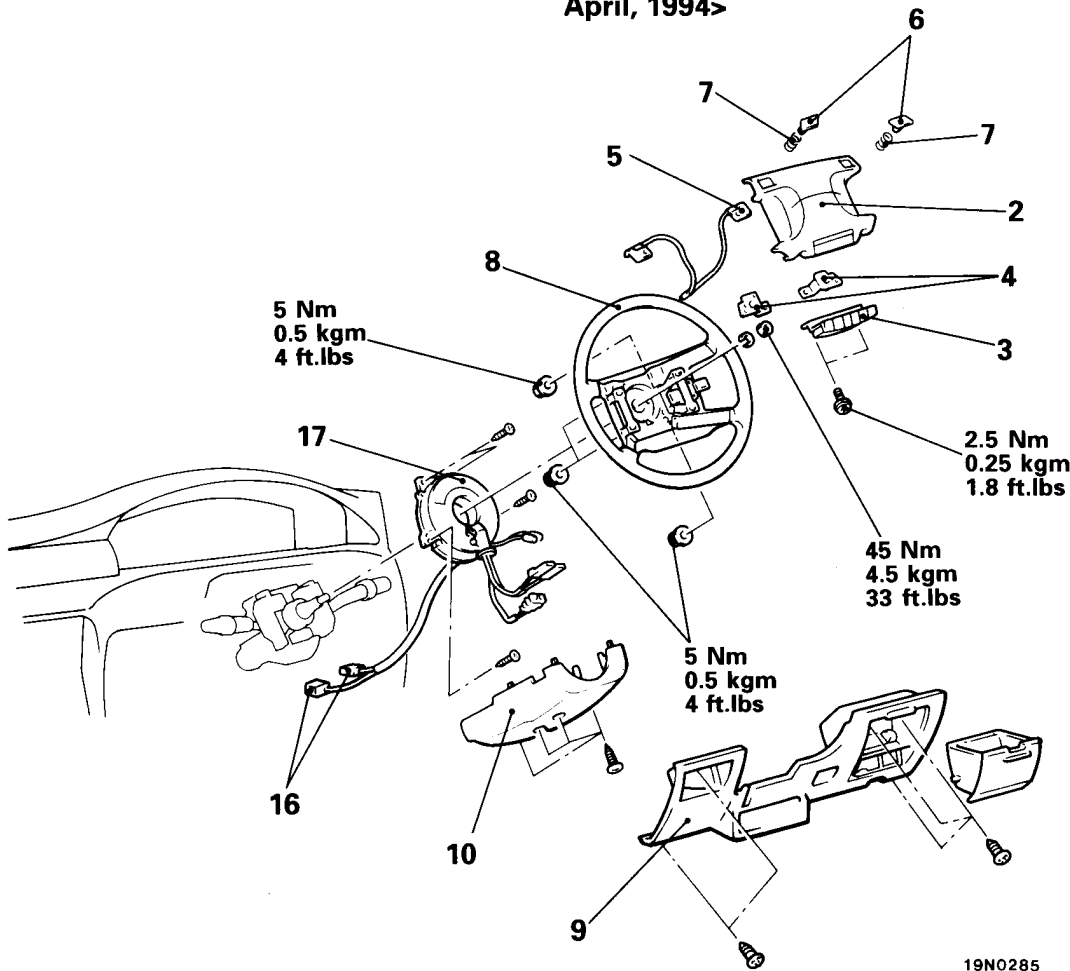
- After setting the steering wheel and the front wheels to the straight ahead position, remove the ignition key.



<Vehicles built from May, 1994>



<Vehicles built up to April, 1994>

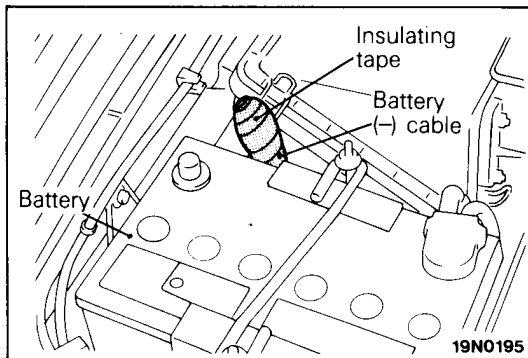


Air bag module removal step

- ◆◆● Post-installation inspection
- ◆◆◆ 1. Connection of the negative (-) battery cable to the battery
- ◆◆◆◆ 2. Air bag module
- ◆◆◆◆ 3. Cover
- ◆◆◆◆ 4. Horn contact plate
- ◆◆◆◆ 5. Horn contact plate and wire
- ◆◆◆◆ 6. Horn button
- ◆◆◆◆ 7. Spring
- ◆◆● Pre-installation inspection

Clock spring removal steps

- ◆◆● Post-installation inspection
- ◆◆◆ 1. Connection of the negative (-) battery cable to the battery
- ◆◆◆◆ 2. Air bag module
- ◆◆◆◆ 8. Steering wheel
- ◆◆◆◆ 9. Driver side lower panel
- ◆◆◆◆ 10. Column cover lower
- ◆◆◆◆ 16. Clock spring and body wiring harness connection
- ◆◆◆◆ 17. Clock spring
- ◆◆● Pre-installation inspection



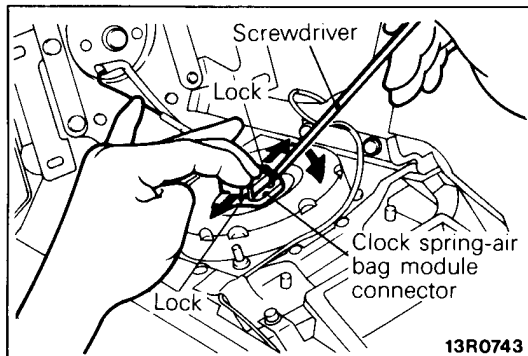
SERVICE POINTS OF REMOVAL

1. DISCONNECTION OF THE NEGATIVE (-) BATTERY CABLE FROM THE BATTERY

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-9 No. 5)

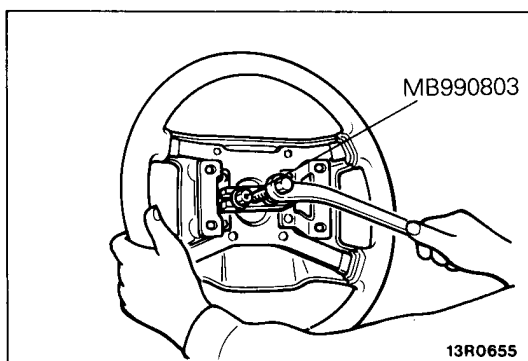
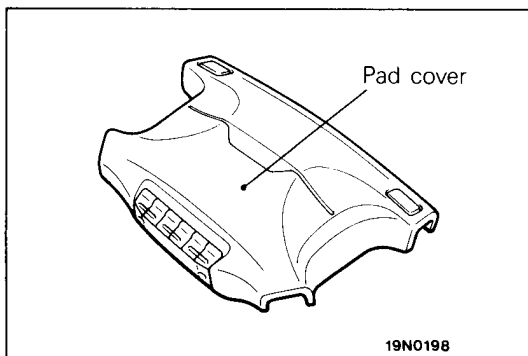


2. REMOVAL OF AIR BAG MODULE

- (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 toward the outer side to spread it open. Use a screwdriver, as shown in the figure at the left, to pry so as to remove the connector gently.

Caution

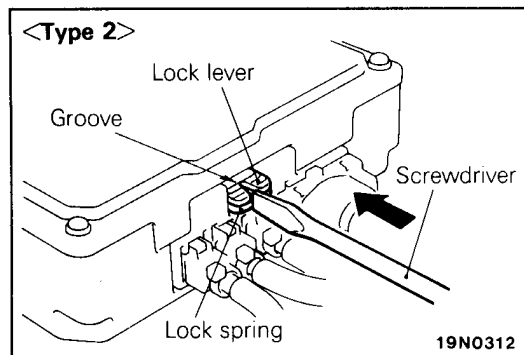
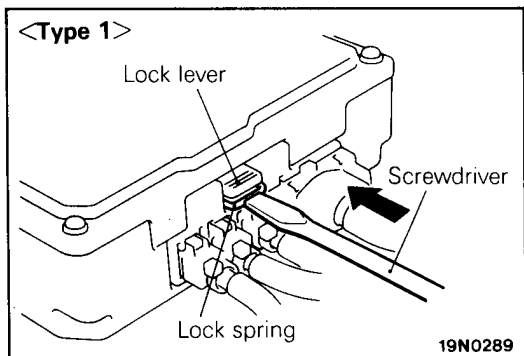
1. When disconnecting the air bag module-clock spring connector, take care not to apply excessive force to it.
2. The removed air bag module should be stored in a clean, dry place with the pad cover face up.



