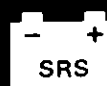


## Supplemental Restraint System (SRS)

<b>Special Tools</b> .....	24-2	<b>Troubleshooting</b>	
<b>Component/Wiring Locations</b>		<b>Self-diagnostic Procedures</b> .....	24-13
<b>Index</b> .....	24-3	<b>Reading the DTC</b> .....	24-13
<b>Description</b> .....	24-5	<b>Erasing the DTC Memory</b> .....	24-15
<b>Circuit Diagram</b> .....	24-6	<b>Troubleshooting Intermittent</b>	
<b>Precautions/Procedures</b>		<b>Failures</b> .....	24-15
<b>General Precautions</b> .....	24-7	<b>SRS Unit Identification</b> .....	24-16
<b>Airbag Handling and Storage</b> .....	24-7	<b>Diagnostic Trouble Code (DTC)</b>	
<b>SRS Unit Precautions</b> .....	24-8	<b>Chart - '96 - 97 Models</b> .....	24-17
<b>Inspection After Deployment</b> .....	24-8	<b>Diagnostic Trouble Code (DTC)</b>	
<b>Wiring Precautions</b> .....	24-9	<b>Chart - '98 - 00 Models</b> .....	24-19
<b>Backprobing Spring-loaded Lock</b>		<b>SRS Indicator Light Wire</b>	
<b>Connectors</b> .....	24-9	<b>Connections</b> .....	24-25
<b>Spring-loaded Lock Connector</b> .....	24-10	<b>Flowcharts</b> .....	24-26
<b>Spring-loaded Lock Connector with</b>		<b>Airbag</b>	
<b>Built-in Short Contact</b> .....	24-10	<b>Replacement</b> .....	24-67
<b>Disconnecting the Airbag</b>		<b>Disposal</b> .....	24-70
<b>Connector(s)</b> .....	24-11	<b>Cable Reel</b>	
<b>Steering-related Precautions</b> .....	24-12	<b>Replacement</b> .....	24-72
		<b>SRS Unit</b>	
		<b>Replacement</b> .....	24-76

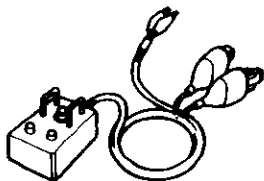


## Special Tools

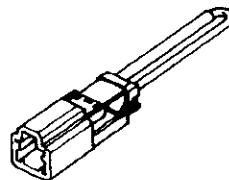
Ref. No.	Tool Number	Description	Qty	Page Reference
①*1	07HAZ - SG00500	Deployment Tool	1	24-70
②*1	07PAZ - 0010100	SCS Service Connector	1	24-14
③	07SAZ - TB4011A	SRS Inflator Simulator	1	24-42
④	07TAZ - SZ5011A	SRS Simulator Lead C	1	24-42
⑤*2	07TAZ - 001020A	Backprobe Adapter, 17 mm	2	24-30

\*1: Included in SRS Tool Set 07MAZ - SM5000B

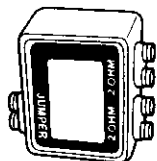
\*2: Use with the stacking patch cords from T/N 07SAZ - 001000A, Backprobe Set.



