NOTICE: When inspecting or repairing the SRS, perform the operation in accordance with the following precautionary instructions and the procedure and precautions in the Repair Manual for the applicable model year.

- Malfunction symptoms of the supplemental restraint system are difficult to confirm, so the diagnostic trouble codes become the most important source of information when troubleshooting.

  When troubleshooting the supplemental restraint system, always inspect the diagnostic trouble codes before disconnecting the battery.

- Work must be started after 90 seconds from the time the Ignition SW is set to the “LOCK” position and the negative (-) terminal cable is disconnected from the battery.

  (The supplement restraint system is equipped with a back-up power source so that if work is started within 90 seconds of disconnecting the negative (-) terminal cable of the battery, the SRS may be activated.)

  When the negative (-) terminal cable is disconnected from the battery, memory of the clock and audio system will be cancelled. So, before starting work, make a record of the contents memorized by each memory system. When work is finished, reset the clock and audio system as before and adjust the clock.

  To avoid erasing the memory of each memory system, never use a back-up power supply from outside the vehicle.

- When removing the steering wheel pad or handling a new steering wheel pad, keep the pad upper surface facing upward. Also, lock the lever of the twin lock type connector at the rear of the pad and take care not to damage the connector.

  (Storing the pad with its metallic surface up may lead to a serious accident if the SRS inflates for some reason.)

- Always store a removed or new front passenger airbag assembly with the airbag door facing up. Storing the airbag assembly with the airbag door facing down could cause a serious accident if the airbag inflates.

- Store the steering wheel pad where the ambient temperature remains below 93° C (200° F), without high humidity and away from electrical noise.

- Never use SRS parts from another vehicle. When replacing SRS parts, replace them with new parts.

- Never disassemble and repair the steering wheel pad, front passenger airbag assembly and center airbag sensor assembly or front airbag sensors.

- Before repairing the body, remove the airbag sensors if during repair shocks are likely to be applied to the sensors due to vibration of the body or direct tapping with tools or other parts.

- Do not reuse a steering wheel pad or front airbag sensors.

  After evaluating whether the center airbag sensor assembly is damaged or not, decide whether or not to reuse it. (See the Repair Manual for the method for evaluating the center airbag sensor assembly.)

- When troubleshooting the supplemental restraint system, use a high-impedance (Min. 10kΩ/V) tester.

- The wire harness of the supplemental restraint system is integrated with the cowl wire harness assembly, engine wire harness assembly and instrument panel wire harness assembly.

  The vehicle wiring harness exclusively for the airbag system is distinguished by corrugated yellow tubing, as are the connectors.

- Do not measure the resistance of the airbag squibs.

  (It is possible this will deploy the airbag and is very dangerous.)

- If the wire harness used in the supplemental restraint system is damaged, replace the whole wire harness assembly.

  When the connector to the front airbag sensors can be repaired alone (when there is no damage to the wire harness), use the repair wire specially designed for the purpose.