8. REMOVAL OF STEERING WHEEL

Caution

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



15. DISCONNECTION OF THE CLOCK SPRING AND SRS DIAGNOSIS UNIT CONNECTOR <L.H. DRIVE VEHICLES>

- (1) Release the lock of SDU connector in accordance with the following procedure:

In case that there is no groove on the lock lever (Type 1)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) Do not use excessive force to raise the lock lever.
- (2) Do not insert the screwdriver into the gap between the lock lever and the lock spring.

In case that there is a groove on the lock lever (Type 2)

Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

Do not use excessive force to raise the lock lever.

- (2) Disconnect the clock spring connector (red 2-pin) from the SRS diagnosis unit.

INSPECTION

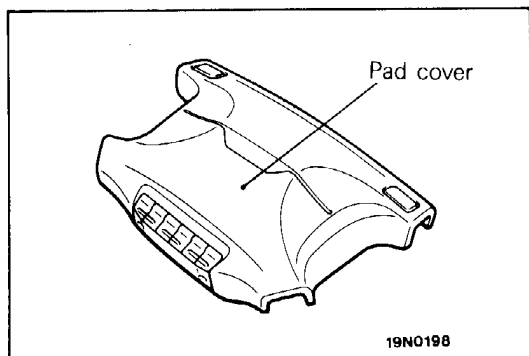
AIR BAG MODULE

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-102 to P.52B-109.)

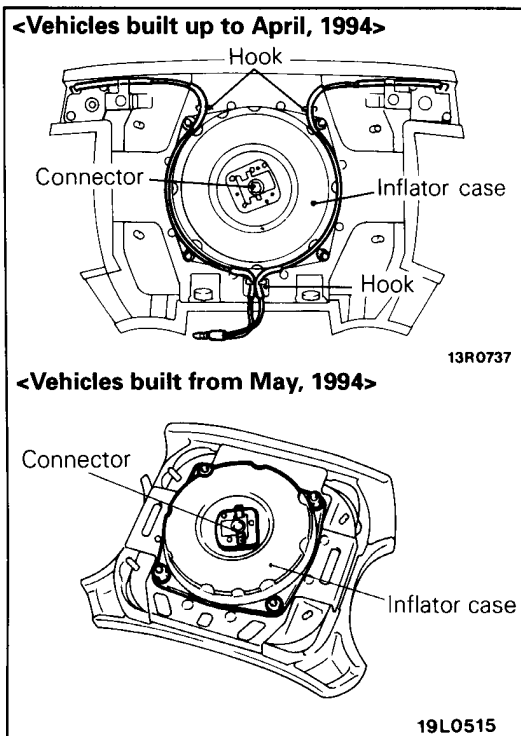
Caution

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.

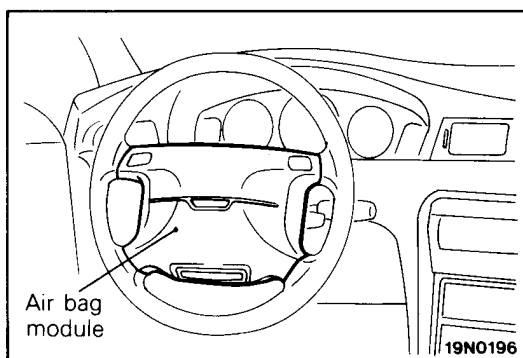
- (1) Check pad cover for dents, cracks or deformities.



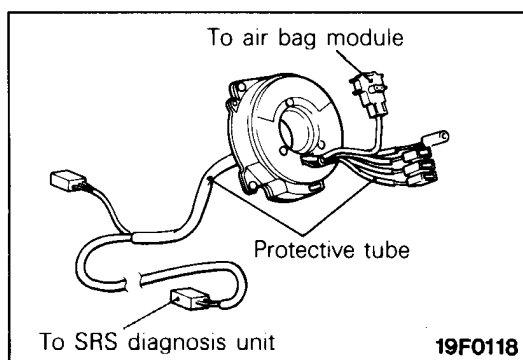
52B-92 SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Air Bag Module and Clock Spring



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



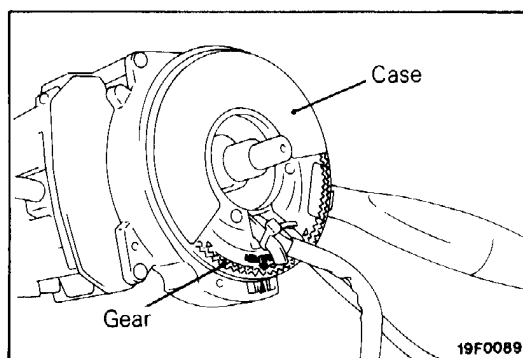
- (5) Install the air bag module to steering wheel to check fit or alignment with the wheel.



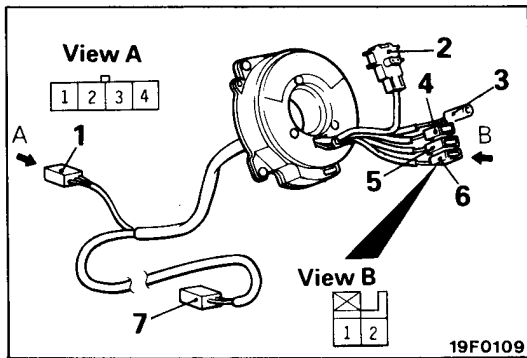
CLOCK SPRING

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

- (1) Check connectors and protective tube for damage, and terminals for deformities.



- (2) Visually check the case and the gears for damage.

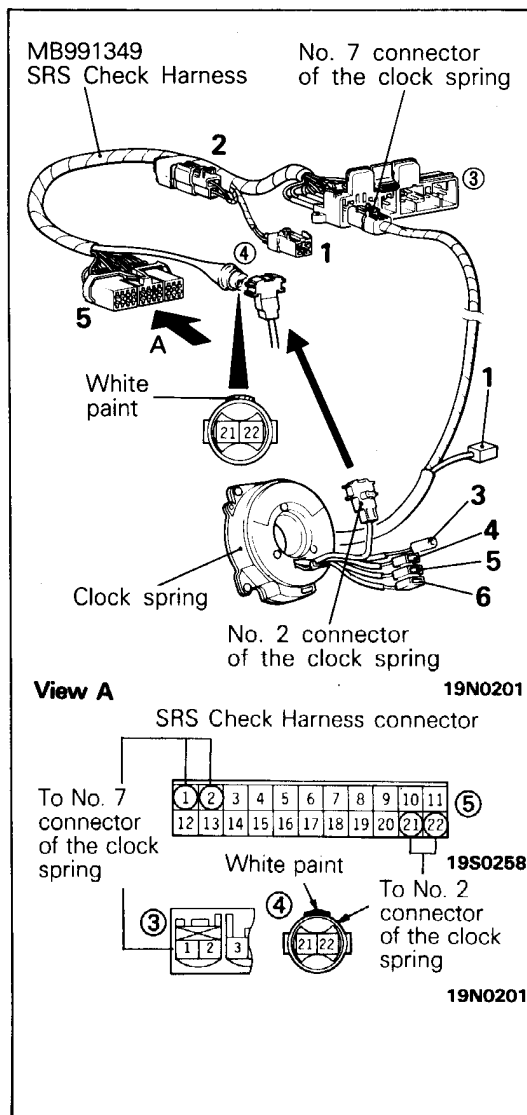


(3) Check for continuity between the No. 1 connector of the clock spring and connectors No. 3, 4, 5 and 6.