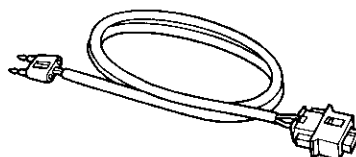
①



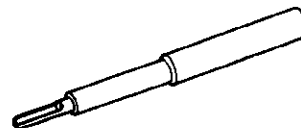
②



③

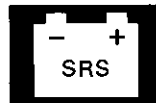


④

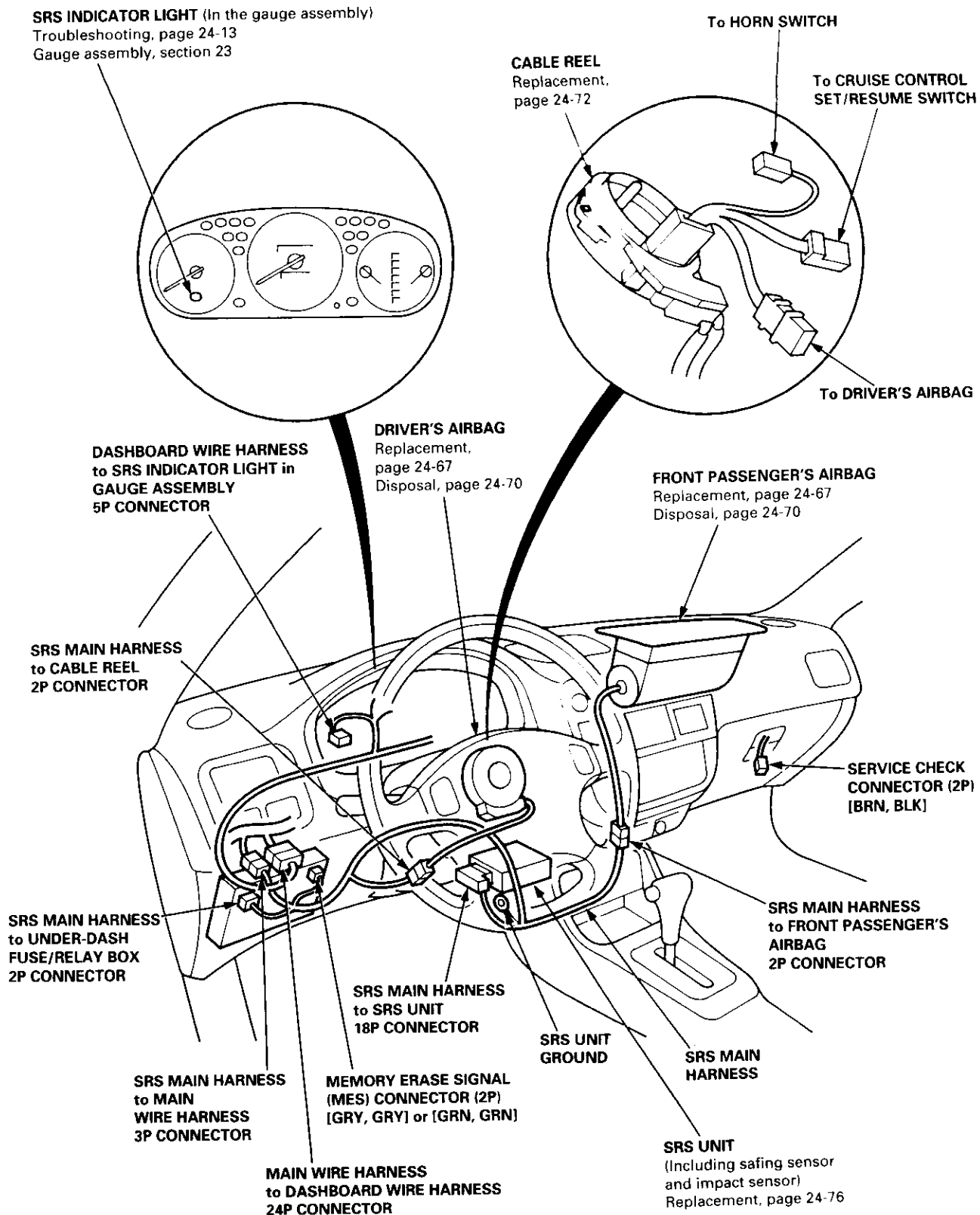


⑤

# Component/Wiring Locations

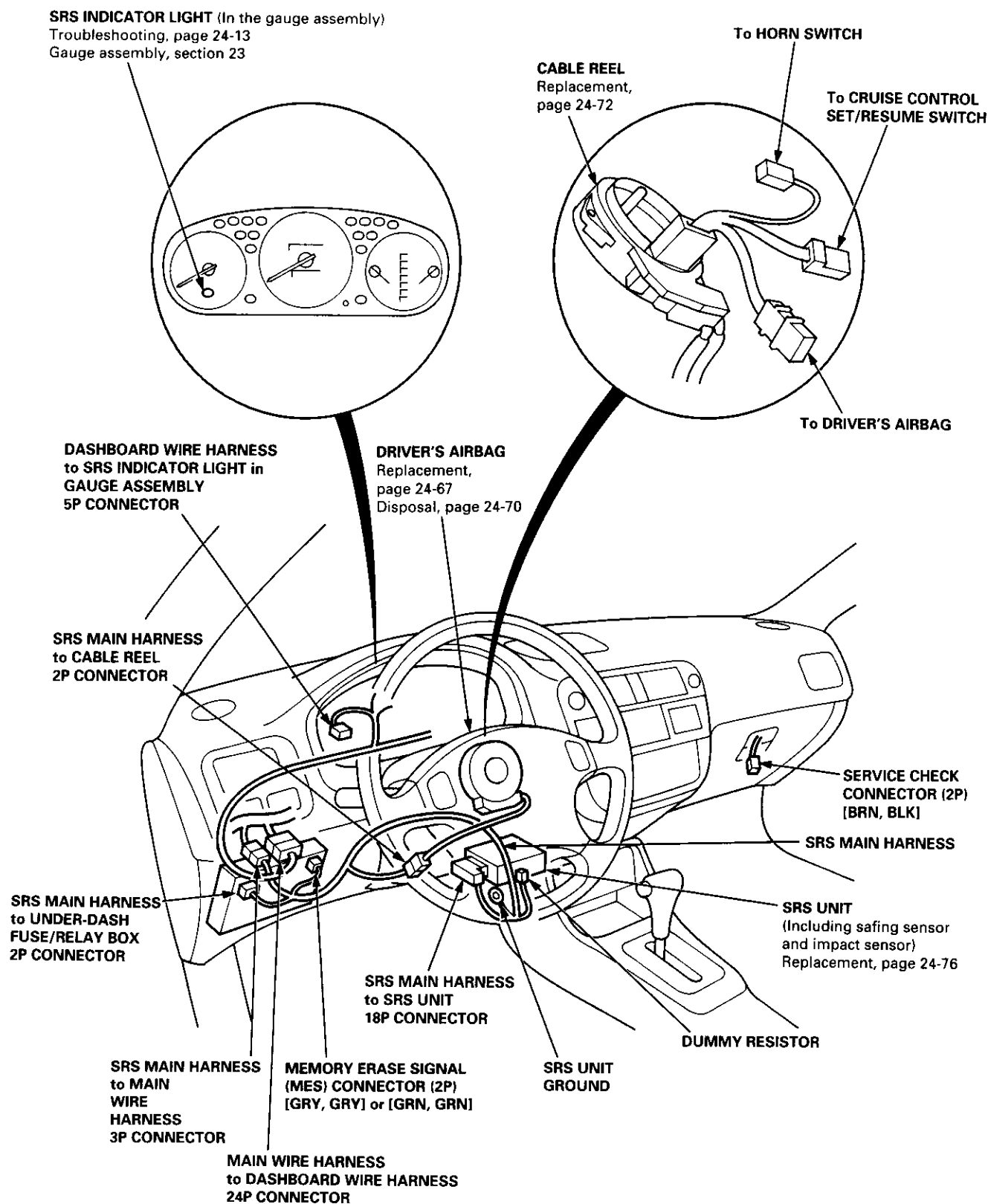


## Index: With Front Passenger's Airbag



# Component/Wiring Locations

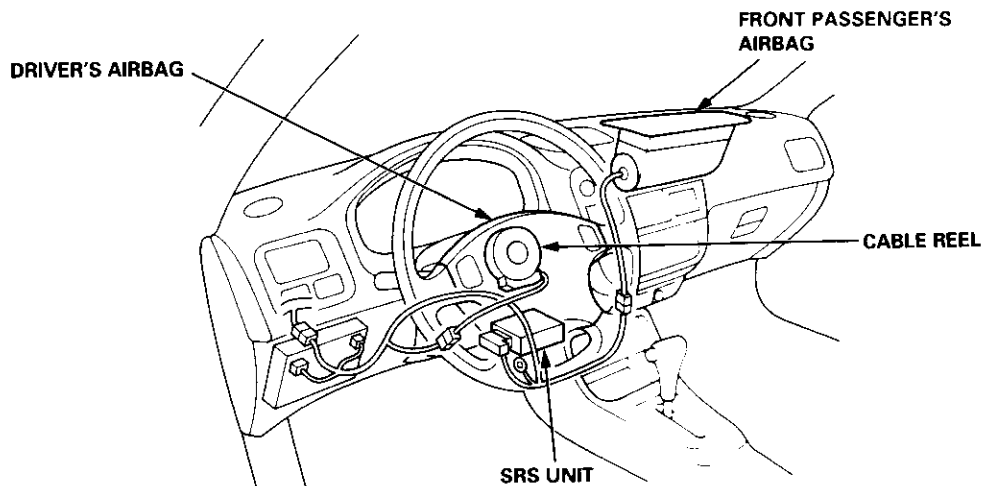
## Index: Without Front Passenger's Airbag (some Canada Models)



# Description



The SRS is a safety device which, when used in conjunction with the seat belt, is designed to help protect the driver (and front passenger) in a frontal impact exceeding a certain set limit. The system consists of the SRS unit (including safing sensor and impact sensor), the cable reel, the driver's airbag (and front passenger's airbag).

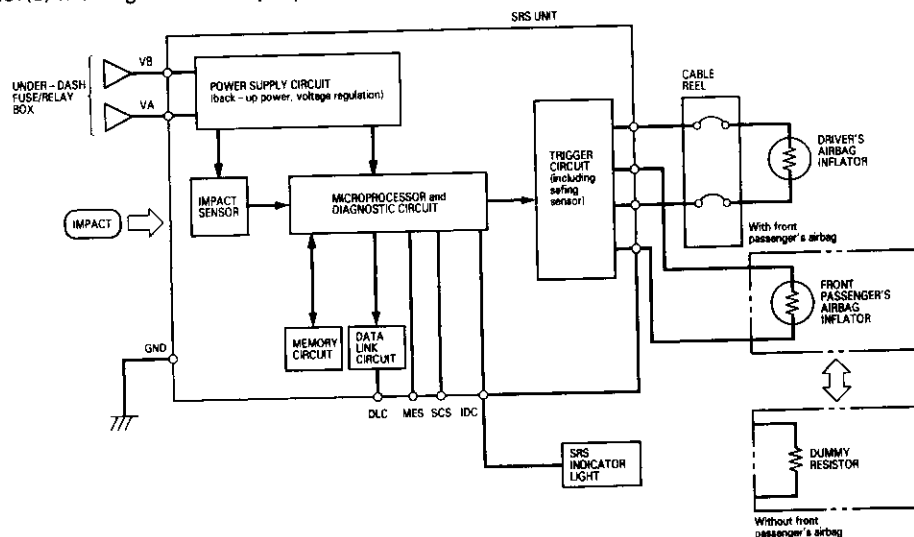


## Operation

The main circuit in the SRS unit senses and judges the force of impact and, if necessary, ignites the inflator charge(s). If battery voltage is too low or power is disconnected due to the impact, the voltage regulator and the back-up power circuit respectively will keep voltage at a constant level.

