

# INTERIOR

## CONTENTS

INTERIOR .....	52A
SUPPLEMENTAL RESTRAINT SYSTEM (SRS) .....	52B



# INTERIOR

## CONTENTS

SPECIAL TOOLS .....	2	FRONT SEAT .....	12
INSTRUMENT PANEL* .....	3	REAR SEAT .....	18
FLOOR CONSOLE* .....	7	FRONT SEAT BELT .....	19
TRIMS .....	8	REAR SEAT BELT .....	20
HEADLINING AND INSIDE REAR VIEW MIRROR .....	10		

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





#### WARNING!

- (1) Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to the driver and passenger (from rendering the SRS inoperative).
- (2) If it is possible that the SRS components are subjected to heat over 93°C in baking or drying after painting, remove the SRS components (air bag module and SRS-ECU) beforehand.
- (3) Service or maintenance of any SRS component or SRS-related component must be performed only at an authorised MITSUBISHI dealer.
- (4) MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B – Supplemental Restraint System (SRS) before beginning any service or maintenance of any component of the SRS or any SRS-related component.

#### NOTE

Section titles with the asterisk (\*) in the table of contents in each group indicate operations requiring warnings.



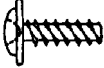
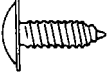




**SPECIAL TOOLS**

Tool	Number	Name	Use
	MB990784	Ornament remover	Removal of switch, trim, etc.
	MB991502	MUT-II	SWS input signal and data list checking
		ROM pack	
	MB991529	Diagnostic check harness	SWS Simplified Fault Diagnosis Mode entry

# INSTRUMENT PANEL

## REMOVAL AND INSTALLATION

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

Name	Symbol	Size mm (D × L)	Colour	Shape
Tapping screw	A	4 × 12	–	
	B	5 × 10	–	
	C	5 × 12	–	
	D	5 × 16	–	
	E	5 × 12	–	
	F	5 × 16	Black	
	G	5 × 20	Black	
	H	5 × 12	–	
	I	5 × 6	Black	
Screw with washer	J	4 × 12	–	
	K	5 × 16	–	
Bolt with washer	L	6 × 16	–	
	M	6 × 16	–	
	N	6 × 12	–	
	O	6 × 16	–	
	P	8 × 20	–	

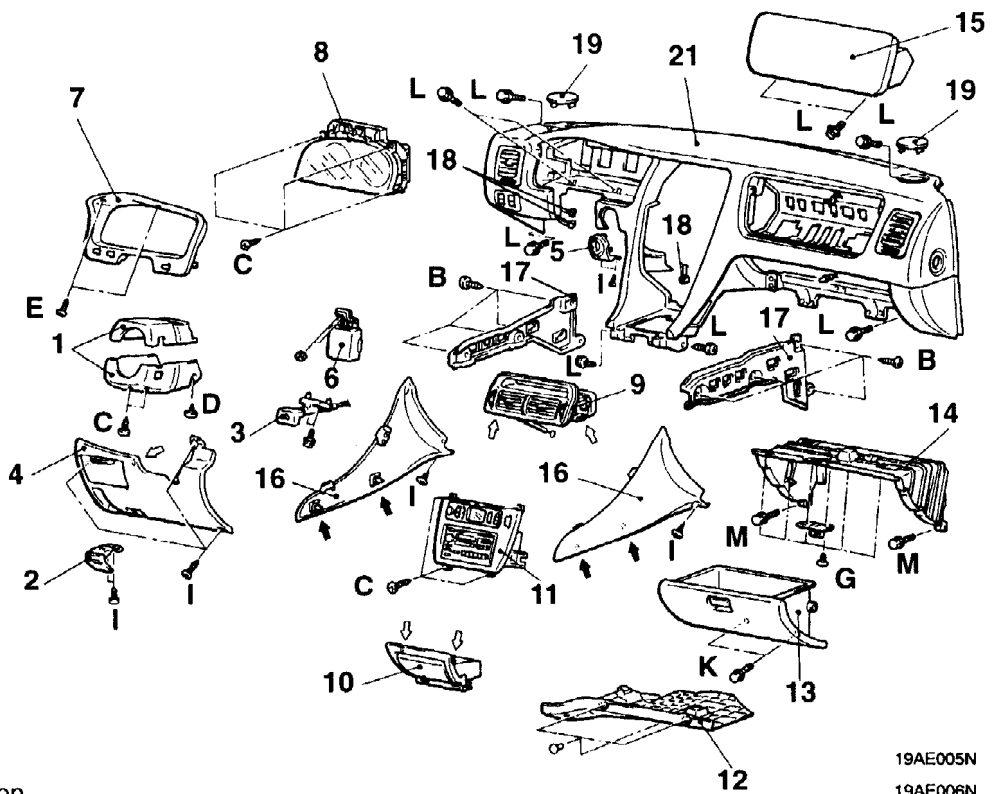
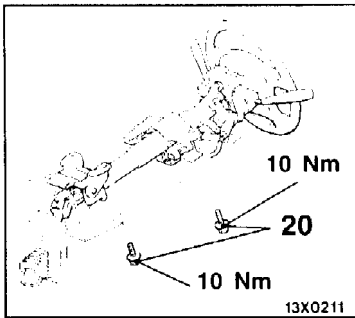
D = Thread diameter  
L = Effective thread length

**Pre-removal and Post-installation Operation**

- Floor Console Assembly Removal and Installation (Refer to P. 52A-7).
- Front Pillar Trim Removal and Installation (Refer to P.52A-8).

**CAUTION: SRS**

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



**NOTE**

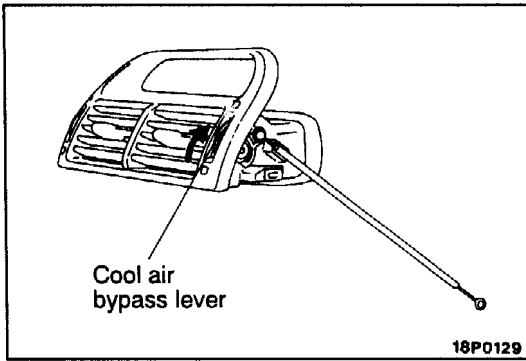
- (1) ⇐ : metal clip position
- (2) ⇐ : plastic clip position

**Removal steps**

1. Column cover
2. Hood lock release handle
3. Parking brake release handle
4. Instrument panel lower cover assembly (LH)
5. Key cylinder panel
6. Instrument panel-ECU
7. Meter bezel
8. Combination meter
- ▶A◀ 9. Centre air outlet assembly
10. Ashtray
11. Air control panel assembly & audio unit

12. Undercover assembly
13. Glovebox assembly
14. Glovebox outer case
15. Passenger side airbag module (or upper glove box)
16. Console side cover assembly
17. Floor carpet rear reinforcement
18. Harness connector
19. Plug
20. Steering column mounting bolt
21. Instrument panel

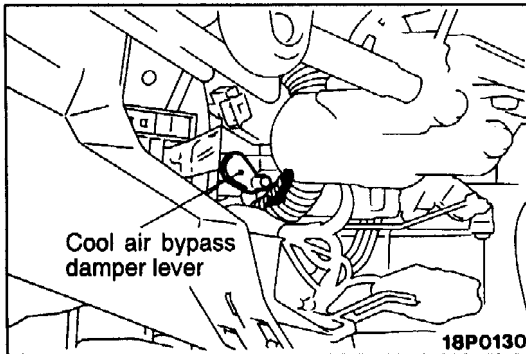
19AE005N  
19AE006N



**INSTALLATION SERVICE POINTS**

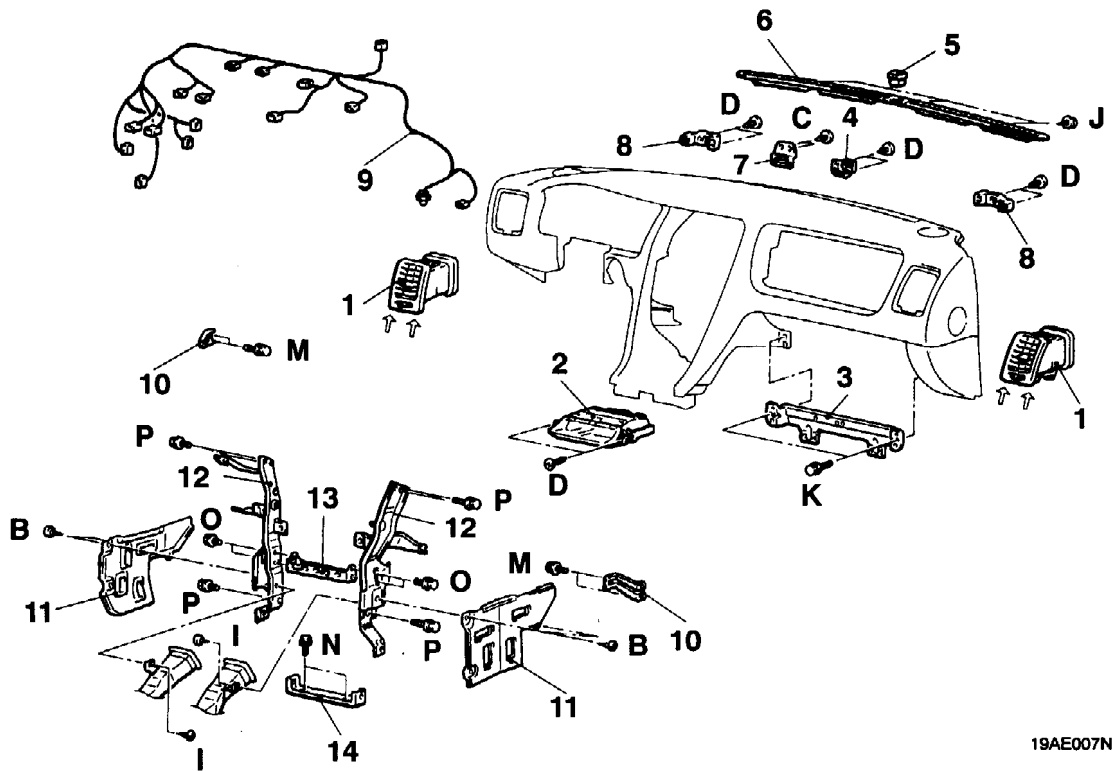
**►A◄ CENTRE AIR OUTLET ASSEMBLY INSTALLATION**

1. Turn the cool air bypass lever of the air outlet centre panel assembly fully upward.



2. Turn the cool air bypass damper lever at the heater unit side fully downward, and install the cool air bypass lever cable.

## DISASSEMBLY AND REASSEMBLY



19AE007N

## NOTE

⇐ : metal clip position

**Disassembly steps**

- Heater ducts (See Group 55)
- 1. Side air outlet assembly
- 2. Centre display
- 3. Glovebox frame
- 4. Instrument panel centre support panel
- 5. Photo sensor
- 6. Defroster garnish
- 7. Centre display bracket

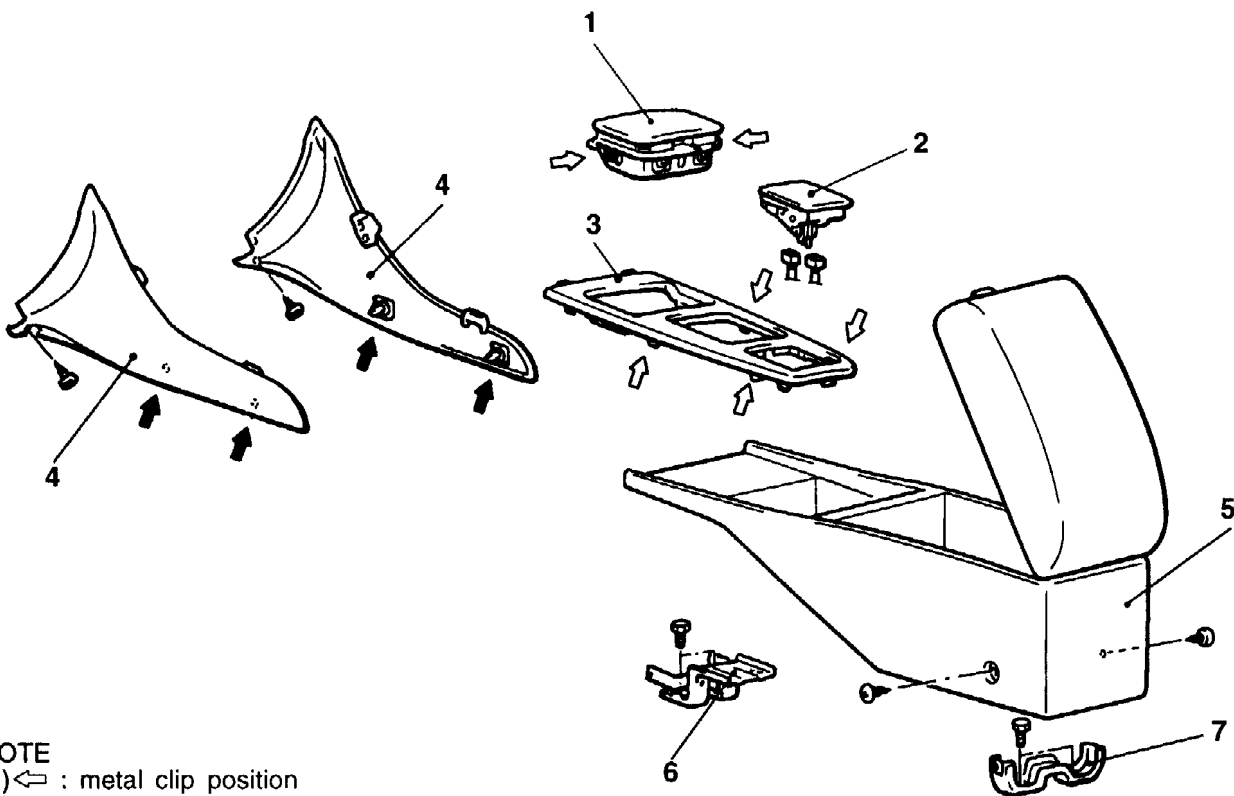
- 8. Instrument panel side support panel
- 9. Instrument panel wiring harness
- 10. Instrument panel lower bracket
- 11. Floor carpet front reinforcement
- 12. Centre stay assembly
- 13. ECU bracket
- 14. Centre console bracket

# FLOOR CONSOLE

## REMOVAL AND INSTALLATION

**CAUTION: SRS**

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



**NOTE**

- (1) ⇐ : metal clip position
- (2) ⇐ : plastic clip position

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**Removal steps**

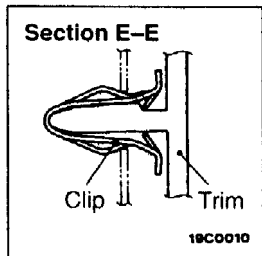
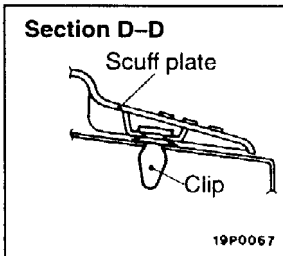
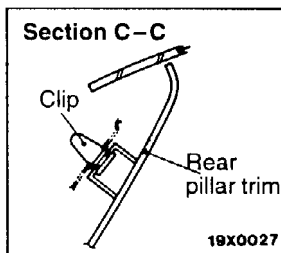
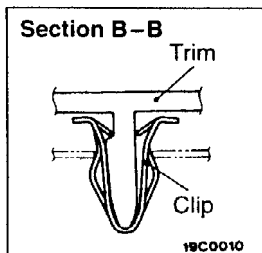
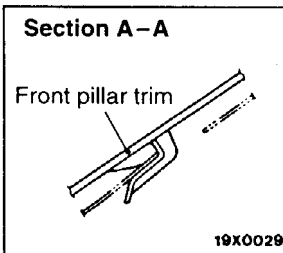
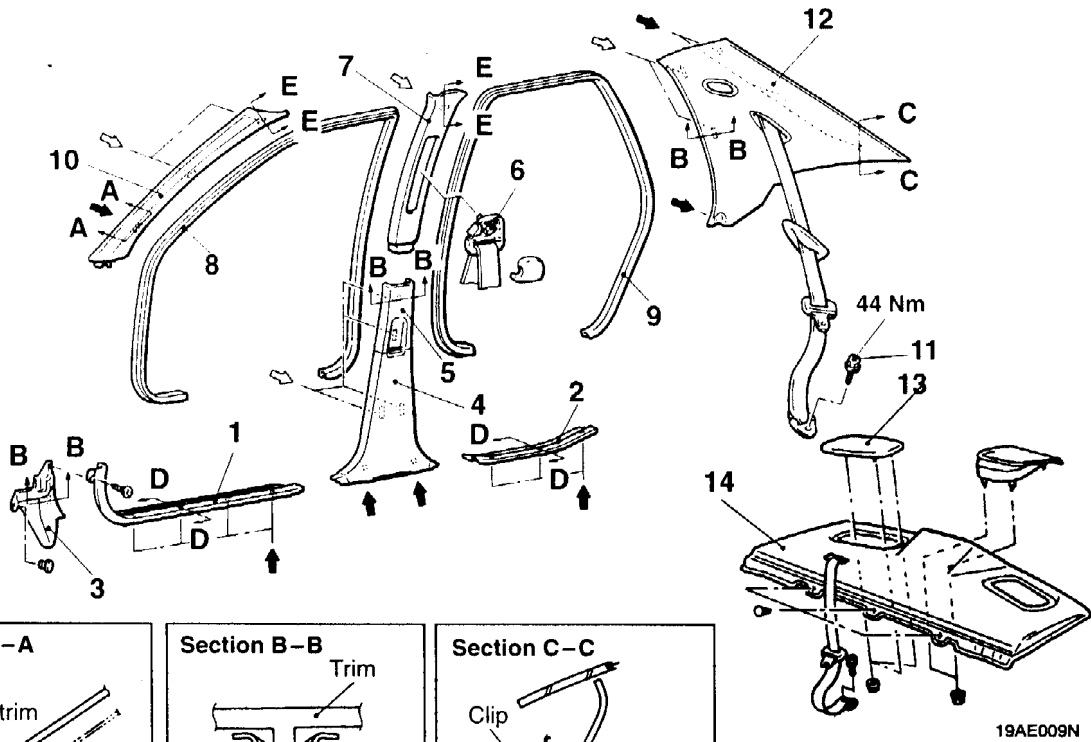
1. Cup holder assembly
2. Coin box assembly
3. Floor console panel
4. Console side cover assembly

5. Floor console box
6. Console bracket A
7. Console bracket C



**TRIMS**

**REMOVAL AND INSTALLATION**



**NOTE**  
(1) ← : metal clip position  
(2) → : plastic clip position

19AE010N

**Cowl side trim removal steps**

1. Front scuff plate
3. Cowl side trim

**Front pillar trim removal**

8. Front door opening trim
10. Front pillar trim

**Centre pillar trim removal steps**

1. Front scuff plate
2. Rear scuff plate
4. Centre pillar lower trim B
5. Centre pillar lower trim A
6. Sash guide
7. Centre pillar upper trim