No. 1 connector				No. 3 connector	No. 4 connector	No. 5 connector	No. 6 connector	
Terminal 1	Terminal 2	Terminal 3	Terminal 4				Terminal 1	Terminal 2
○	○	○	○	○	○	○	○	○
To cruise control unit	To ACC power	To horn relay	To radio	To horn switch	To steering remote control switch	To cruise control switch		

NOTE

○—○ indicates that there is continuity between the terminal.



(4) Check of resistance between the terminals.

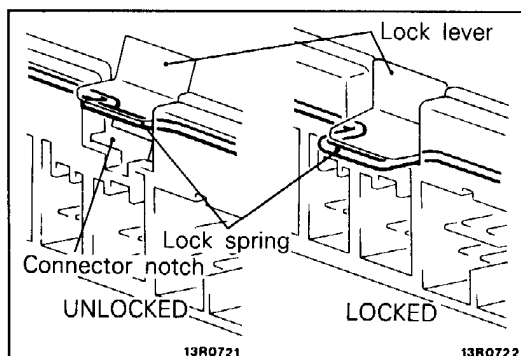
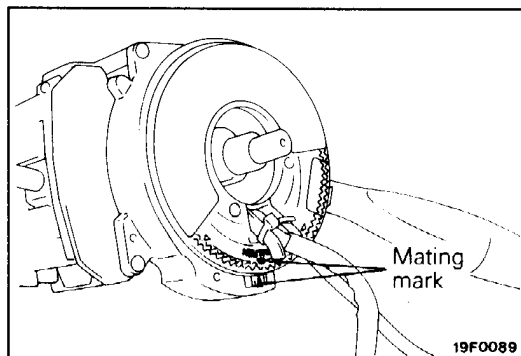
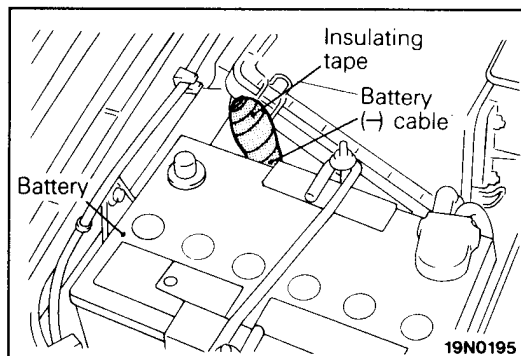
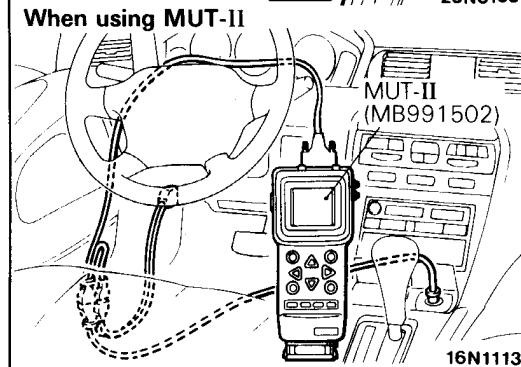
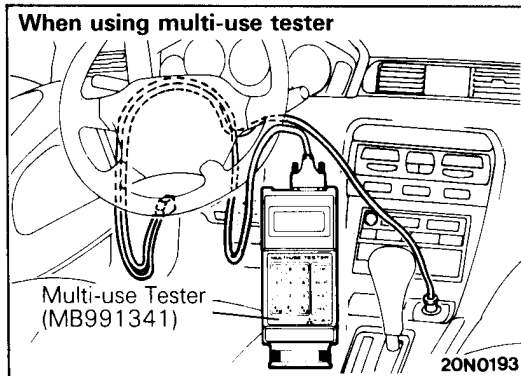
- a. Joint the No. 2 connector and No. 7 connector of the clock spring to connector ④ and connector ③, respectively, of the SRS Check Harness.

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.

- b. Check for continuity between terminal 1 and terminal 22, and terminal 2 and terminal 21, of SRS Check Harness connector ⑤, using a digital multi-meter.

Standard value: less than 0.4Ω



SERVICE POINTS OF INSTALLATION

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-102 to P.52B-109.)

- (2) Connect the Multi-use Tester or MUT-II to the diagnosis connector located at the right side of the junction block.

Caution

Make certain that the ignition switch is OFF when the Multi-use Tester is connected or disconnected.

- (3) Reconnect negative terminal of battery, and turn the ignition key to the "ON" position.
- (4) Conduct self-diagnosis using Multi-use Tester or MUT-II to ensure entire SRS operates properly, except open circuit of air bag module (Diagnosis code No. 22). (Refer to P.52B-14.)

- (5) 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-9 No. 5.)

17. INSTALLATION OF CLOCK SPRING

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

Caution

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

15. CONNECTOR OF SRS DIAGNOSIS UNIT AND CLOCK SPRING HARNESS CONNECTOR <L.H. DRIVE VEHICLES>

After connecting the harness connector securely and correctly to the SRS diagnosis unit, be sure to press down the lock lever of the SRS diagnosis unit.

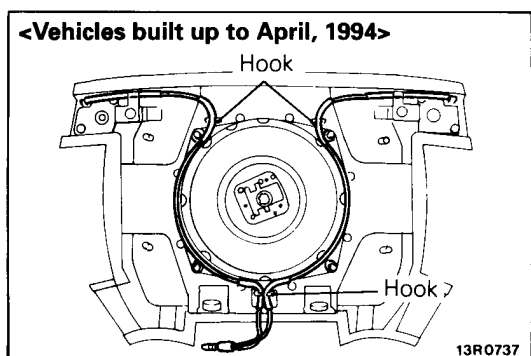
8. INSTALLATION OF STEERING WHEEL

- (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 mark and "NEUTRAL" position indicator of the clock spring.

Caution

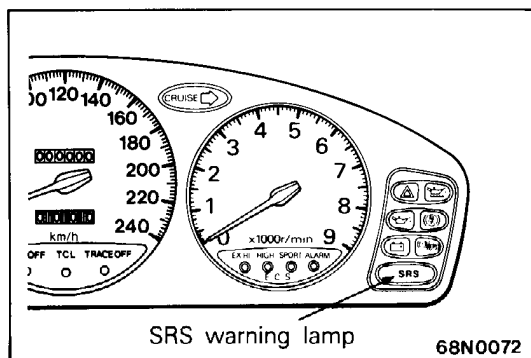
Be sure when installing the steering wheel, that the harness of the clock spring does not become caught or tangled.

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



2. INSTALLATION OF AIR BAG MODULE

- (1) For vehicles built up to April, 1994, arrange the wiring of the horn switch as shown in the figure at the left, and hook up in place.
- (2) Install the air bag module, taking care that no wiring is caught by it.



POST-INSTALLATION INSPECTION

- (1) After installing the clock spring, the steering wheel, the column covers and the air bag module, check steering wheel of 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 extinguished for at least 45 seconds? If yes, SRS system is functioning properly. If no. consult page 52B-14.