## For the SRS to operate:

- (1) The impact sensor must activate, and send electric signals to the microprocessor.
- (2) The microprocessor must compute the signals, and must send signals to the airbag inflator(s).
- (3) The inflator(s) must ignite and deploy the airbag(s).



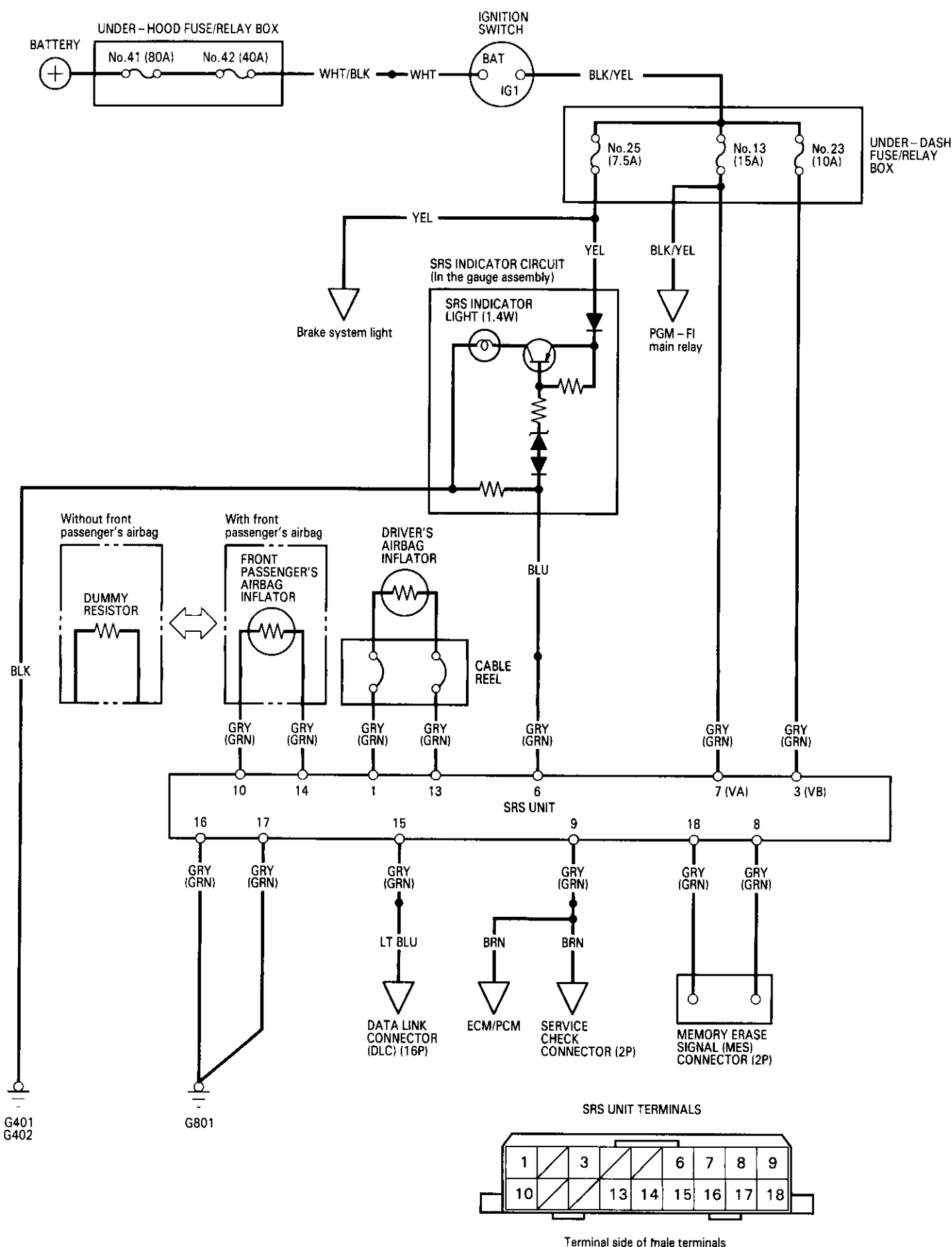
## Self-diagnosis System

A self-diagnosis circuit is built into the SRS unit; when the ignition switch is turned ON (II), the SRS indicator light comes on and goes off after about six seconds if the system is operating normally.

If the light does not come on, or does not go off after six seconds, or if it comes on while driving, it indicates an abnormality in the system. The system must be inspected and repaired as soon as possible.

For better serviceability, the memory will store the cause of the malfunction, and the data link circuit passes on the information from the memory to the data link connector (DLC). This information can be read with the Honda PGM Tester connected to the DLC (16P).

## Circuit Diagram

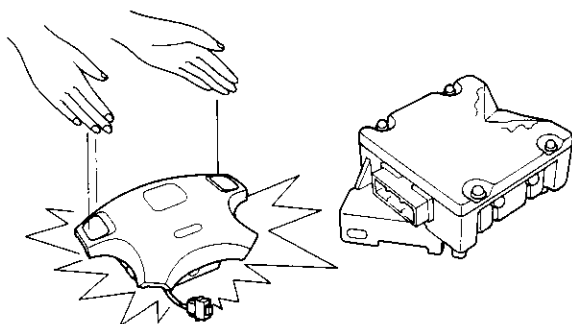


# Precautions/Procedures

## General Precautions

- Carefully inspect any SRS part before you install it. Do not install any part that shows signs of being dropped or improperly handled, such as dents, cracks or deformation:

- Airbags
- Cable reel
- SRS unit



- Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA (0.01 A) or less when switched to the smallest value in the ohmmeter range. A tester with a higher output could damage the airbag circuit or cause accidental deployment and possible injury.
- Do not install used SRS parts from another vehicle. When making SRS repairs, use only new parts.
- Except when performing electrical inspections, always disconnect both the negative cable and positive cable from the battery, and wait at least three minutes before beginning work.
- Replacement of the combination light and wiper/washer switches and cruise control switch can be done without removing the steering wheel:
  - Combination light and wiper/washer switch replacement, see section 23.
  - Cruise control set/resume switch replacement, see section 23.
- Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injury.
- Whenever the airbag(s) has(have) been activated, replace the SRS unit.

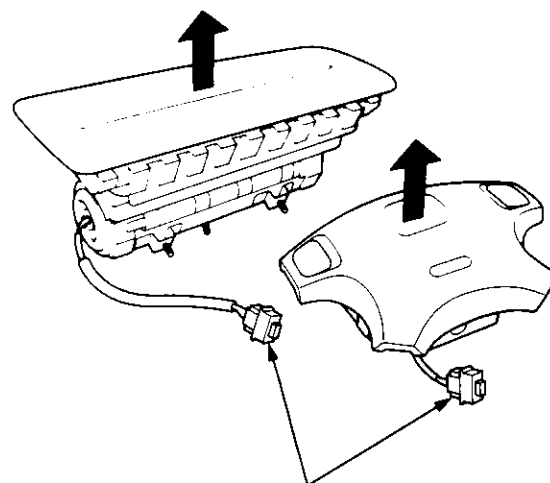
## Airbag Handling and Storage

Do not try to disassemble the airbag assembly. It has no serviceable parts. Once an airbag has been operated (deployed), it cannot be repaired or reused.