**Rear pillar trim removal steps**

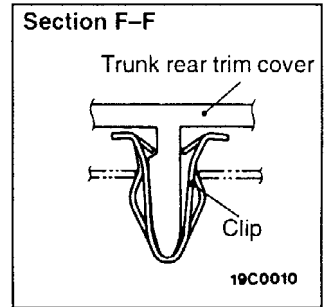
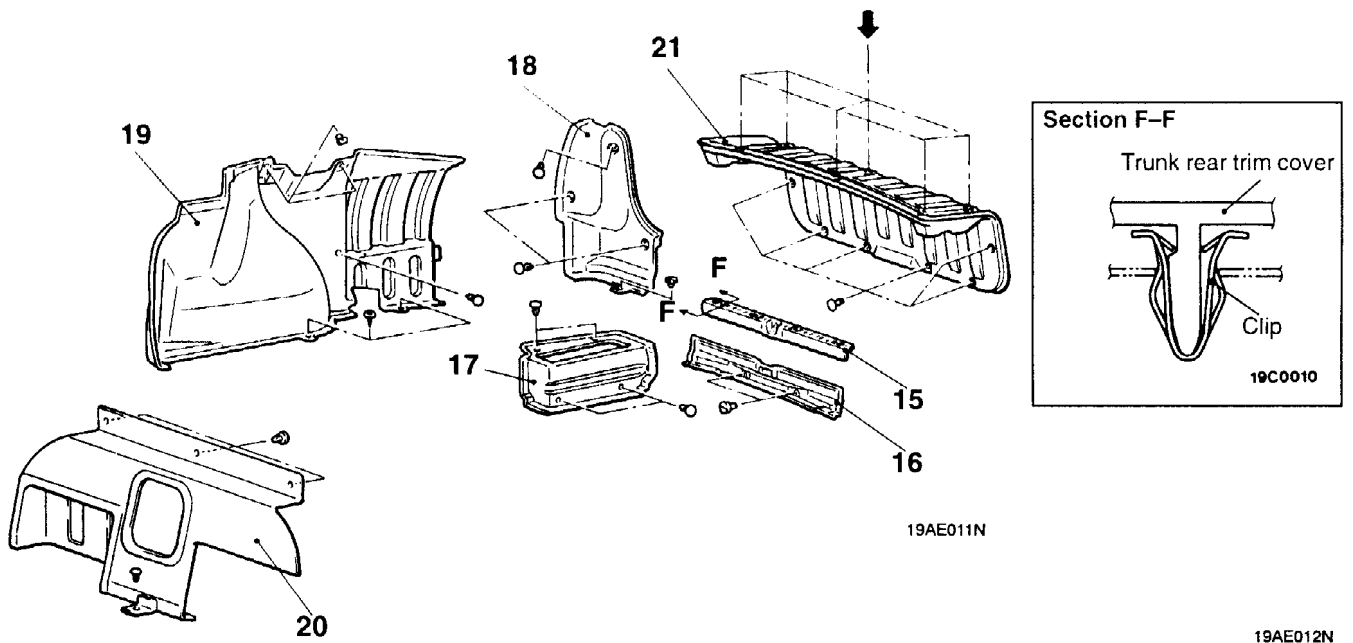
- Rear seat assembly (Refer to P.52A-18)
- 11. Rear seatbelt anchor plate
- 12. Rear pillar trim

**Door opening trim removal**

8. Front door opening trim
9. Rear door opening trim

**Rear shelf trim removal steps**

- Rear seat assembly (Refer to P.52A-18)
- 13. Speaker garnish
- 14. Rear shelf trim



NOTE  
← : plastic clip position

**Trunk rear trim removal steps**

- 15. Trunk rear trim cover
- 16. Trunk rear centre trim
- 17. Trunk rear side trim

**Trunk side trim removal steps**

- 15. Trunk rear trim cover
- 16. Trunk rear centre trim
- 17. CD changer cover
- 18. Trunk rear side trim
- 19. Trunk side trim

**Trunk front trim removal steps**

- 20. Trunk front trim
- 21. Trunk lid trim

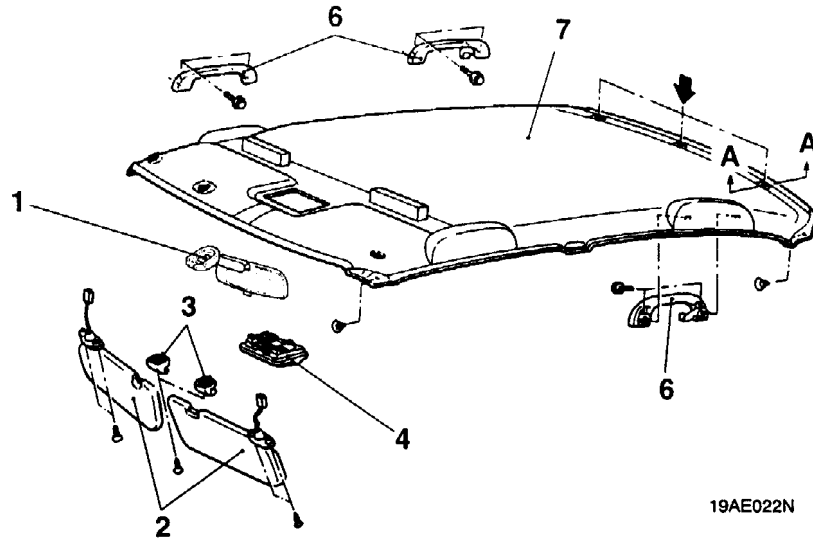
# HEADLINING AND INSIDE REAR VIEW MIRROR

## REMOVAL AND INSTALLATION

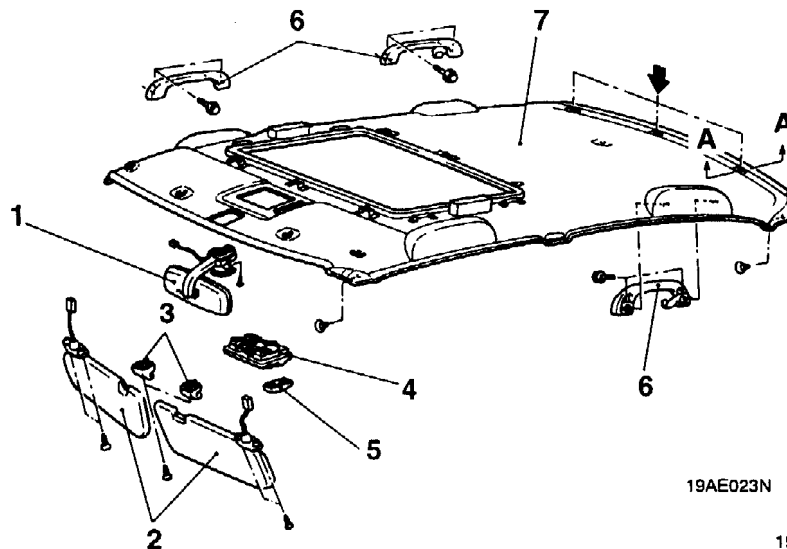
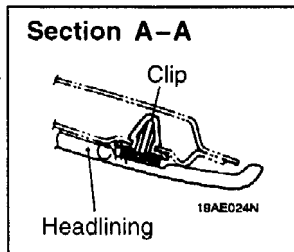
**Pre-removal and Post-installation Operation**

- Door opening trim, Front Pillar Trim, Centre Pillar Upper Trim and Rear Pillar Trim Removal and Installation (Refer to P.52A-8).

<Vehicles without sunroof>



<Vehicles with sunroof>



NOTE  
← : plastic clip position

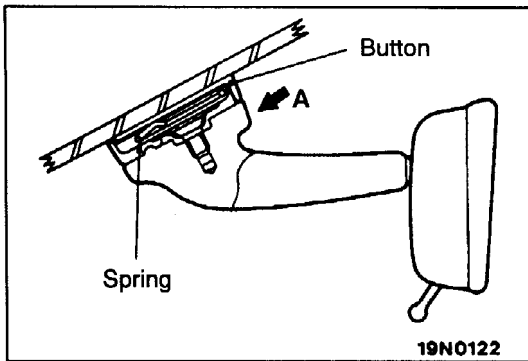
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◀A▶ **Inside rear view mirror removal**  
1. Inside rear view mirror

◀B▶ 3. Sunvisor holder  
4. Room light assembly  
5. Sunroof switch cover  
6. Assist grip  
7. Headlining

**Headlining removal steps**  
2. Sunvisor assembly

◀C▶



**REMOVAL SERVICE POINTS**

**◀A▶ INSIDE REAR VIEW MIRROR REMOVAL**

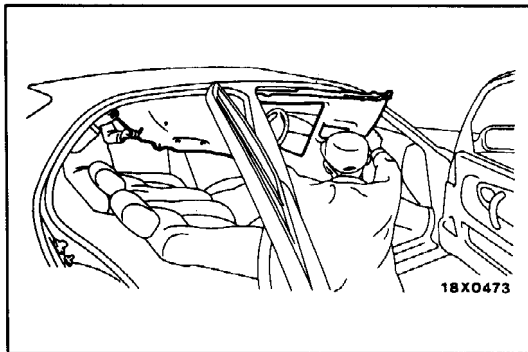
Remove by pushing in the direction of the arrow in the illustration.

**NOTE**

1. The mirror is fitted in the groove of the button that is attached to the glass, and is fixed by the spring.
2. The mirror breaking load is within 450 N.

**◀B▶ ROOM LIGHT ASSEMBLY REMOVAL**

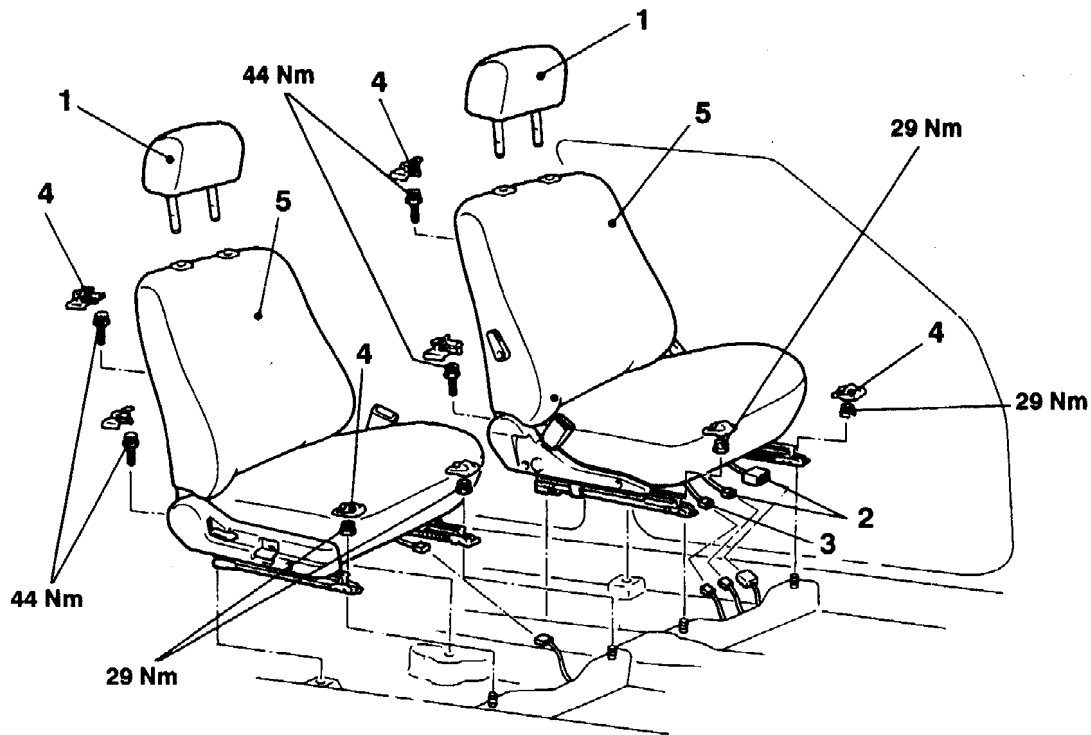
1. Insert a screwdriver into the notch of the room light lens and pry gently to remove it.
2. Remove the mounting screws and pull the room light assembly downwards to remove it.



**◀C▶ HEADLINING REMOVAL**

While bending the headlining slightly, pull it through the front door opening to the outside of the vehicle.

## FRONT SEAT REMOVAL AND INSTALLATION



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### Headrest removal

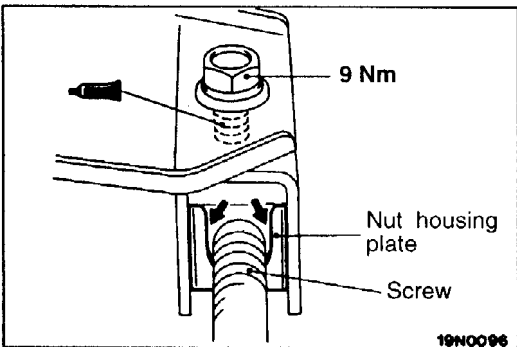
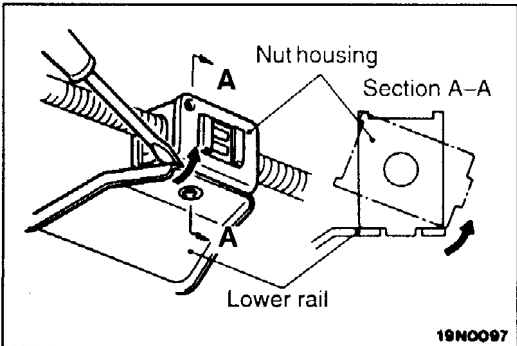
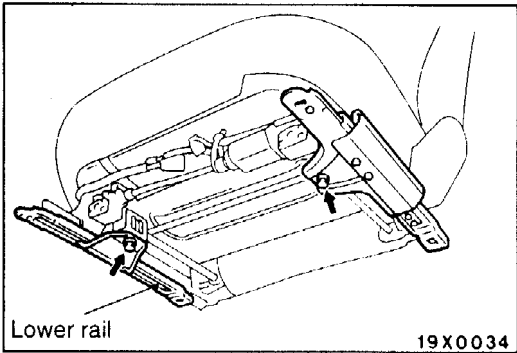
1. Headrest

### Front seat assembly removal steps

2. Harness connector – power seat
3. Harness connector – seat belt
4. Seat anchor cover
5. Front seat assembly

### NOTE

1. After provisionally tightening the seat assembly mounting nuts and bolts in every installation location, fully tighten them to the specified torque.
2. When installing a manual seat assembly, tighten after firmly locking the seat adjuster



### REMOVAL AND INSTALLATION

If removal of the seat mounting nut and bolt is impossible when there is a malfunction in the slide motor or the slide switch and the seat cannot slide, remove and install the front seat assembly by the following procedure.

1. Remove the bolts below the seat cushion as shown in the illustration.
2. Insert a flat-tipped screwdriver in between the lower rail and the nut housing, and detach the nut housing from the lower rail hole and turn it.
3. Slide the seat, and remove the seat mounting nuts and bolts.

4. When reusing the power height adjuster assembly, apply specified adhesive to the mounting bolt, and tighten the specified torque.

**Specified adhesive:**

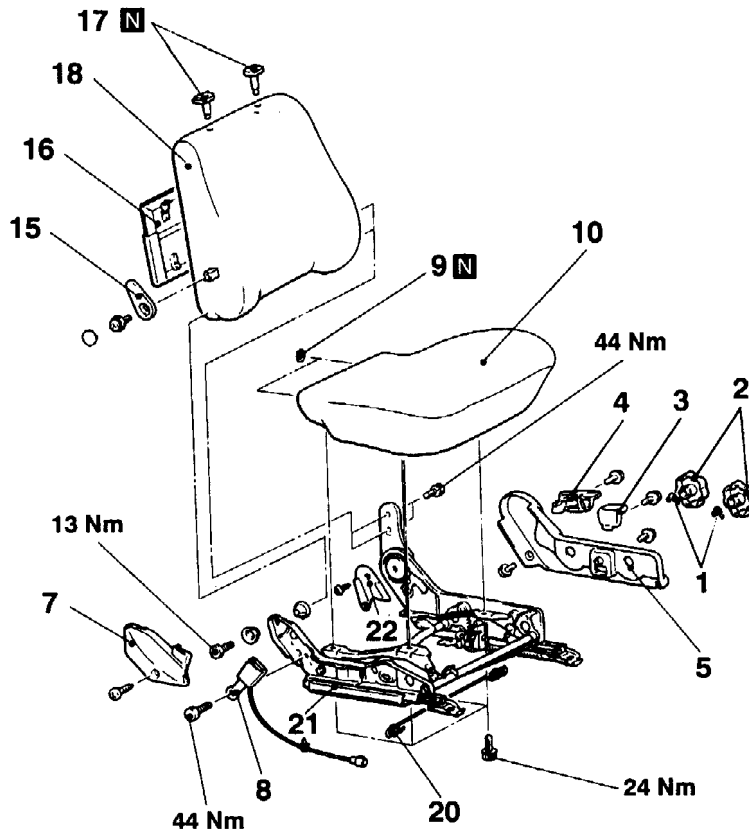
**3M Stud Locking Part No.4170 or equivalent**

**Caution**

1. Match to the left and right nut housing positions.
2. Install so that the screw and nut housing plate do not cause interference.