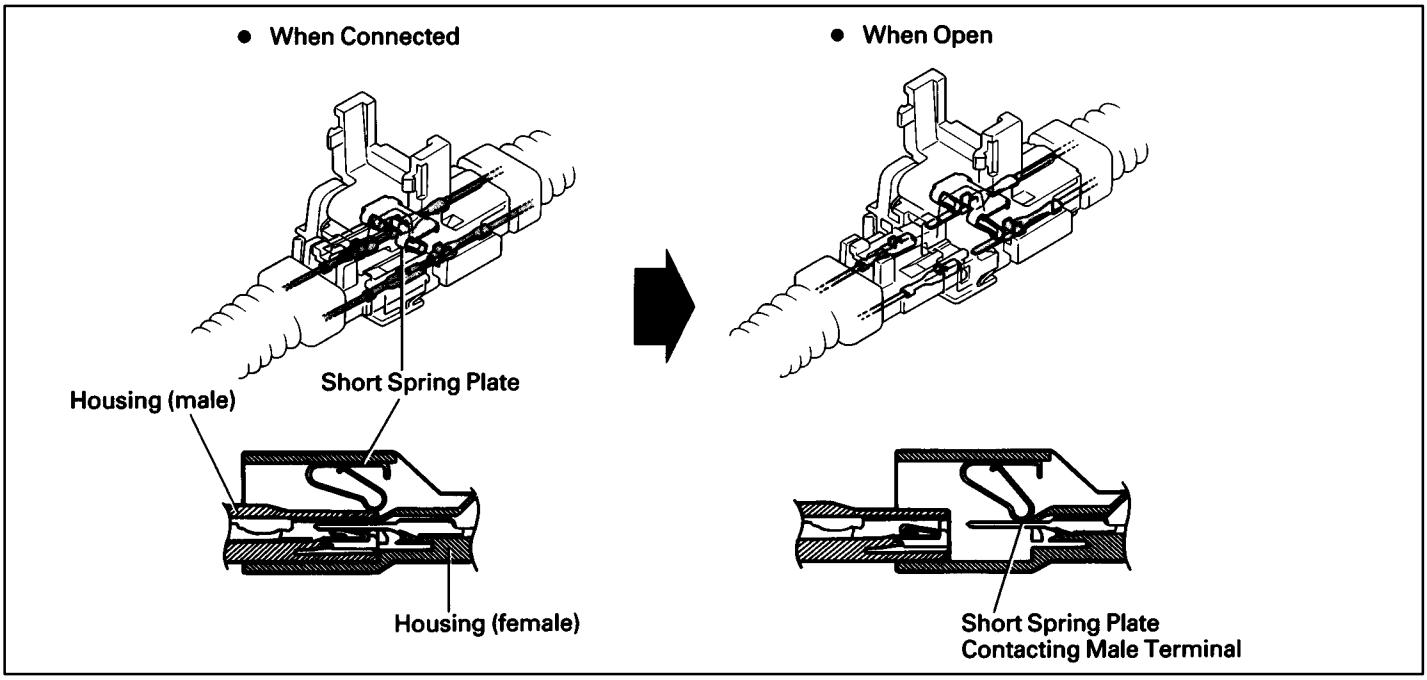
  (Refer to the Repair Manual for the applicable Model year for details of the replacement method.)

- INFORMATION LABELS (NOTICES) are attached to the periphery of the SRS components. Follow the instructions on the notices.

The supplemental restraint system has connectors which possess the functions described below:

1. SRS ACTIVATION PREVENTION MECHANISM

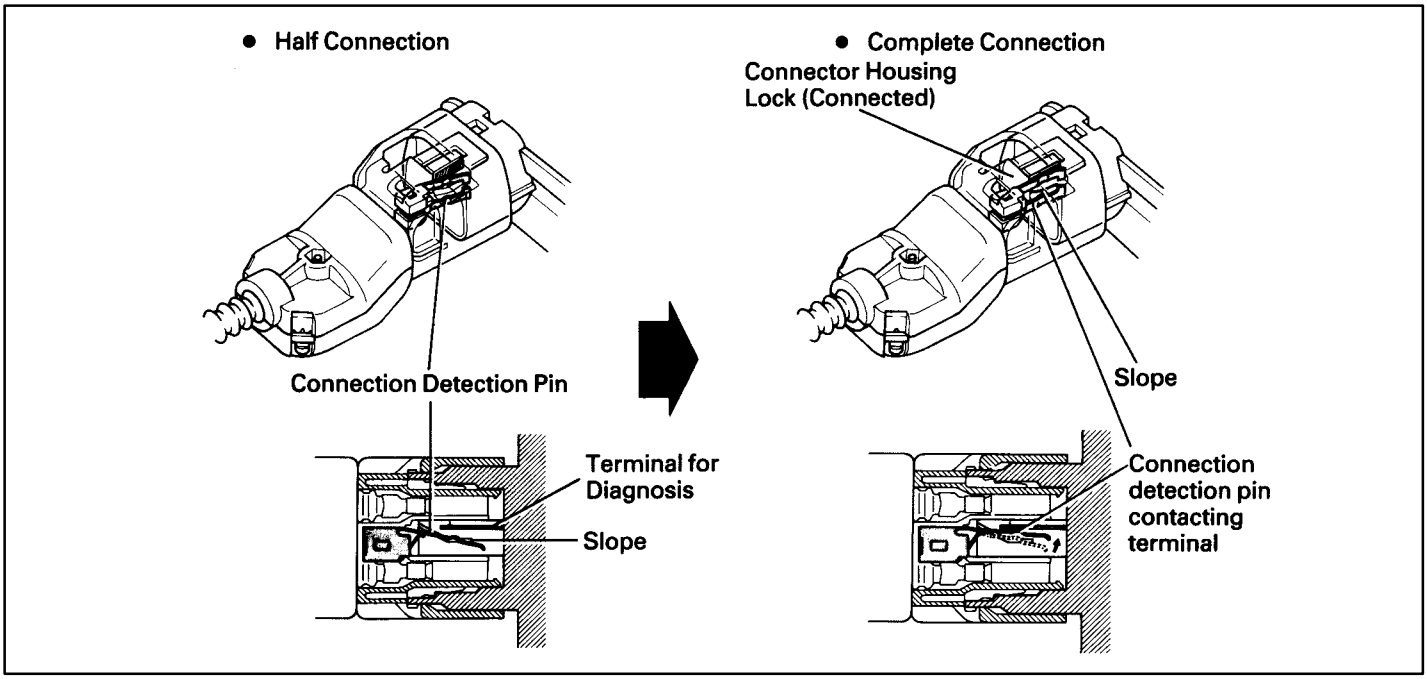
   Each connector contains a short spring plate. When the connector is disconnected, the short spring plate automatically connects the power source and grounding terminals of the squib to preclude a potential difference between the terminals.