For temporary storage of the airbag assembly during service, please observe the following precautions:

- Store the removed airbag assembly with the pad surface up. The driver's (and front passenger's) airbag connector(s) has (have) a built-in short contact (see page 24-11)

**⚠ WARNING** If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.



**AIRBAG CONNECTORS**  
(With built-in short contact)

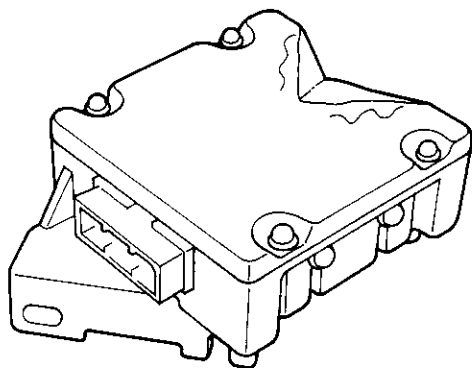
- Store the removed airbag assembly on a secure flat surface away from any high heat source (exceeding 212°F/100°C) and free of any oil, grease, detergent or water.

**CAUTION:** Improper handling or storage can internally damage the airbag assembly, making it inoperative. If you suspect the airbag assembly has been damaged, install a new unit, and refer to the Deployment/Disposal procedures for disposing of the damaged airbag.

# Precautions/Procedures

## SRS Unit Precautions

- Take extra care when painting or doing body work in the area below the dashboard. Avoid direct exposure of the SRS unit or wiring to heat guns, welding, or spraying equipment.
- Disconnect the airbag connector(s) before disconnecting SRS harness connectors (see page 24-11).
- After any degree of frontal body damage, or after a collision without airbag deployment, inspect the SRS unit for physical damage. If it is dented, cracked, or deformed, replace it.



- Be sure the SRS unit is installed securely.
- Do not disassemble the SRS unit.
- Store the SRS unit in a cool (less than about 104°F/ 40°C) and dry (less than 80% humidity, no moisture) place. Do not spill water or oil on the SRS unit, and keep it away from dust.
- During installation or replacement, be careful not to bump (impact wrench, hammer, etc.) the area around the SRS unit. The airbag(s) could accidentally deploy and cause damage or injury.

## Inspection After Deployment

After a collision in which the airbag(s) was (were) deployed, replace the SRS unit, and inspect the following:

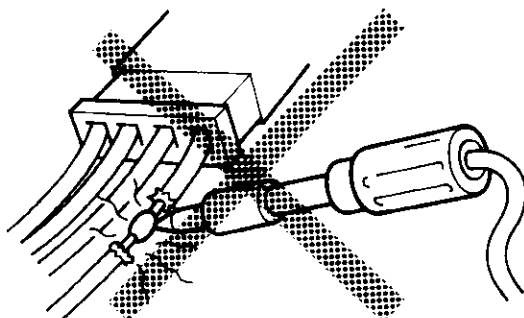
1. Inspect all the SRS wire harnesses. Replace, don't repair, any damaged harnesses.
2. Inspect the cable reel for heat damage. If there is any damage, replace the cable reel.
3. After the vehicle is completely repaired, turn the ignition switch on. If the SRS indicator light comes on for about six seconds and then goes off, the SRS system is OK. If the indicator light does not function properly, go to SRS Troubleshooting.



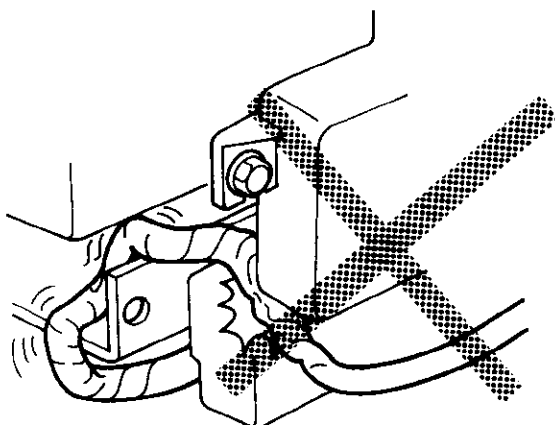
## Wiring Precautions

- Never attempt to modify, splice or repair SRS wiring.

NOTE: SRS wiring can be identified by special yellow outer protective covering.



- Be sure to install the harness wires so that they are not pinched or interfering with other parts.

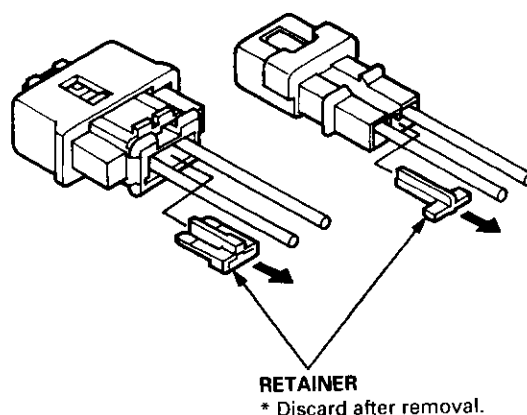


- Make sure all SRS ground locations are clean and grounds are securely fastened for optimum metal-to-metal contact. Poor grounding can cause intermittent problems that are difficult to diagnose.

## Backprobing Spring-loaded Lock Connectors

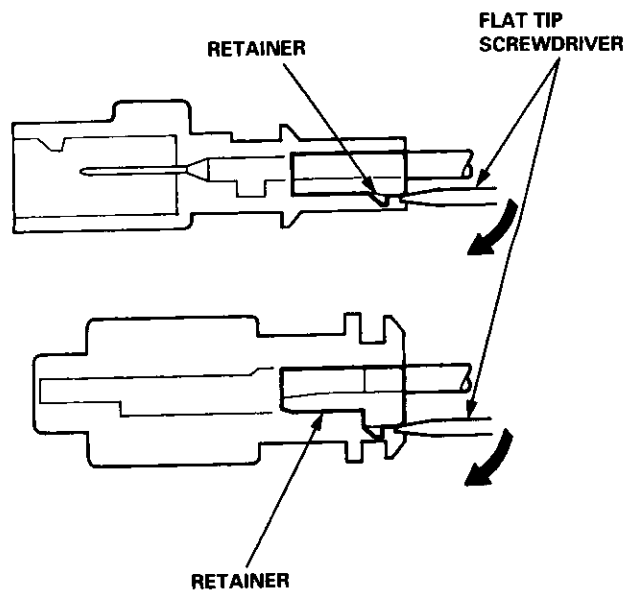
- When checking voltage or resistance on this type of connector the first time, it is necessary to remove the retainer to insert tester probes from the wire side.

NOTE: It is not necessary to reinstall the removed retainer; the terminals will stay locked in the connector housing.



- To remove the retainer, insert a flat tip screwdriver between connector body and retainer, and carefully pry out the retainer.

NOTE: Take care not to break the connector.