DISASSEMBLY AND REASSEMBLY

<Manual seat>



19AE014N

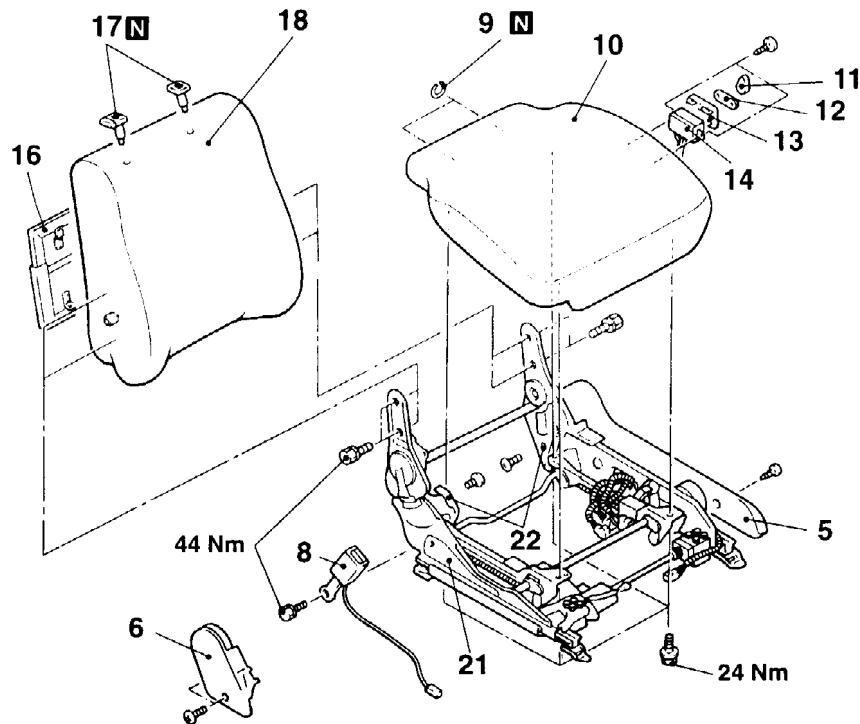
**Disassembly steps**

1. Clip
2. Height adjustment knob <driver side>
3. Slide adjustment knob
4. Reclining adjustment knob
5. Front seat side shield cover
7. Front seat hinge cover
8. Inner seat belt
9. Hog ring



10. Seat cushion assembly
15. Lumbar support lever <driver side>
16. Front back panel assembly
17. Head rest guide
18. Seat back assembly
20. Pull wire
21. Seat adjuster assembly
22. Reclining adjuster inner cover

<Power seat>

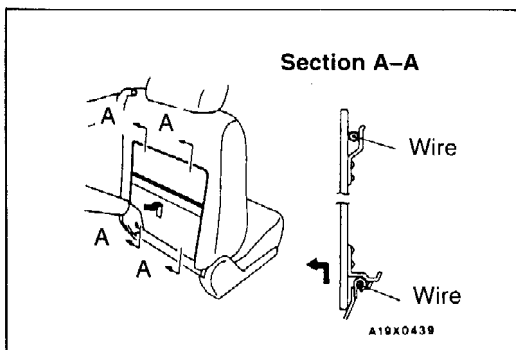


**Disassembly steps**

- 5. Front seat side shield cover
- 6. Reclining adjuster cover
- 8. Inner seat belt
- 9. Hog ring
- 10. Seat cushion assembly
- 11. Power seat reclining lever
- 12. Power seat adjuster lever

19AE027E

- 13. Garnish
- 14. Power seat switch
- 16. Front-back panel assembly
- 17. Head rest guide
- 18. Seat back assembly
- 21. Seat adjuster assembly
- 22. Reclining adjuster inner cover

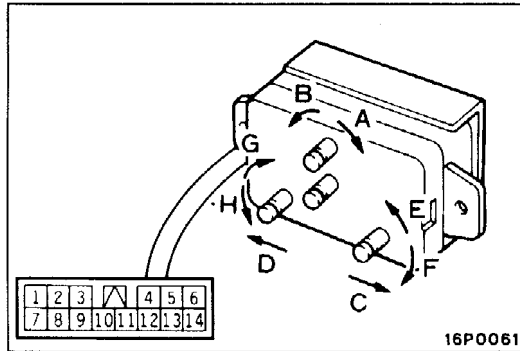


**DISASSEMBLY SERVICE POINT**

◀A▶ **FRONT-BACK PANEL ASSEMBLY REMOVAL**

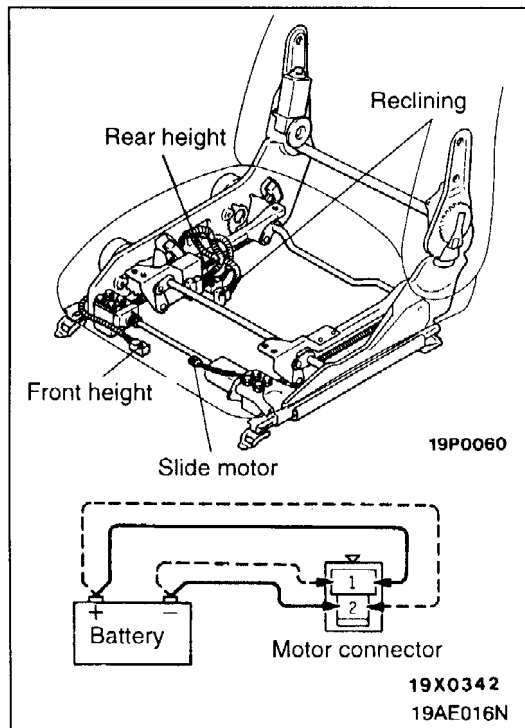
Lift the front-back panel assembly upwards, and pull the lower portion towards you to remove.





**INSPECTION**  
**POWER SEAT SWITCH CONTINUITY CHECK**

Switch position			Terminal No.															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14		
Reclining switch	Front (Rear)	A			○													○
	Rear (Front)	B			○	○											○	○
Slide switch	Front (Rear)	C							○	○							○	○
	Rear (Front)	D							○	○							○	○
Front height switch (Rear height switch)	Up	E	○	○														○
	Down	F	○	○														○
Rear height switch (Front height switch)	Up	G					○	○										○
	Down	H					○	○										○

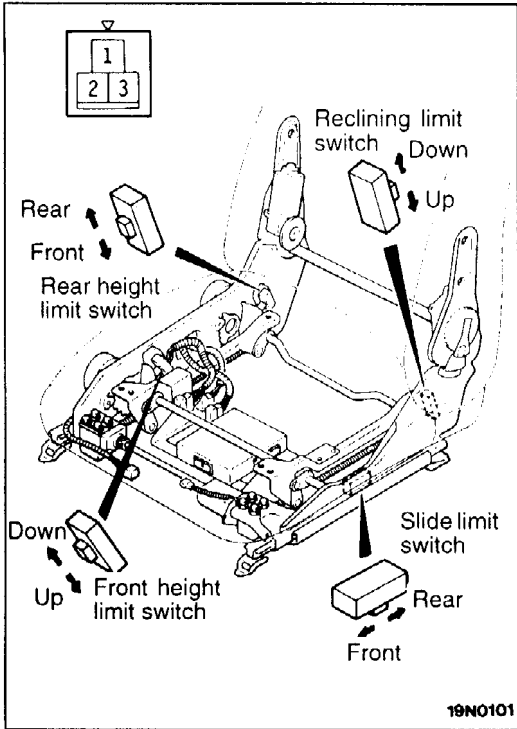


**POWER SEAT MOTOR CHECK**

Check the operation of each motor using the following procedure.

1. Disconnect the connector for each motor.
2. Check that each motor runs smoothly when the battery is directly connected to the motor terminals, and that each adjustment mechanism operates in the directions in the table below.
3. If there is a problem, replace the power seat adjuster assembly.

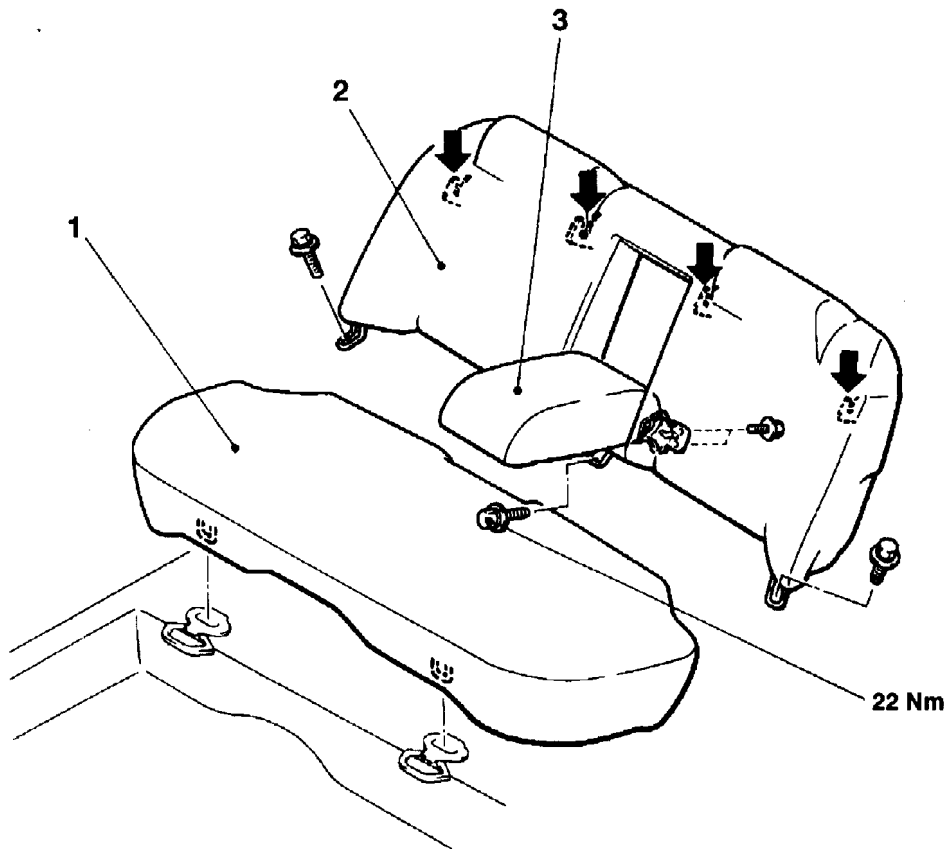
Motor Name	Operating Direction	Terminal No.		Stop Position
		1	2	
Front height	Down	⊕	⊖	Stops at limit switch OFF
	Up	⊖	⊕	
Rear height	Down	⊕	⊖	Stops at limit switch OFF
	Up	⊖	⊕	
Slide	Down	⊕	⊖	Stops at operating range limit
	Up	⊖	⊕	
Reclining	Down	⊕	⊖	Stops at operating range limit
	Up	⊖	⊕	



**LIMIT SWITCH CONTINUITY CHECK**

1. Disconnect the limit switch connector and connect a circuit tester to the terminals.
2. Operate the switch and check that there is continuity between the terminals.
3. If there is a problem, replace the power seat adjuster assembly.

Switch Name	Switch position	Terminal No.		
		1	2	3
Front height limit switch	Up	○	○	
	Down	○	○	○
Rear height limit switch	Up	○	○	
	Down	○		○
All limit switches	Middle (ON)	○	○	○

**REAR SEAT****REMOVAL AND INSTALLATION****NOTE**

← : Indicates hook location

**Seat cushion removal**

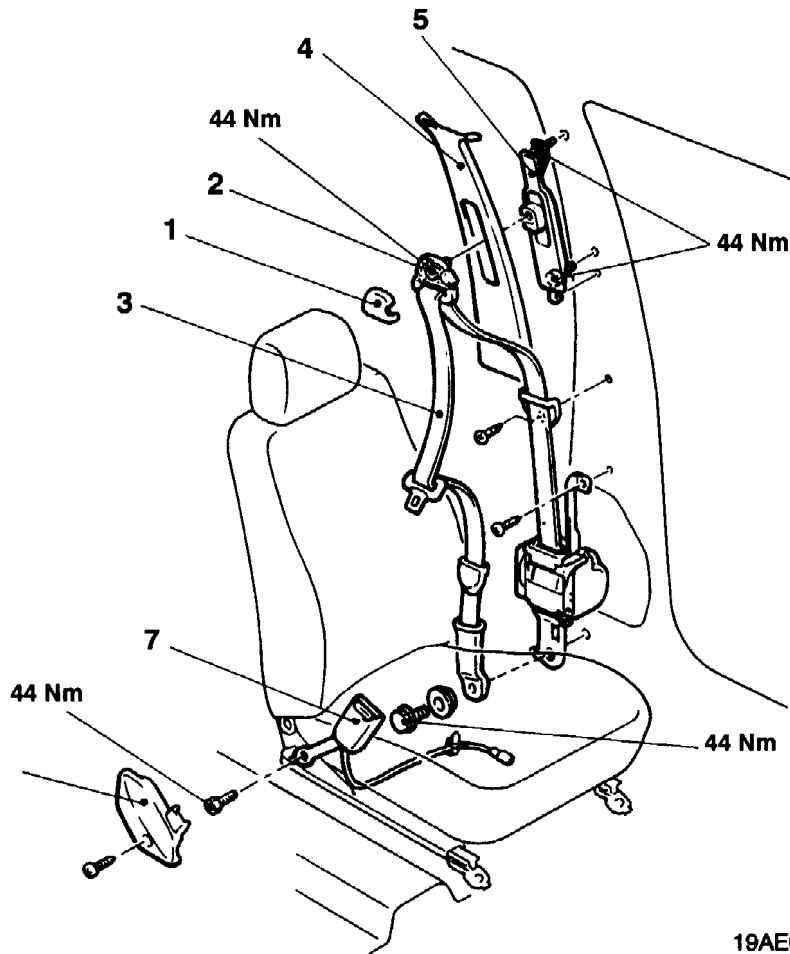
1. Seat cushion

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**Rear seatback removal**

2. Rear seatback assembly
3. Armrest

# FRONT SEAT BELT REMOVAL AND INSTALLATION



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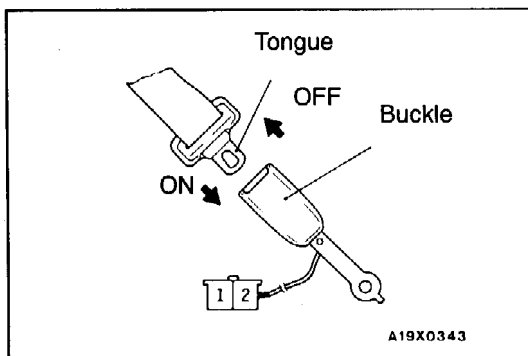
### Outer seat belt removal steps

- Front scuff plate and rear scuff plate (Refer to P.52A-8).
- Centre pillar lower trim (Refer to P.52A-8).
- 1. Sash guide cover
- 2. Sash guide
- 3. Outer seat belt
- 4. Centre pillar upper trim (Refer to P.52A-8).

- 5. Adjustable seat belt anchor

### Inner seat belt removal steps

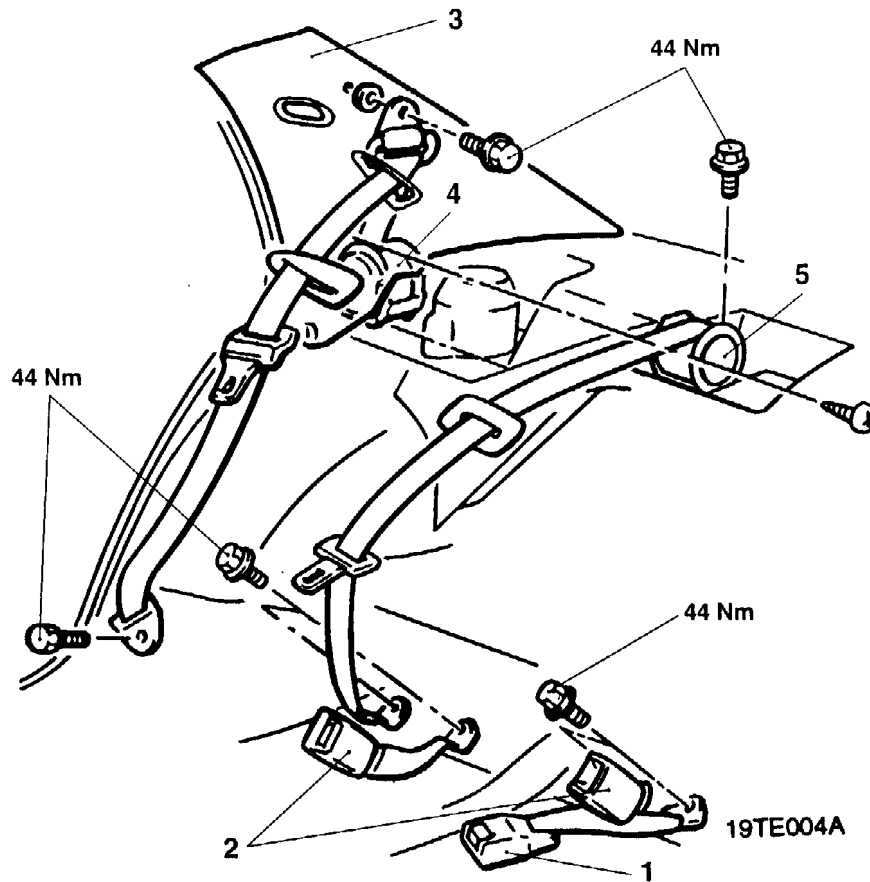
- Front seat assembly (Refer to P.52A-12).
- 6. Front seat belt hinge cover
- 7. Inner seat belt



## INSPECTION

### FRONT SEAT BELT BUCKLE SWITCH CONTINUITY CHECK

Switch position	Terminal No.	
	1	2
ON	○	○
OFF		

**REAR SEAT BELT****REMOVAL AND INSTALLATION****Removal steps**

- Rear seat cushion  
(Refer to P.52A-18.)
- 1. Inner seat belt  
(centre seat belt)
- 2. Inner seat belt  
(outer seat belt)
- Rear seat back assembly  
(Refer to P.52A-18.)
- Rear shelf trim  
(Refer to P.52A-8.)
- 3. Rear pillar trim  
(Refer to P.52A-8.)
- 4. Outer seat belt
- 5. Centre seat belt

# SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

## CONTENTS

<b>GENERAL INFORMATION</b> .....	2	<b>INDIVIDUAL COMPONENT SERVICE</b> .....	22
Warning/Caution Labels .....	4	<b>SRS AIR BAG CONTROL UNIT (SRS-ECU)</b> .....	23
<b>SRS SERVICE PRECAUTIONS</b> .....	6	<b>AIR BAG MODULES AND CLOCK SPRING</b> .....	24
<b>SPECIAL TOOLS</b> .....	7	<b>AIR BAG MODULE DISPOSAL PROCEDURES</b> .....	31
<b>TEST EQUIPMENT</b> .....	7	Undeployed Air Bag Module Disposal .....	31
<b>TROUBLESHOOTING</b> .....	8	Deployed Air Bag Module Disposal .....	36
<b>SRS MAINTENANCE</b> .....	16		
<b>POST-COLLISION DIAGNOSIS</b> .....	19		

### CAUTION

- Carefully read and observe the information in the SRS SERVICE PRECAUTIONS (P.52B-6.) prior to any service.
- For information concerning troubleshooting or maintenance, always observe the procedures in the Troubleshooting (P.52B-8.) or the SRS Maintenance (P.52B-16.) 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-22.) for the components involved.
- If you have any questions about the SRS, please contact your local distributor.

## GENERAL INFORMATION

To improve occupant safety, the vehicle is equipped with a driver SRS airbag and a passenger SRS airbag is available as an option.

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

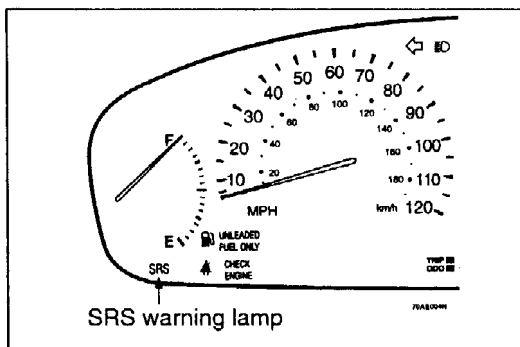
The SRS Airbag consists of two air bag modules, SRS air bag control unit (SRS-ECU), SRS warning lamp, and clock spring. The driver's air bag is located in the centre of the steering wheel and the passenger's airbag above the glove box (optional). Each air bag is made up of a folded air bag and an inflator unit. The control unit under

the floor console monitors the system and has a safing G sensor and an analog G sensor. The warning lamp on the instrument panel indicates the operational status of the SRS. The clock spring is installed in the steering column.

Only authorised service personnel should do work on or around the SRS components. Those service personnel should read this manual carefully before starting any such work.