2. ELECTRICAL CONNECTION CHECK MECHANISM

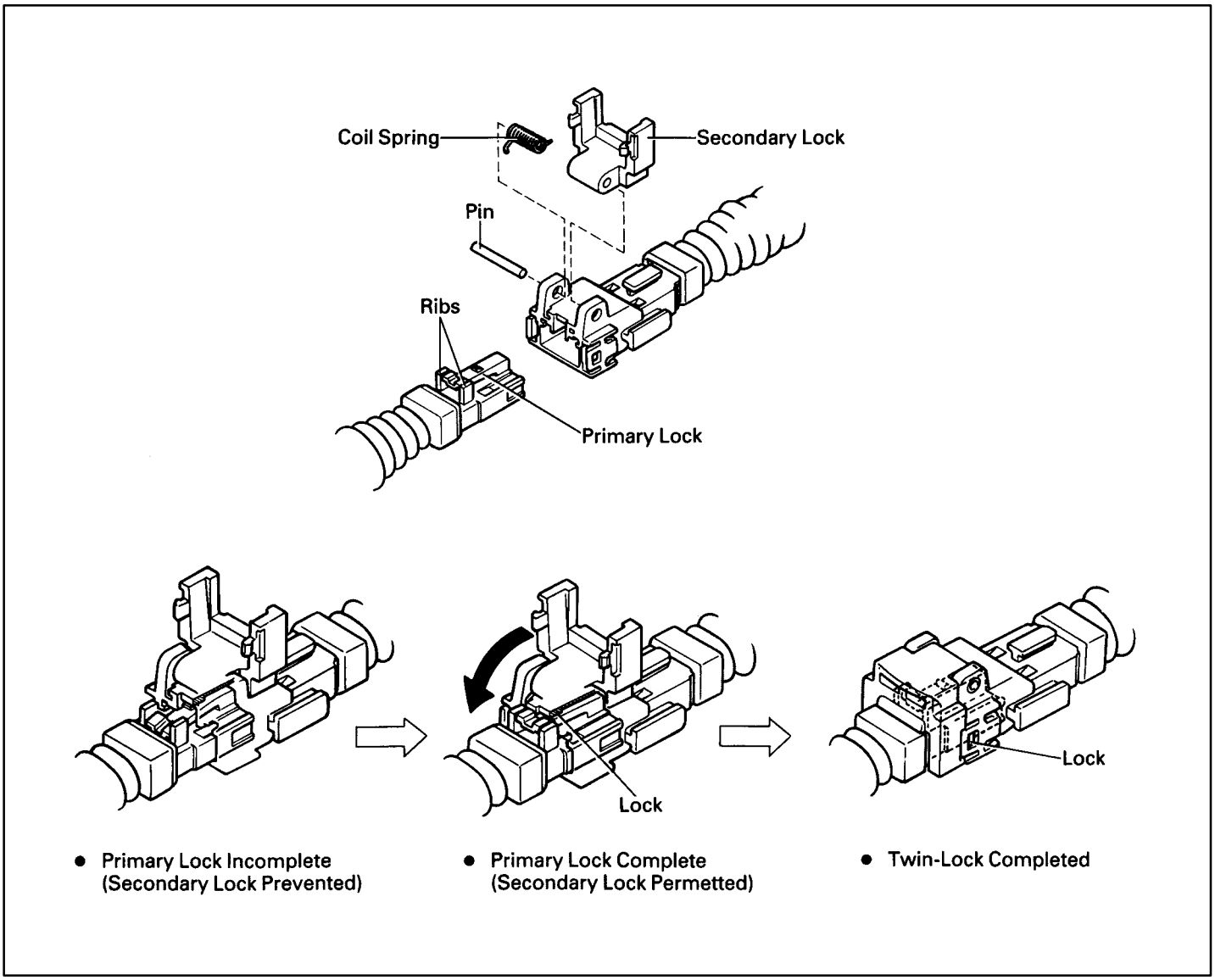
   This mechanism is designed to electrically check if connectors are connected correctly and completely.