# Precautions/Procedures

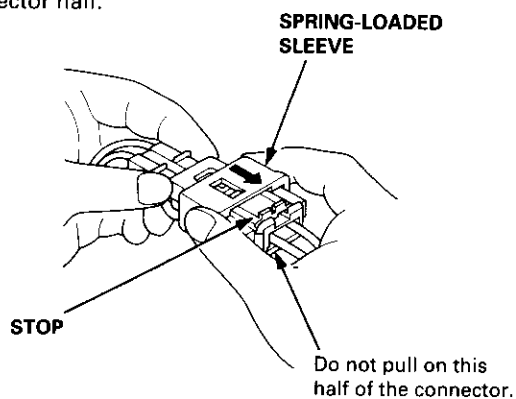
## Spring-loaded Lock Connector

Some SRS system connectors have a spring-loaded lock.

### Disconnecting

To release the lock, pull the spring-loaded sleeve toward the stop while holding the opposite half of the connector. Then pull the connector halves apart.

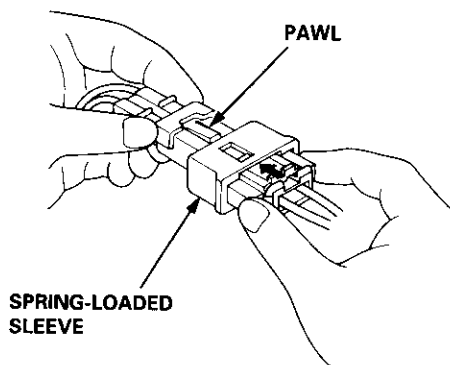
NOTE: Be sure to pull on the sleeve and not on the connector half.



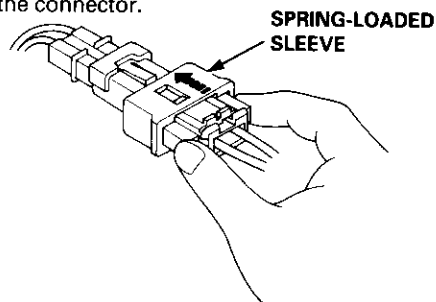
### Connecting

1. Hold the pawl-side connector half, and press on the back of the sleeve-side connector half in the direction shown. As the two connector halves are pressed together, the sleeve is pushed back by the pawl.

NOTE: Do not touch the sleeve.



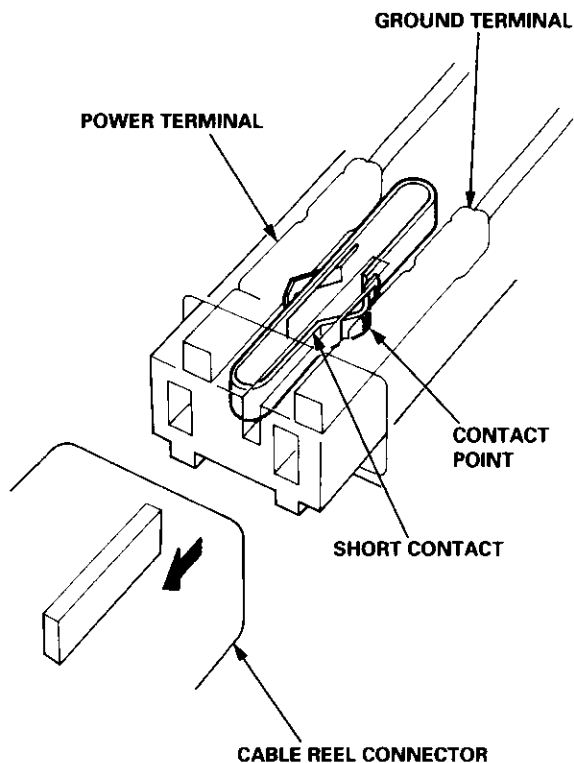
2. When the connector halves are completely connected, the pawl is released, and the spring-loaded sleeve locks the connector.



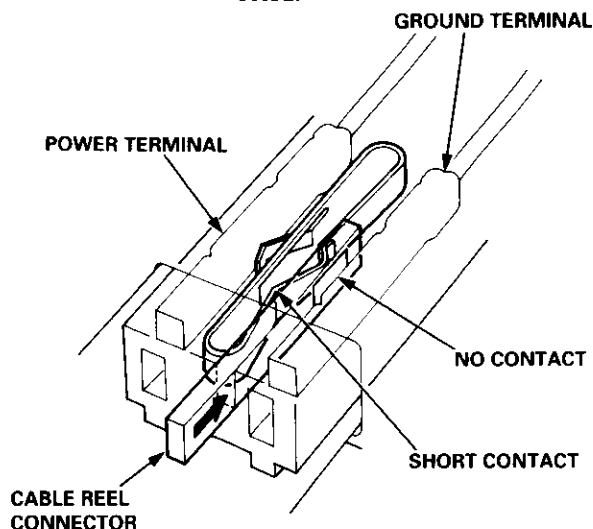
## Spring-loaded Lock Connector with Built-in Short Contact

The driver's airbag (and front passenger's) airbag has (have) a spring-loaded lock connector with a built-in short contact. When this connector is disconnected, the power terminal and the ground terminal in the airbag connector are automatically shorted.

### Connector halves disconnected:



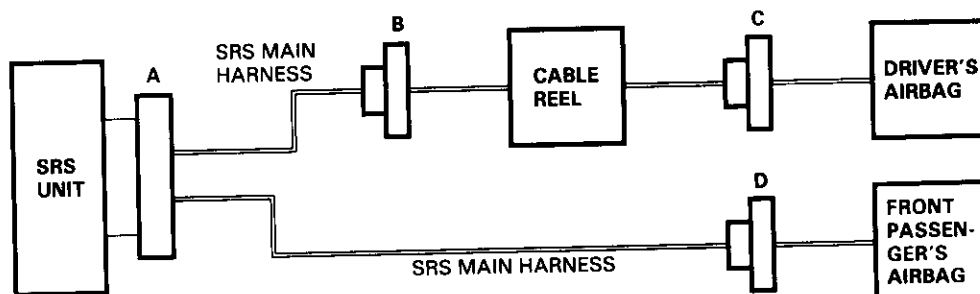
### Connector halves connected:



## Disconnecting the Airbag Connector(s)

**⚠ WARNING** To prevent accidental airbag deployment, turn the ignition switch OFF, disconnect the negative battery cable, and wait three minutes before disconnecting any SRS connectors.

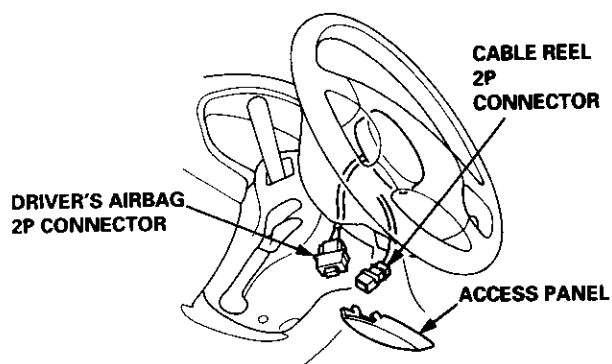
- Before disconnecting the SRS main harness (A) from the SRS unit, disconnect both airbags (C, D).
- Before disconnecting the cable reel 2P connector (B), disconnect the driver's airbag 2P connector (C).