### Caution

**Extreme care must be used when servicing the SRS or performing repairs on components mounted near SRS components to avoid injury to the service personnel (by inadvertent deployment of the air bags) or the driver (by rendering the SRS inoperative).**

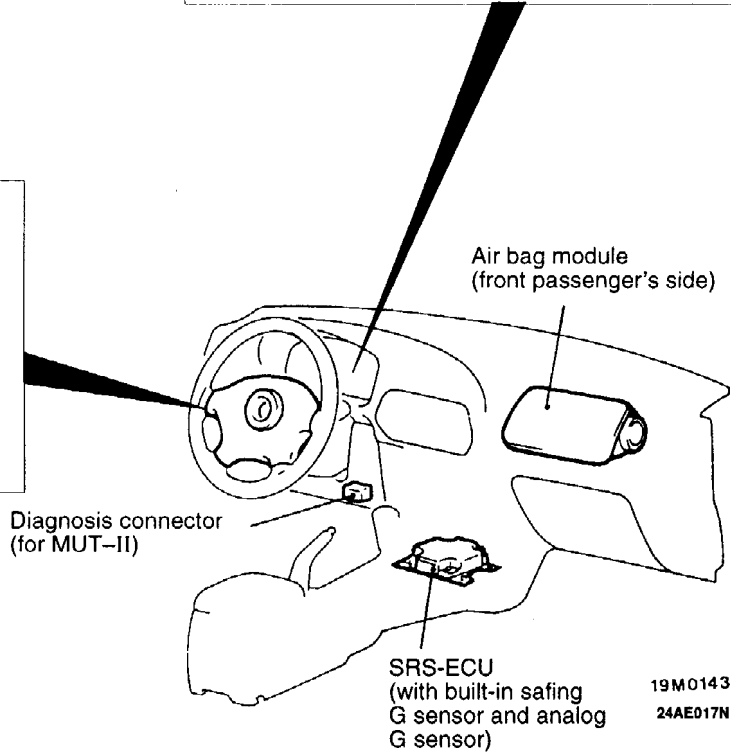
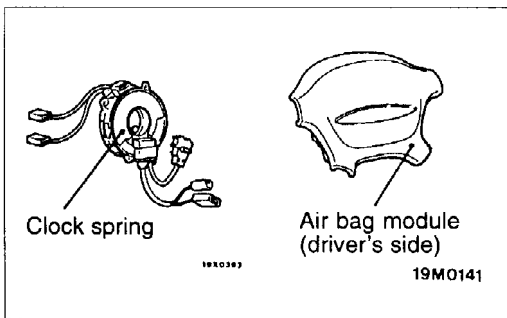
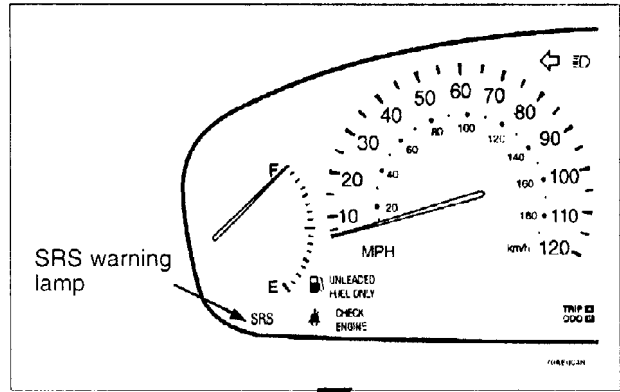


### SRS WARNING LAMP FUNCTION

The SRS-ECU monitors the SRS Airbag system and stores data concerning any detected faults in the system. When the ignition key is in "ON" or "START" position, the SRS warning lamp should illuminate for about 7 seconds and then turn off. That indicates that the SRS system is in operational order. If the SRS warning lamp does any of the following, immediate inspection by an authorised dealer is needed.

- (1) The SRS warning lamp does not illuminate as described above.
- (2) The SRS warning lamp stays on for more than 7 seconds.
- (3) The SRS warning lamp illuminates while driving.

If a vehicle's SRS warning lamp is in any of these three conditions when brought in for inspection, the SRS system must be inspected, diagnosed and serviced in accordance with this manual.



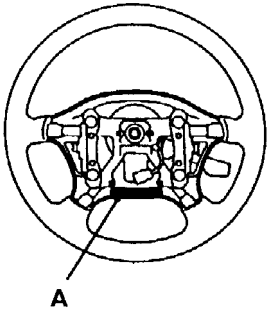


**WARNING/CAUTION LABELS**

A number of caution labels related to the SRS are found in the vehicle, as shown in the following

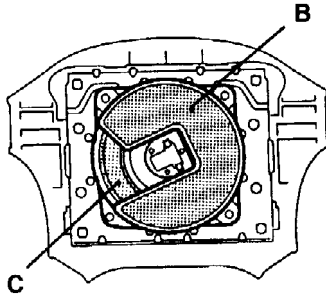
illustration. Follow label instructions when servicing SRS. If labels are dirty or damaged, replace them.

Steering wheel



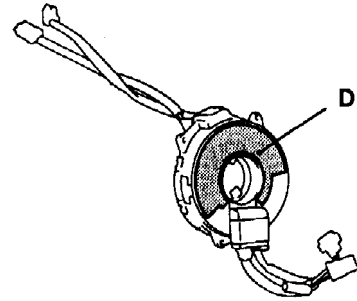
19X0541

Air bag module (driver's side)



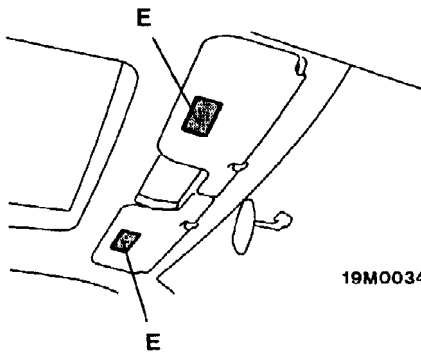
19M0147

Clock spring



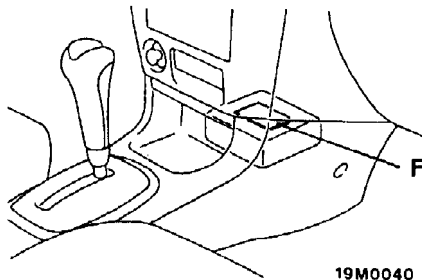
19X0015

Sun visor



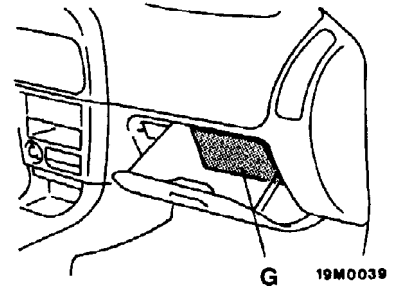
19M0034

SRS-ECU



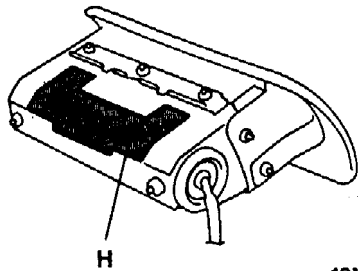
19M0040

Glove box



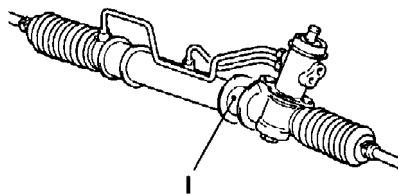
19M0039

Air bag module (front passenger's side)




19M0021

Steering gear box



19S0223

24AE018N

Label contents	Label contents
<p>A. <b>CAUTION: SRS</b>                      Before replacing the steering wheel, read the service manual, centre the front wheels, and align SRS clock spring neutral marks.                      Failure to do so may render SRS system inoperative, risking serious driver injury.</p>	<p>G. <b>AIR BAG SYSTEM INFORMATION</b>                      This vehicle has an air bag system which will supplement the seatbelt in certain frontal collisions. The air bag is not a substitute for the seatbelt in any type of collision. The driver and all other occupants should wear seatbelts at all times.  <b>WARNING!</b>                      If the "SRS" warning light does not illuminate for several seconds when the ignition key is turned to "ON" or the engine is started, or if the warning light stays on while driving, take the vehicle to your nearest authorised dealer immediately. Also, if the vehicle's front end is damaged or if the air bag has deployed, take the vehicle for service immediately. The air bag system must be inspected by an authorised dealer ten years after the vehicle manufacture date shown on the certification label located on the left front door-latch post or door frame.                      Read the "SRS" section of your owner's manual before driving for important information about operation and service of the air bag system.                      When you are going to discard your gas generator or vehicle, please see your dealer.</p>
<p>B. <b>WARNING: SRS</b>                      This air bag module cannot be repaired. Do not disassemble or tamper.                      Do not perform diagnosis. Do not touch with electrical test equipment or probes. Refer to service manual for further instructions, and for special handling, storage, and disposal procedures.                      Tampering or mishandling can result in injury.</p>	<p>H. <b>WARNING: SRS</b>                      This air bag module cannot be repaired. Do not disassemble or tamper.                      Do not perform diagnosis. Do not touch with electrical test equipment or probes. Refer to service manual for further instructions, and for special handling, storage, and disposal procedures.                      Tampering or mishandling can result in injury.  <b>DANGER POISON</b>                      Keep out of the reach of children.                      Contains sodium azide and potassium nitrate. Contents are poisonous and extremely flammable. Contact with acid, water, or heavy metals may produce harmful and irritating gases or explosive compounds. Do not dismantle, incinerate, bring into contact with electricity, or store at temperatures exceeding 93 °C.  <b>FIRST AID:</b>                      If contents are swallowed, induce vomiting. For eye contact flush eye with water for 15 minutes. If gases from acid or water contact are inhaled, breath in fresh air. In every case, get prompt medical attention.</p>
<p>C. <b>DANGER POISONOUS FLAMMABLE MATERIAL</b>                      To prevent personal injury, do not dismantle, incinerate, or bring into contact with electricity. Store below 93 °C.</p>	<p>I. <b>CAUTION: SRS</b>                      Before removal of steering gear box, read the service manual, centre the front wheels and remove the ignition key.                      Failure to do so may damage SRS clock spring and render SRS system inoperative, risking serious driver injury.</p>
<p>D. <b>CAUTION: SRS clock spring</b>                      This is not a repairable part. Do not disassemble or tamper. If defective, replace entire unit per service manual instructions. To re-centre: rotate clockwise until tight. Then rotate in opposite direction approximately 3 4/5 turns and align arrows .</p>	
<p>E. <b>WARNING TO AVOID SERIOUS INJURY:</b></p> <ul style="list-style-type: none"> <li>● For maximum safety protection in all types of crashes, you must always wear your safety belt.</li> <li>● Do not install rearward-facing child seats in any front passenger seat position.</li> <li>● Do not sit or lean unnecessarily close to the air bag.</li> <li>● Do not place any objects over the air bag or between the air bag and yourself.</li> <li>● See the owner's manual for further information and explanations.</li> </ul>	
<p>F. <b>CAUTION:</b>                      Do not disassemble or drop. If defective refer to service manual.</p>	

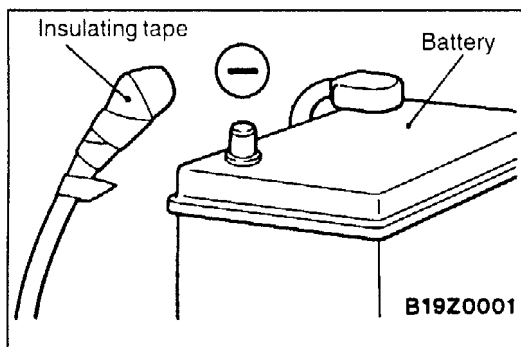
### SRS SERVICE PRECAUTIONS

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 Airbag components, except those specified on P.52B-7.

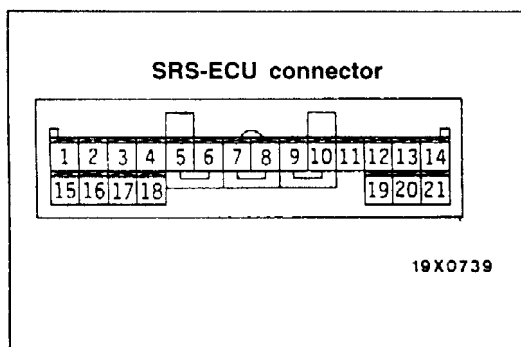
**3. Never Attempt to Repair the Following Components:**

- SRS air bag control unit (SRS-ECU)
- Clock Spring
- Air Bag Module

If any of these components are diagnosed as faulty, they should only be replaced, in accordance with the INDIVIDUAL COMPONENT SERVICE procedures in this manual, starting at page 52B-22.



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



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

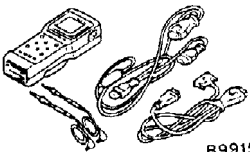
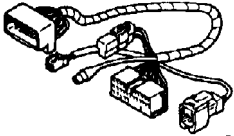
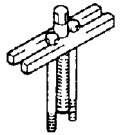
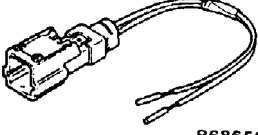
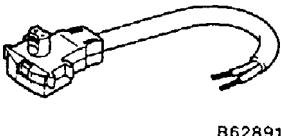
SRS-ECU terminal No.	Destination of harness	Corrective action
1 to 4	–	–
5	Body wiring harness → Clock spring → Air bag module (Driver's side)	Correct or replace each wiring harness. Replace clock spring.
6		
7	Body wiring harness → Air bag module (Front passenger's side)	Correct or replace each wiring harness.
8		
9,10	–	–
11	Body wiring harness → Diagnosis connector	Correct or replace each wiring harness.
12	–	–
13	Body wiring harness → Junction block (fuse No.2)	Correct or replace each wiring harness.
14	Body wiring harness → Junction block (fuse No.4)	
15	Body wiring harness → SRS warning lamp	
16 to 19	–	–
20	Body wiring harness → Earth	Correct or replace body wiring harness.
21		

6. SRS components should not be subjected to heat over 93°C, so remove the SRS-ECU, air bag module and clock spring before drying or baking the vehicle after painting.
7. Whenever you finish servicing the SRS airbag, check warning lamp operation to make sure that the system functions properly. (Refer to P.52B-2.)
8. Make certain that the ignition switch is OFF when the MUT-II is connected or disconnected.

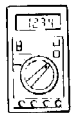
**WARNING**

AS SERIOUS INJURY CAN RESULT FROM UNINTENDED DEPLOYMENT OF THE AIRBAGS, USE ONLY THE PROCEDURES AND EQUIPMENT SPECIFIED IN THIS MANUAL.

**SPECIAL TOOLS**

Tool	Tool Number	Name	Use
 B991502	MB991502	MUT-II	<ul style="list-style-type: none"> <li>● Reading diagnosis codes</li> <li>● Erasing diagnosis codes</li> <li>● Reading trouble period</li> <li>● Reading erase times</li> </ul>
 B991613	MB991613	SRS check harness	Checking the SRS electrical circuitry with a digital multi-meter
 B990803	MB990803	Steering wheel puller	Removal of steering wheel
 B686560	MB686560	SRS air bag adaptor harness A	<ul style="list-style-type: none"> <li>● Deployment of air bag module inside the vehicle</li> <li>● Deployment of air bag module (front passengers side) outside the vehicle</li> </ul>
 B628919	MR203491 or MB628919	SRS air bag adaptor harness B	Deployment of air bag module (driver's side) outside the vehicle

**TEST EQUIPMENT**

Tool	Name	Use
 1380744	<p>Digital multi-meter</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>	Checking the SRS electrical circuitry with SRS check harness

## TROUBLESHOOTING

### STANDARD FLOW OF DIAGNOSTIC TROUBLESHOOTING

Refer to GROUP 00 – How to use Troubleshooting/Inspection Service Points.

### DIAGNOSIS FUNCTION

#### DIAGNOSIS CODES CHECK

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

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

#### ERASING DIAGNOSIS CODES

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

### INSPECTION CHART FOR DIAGNOSIS CODES

Inspect according to the inspection chart that is appropriate for the diagnosis code.

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

#### NOTE

- (1) \*: If the vehicle condition returns to normal, the diagnosis code will be automatically erased, and the SRS warning lamp will return to normal.
- (2) If the vehicle has a discharged battery it will store the diagnosis codes 41 or 42. When these diagnosis codes are displayed, check the battery.

### INSPECTION PROCEDURE CLASSIFIED BY DIAGNOSIS CODE

Code No.14 Analog G-sensor system in the SRS-ECU	Probable cause
<p>The SRS-ECU monitors the output of the analog G-sensor inside the SRS-ECU. It outputs this code when any of the following are detected.</p> <ul style="list-style-type: none"> <li>• When the analog G-sensor is not operating</li> <li>• When the characteristics of the analog G-sensor are abnormal</li> <li>• When the output from the analog G-sensor is abnormal</li> </ul>	<ul style="list-style-type: none"> <li>• Malfunction of SRS-ECU</li> </ul>

Replace the SRS-ECU.

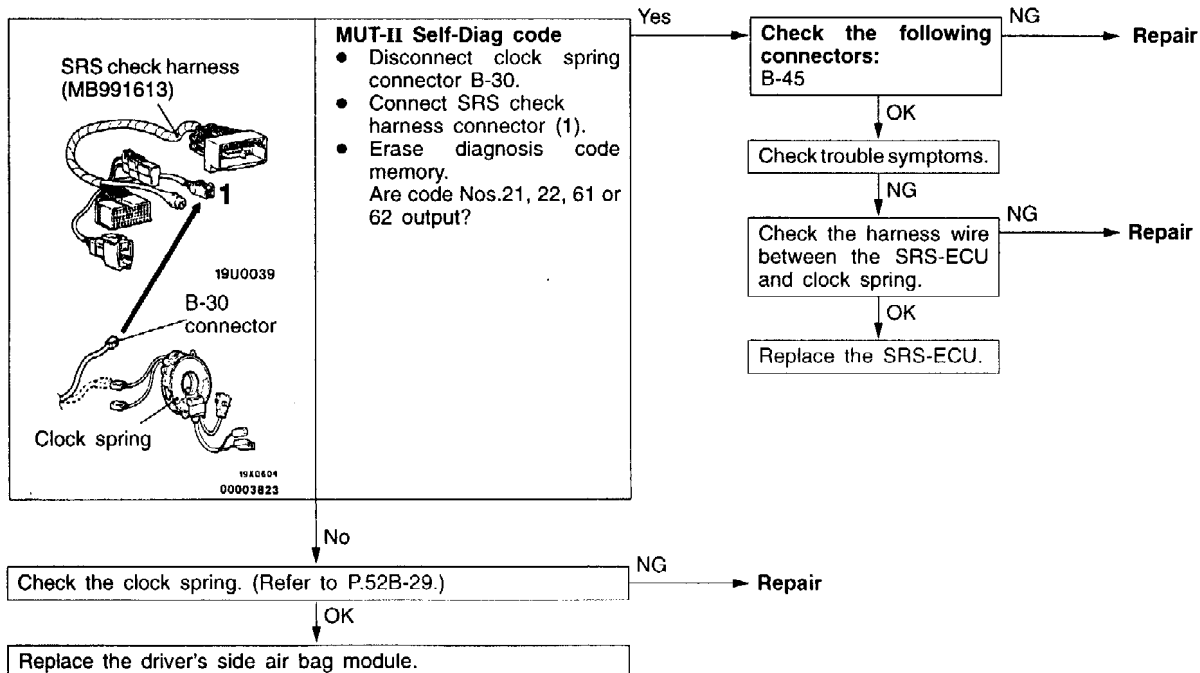
Code No.15 or 16 Safing G-sensor system in the SRS-ECU	Probable cause
This code is output if there is a short or open circuit inside the SRS-ECU between the terminals of the safing G-sensor. The trouble causes for each diagnosis code No. are as follows.	<ul style="list-style-type: none"> <li>• Malfunction of SRS-ECU</li> </ul>

Code No.	Trouble symptom
15	Short circuit in the safing G-sensor
16	Open circuit in the safing G-sensor

Replace the SRS-ECU.