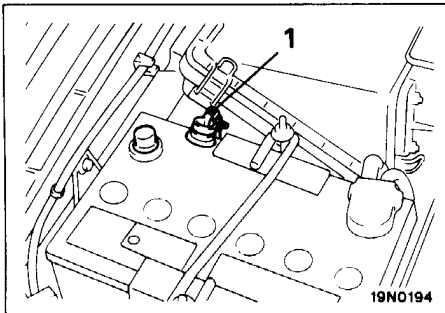
REMOVAL AND INSTALLATION

<Vehicles with front passenger's air bag>

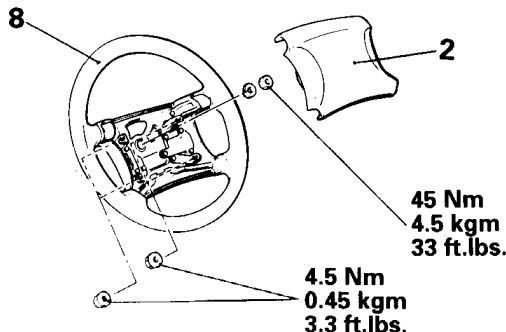
<Driver's side>

Pre-removal Operation

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

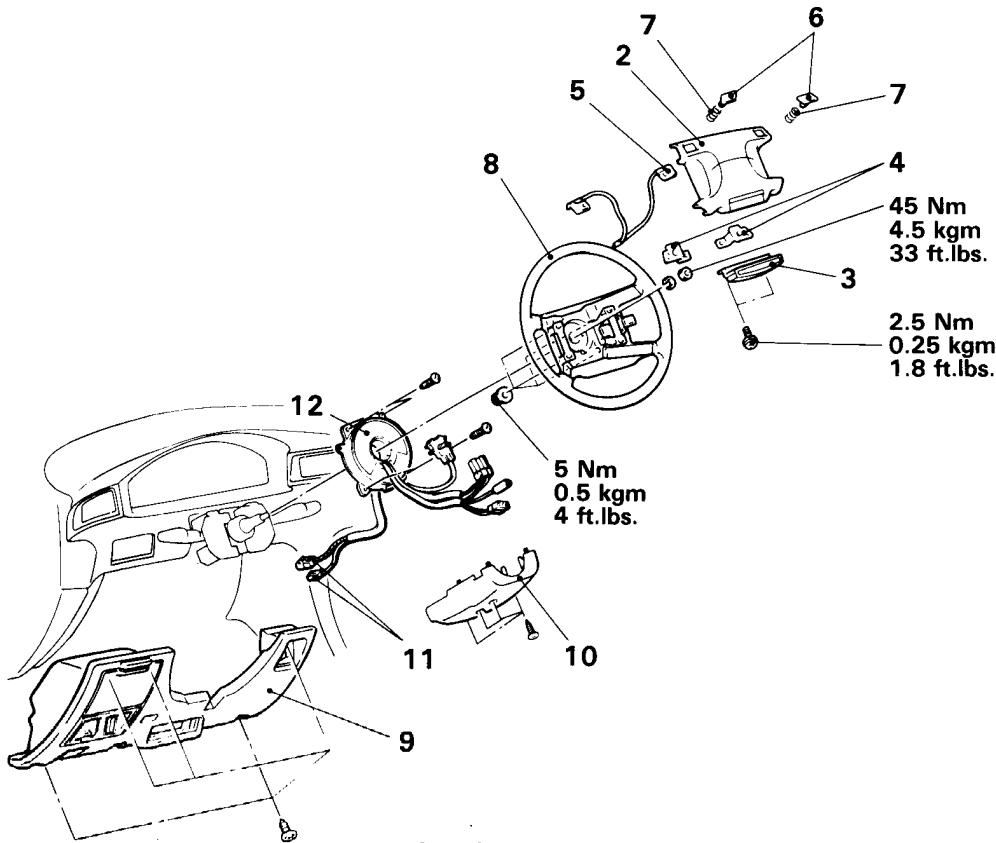


<Vehicles built from May, 1994>



19N0310

<Vehicles built up to April, 1994>



19N0318

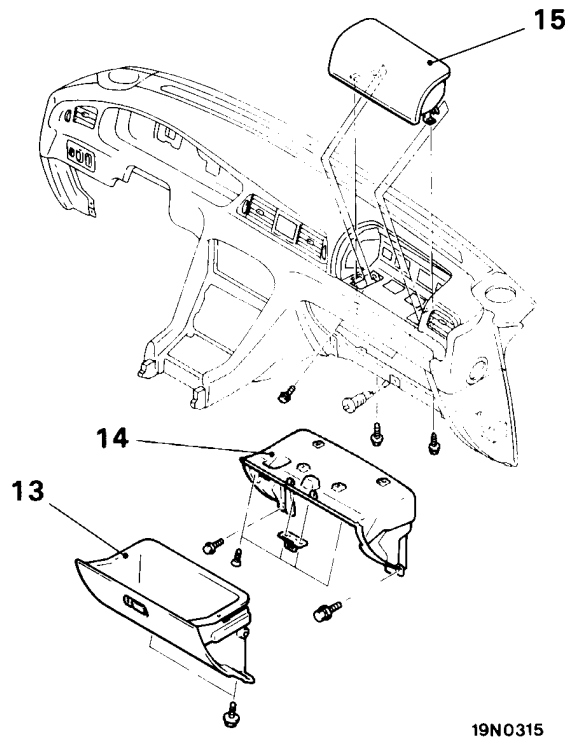
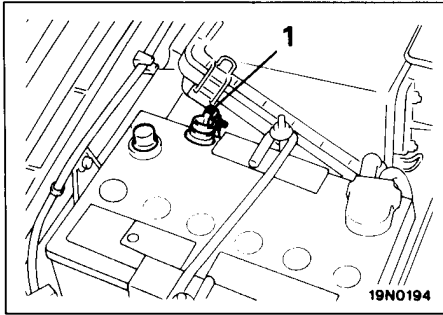
Air bag module (driver's side) removal steps

- ◆◆ ● Post-installation inspection
- ◆◆ 1. Connection of the negative (-) battery cable to the battery
- ◆◆ 2. Air bag module
- ◆◆ 3. Cover
- ◆◆ 4. Horn contact plate
- ◆◆ 5. Horn contact plate and wire
- ◆◆ 6. Horn button
- ◆◆ 7. Spring
- ◆◆ ● Pre-installation inspection

Clock spring removal steps

- ◆◆ ● Post-installation inspection
- ◆◆ 1. Connection of the negative (-) battery cable to the battery
- ◆◆ 2. Air bag module
- ◆◆ 8. Steering wheel
- ◆◆ 9. Driver side lower panel
- ◆◆ 10. Column cover lower
- ◆◆ 11. Clock spring and body wiring harness connection
- ◆◆ 12. Clock spring
- ◆◆ ● Pre-installation inspection

<Front passenger's side>



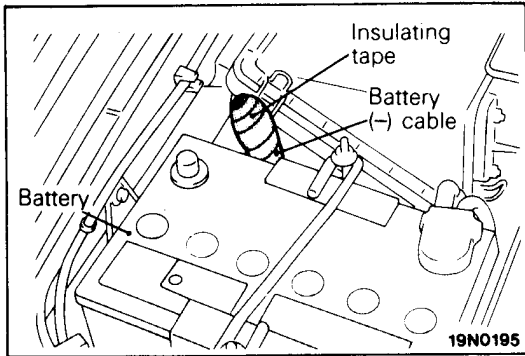
Air bag module (front passenger's side) removal steps

- ◆◆ ● Post-installation inspection
- ◆◆ 1. Connection of the negative (-) battery cable to the battery
- ◆◆ 13. Glove box

- ◆◆ 14. Glove box outer case
- ◆◆ 15. Air bag module (front passenger's side)
- ◆◆ ● Pre-installation inspection

52B-96-2

NOTES



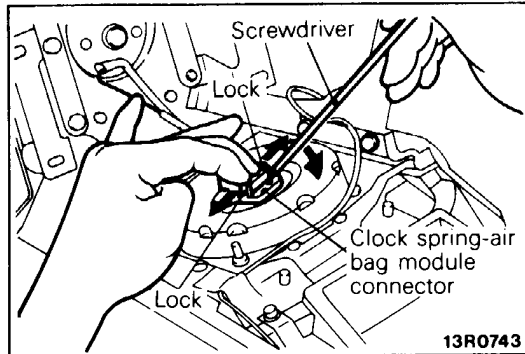
SERVICE POINTS OF REMOVAL

1. DISCONNECTION OF THE NEGATIVE (-) BATTERY CABLE FROM THE BATTERY

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-9 No. 5)

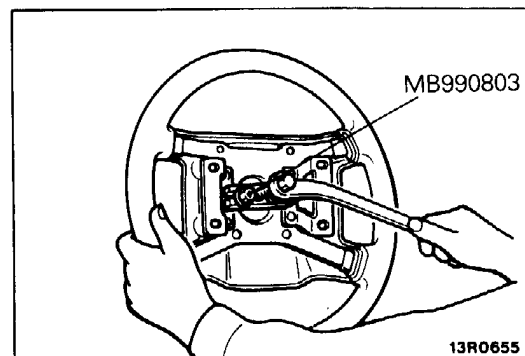
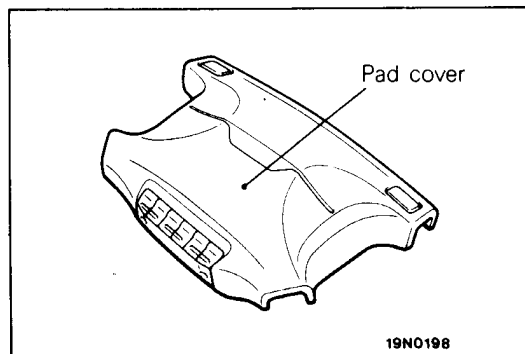