1. Disconnect the negative battery cable, and wait at least three minutes.
2. Disconnect the airbag connector(s).

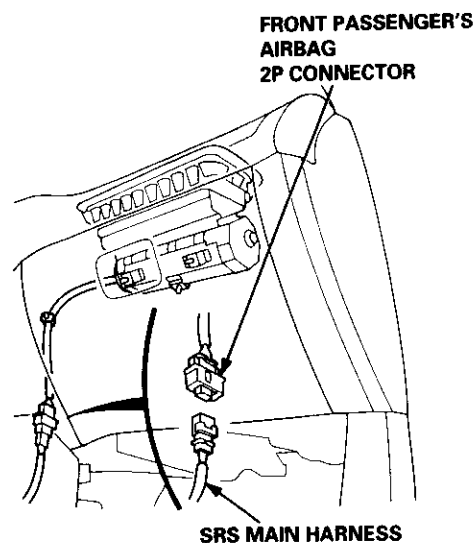
### Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the driver's airbag 2P connector and cable reel 2P connector.



### Front Passenger's Side:

- Remove the glove box, then disconnect the front passenger's airbag 2P connector and SRS main harness 2P connector.

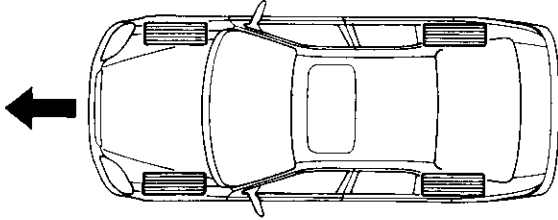


# Precautions/Procedures

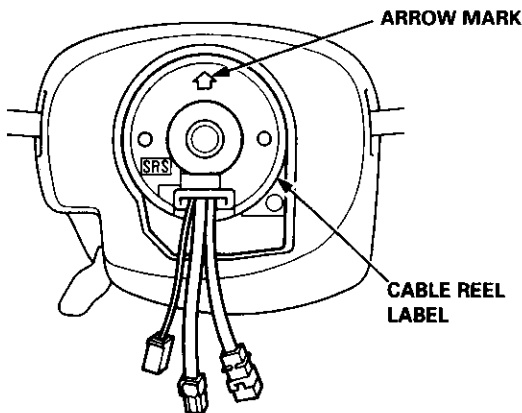
## Steering-related Precautions

### Steering Wheel and Cable Reel Alignment

**NOTE:** To avoid misalignment of the steering wheel on reassembly, make sure the wheels are turned straight ahead before removing the steering wheel.



Rotate the cable reel clockwise until it stops. Then rotate it counterclockwise (approximately two and a half turns) until the arrow mark on the cable reel label points straight up.



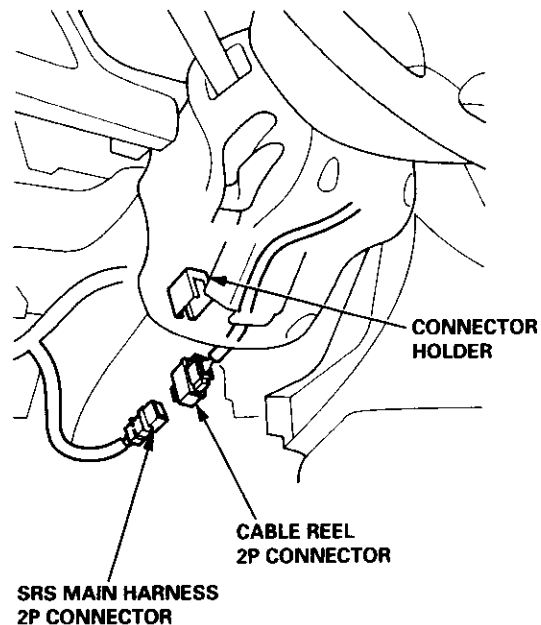
### Steering Column Removal

#### CAUTION:

- Before removing the steering column, disconnect the connector between the cable reel and the SRS main harness.
- If the steering column is going to be removed without dismounting the steering wheel, lock the steering by turning the ignition key to 0-LOCK position, or remove the key from the ignition switch so that the steering wheel will not turn.

#### NOTE:

- When the airbag and cable reel are disconnected, don't reconnect the battery cable. If the battery is reconnected and the ignition switch is turned ON (II), the SRS unit will store this as an open in the driver's airbag inflator, and the SRS indicator light will come on.
- For disconnecting the spring-loaded lock type connector, refer to page 24-10.



Do not replace the original steering wheel with any other design because it will make it impossible to properly install the airbag (only use genuine Honda replacement parts).

After reassembly, confirm the wheels are still turned straight ahead and that the steering wheel spoke angle is correct. If minor spoke angle adjustment is necessary, do so only by adjusting the tie-rods, not by removing and repositioning the steering wheel.

## Self-diagnostic Procedures

The self-diagnostic function of the SRS system allows it to locate the causes of system problems and to store this information in memory. For easier troubleshooting, this data can be retrieved via a data link circuit.

- When you turn the ignition switch ON (II), the SRS indicator will come on. If it goes off after six seconds, the system is normal.
- If there is an abnormality, the system locates and defines the problem, stores this information in memory, and turns the SRS indicator light on. The data will remain in the memory even when the ignition switch is turned off or if the battery is disconnected.
- When you connect the SCS service connector to the service check connector (2P), and turn the ignition switch ON (II), the SRS indicator light will indicate the diagnostic trouble code (DTC) by the number of blinks.
- After reading and recording the DTC, proceed with the troubleshooting for this code.

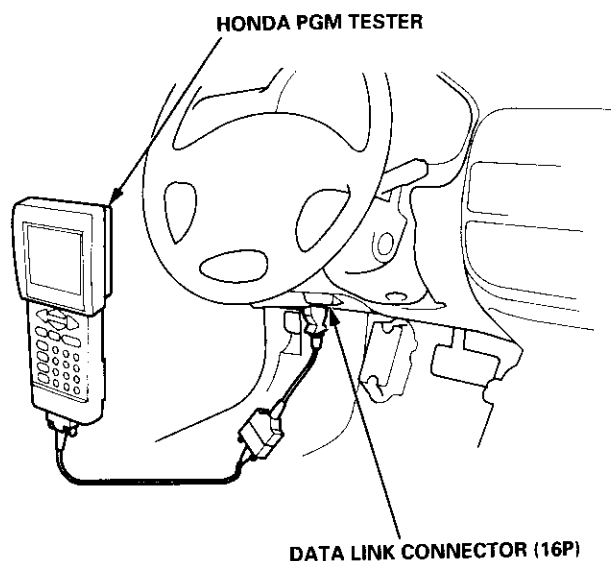
### Precautions

- Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA (0.01 A) or less when switched to the smallest value in the ohmmeter range. A tester with a higher output could damage the airbag circuit or cause accidental airbag deployment and possible injury.
- Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.
- Before you remove the SRS main harness, disconnect the driver's airbag connector (and the front passenger's airbag connector).
- Make sure the battery is sufficiently charged (see section 23). If the battery is dead or low, measuring values won't be correct.
- Do not touch a tester probe to the terminals in the SRS unit or harness connectors, and do not connect the terminals with a jumper wire. Use only the backprobe set or the special tools.  
For backprobing spring-loaded lock type connectors, refer to page 24-9.