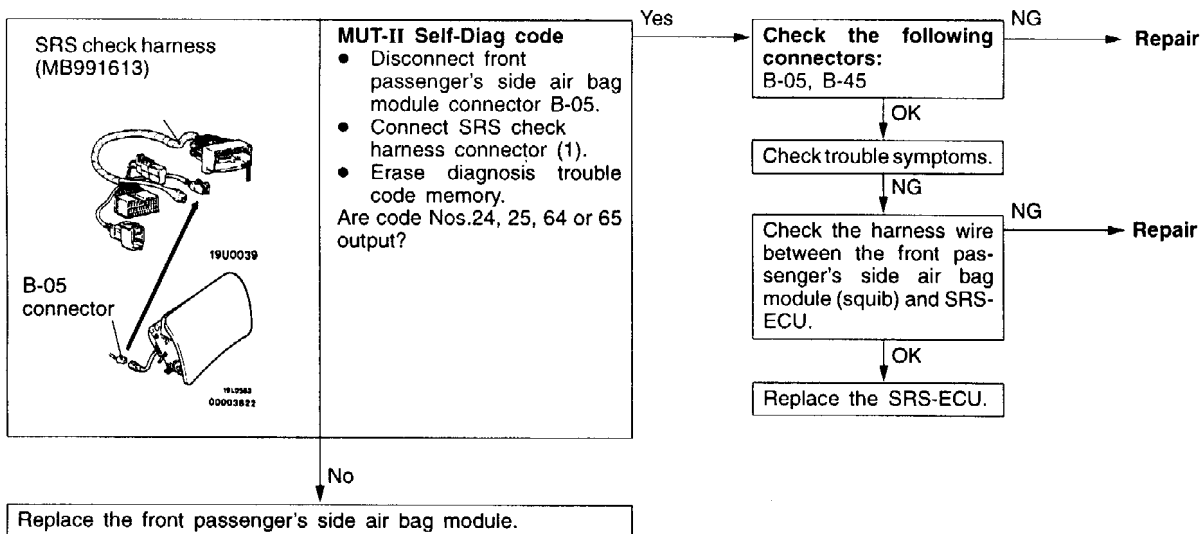
Code No.21, 22, 61 or 62 Driver's side air bag module (squib) system	Probable cause
These diagnosis trouble codes are output if there is abnormal resistance between the input terminals of the driver's side air bag module (squib). The trouble causes for each diagnosis trouble code No. are as follows.	<ul style="list-style-type: none"> <li>• Malfunction of clock spring</li> <li>• Malfunction of wiring harnesses or connectors</li> <li>• Malfunction of driver's side air bag module (squib)</li> <li>• Malfunction of SRS-ECU</li> </ul>

Code No.	Trouble symptom
21	<ul style="list-style-type: none"> <li>• Short in driver's side air bag module (squib) or harness short</li> <li>• Short in clock spring</li> </ul>
22	<ul style="list-style-type: none"> <li>• Open circuit in driver's side air bag module (squib) or open harness</li> <li>• Open circuit in clock spring</li> <li>• Malfunction of connector contact</li> </ul>
61	<ul style="list-style-type: none"> <li>• Short in driver's side air bag module (squib) harness leading to the power supply</li> </ul>
62	<ul style="list-style-type: none"> <li>• Short in driver's side air bag module (squib) harness leading to the earth</li> </ul>



Code No.24, 25, 64 or 65 Front passenger's side air bag module (squib) system	Probable cause
These diagnosis codes are output if there is abnormal resistance between the input terminals of the front passenger's side air bag module (squib). The trouble causes for each diagnosis code No. are as follows.	<ul style="list-style-type: none"> <li>• Malfunction of wiring harnesses or connectors</li> <li>• Malfunction of front passenger's side air bag module (squib)</li> <li>• Malfunction of SRS-ECU</li> </ul>

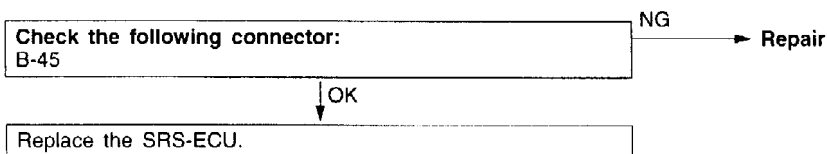
Code No.	Trouble symptom
24	<ul style="list-style-type: none"> <li>• Short in front passenger's side air bag module (squib) or harness short</li> </ul>
25	<ul style="list-style-type: none"> <li>• Open circuit in front passenger's side air bag module (squib) or open harness</li> <li>• Malfunction of connector contact</li> </ul>
64	<ul style="list-style-type: none"> <li>• Short in front passenger's side air bag module (squib) harness leading to the power supply</li> </ul>
65	<ul style="list-style-type: none"> <li>• Short in front passenger's side air bag module (squib) harness leading to the earth</li> </ul>



Code No.31 or 32 SRS-ECU capacitor system	Probable cause
These diagnosis codes are output if the voltage at the SRS-ECU capacitor terminals is higher (No.31) or lower (No.32) than the specified value for 5 seconds or more. However, if the diagnosis code Nos. 41 and 42 are being output due to a drop in battery voltage, code No. 32 will not be detected.	<ul style="list-style-type: none"> <li>• Malfunction of SRS-ECU</li> </ul>

Replace the SRS-ECU.

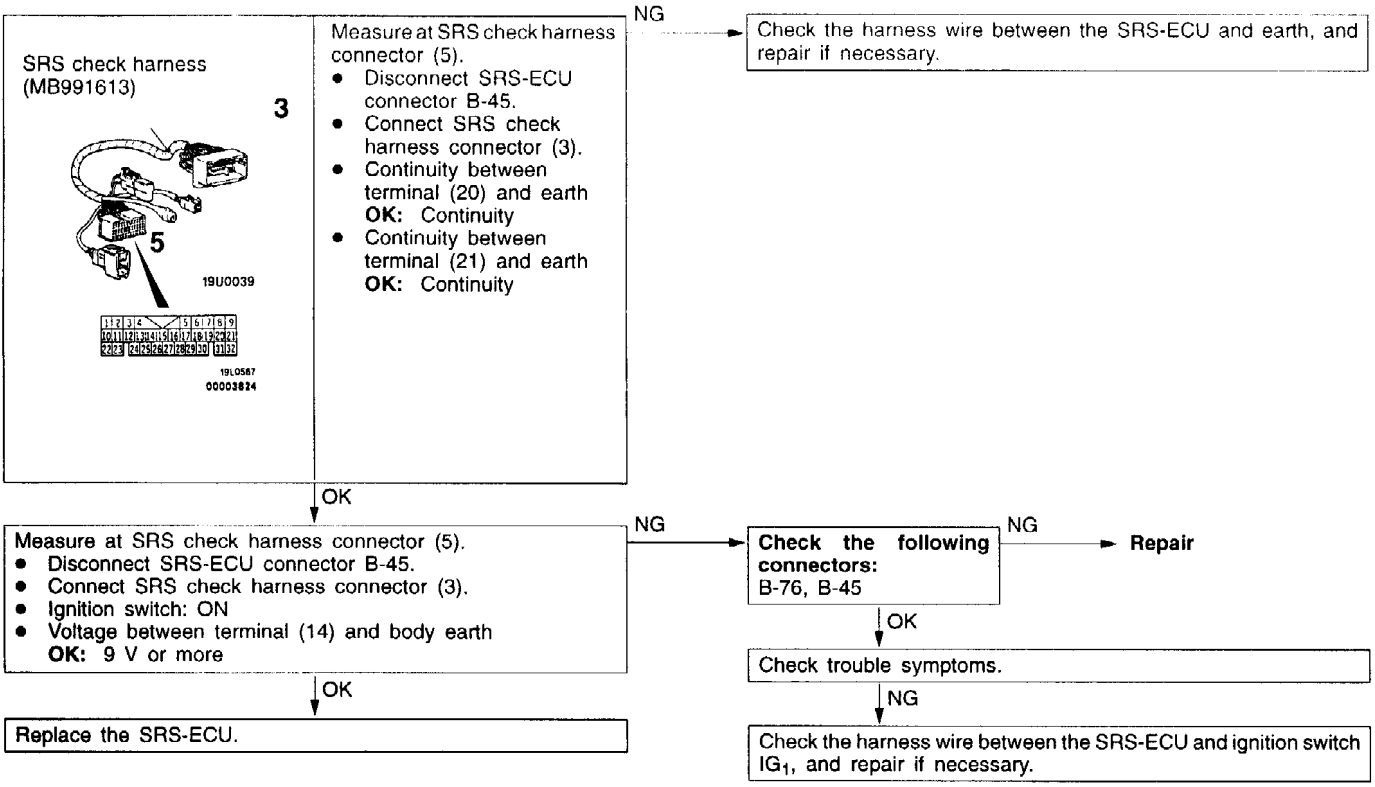
Code No.34 Connector lock system	Probable cause
This diagnosis code is output if a poor connection at the SRS-ECU is detected. However, if the vehicle condition returns to normal, diagnosis code No.34 will be automatically erased, and the SRS warning lamp will switch off.	<ul style="list-style-type: none"> <li>• Malfunction of connectors</li> <li>• Malfunction of SRS-ECU</li> </ul>



Code No.35 SRS-ECU (deployed air bag) system	Probable cause
This diagnosis code is output after the air bag deploys. If this code is output before the air bag has deployed, the cause is probably a malfunction inside the SRS-ECU.	<ul style="list-style-type: none"> <li>• Malfunction of SRS-ECU</li> </ul>

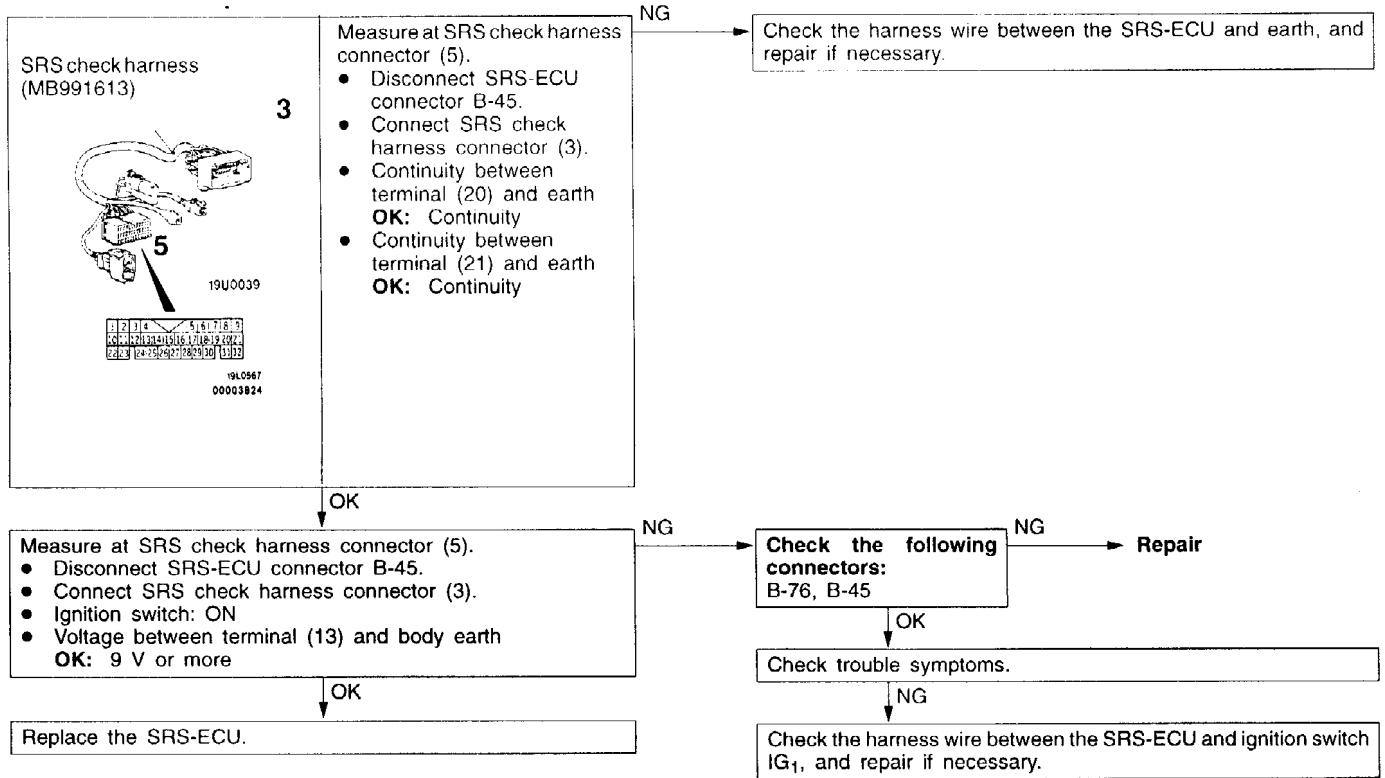
Replace the SRS-ECU.

Code No.41 IG <sub>1</sub> (A) power circuit system	Probable cause
This diagnosis code is output if the voltage between the IG <sub>1</sub> (A) terminal and ground is lower than the specified value for a continuous period of 5 seconds or more. However, if the vehicle condition returns to normal, diagnosis code No.41 will be automatically erased, and the SRS warning lamp will switch off.	<ul style="list-style-type: none"> <li>• Malfunction of wiring harnesses or connectors</li> <li>• Malfunction of SRS-ECU</li> </ul>

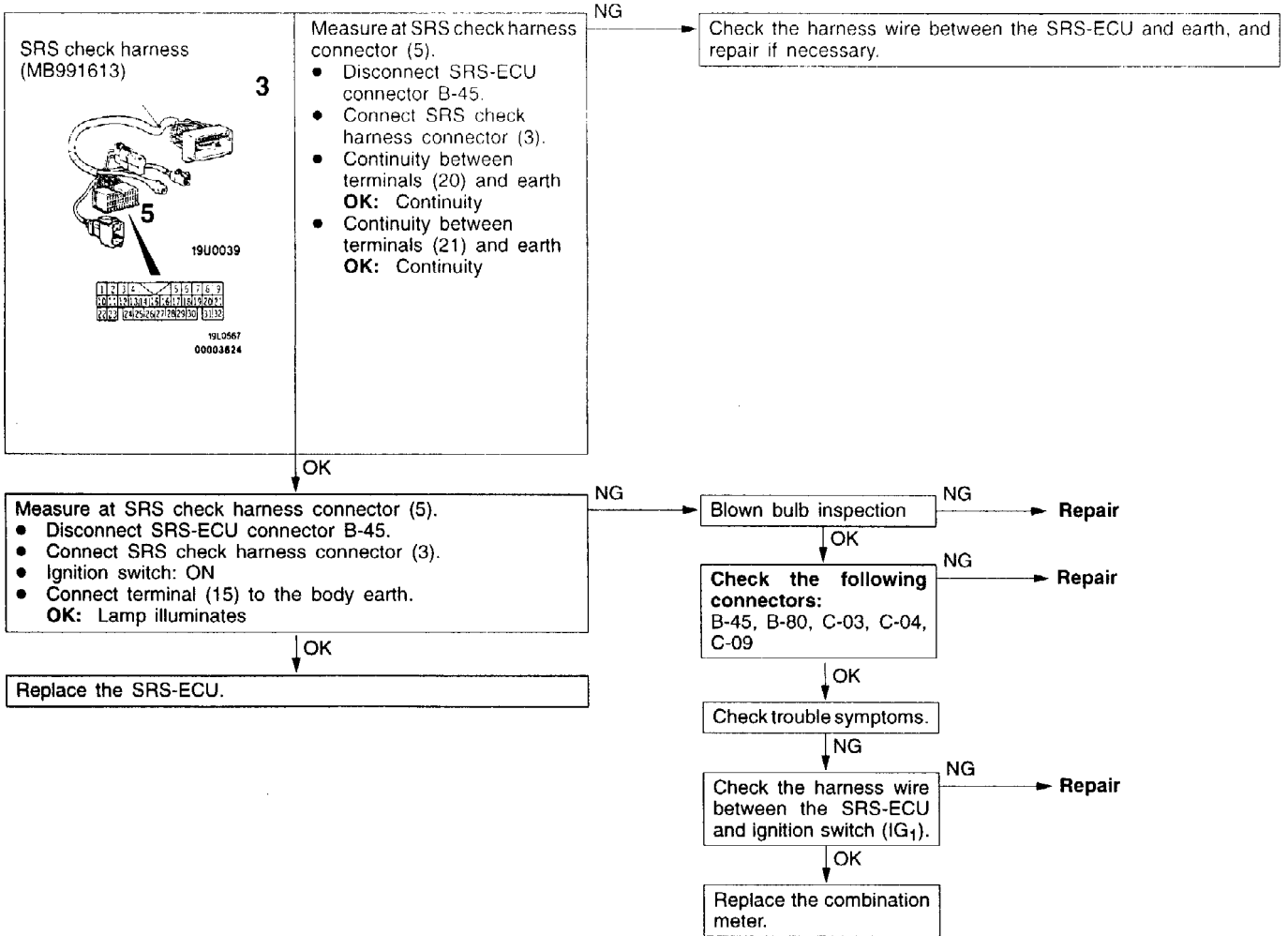




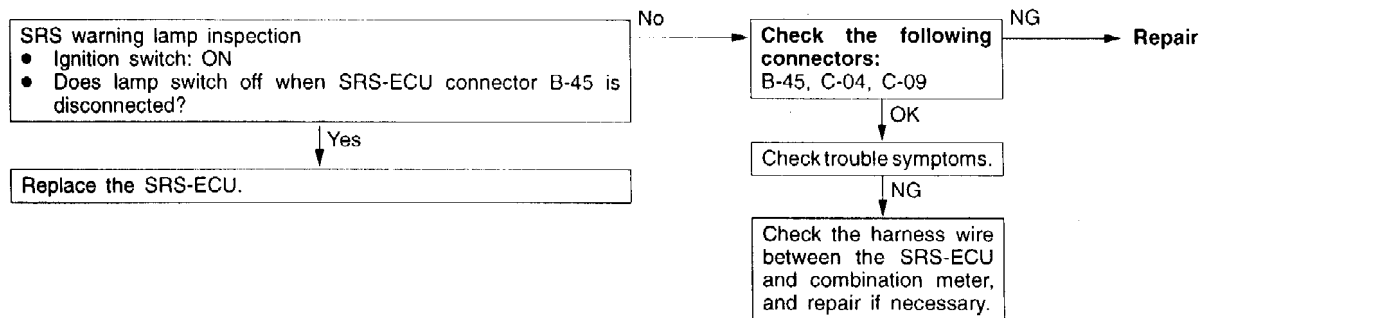
Code No.42 IG <sub>1</sub> (B) power circuit system	Probable cause
<p>This diagnosis code is output if the voltage between the IG<sub>1</sub> (B) terminal and ground is lower than the specified value for a continuous period of 5 seconds or more. However, if the vehicle condition returns to normal, diagnosis code No.42 will be automatically erased, and the SRS warning lamp will switch off.</p>	<ul style="list-style-type: none"> <li>• Malfunction of wiring harnesses or connectors</li> <li>• Malfunction of SRS-ECU</li> </ul>



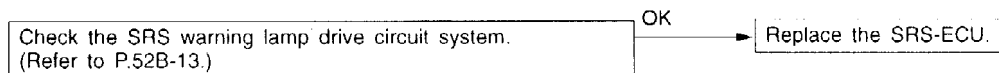
Code No.43 SRS warning lamp drive circuit system (Lamp does not illuminate.)	Probable cause
<p>This diagnosis code is output when an open circuit occurs for a continuous period of 5 seconds while the SRS-ECU is monitoring the SRS warning lamp and the lamp is OFF (transistor OFF). However, if this code is output due to an open circuit, if the vehicle condition returns to normal, this diagnosis code No.43 will be automatically erased, and the SRS warning lamp will return to normal.</p>	<ul style="list-style-type: none"> <li>● Malfunction of wiring harnesses or connectors</li> <li>● Blown bulb</li> <li>● Malfunction of SRS-ECU</li> <li>● Malfunction of combination meter</li> </ul>



Code No.43 SRS warning lamp drive circuit system (Lamp does not switch off.)	Probable cause
<p>This diagnosis code is output when a short to ground occurs in the harness between the lamp and the SRS-ECU while SRS-ECU is monitoring the SRS warning lamp and the lamp is ON.</p>	<ul style="list-style-type: none"> <li>● Malfunction of wiring harnesses or connectors</li> <li>● Malfunction of SRS-ECU</li> <li>● Malfunction of combination meter</li> </ul>



Code No.44 SRS warning lamp drive circuit system	Probable cause
<p>This diagnosis code is output when a short occurs in the lamp drive circuit or a malfunction of the output transistor inside the SRS-ECU is detected while the SRS-ECU is monitoring the SRS warning lamp drive circuit.</p> <p>However, if the vehicle conditions return to normal, the diagnosis code No. 44 will be automatically erased, and the SRS warning lamp will switch off.</p>	<ul style="list-style-type: none"> <li>• Malfunction of wiring harnesses or connectors</li> <li>• Malfunction of SRS-ECU</li> </ul>



Code No.45 SRS-ECU non-volatile memory (EEPROM) and A/D converter system	Probable cause
<p>This diagnosis code is output if there is a malfunction in the SRS-ECU non-volatile memory (EEPROM) and A/D converter.</p>	<ul style="list-style-type: none"> <li>• Malfunction of SRS-ECU</li> </ul>

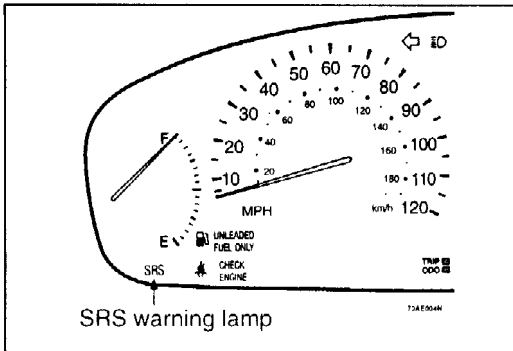
Replace the SRS-ECU.