2. REMOVAL OF AIR BAG MODULE (DRIVER'S SIDE)

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

Caution

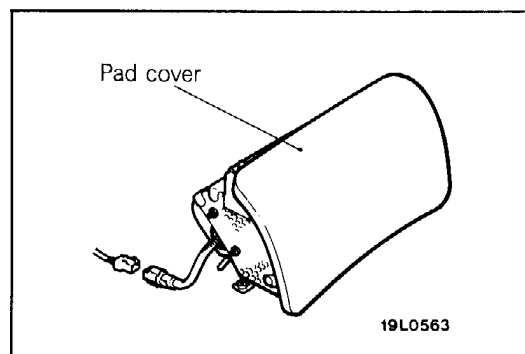
1. **When disconnecting the air bag module-clock spring connector, take care not to apply excessive force to it.**
2. **The removed air bag module should be stored in a clean, dry place with the pad cover face up.**



8. REMOVAL OF STEERING WHEEL

Caution

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



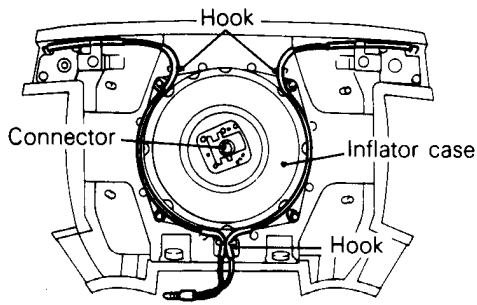
15. REMOVAL OF AIR BAG MODULE (FRONT PASSENGER'S SIDE)

Caution

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

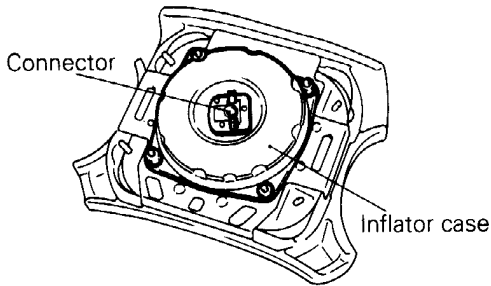
<Driver's side>

Vehicles built up to April, 1994



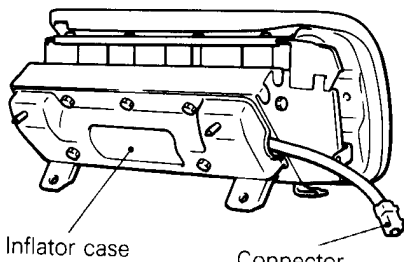
13R0737

Vehicles built from May, 1994

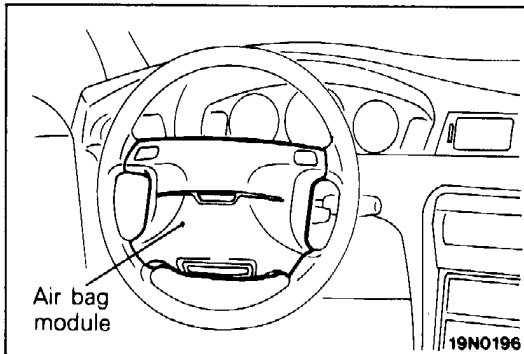


19L0515

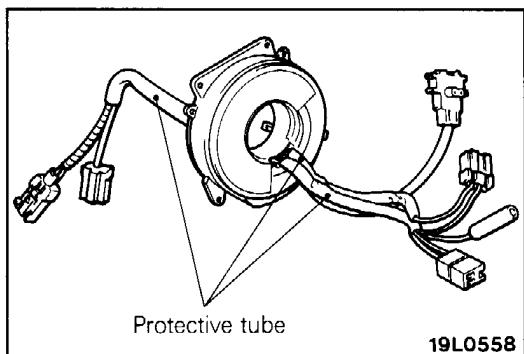
<Front passenger's side>



19L0505



19N0196



Protective tube

19L0558

INSPECTION

AIR BAG MODULES

If any improper part is found during the following inspection, replace the air bag modules with a new one. Dispose of the old one according to the specified procedure. (Refer to P.52B-102 to P.52B-109.)

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.

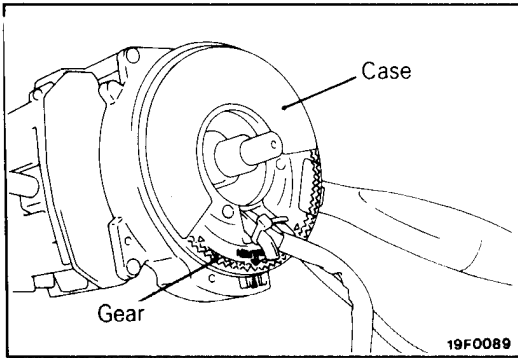
- (1) Check pad cover for dents, cracks or deformities.
- (2) Check the air bag module for denting, cracking or deformation.
- (3) Check hooks and connectors for damage, terminals for deformities, and harness for binds.
- (4) Check air bag inflator case for dents, cracks or deformities.

- (5) Install the air bag module (driver's side) to steering wheel to check fit or alignment with the wheel.

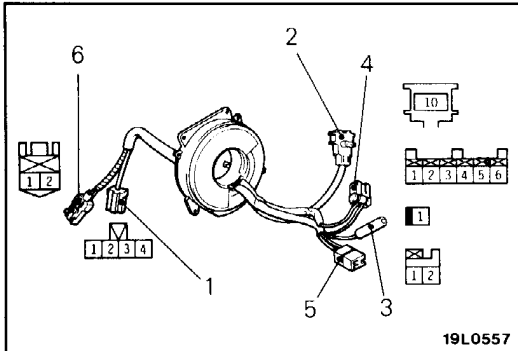
CLOCK SPRING

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

- (1) Check connectors and protective tube for damage, and terminals for deformities.



(2) Visually check the case and the gears for damage.



(3) Check for continuity between the No. 1 connector of the clock spring and connectors No. 3, 4 and 5.

No. 1 connector				No. 3 connector	No. 4 connector		No. 5 connector	
Terminal 1	Terminal 2	Terminal 3	Terminal 4		Terminal 4	Terminal 6	Terminal 1	Terminal 2
○	○	○	○	○	○	○	○	○
To cruise control unit	To ACC power	To horn relay	To radio	To horn switch	To steering remote control switch	To cruise control switch		

NOTE

○—○ indicates that there is continuity between the terminal.

(4) Check of resistance between the terminals.

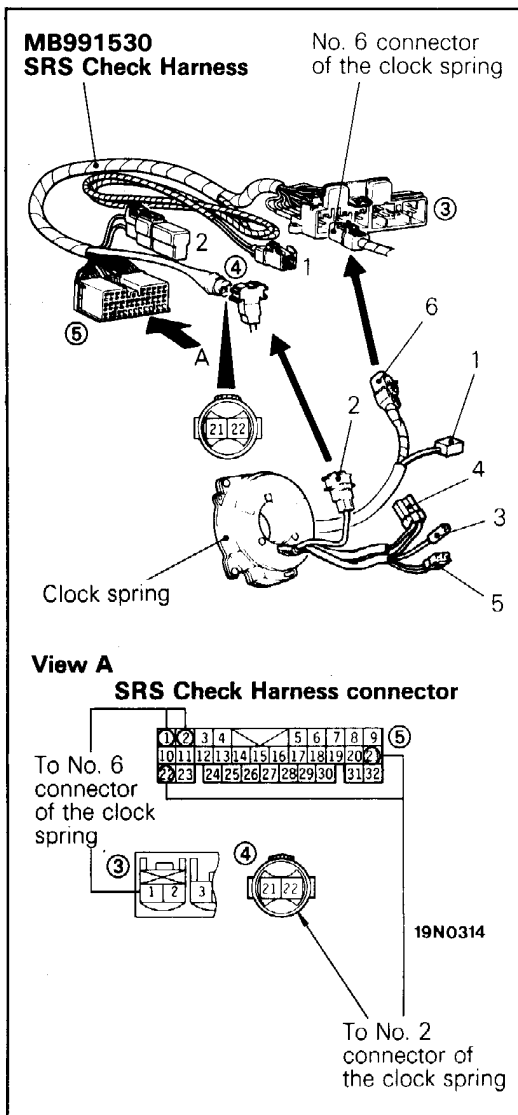
- a. Joint the No. 2 connector and No. 6 connector of the clock spring to connector ④ and connector ③, respectively, of the SRS Check Harness.