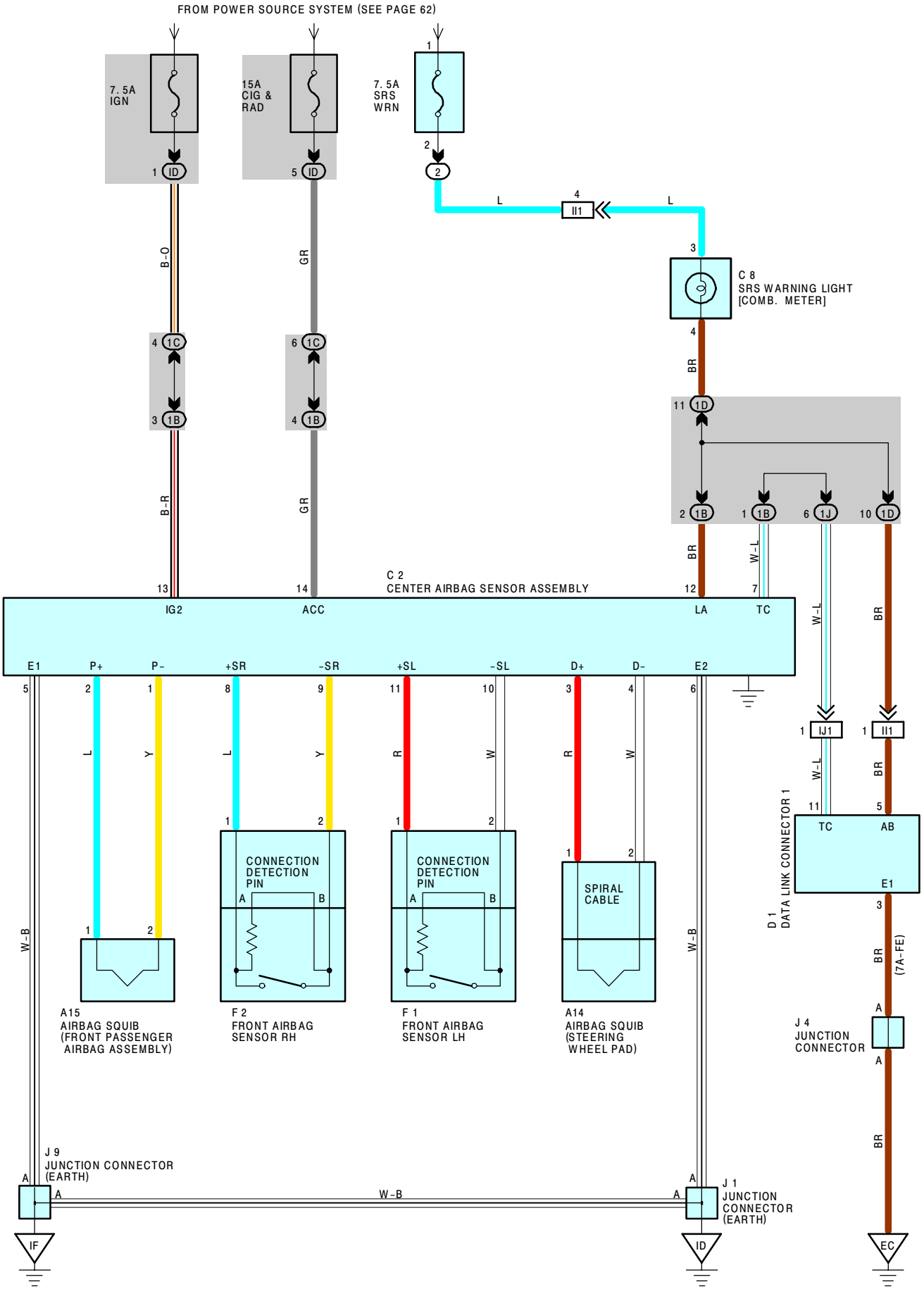
   The electrical connection check mechanism is designed so that the connection detection pin connects with the diagnosis terminals when the connector housing lock is in the locked condition.