Code No.51 or 52 Driver's side air bag module (squib ignition drive circuit) system	Probable cause
<p>This diagnosis code is output if a short (No.51) or an open circuit (No.52) is detected in the circuit for the driver's seat.</p>	<ul style="list-style-type: none"> <li>• Malfunction of SRS-ECU</li> </ul>

Replace the SRS-ECU.

Code No.54 or 55 Front passenger's side air bag module (squib ignition drive circuit) system	Probable cause
<p>This diagnosis code is output if a short (No.54) or an open circuit (No.55) is detected in the circuit for the passenger's seat.</p>	<ul style="list-style-type: none"> <li>• Malfunction of SRS-ECU</li> </ul>

Replace the SRS-ECU.



**SRS WARNING LAMP CHECK**

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

**INSPECTION CHART FOR TROUBLE SYMPTOMS**

Get an understanding of the trouble symptoms and check according to the inspection procedure chart.

Trouble symptom		Inspection procedure No.	Reference page
Communication with MUT-II is not possible.	Communication with all systems is not possible.	1	52B-15
	Communication is not possible with SRS only.	2	52B-15
When the ignition key is turned to "ON" (engine stopped), the SRS warning lamp does not illuminate.		Refer to diagnosis code No.43.	52B-13
After the ignition switch is turned to ON, the SRS warning lamp is still on after approximately 7 seconds have passed.		Refer to diagnosis code No.43.	52B-13

**INSPECTION PROCEDURE FOR TROUBLE SYMPTOMS**

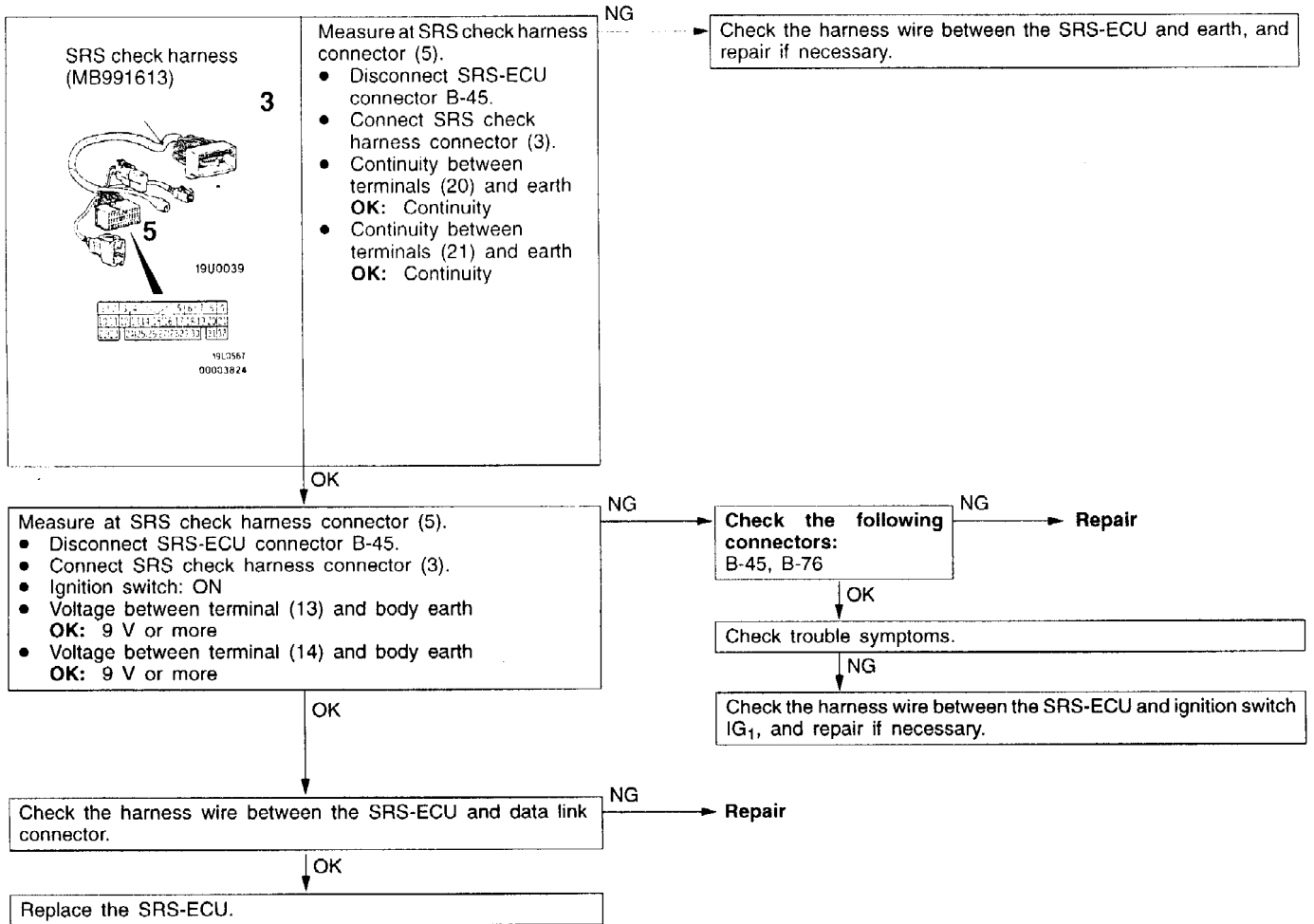
**Inspection Procedure 1**

Communication with MUT-II is not possible. (Communication with all systems is not possible.)	Probable cause
The cause is probably in the power supply system (including ground circuit) of the diagnostic line.	<ul style="list-style-type: none"> <li>• Malfunction of wiring harnesses or connectors</li> </ul>

Refer to GROUP 13A – Troubleshooting.

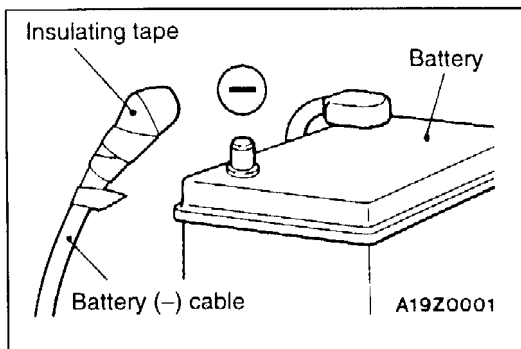
**Inspection Procedure 2**

Communication with MUT-II is not possible. (Communication is not possible with SRS only.)	Probable cause
If communication is not possible only with the SRS, the cause is probably an open circuit in the diagnostic output circuit of the SRS or in the power circuit (including ground circuit).	<ul style="list-style-type: none"> <li>• Malfunction of wiring harnesses or connectors</li> <li>• Malfunction of SRS-ECU</li> </ul>



## SRS MAINTENANCE

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

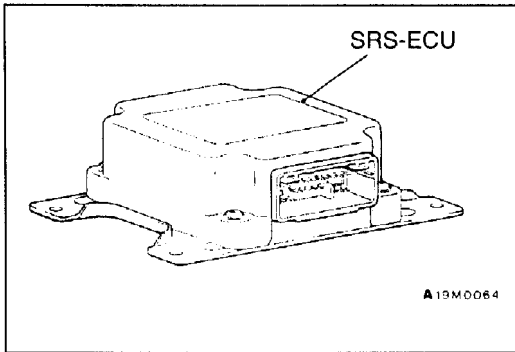


## SRS COMPONENT VISUAL CHECK

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-6.)



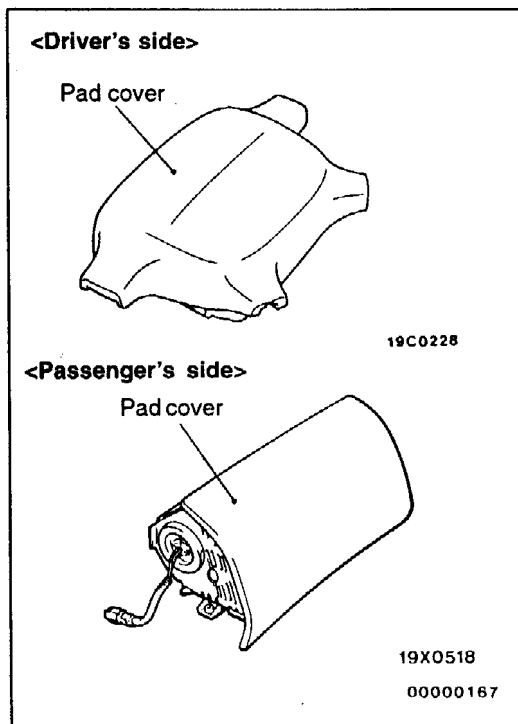
### SRS CONTROL UNIT (SRS-ECU)

1. Check SRS-ECU case and brackets for dents, cracks, deformation or rust.

#### Caution

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

2. Check connector for damage, and terminals for deformation or rust.  
Replace SRS-ECU if it fails visual check. (Refer to P.52B-23.)



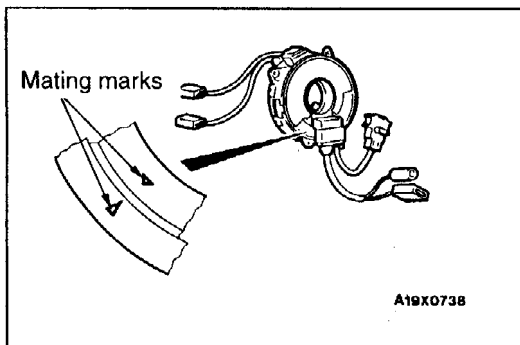
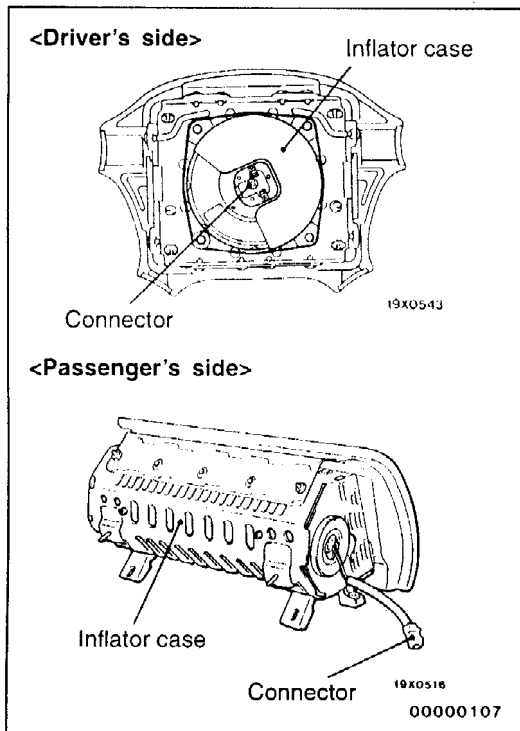
### AIR BAG MODULES, STEERING WHEEL AND CLOCK SPRING

1. Remove the air bag modules, steering wheel and clock spring. (Refer to P.52B-24.)

#### Caution

The removed air bag module 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 connector for damage, terminals for deformities, and harness for binding.
4. Check air bag inflator case for dents, cracks or deformities.
5. Check harness (built into steering wheel) and connectors for damage and terminals for deformities.

6. Check clock spring connectors and protective tube for damage, and terminals for deformation.
7. Visually check the clock spring case for damage.
8. Align the mating marks of the clock spring and after turning the vehicles wheels to the straight ahead position, install the clock spring to the column switch..

#### Mating Mark Alignment

Turn the clock spring clockwise fully, and then turn it back approx. 3 4/5 turns counterclockwise to align the mating marks.

#### Caution

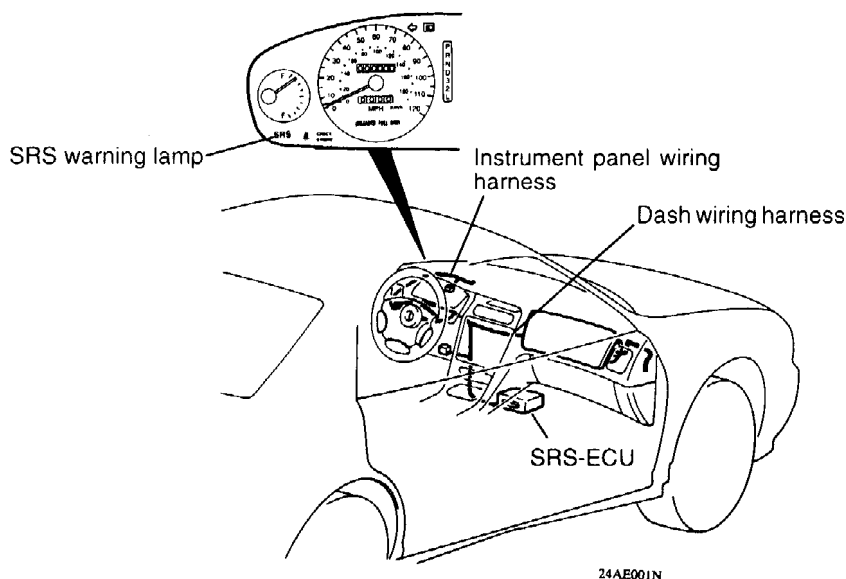
**If the clock spring's mating marks are not properly aligned, the steering wheel may not be completely rotational during a turn, or the flat cable within the clock spring may be severed, obstructing normal operation of the SRS and possibly leading to serious injury to the vehicle's driver and passenger.**

9. Install the steering column covers, steering wheel and the air bag module.
10. Check the steering wheel for noise, binds or difficult operation.
11. Check the steering wheel for excessive free play.  
REPLACE ANY VISUALLY INSPECTED PART IF IT FAILS THAT INSPECTION. (Refer to P.52B-24.)

#### 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 or front passenger.**

## BODY WIRING HARNESS



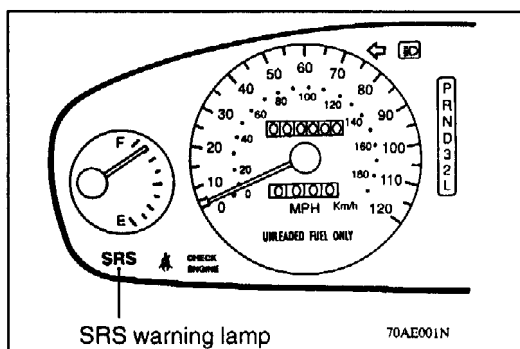
1. Check connectors for poor connection.
2. Check harnesses for binding, connectors for damage, and terminals for deformities.  
REPLACE ANY CONNECTORS OR HARNESS THAT FAIL THE VISUAL INSPECTION.  
(Refer to GROUP 52B – SRS Service Precautions.)

**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.

**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 not, refer to GROUP 52B – Troubleshooting.

**POST-COLLISION DIAGNOSIS**

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



**SRS-ECU MEMORY CHECK**

1. Connect the MUT-II to the diagnosis connector (16-pin).

**Caution**

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

2. Read (and write down) all displayed diagnosis codes. (Refer to P.52B-8.)

**NOTE**

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

3. Read the data list (fault duration and how many times memories are erased) using the MUT-II.

**Data list**

No	Service Data Item	Applicability
92	Number indicating how often the memory is cleared	Maximum time to be stored: 250
93	How long a problem has lasted (How long it takes from the occurrence of the problem till the first air bag squib igniting signal)	Maximum time to be stored: 9999 minutes (approximately 7 days)
94	How long a problem has lasted (How long it takes from the first air bag squib igniting signal till now)	

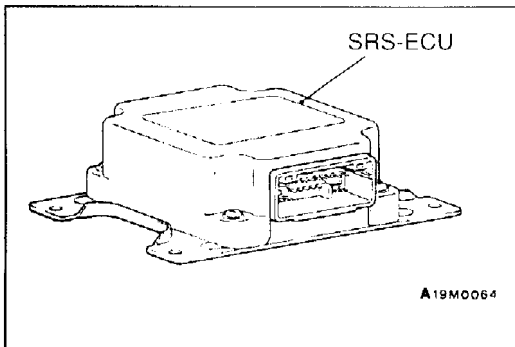
4. Erase the diagnosis codes and after waiting 5 seconds or more read (and write down) all displayed diagnosis codes. (Refer to P.52B-8.)

**REPAIR PROCEDURE****WHEN AIR BAG DEPLOYS IN A COLLISION.**

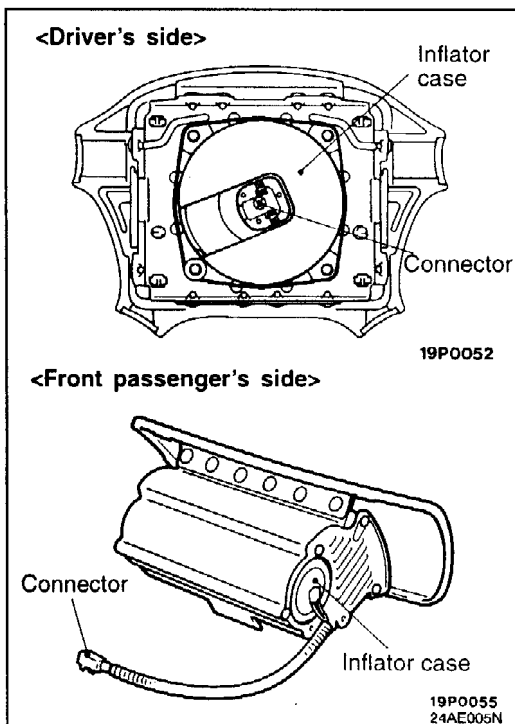
1. Replace the following parts with new ones.
  - SRS-ECU (Refer to P.52B-23.)
  - Air bag module (Refer to P.52B-24.)
2. Check the following parts and replace if there are any malfunctions.
  - Clock spring (Refer to P.52B-24.)
  - Steering wheel, steering column and intermediate joint
    - (1) Check wiring harness (built into steering wheel) and connectors for damage, and terminals for deformation.
    - (2) Install air bag module to check fit or alignment with steering wheel.
    - (3) Check steering wheel for noise, binding or difficult operation and excessive free play.
3. Check harnesses for binding, connectors for damage, poor connections, and terminals for deformation. (Refer to P.52B-6.)