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.

- b. Check for continuity between terminal 1 and terminal 22, and terminal 2 and terminal 21, of SRS Check Harness connector ⑤, using a digital multi-meter.

Standard value: less than 0.4Ω



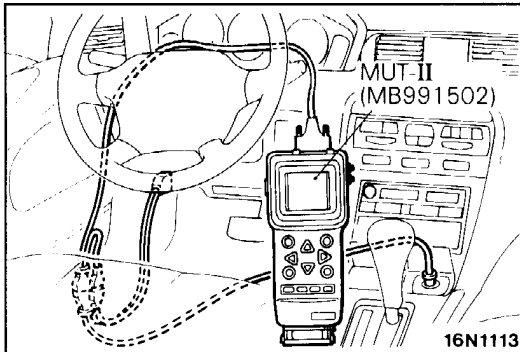
SERVICE POINTS OF INSTALLATION

PRE-INSTALLATION INSPECTION

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

Caution

Dispose of an air bag module only according to the specified procedure. (Refer to P.52B-102 to P.52B-109.)

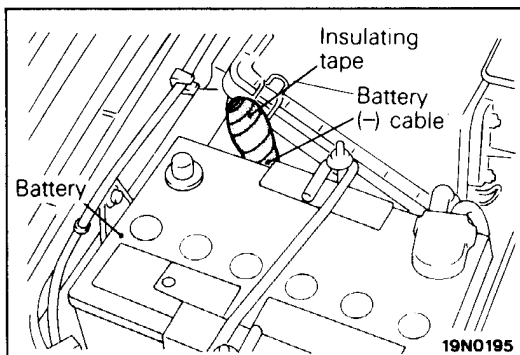


- (2) Connect the MUT-II to the diagnosis connector located at the right side of the junction block.

Caution

Make certain that the ignition switch is OFF when the MUT-II is connected or disconnected.

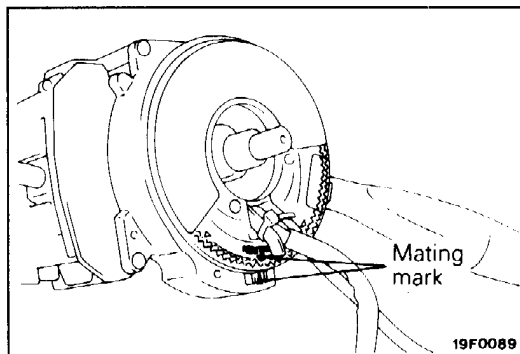
- (3) Reconnect negative terminal of battery, and turn the ignition key to the "ON" position.
- (4) Conduct self-diagnosis using MUT-II to ensure entire SRS operates properly, except open circuit of air bag module (Diagnosis code No. 22 and 25). (Refer to P.52B-14.)



- (5) 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-9 No. 5.)



17. INSTALLATION OF CLOCK SPRING

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

Caution

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

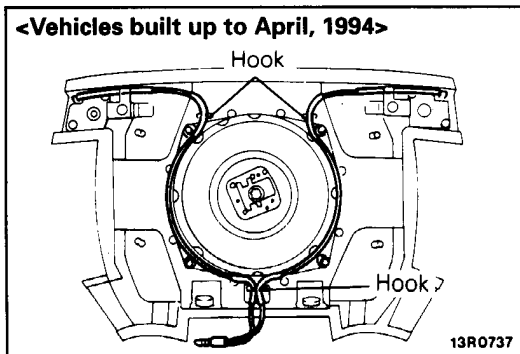
8. INSTALLATION OF STEERING WHEEL

- (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 mark and "NEUTRAL" position indicator of the clock spring.

Caution

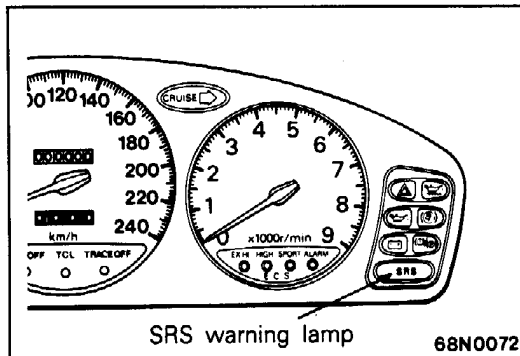
Be sure when installing the steering wheel, that the harness of the clock spring does not become caught or tangled.

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



2. INSTALLATION OF AIR BAG MODULE (DRIVER'S SIDE)

- (1) For vehicles built up to April, 1994, arrange the wiring of the horn switch as shown in the figure at the left, and hook up in place.
- (2) Install the air bag module, taking care that no wiring is caught by it.



POST-INSTALLATION INSPECTION

- (1) After installing the clock spring, the steering wheel, the column covers and the air bag module (driver's side), check steering wheel of 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 extinguished for at least 45 seconds? If yes, SRS system is functioning properly. If no, consult page 52B-14.

AIR BAG MODULE DISPOSAL PROCEDURES

E52UAAAa

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

module, be sure to first follow the procedures described below to and 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 must be worn by personnel performing these procedures or by people in the surrounding area.**

1. DEPLOYMENT INSIDE THE VEHICLE (when disposing a vehicle)

FOR VEHICLES WITHOUT FRONT PASSENGER'S AIR BAG (L.H. DRIVE VEHICLES)

- (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-9 No. 5.)

- (3) Remove the floor console assembly. (Refer to GROUP 52 – Floor Console.)

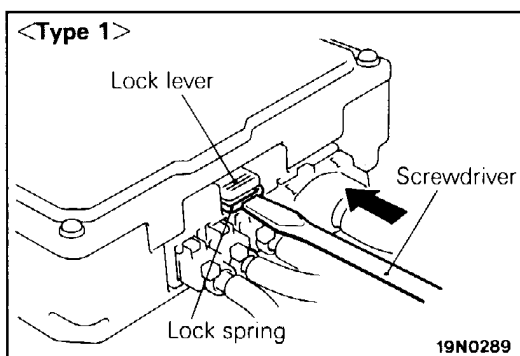
- (4) Release the lock of SDU connector in accordance with the following procedure:

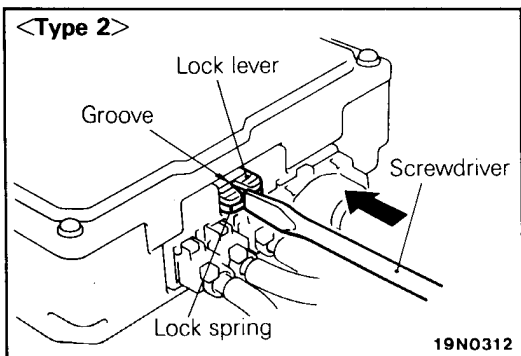
In case that there is no groove on the lock lever (Type 1)

Place a (–) screwdriver against the lock spring (metal section) of the connector lock lever as shown in the illustration, and push the spring horizontally toward the inside of the unit.