3. CONNECTOR TWIN-LOCK MECHANISM

With this mechanism connectors (male and female connectors) are locked by two locking devices to increase connection reliability. If the primary lock is incomplete, ribs interfere and prevent the secondary lock.




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
7.5A IGN
15A CIG & RAD
7.5A SRS WRN
C 8
SRS WARNING LIGHT [COMB. METER]
C 2
CENTER AIRBAG SENSOR ASSEMBLY
IG2
ACC
LA
TC
E1
P+
P-
+SR
-SR
+SL
-SL
D+
D-
E2
CONNECTION DETECTION PIN
SPIRAL CABLE
A15
AIRBAG SQUIB (FRONT PASSENGER AIRBAG ASSEMBLY)
F 2
FRONT AIRBAG SENSOR RH
F 1
FRONT AIRBAG SENSOR LH
A14
AIRBAG SQUIB (STEERING WHEEL PAD)
D 1
DATA LINK CONNECTOR 1
J 4
JUNCTION CONNECTOR
J 9
JUNCTION CONNECTOR (EARTH)
J 1
JUNCTION CONNECTOR (EARTH)
(7A-FE)
IF
ID
EC

SYSTEM OUTLINE

THE SRS IS A DRIVER AND PASSENGER PROTECTION DEVICE WHICH HAS A SUPPLEMENTAL ROLE TO THE SEAT BELTS.

WHEN THE IGNITION SW IS TURNED TO ACC OR ON, CURRENT FROM THE **CIG & RAD** FUSE FLOWS TO **TERMINAL 14** OF THE CENTER AIRBAG SENSOR ASSEMBLY. ONLY WHEN THE IGNITION SW IS ON DOES CURRENT FROM THE **IGN** FUSE FLOW TO **TERMINAL 13**.

IF AN ACCIDENT OCCURS WHILE DRIVING, DECELERATION CAUSED BY A FRONTAL IMPACT IS DETECTED BY EACH OF THE SENSORS AND THE SWITCH, IN THE CENTER AIRBAG SENSOR ASSEMBLY AND WHEN THE FRONTAL INPACT EXCEEDS A SET LEVEL (WHEN THE SAFING SENSOR BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON AND THE CENTER AIRBAG SENSOR IS ON, THE FRONT AIRBAG SENSORS ARE OFF), CURRENT FROM THE **CIG & RAD** OR THE **IGN** FUSE FLOWS TO **TERMINALS 3**, **2** OF THE CENTER AIRBAG SENSOR ASSEMBLY TO **TERMINAL 1** OF THE AIRBAG SQUIB → **TERMINAL 2** → **TERMINALS 4**, **1** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 5**, **TERMINAL 6** OR **BODY GROUND** → **GROUND**.