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

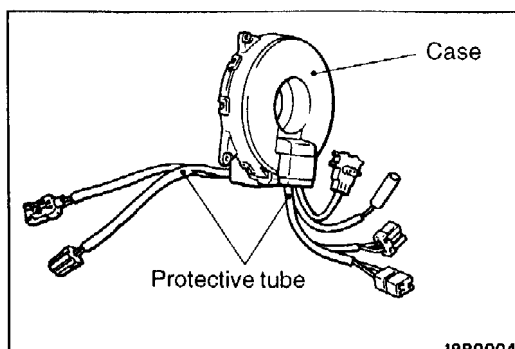
Check the SRS components. If the SRS components are showing any visible damage such as dents, cracks, or deformation, replace them with new ones. Concerning parts removed for inspection, replacement with new parts and cautionary points for working, refer to appropriate INDIVIDUAL COMPONENT SERVICE, P.52B-22.

**SRS-ECU**

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

**Air bag modules**

1. Check pad cover for dents, cracks or deformation.
2. Check connector for damage, terminals 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 deformation.
2. Visually check the case for damage.

**Steering wheel, steering column and intermediate joint**

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

**Harness connector (body wiring harness)**

Check harnesses for binding, connectors for damage, poor connection, and terminals for deformation. (Refer to P.52B-6.)

## **INDIVIDUAL COMPONENT SERVICE**

If the SRS components are to be removed or replaced as a result of maintenance, troubleshooting, etc., follow each procedure. (SRS Air Bag Control Unit: refer to P.52B-23, Air Bag Modules and Clock Spring: refer to P.52B-24.)

**Caution**

1. **SRS components should not be subjected to heat over 93°C, so remove the SRS-ECU, air bag modules and clock spring before drying or baking the vehicle after painting. Recheck SRS airbag system after re-installing components. (Refer to GROUP 00 – Maintenance Service.)**
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.**

## SRS AIR BAG CONTROL UNIT (SRS-ECU)

### Caution

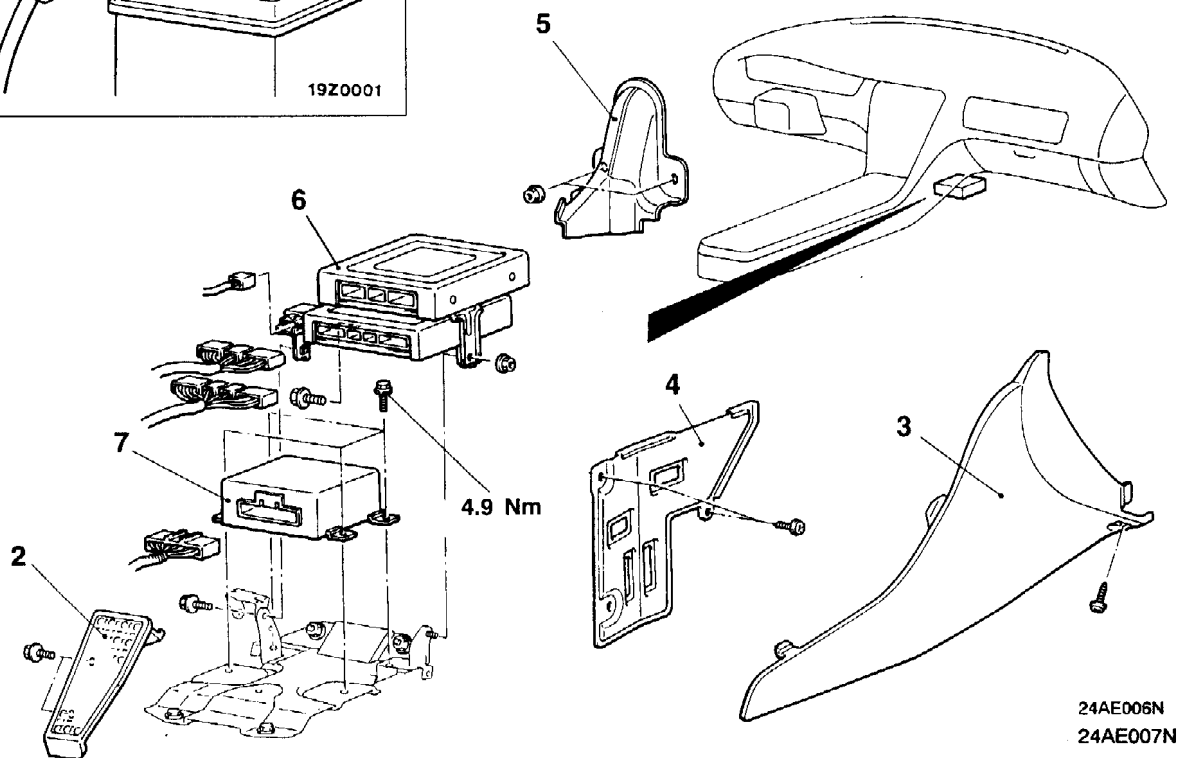
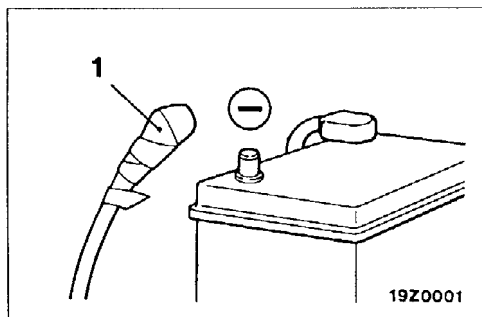
1. Never attempt to disassemble or repair the SRS-ECU. If faulty, replace it.
2. Do not drop or subject the SRS-ECU to impact or vibration. If denting, cracking, deformation, or rust are discovered in the SRS-ECU, replace it with a new SRS-ECU. Discard the old one.

3. After deployment of an air bag, replace the SRS-ECU with a new one.
4. Never use an ohmmeter on or near the SRS-ECU, and use only the special test equipment described on P.52B-7.

## REMOVAL AND INSTALLATION

### Pre-removal Operation

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

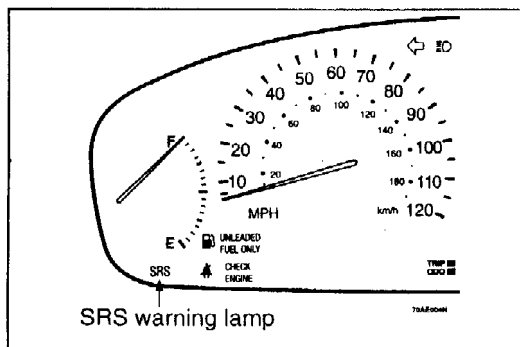
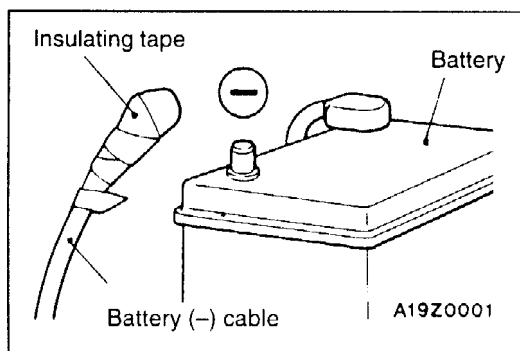


### Removal steps

- Post-installation inspection
- 1. Negative (-) battery cable connection
- 2. Footrest
- 3. Console side cover (LH and RH)
- 4. Floor carpet reinforcement (LH and RH)

- 5. Harness protector
- 6. Engine-A/T-ECU and A/T control relay
- 7. SRS-ECU





## REMOVAL SERVICE POINT

### ◀A▶ NEGATIVE (-) BATTERY CABLE DISCONNECTION

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

#### Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-6.)

## INSTALLATION SERVICE POINTS

### ▶A▶ SRS-ECU INSTALLATION

#### Caution

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

### ▶B▶ POST-INSTALLATION INSPECTION

1. Turn the ignition key to the "ON" position.
2. Does the "SRS" warning lamp illuminate for about 7 seconds, and then remain off for at least 45 seconds after turning off?
3. If yes, SRS system is functioning properly. If no, consult page 52B-8.

## INSPECTION

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

#### Caution

If a dent, crack, deformation or rust is discovered, replace the SRS-ECU with a new one.

#### NOTE

For checking of the SRS-ECU other than described above, refer to the section concerning troubleshooting. (Refer to P.52B-8.)

## AIR BAG MODULES AND CLOCK SPRING

#### Caution

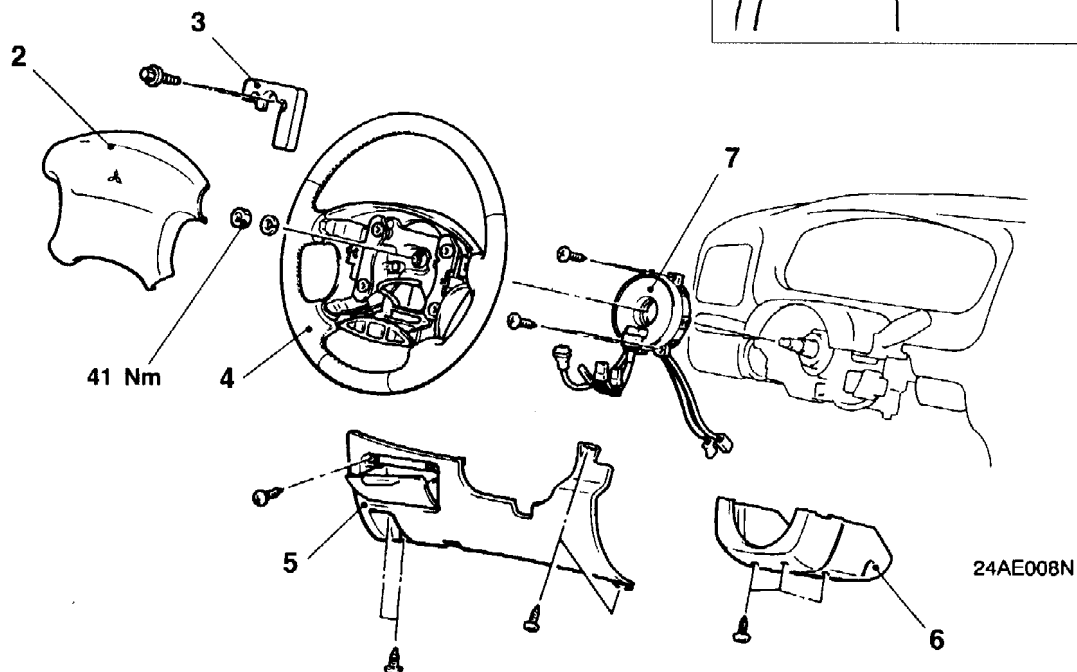
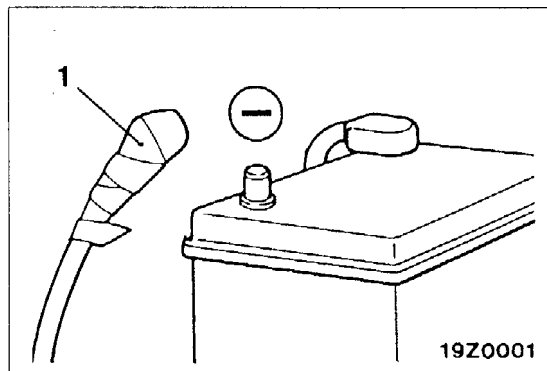
1. Never attempt to disassemble or repair the air bag modules or clock spring. If faulty, replace the component.
2. Do not drop the air bag modules or clock spring or allow contact with water, grease or oil. Replace the component if a dent, crack, deformation or rust is detected.
3. The air bag modules should be stored on a flat surface and placed so that the pad surface is facing upward. Do not place anything on top of it.
4. Do not expose the air bag modules to temperatures over 93°C.
5. After deployment of an air bag, replace the clock spring with a new one.
6. Wear gloves and safety glasses when handling air bags that have already deployed.
7. An undeployed air bag module should only be disposed of in accordance with the procedures on page 52B-31.

**REMOVAL AND INSTALLATION**

<Air bag module (driver's side), clock spring>

**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**



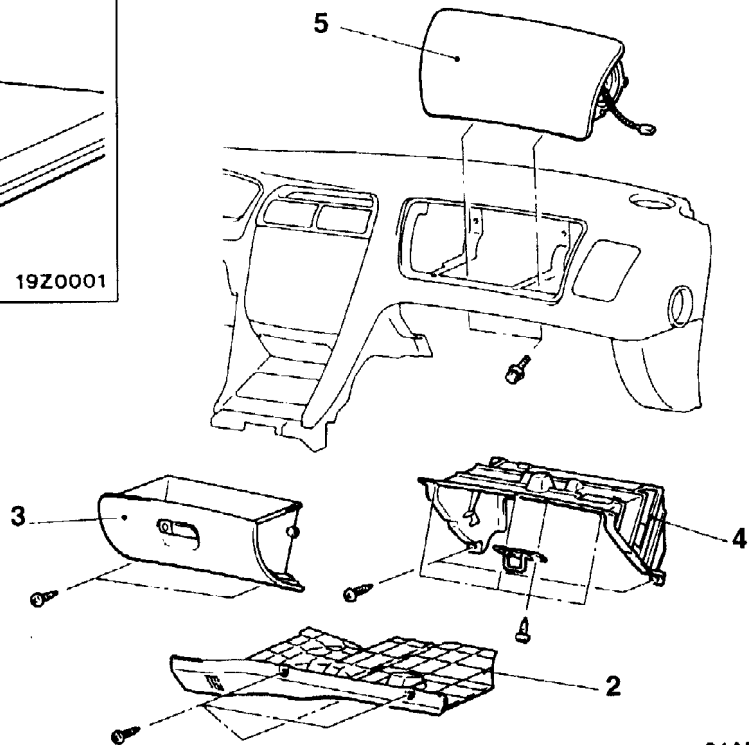
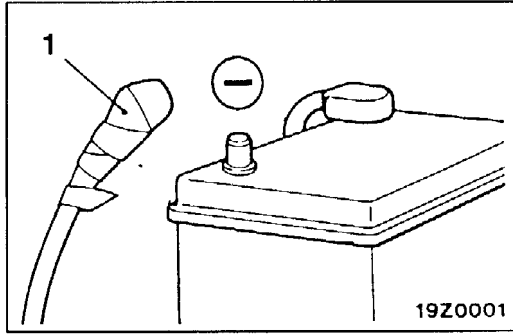
- ▶D◀ • Post-installation inspection
- 1. Negative (-) battery cable connection
- 2. Air bag module
- ▶A◀ • Pre-installation inspection

**Clock spring removal steps**



- ▶D◀ • Post-installation inspection
- 1. Negative (-) battery cable connection
- 2. Air bag module
- 3. Weight
- ▶C◀ 4. Steering wheel
- 5. Instrument lower panel
- 6. Column cover lower
- ▶B◀ 7. Clock spring
- ▶A◀ • Pre-installation inspection

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



24AE010N  
24AE011N

**Air bag module removal steps**

◀A▶

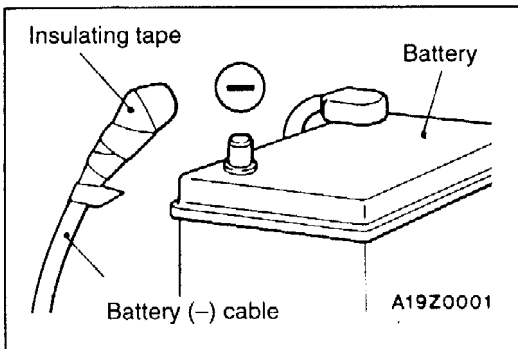
▶D▶

- Post-installation inspection
- 1. Negative (-) battery cable connection
- 2. Undercover

◀E▶

▶A▶

- 3. Glove box assembly
- 4. Glove box case
- 5. Air bag module
- Pre-installation inspection



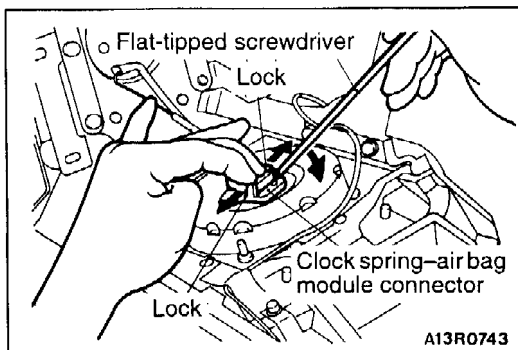
**REMOVAL SERVICE POINTS**

◀A▶ **NEGATIVE (-) BATTERY CABLE DISCONNECTION**

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

**Caution**

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-6.)



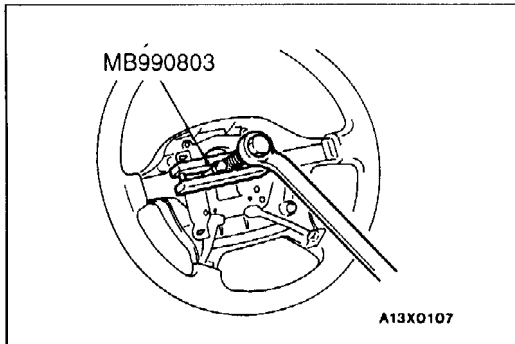
◀B▶ **AIR BAG MODULE REMOVAL (DRIVER'S SIDE)**

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 flat-tipped screwdriver, prying gently as shown in the figure at the left, to remove the connector.

**Caution**

1. When disconnecting the air bag module-clock spring connector, take care not to apply excessive force to it.

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



#### ◀C▶ STEERING WHEEL REMOVAL

##### Caution

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

#### ◀D▶ CLOCK SPRING REMOVAL

##### Caution

The removed clock spring should be stored in a clean, dry place.

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

##### Caution

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

### INSTALLATION SERVICE POINTS

#### ▶A◀ PRE-INSTALLATION INSPECTION

- When installing the new air bag modules and clock spring, refer to "INSPECTION" (P.52B-29).

##### Caution

Dispose of air bag modules only according to the specified procedure. (Refer to P.52B-31.)

- Connect the battery (-) terminal.
- Connect the MUT-II to the diagnosis connector.

##### Caution

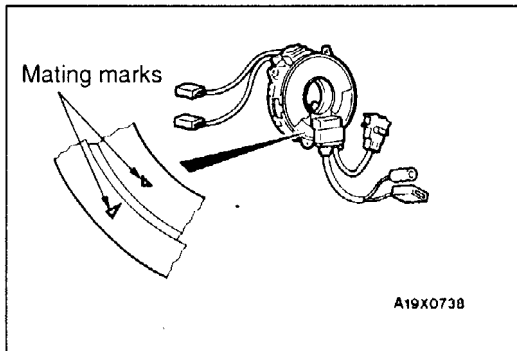
Turn off the ignition switch before connecting or disconnecting the MUT-II.

- Turn the ignition key to the "ON" position.
- Conduct diagnostic test using the MUT-II to ensure entire SRS operates properly.
- 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-6.)