## Reading the DTC

When the SRS indicator light is on, read the DTC using one of these methods:

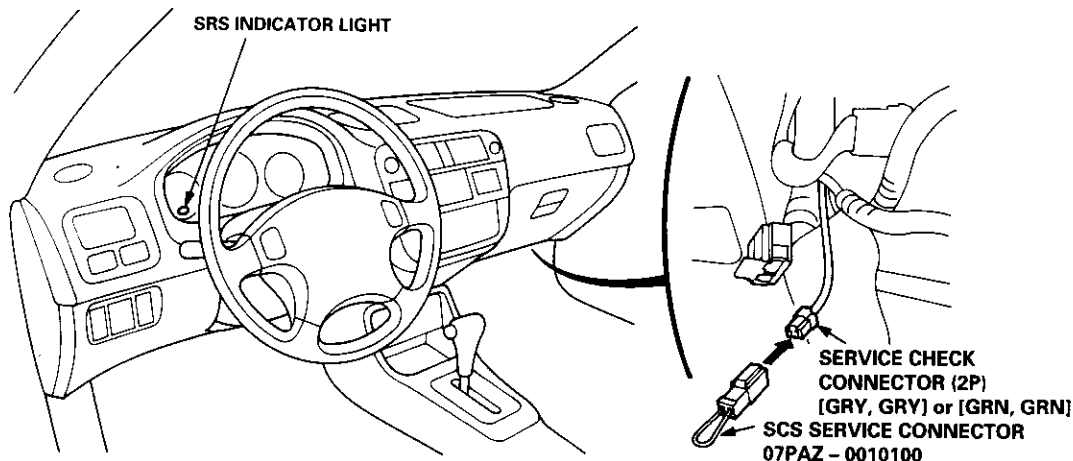
- A. Connect the Honda PGM Tester to the 16P Data Link Connector (DLC), and follow the tester's prompts. If the tester indicates no DTC, DTC 9-1 or DTC 9-2, double-check by jumping the service check connector and watching the SRS indicator light (see next page).



# Troubleshooting

B. The SRS indicator light can also indicate the DTC by the number of blinks when the SCS service connector is connected to the service check connector (2P).

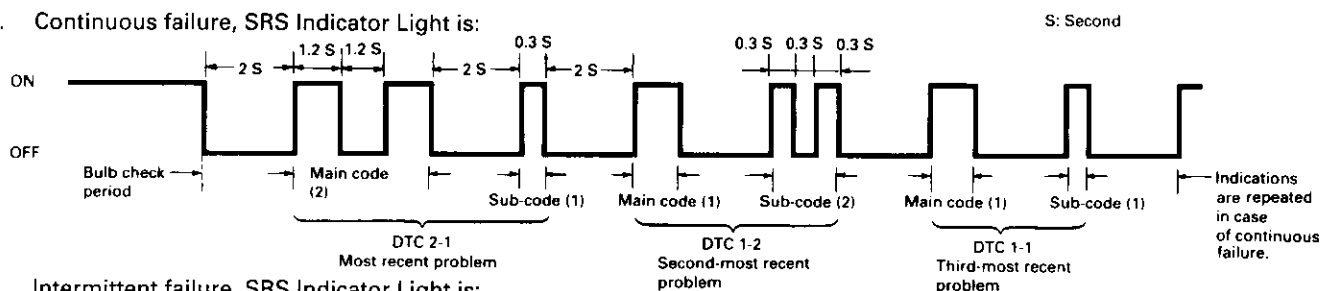
1. Turn the ignition switch OFF, and wait for ten seconds. Then connect the SCS service connector to the service check connector (2P). If you do not wait ten seconds, the SRS unit will not be completely reset and will not output DTCs.



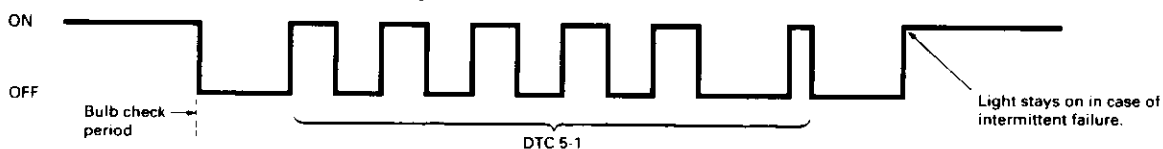
2. Turn the ignition switch ON (II). The SRS indicator light comes on for about six seconds and goes off. Then it will indicate the DTC:
  - The DTC consists of a main code and a sub-code.
  - Including the most recent problem, up to three different malfunctions can be indicated.
  - In case of a continuous failure, the DTC will be indicated repeatedly (see example 1 below).
  - In case of an intermittent failure, the SRS indicator light will indicate the DTC one time, then it will stay on (see example 2 below).
  - If both a continuous and an intermittent failure occur, both DTCs will be indicated as continuous failures.
  - In case the system is normal (no DTC), the SRS indicator light will stay on (see example 3).
3. Read the DTC.
4. Turn the ignition switch OFF, and wait for ten seconds. Then disconnect the SCS service connector from the service check connector (2P).

## Examples of DTC Indications:

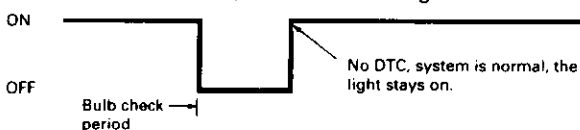
1. Continuous failure, SRS Indicator Light is:



2. Intermittent failure, SRS Indicator Light is:



3. Normal (no failure), SRS Indicator Light is:

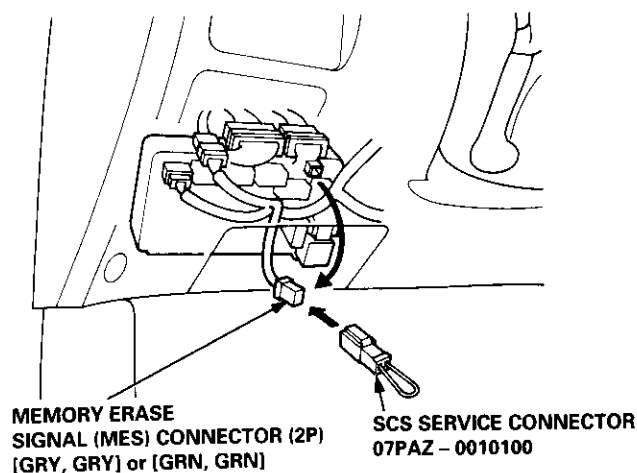




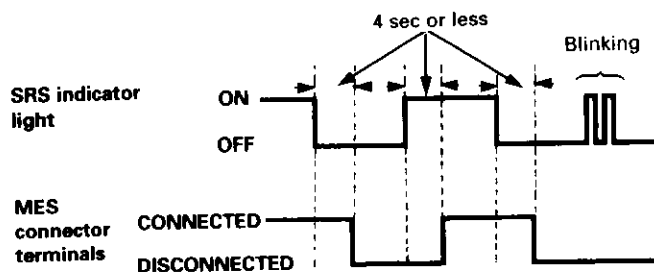
## Erasing the DTC Memory

To erase the DTC(s) from the SRS unit, use a Honda PGM Tester (see the Honda PGM Tester SRS vehicle System Supplement) or the following procedure.

1. Make sure the ignition switch is OFF.
2. Connect the SCS service connector to the MES connector (2P). Do not use a jumper wire.



3. Turn the ignition switch ON (II).
4. The SRS indicator light comes on for about six seconds and goes off. Remove the SCS service connector from the MES connector (2P) within four seconds after the SRS indicator light went off.
5. The SRS indicator light comes on again. Reconnect the SCS service connector to the MES connector (2P) within the four seconds after the SRS indicator light comes on.
6. The SRS indicator light goes off. Remove the SCS service connector from the MES connector (2P) within four seconds.
7. The SRS indicator light indicates that the memory is erased by blinking two times.
8. Turn the ignition switch OFF, and wait for ten seconds.