Caution

- (1) **Do not use excessive force to raise the lock lever.**
- (2) **Do not insert the screwdriver into the gap between the lock lever and the lock spring.**



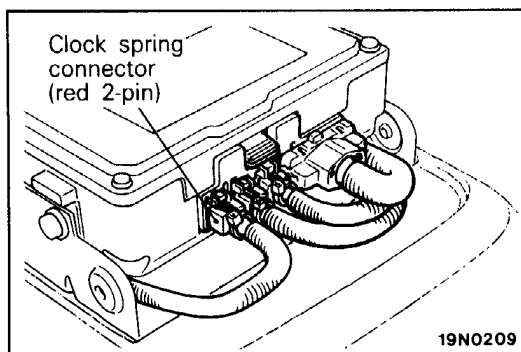


In case that there is a groove on the lock lever (Type 2)

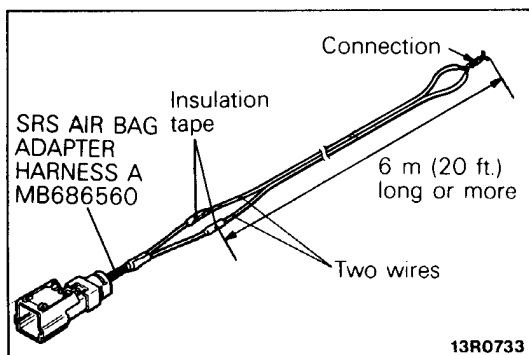
Place a (-) screwdriver against the lock spring (metal section) of the connector lock lever groove as shown in the illustration, and push it toward the inside of the unit.

Caution

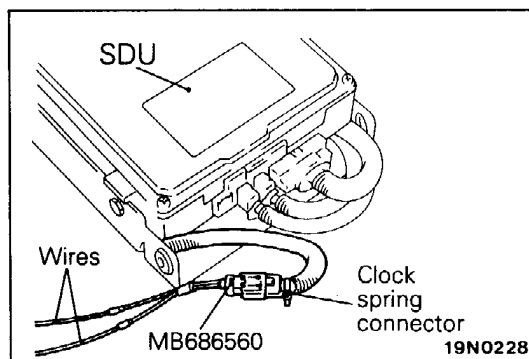
Do not use excessive force to raise the lock lever.



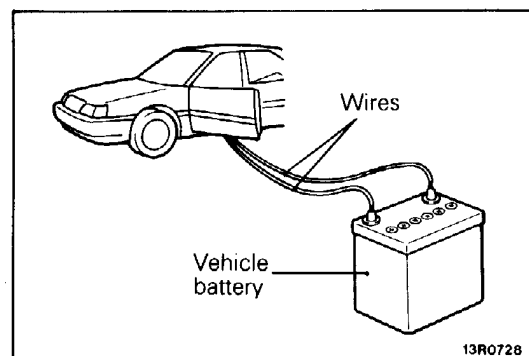
- (5) Disconnect the clock spring connector from the SRS diagnosis unit.



- (6) Connect two wires, each six meters (20 feet) 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.



- (7) Connect the SRS AIR BAG ADAPTER HARNESS A to the clock spring connector (which has been disconnected from the SRS diagnosis unit), and then lead the two connected wires outside the vehicle.



- (8) 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 glasses.
2. The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it.

Although not poisonous, do not inhale gas from air bag deployment.

See Deployed Air Bag Module Disposal Procedures (P.52B-109) 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.

FOR VEHICLES WITHOUT FRONT PASSENGER'S AIR BAG (R.H. DRIVE VEHICLES) AND VEHICLES WITH FRONT PASSENGER'S AIR BAG

- (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.

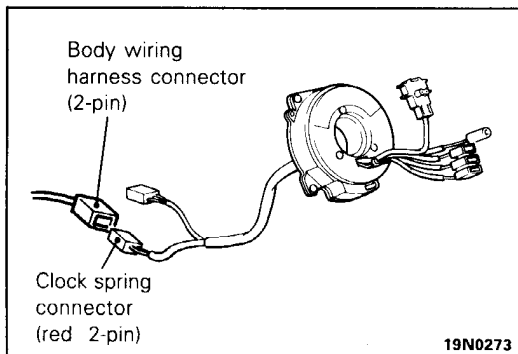
Caution

Wait at least 60 seconds after disconnecting the battery cables before doing any further work. (Refer to P.52B-9 No. 5.)

- (3) WHEN THE AIR BAG (DRIVER'S SIDE) IS DEPLOYED

Remove the steering column cover lower.

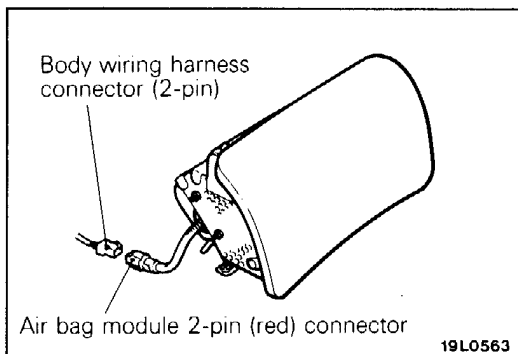
Remove the connection between the clock spring connector (red 2-pin) and the body wiring harness connector.



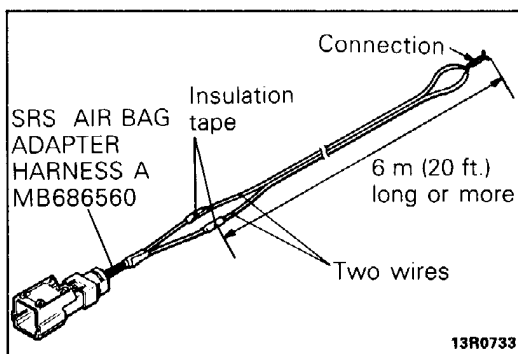
- WHEN THE AIR BAG (FRONT PASSENGER'S SIDE) IS DEPLOYED

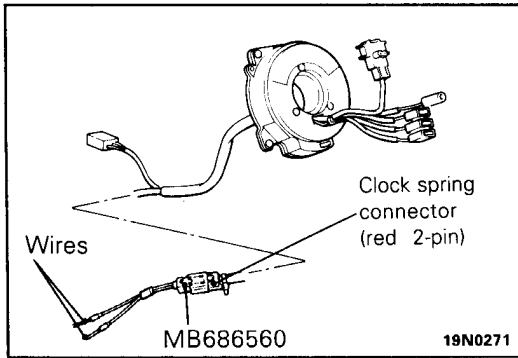
Remove the glove box and glove box outer case.

Remove the connection between the air bag module (front passenger's side) connector (red 2-pin) and the body wiring harness connector.



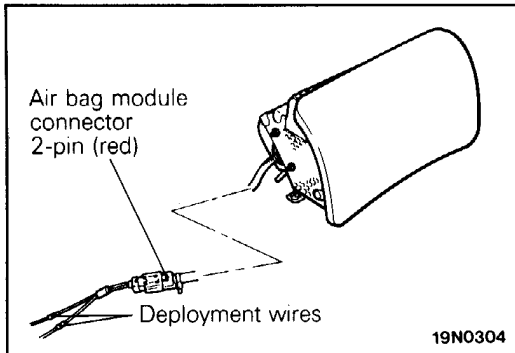
- (4) Connect two wires, each six meters (20 feet) long or more, to the two leads of SRS AIR BAG ADAPTER HARNESS A and cover the connections with insulation tape, The other ends of the two wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air beg.





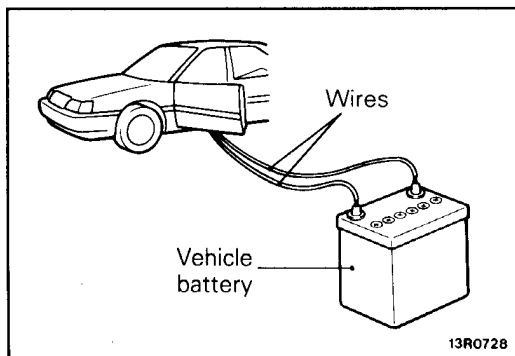
(5) WHEN THE AIR BAG (DRIVER'S SIDE) IS DEPLOYED

Connect the SRS AIR BAG ADAPTER HARNESS A to the clock spring connector (red 2-pin) and then lead the two connected wires outside the vehicle.



WHEN THE AIR BAG (FRONT PASSENGER'S SIDE) IS DEPLOYED

Connect the SRS AIR BAG ADAPTER HARNESS A to the air bag module (front passenger's side) connector (red 2-pin) and then lead the two connected wires outside the vehicle.



- (6) At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (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 not one in or near the vehicle. Wear safety glasses.**
2. **The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it.**
Although not poisonous, do not inhale gas from air bag deployment.
See Deployed Air Bag Module Disposal Procedures (P.52B-109) 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.