WHEN THE SAFING SENSOR BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON AND THE FRONT AIRBAG SENSOR LH OR RH IS ON, THE CENTER AIRBAG SENSOR IS OFF AND CURRENT FROM THE **CIG & RAD** OR THE **IGN** FUSE FLOWS TO **TERMINALS 3**, **2** OF THE CENTER AIRBAG SENSOR ASSEMBLY TO **TERMINAL 1** OF THE AIRBAG SQUIB → **TERMINAL 2** → **TERMINALS 4**, **1** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 8** OR **11** → **TERMINAL 1** OF THE FRONT AIRBAG SENSOR → **TERMINAL 2** → **TERMINAL 9** OR **10** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 5**, **TERMINAL 6** OR **BODY GROUND** → **GROUND**, WHEN THE SAFING SENSOR BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON, AND THE FRONT AIRBAG SENSOR LH OR RH IS ON AND THE CENTER AIRBAG SENSOR IS ON, ONE OF THE ABOVE-MENTIONED CIRCUITS IS ACTIVATED SO THAT CURRENT FLOWS TO THE AIRBAG SQUIBS, CAUSING IT TO OPERATE.

THE AIRBAG STORED INSIDE THE STEERING WHEEL PAD IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO THE DRIVER. SIMULTANEOUSLY, THE AIRBAG STORED INSIDE THE PASSENGER'S INSTRUMENT PANEL IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO THE PASSENGER.

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A14	32	**D1**	28 (5S-FE) , 30 (7A-FE)	**J4**	33
A15	32	**F1**	28 (5S-FE) , 30 (7A-FE)	**J9**	33
C2	32	**F2**	28 (5S-FE) , 30 (7A-FE)		
C8	32	**J1**	33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1B	22	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1D		
1J	22	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)

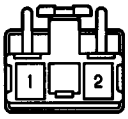
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

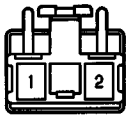
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	38 (5S-FE)	INTAKE MANIFOLD
	40 (7A-FE)	
ID	42	LEFT KICK PANEL
IF	42	R/B NO. 4 SET BOLT

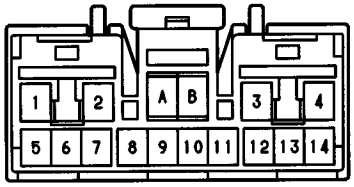
A14 YELLOW



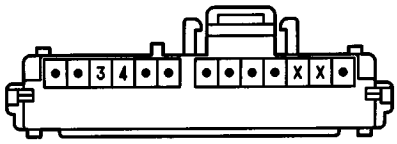
A15 YELLOW



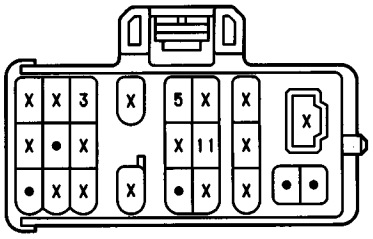
C 2 YELLOW



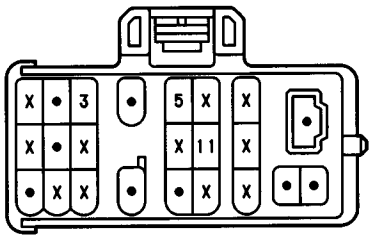
C 8 BLUE



(5S-FE) D 1 BLACK



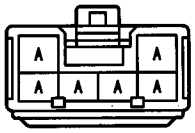
(7A-FE) D 1 BLACK



F 1 YELLOW

F 2 YELLOW

J 1

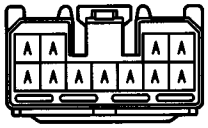


(HINT:SEE PAGE 7)

(5S-FE) J 4

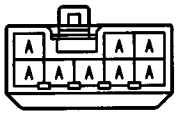
(HINT:SEE PAGE 7)

(7A-FE) J 4



(HINT:SEE PAGE 7)

J 9



(HINT:SEE PAGE 7)