### ►B◄ CLOCK SPRING INSTALLATION

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

#### Mating Mark Alignment

Turn the clock spring clockwise fully, and then turn it back approx. 3 4/5 turns counterclockwise to align the mating marks.

#### Caution

**If the clock spring's mating marks are not properly aligned, the steering wheel may not rotate completely 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.**

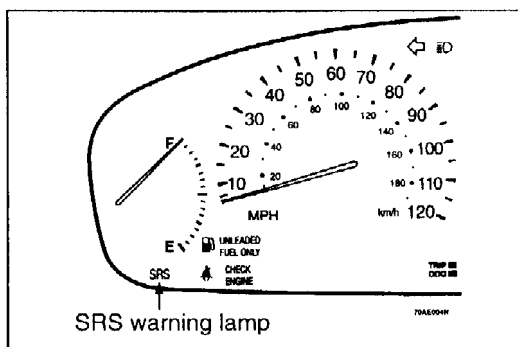
### ►C◄ STEERING WHEEL INSTALLATION

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

#### Caution

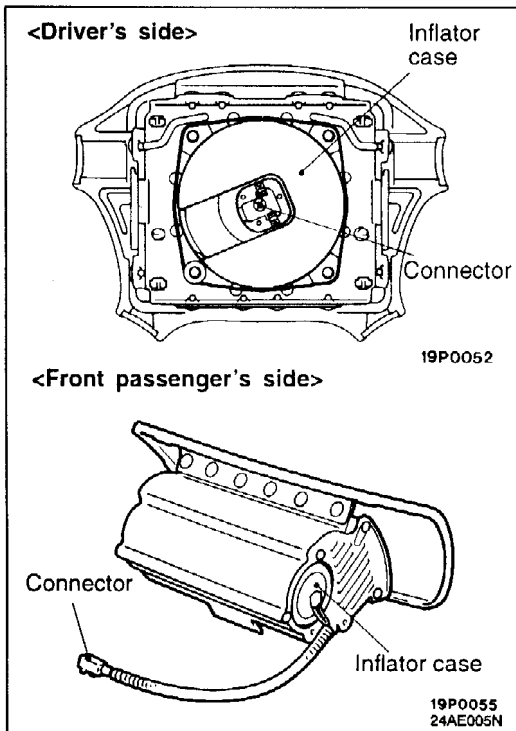
**Be sure when installing the steering wheel, that the harness of the clock spring does not become caught or tangled.**

2. After securing the steering wheel, turn the steering wheel all the way in both directions to confirm that steering wheel rotation is normal.



### ►D◄ POST-INSTALLATION INSPECTION

1. Turn the ignition key to the "ON" position.
2. Does the "SRS" warning lamp illuminate for about 7 seconds, and then remain off for at least 45 seconds after turning off?
3. If yes, SRS system is functioning properly. If no, consult page 52B-8.



## INSPECTION

### AIR BAG MODULE CHECK

If any improper part is found during the following inspection, replace the air bag module with a new one. Dispose the old one according to the specified procedure. (Refer to P.52B-31)

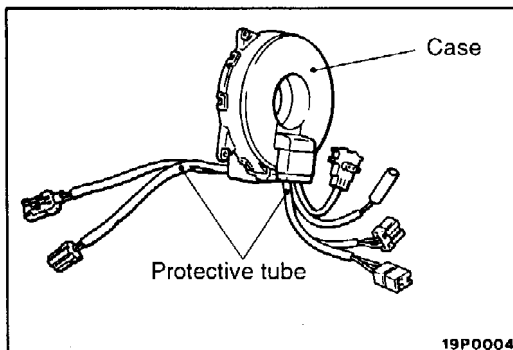
#### Caution

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

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

#### Caution

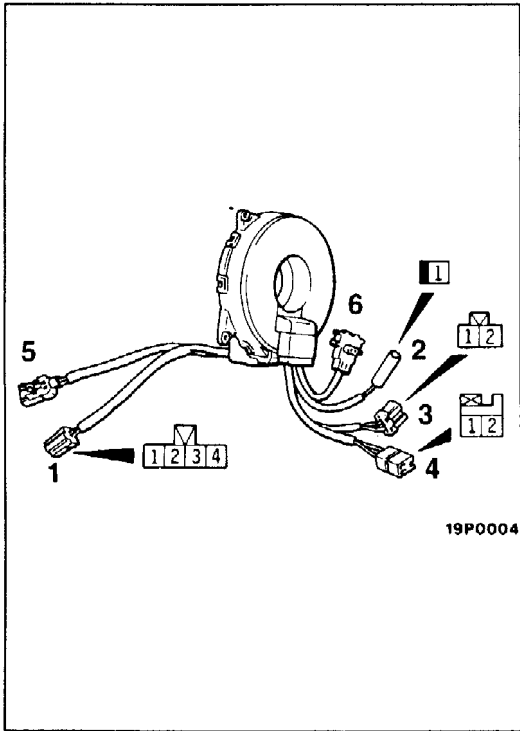
If dents, cracks, deformation, or rust are discovered in the air bag module, replace it with a new one. Dispose of the old one according to the specified procedure. (Refer to P.52B-31.)



### CLOCK SPRING CHECK

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 deformation.
2. Visually check the case for damage.

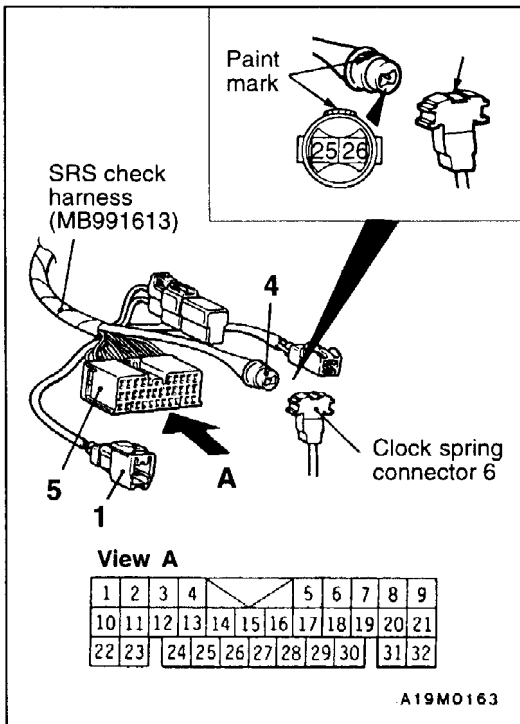


3. Check for continuity between the No.1 connector of the clock spring and connectors No.2, 3 and 4

**NOTE:**

Connector No.1 terminal 4 and connector No.3 are provided only on vehicles equipped with audio system remote control.

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



4. Align the paint mark of the SRS check harness connector No.4 with the notch in clock spring connector No.6 (arrow in the illustration) to connect the connectors Nos.6 and 4.
5. Connect SRS check harness connector No.1 with clock spring connector No.5.
6. Check continuity between terminals 22 and 25 and between terminals 23 and 24 of the SRS check harness connector No.5.

## AIR BAG MODULE DISPOSAL PROCEDURES

Before disposing of an air bag or a vehicle which is equipped with it, follow the procedures below to deploy the air bag (s).

### UNDEPLOYED AIR BAG MODULE DISPOSAL

#### Caution

1. If the vehicle is to be scrapped or otherwise disposed of, deploy the air bags inside the vehicle. If the vehicle will continue to be used and only the air bag modules are to be disposed of, deploy the air bags outside the vehicle.
2. Since a large amount of smoke is produced when the air bag is deployed, avoid residential areas whenever possible.
3. Since there is loud noise when the air bags are deployed, avoid residential areas whenever possible. If anyone is nearby, give warning of the impending noise.
4. Suitable ear protection should be worn by personnel performing these procedures or by people in the immediate area.

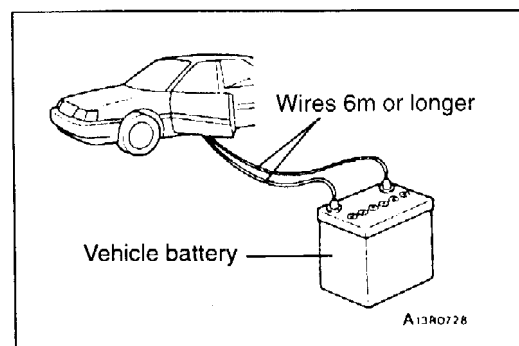
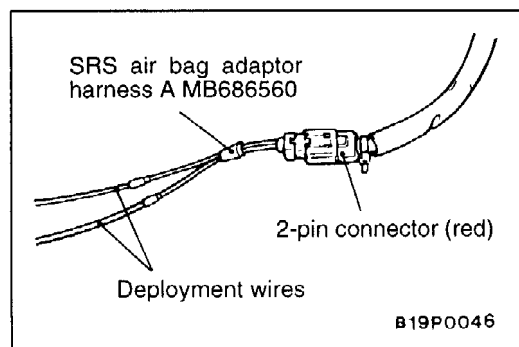
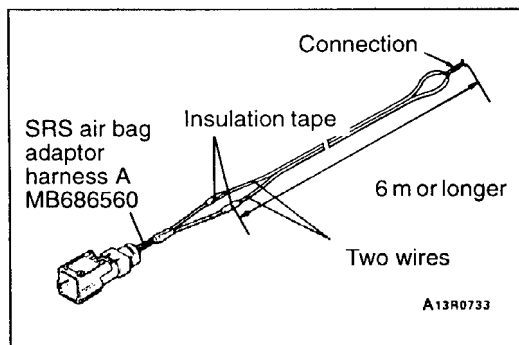
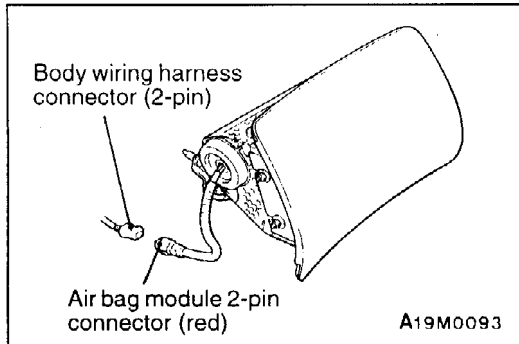
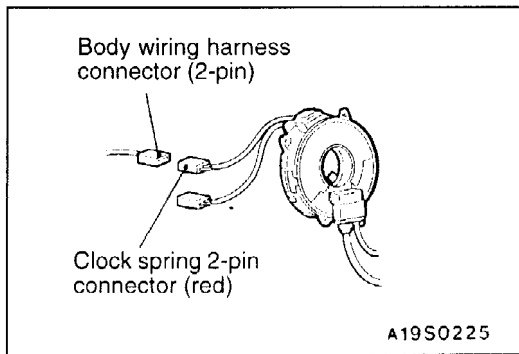
### DEPLOYMENT INSIDE THE VEHICLE

#### (when disposing of a vehicle)

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

#### Caution

Wait at least 60 seconds after disconnecting the battery cables before doing any further work.  
(Refer to P.52B-6.)



3. To deploy the air bag module (driver's side):
  - (1) Remove the steering column cover lower.
  - (2) Remove the connection between the clock spring 2-pin connector (red) and the body wiring harness connector.

**NOTE**

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

4. To deploy the air bag module (front passenger's side):
  - (1) Remove the glove box. (Refer to P.52B-26.)
  - (2) Remove the connection between the air bag module (front passenger's side) connector (red 2-pin) and the body wiring harness connector.

5. Connect two wires, each six metres or longer, to the two leads of SRS air bag adaptor 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.

6. Connect the clock spring or air bag module (front passenger's side) 2-pin connector (red) to SRS air bag adaptor harness A and pass the deployment wires out of the vehicle.

7. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.

**Caution**

1. Before deploying the air bag in this manner, first check 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-36) 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
8. After deployment, dispose of the air bag module according to the Deployed Air Bag Module Disposal Procedures. (Refer to P.52B-36)

#### DEPLOYMENT OUTSIDE THE VEHICLE

##### Caution

1. This should be carried out in a wide, flat area at least 6 metres away from obstacles and other people.
2. Do not perform deployment outside, if a strong wind is blowing, and if there is even a slight breeze, the air bag module should be placed and deployed downwind from the battery.
1. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

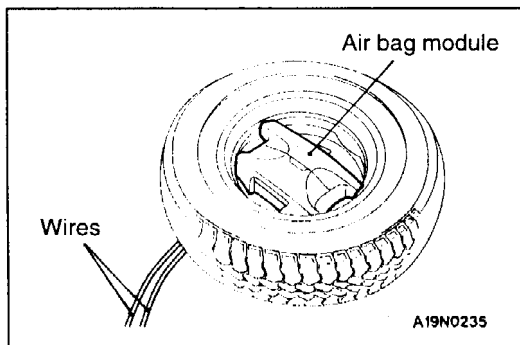
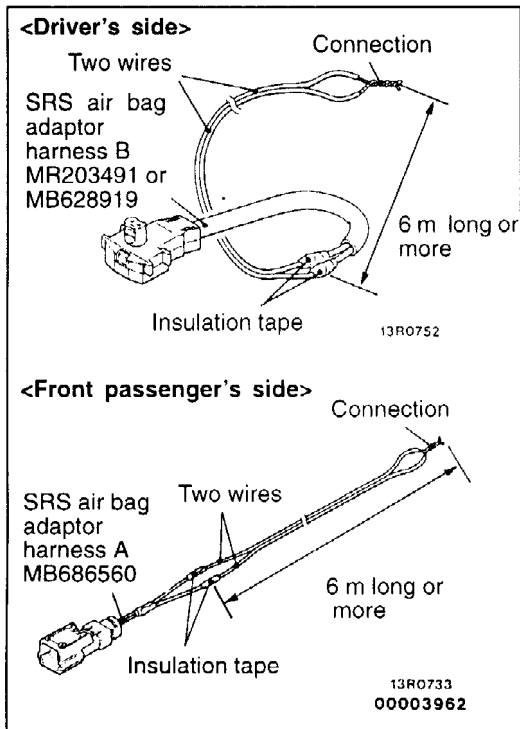
##### Caution

Wait at least 60 seconds after disconnecting the battery cables before doing any further work. (Refer to P.52B-6.)

2. Remove the air bag module from the vehicle. (Refer to P.52B-26.)

##### 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 metres or longer, to the two leads of SRS air bag adaptor harness B <driver's side> or SRS air bag adaptor harness A <front passenger's side>, and cover the connections with insulation tape. The other ends of the two wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag module.

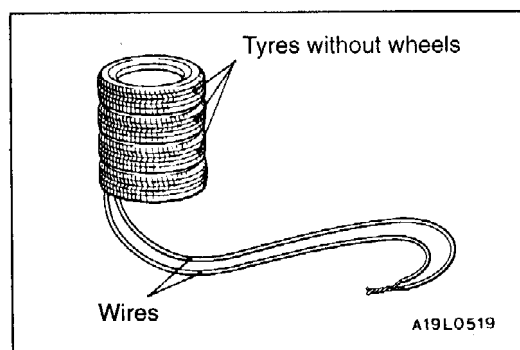
4. Set the air bag modules as follows:

**<Air bag module (driver's side)>**

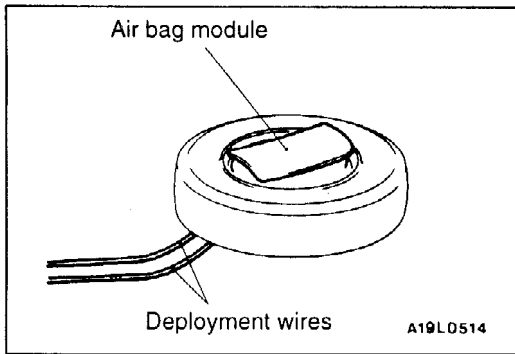
- (1) Take the SRS air bag adaptor harness B that is connected to the wires, pass it beneath an old tyre and wheel assembly, and connect it to the air bag module.
- (2) Pass thick wire through the air bag module mounting hole, and then secure the air bag module to an old tyre with a wheel in it so that the pad on the module is facing upwards.

**Caution**

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



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

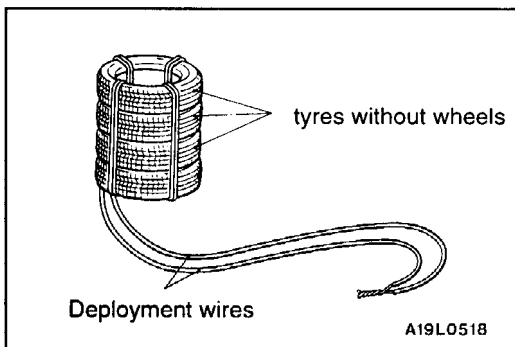


#### <Air bag module (front passenger's side)>

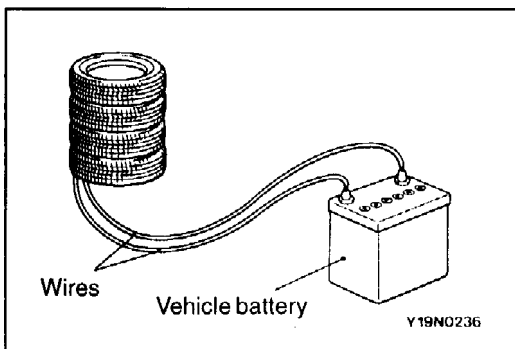
- (1) Connect the deployment wires to the SRS air bag adaptor harness A, pass it beneath the tyre and wheel assembly, and connect it to the air bag module.
- (2) Pass thick wires into the hole of the air bag module bracket, and secure it to the wheel of an old tyre and wheel (4 locations), with the air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

#### Caution

1. **Leave some space below the wheel for the deployment wires.**  
If there is no space, the reaction of the air bag deployment could result in damage of the adaptor harness.
2. **While deployment takes place, do not have the connector of the SRS air bag adaptor harness A inserted between the tyres.**



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



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

#### Caution

1. **Before deployment, check carefully to be sure that no one is nearby.**
2. **The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module Disposal Procedures (P.52B-36) for post-deployment handling instructions.**
3. **If the air bag fails to deploy when the procedures above are followed, do not go near the module. Contact your local Distributor.**
6. After deployment, dispose of the air bag module according to the Deployed Air Bag Module Disposal Procedures.



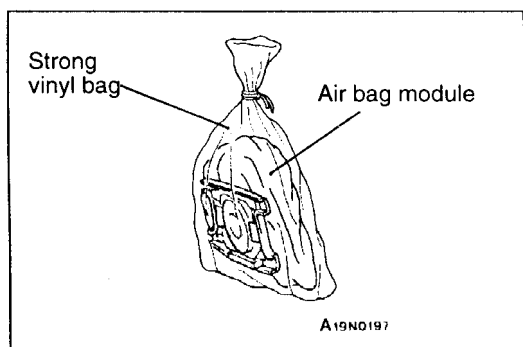
**DEPLOYED AIR BAG MODULE DISPOSAL**

After deployment, the air bag module should be disposed of in the same manner as any other scrap parts, adhering to local laws and/or legislation that may be in force except that the following points should be carefully noted during disposal.

1. The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it cool before attempting to handle it.
2. Do not put water or oil on the air bag after deployment.
3. There may be, adhered to the deployed air bag module, material that could irritate the eye and/or skin, so wear gloves and safety glasses when handling a deployed air bag module.

**Caution**

**If after following these precautions, any material does get into the eyes or on the skin, immediately rinse the affected area with a large amount of clean water. If any irritation develops, seek medical attention.**



4. Tightly seal the air bag module in a strong vinyl bag for disposal.
5. Be sure to always wash your hands after completing this operation.