2. DEPLOYMENT OUTSIDE THE VEHICLE

Caution

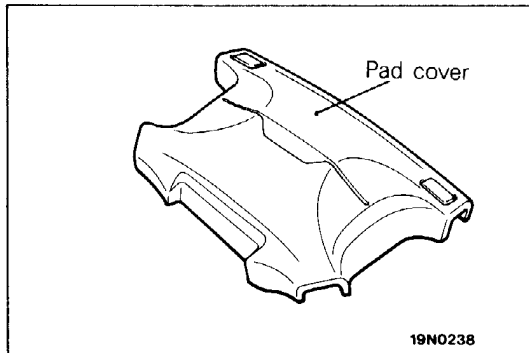
1. **Should be carried out in a wide, flat area at least 6 m (20 feet) away from obstacles and other people.**
2. **Do not perform deployment outside, if a strong wind is blowing, and if there is even a slight breeze, the air bag module should be placed and deployed downwind from the battery.**

When the air bag (driver's side) is deployed

- (1) Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

Caution

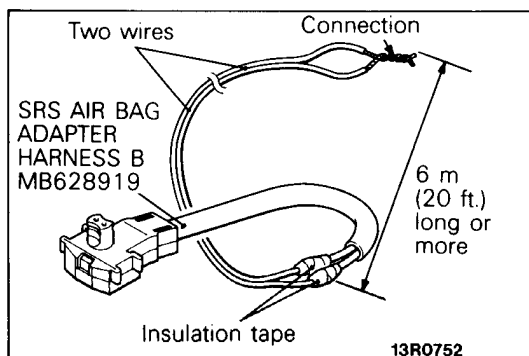
Wait at least 60 seconds after disconnecting the battery cables before doing any further work. (Refer to P.52B-9 No. 5.)



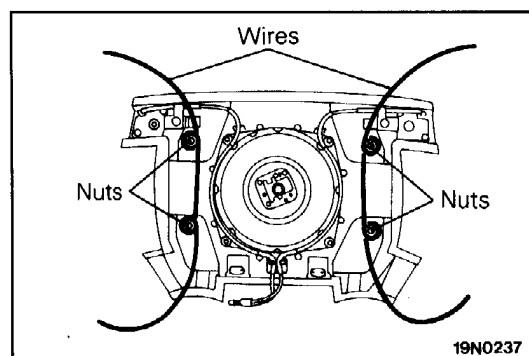
- (2) Remove the air bag module for the vehicle. (Refer to P.52B-88.)

Caution

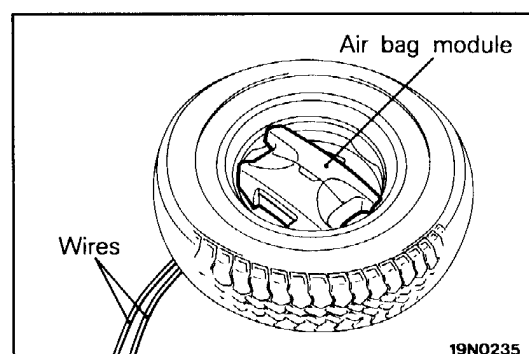
The air bag module should be stored on a flat surface and placed so that the pad cover face up. Do not place anything on top of it.



- (3) Connect two wires, each six meters (20 feet) long or more, to the two leads of SRS AIR BAG ADAPTER HARNESS B, and cover the connections with insulation tape. The other ends of the two wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag.



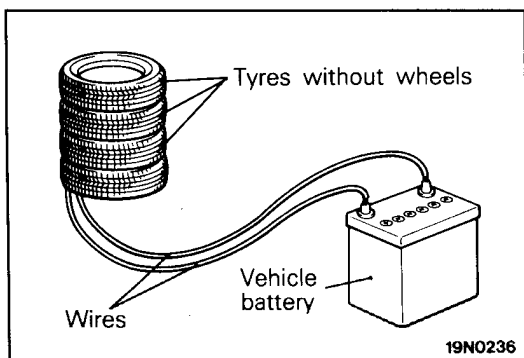
- (4) Install nuts that are no longer needed to the four bolts on the rear side of the air bag module, and tie on some thick wire to secure to the wheel.
- (5) Take the SRS air bag adaptor harness B that is connected to the wires, pass it beneath the old tyre that is attached to the wheel, and connect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



- (6) Insert the air bag module into the wheel on which the old tyre has been installed, and secure it with the wires that are tied to the bolts, with the air bag facing upward.

Caution

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



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

- (8) At a location as far away from the air bag module as possible, and from a shielded position, 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

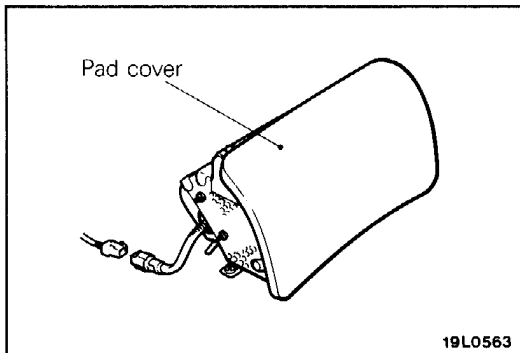
1. **Before deployment, check carefully to be sure that no one is nearby.**
2. **The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module Disposal Procedures (refer to P.52B-109) 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.**

When the air bag (front passenger's side) is deployed

- (1) Disconnect the negative (-) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

Caution

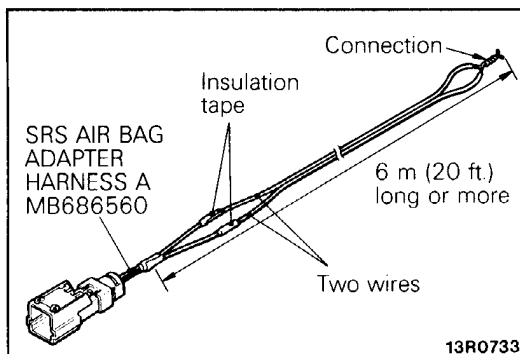
Wait at least 60 seconds after disconnecting the battery cables before doing any further work. (Refer to P.52B-9 No. 5.)



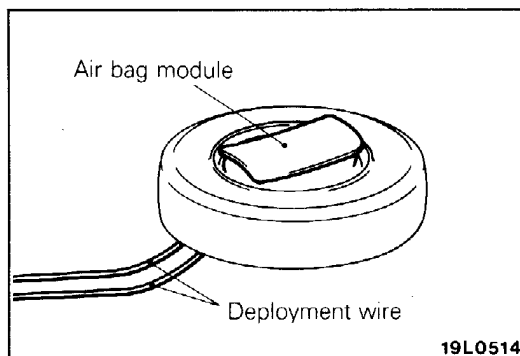
- (2) Remove the air bag module for the vehicle. (Refer to P.52B-88.)

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 (20 feet) 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.



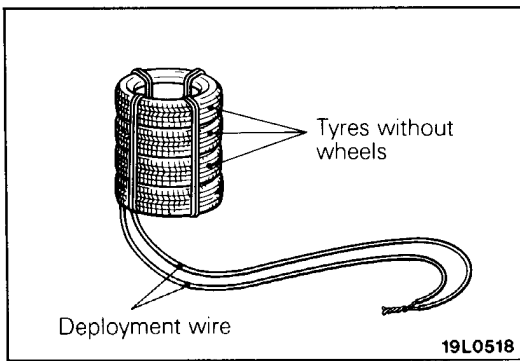
- (4) Connect the deployment wires to the SRS air bag adapter harness A. Pass it beneath the tyre and wheel assembly, and connect it to the air bag module.
- (5) Pass the thick wires into the hole of the air bag module bracket, and secure it to the wheel of the old tyre with wheel (4 locations), with 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 adapter harness.

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



- (7) Place three old tyres with no wheels on top of the tyre secured to the air bag module, and secure all tyres with ropes (4 locations).

- (8) 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 (as shown 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.**

DEPLOYED AIR BAG MODULE DISPOSAL PROCEDURES

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 glasses 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 vinyl bag for disposal.
- (5) Be sure to always wash your hands after completing this operation.