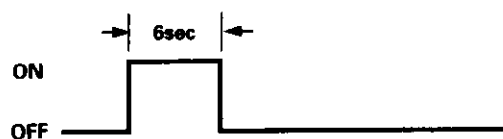


## Troubleshooting Intermittent Failures

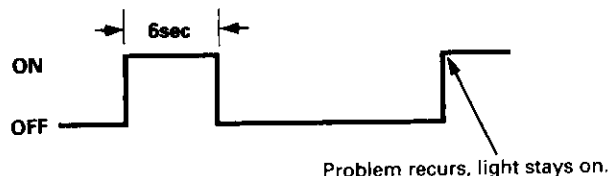
If there was a malfunction, but it doesn't recur, it will be stored in the memory as an intermittent failure, and the SRS indicator light comes on.

After checking the DTC, troubleshoot as follows:

1. Read the DTC (see "Reading the DTC").
2. Erase the DTC memory (see "Erasing the DTC Memory").
3. With the shift lever in neutral, turn the ignition switch ON (II), and let the engine idle.
4. The SRS indicator light comes on for about six seconds and goes off.



5. Shake the wire harness and the connector, take a test drive (quick acceleration, quick braking, cornering), and turn the steering wheel fully left and right, and hold it there for five to ten seconds to find the cause of the intermittent failure. If the problem recurs, the SRS indicator light will stay on.



6. If you can't duplicate the intermittent failure, the system is OK at this time.

# Troubleshooting

## SRS Unit Identification

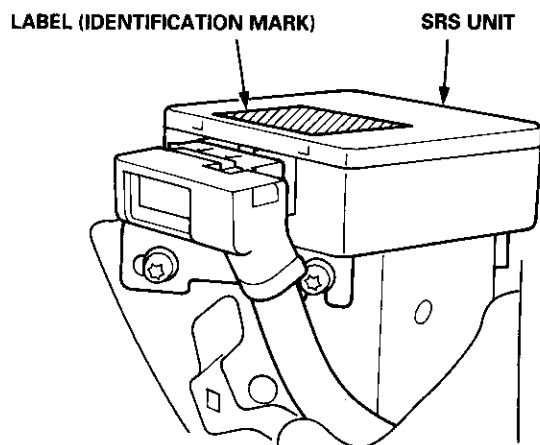
\*: On '98 – 00 models, the troubleshooting procedures are different for each type of SRS unit. Identify the SRS unit in the vehicle using the chart below, then follow the proper flowchart in the following pages.

### '98 – 00 Model SRS units

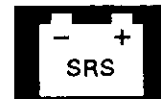
MAKER	IDENTIFICATION MARK*	Remark
NEC	M1	Driver's airbag only
	M1	Driver's & Passenger's airbags
KEIHIN	M2	Driver's & Passenger's airbags
SIEMENS	M3	Driver's & Passenger's airbags

### '96 – 97 Model SRS units

MAKER	PARTS NUMBER	Remark
NEC	77960 – S04 – C81	Driver's airbag only
	77960 – S04 – N81	Driver's & Passenger's airbags
TAKATA	77960 – S04 – N82	Driver's & Passenger's airbags
SIEMENS	77960 – S02 – A81	Driver's & Passenger's airbags, '97 Model only







## Diagnostic Trouble Code (DTC) Chart — '96 – 97 Models

SRS indicator light	DTC	Possible cause	Corrective action	See page
doesn't come on	none (doesn't come on)	Faulty SRS indicator light circuit	Troubleshooting	24-26
comes on	none *4 (doesn't go off)	Faulty SRS indicator light circuit, internal failure of SRS unit, faulty SRS power supply.	Troubleshooting	24-29
	1-1	Open in the driver's airbag inflator		24-42
	1-2	Increased resistance in the driver's airbag inflator		24-42
	1-3	Short to another wire in the driver's airbag inflator or decreased resistance		24-44
	1-4	Short to power in the driver's airbag inflator		24-46
	1-5	Short to ground in the driver's airbag inflator		24-48
	2-1	With front passenger's airbag: Open in the passenger's airbag inflator Without front passenger's airbag: Open in the dummy resistor	Troubleshooting	24-50 24-58
	2-2	With front passenger's airbag: Increased resistance in the passenger's airbag inflator Without front passenger's airbag: Increased resistance in the dummy resistor		24-50 24-58
	2-3	With front passenger's airbag: Short to another wire in the passenger's airbag inflator or decreased resistance Without front passenger's airbag: Short to another wire in the dummy resistor or decreased resistance		24-52 24-59
	2-4	With front passenger's airbag: Short to power in the passenger's airbag inflator Without front passenger's airbag: Short to power in the dummy resistor		24-54 24-60
	2-5	With front passenger's airbag: Short to ground in the passenger's airbag inflator Without front passenger's airbag: Short to ground in the dummy resistor		24-56 24-61

(cont'd)

# Troubleshooting

## Diagnostic Trouble Code (DTC) Chart — '96 – 97 Models (cont'd)

SRS indicator light	DTC	Possible cause	Corrective action	See page
comes on	5-1*2	Internal failure of the SRS unit	SRS unit replacement	24-76
	5-2			
	5-3			
	5-4			
	5-5			
	6-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	6-2			
	6-3			
	6-4			
	7-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	7-2			
	7-3			
	8-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	8-2			
	8-3			
	8-4			
	8-5			
	8-6	Internal failure of the SRS unit or two failures at a time	Troubleshooting	24-62
	8-6*3	Internal failure of the SRS unit	SRS unit replacement	24-76
	9-1*1*4	Internal failure of the SRS unit	SRS unit replacement	24-76
	9-2*2*4	Faulty SRS power supply (VB line)	Troubleshooting	24-64
	10-1	SRS unit replacement code (SRS unit must not be used any longer)	SRS unit replacement	24-76

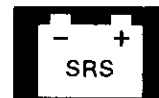
### NOTE:

\*1: In case of an intermittent failure DTC 9-1, it means there was an internal failure of the SRS unit or a faulty SRS indicator light circuit. Do the troubleshooting for intermittent failures (see page 24-15).

\*2: If both DTC 9-2 and DTC 5-1 are indicated, do the troubleshooting for DTC 9-2.

\*3: Apply to the '97 model coupe HX and DX.

\*4: DTC cannot be read with a Honda PGM Tester; check by jumping the SCS service connector.



## Diagnostic Trouble Code (DTC) Chart — '98 – 00 Models

### NEC SRS Unit

SRS indicator light	DTC	Possible cause	Corrective action	See page
doesn't come on	none (doesn't come on)	Faulty SRS indicator light circuit	Troubleshooting	24-26
comes on	none* <sup>3</sup> (doesn't go off)	Faulty SRS indicator light circuit, internal failure of SRS unit, faulty SRS power supply (VB line)	Troubleshooting	24-34
	No DTC* <sup>3</sup> (light comes on after self-diagnosis)	Faulty SRS power supply (VA line)	Troubleshooting	24-39
	1-1	Open in the driver's airbag inflator	Troubleshooting	24-42
	1-2	Increased resistance in the driver's airbag inflator		24-42
	1-3	Short to another wire in the driver's airbag inflator or decreased resistance		24-44
	1-4	Short to power in the driver's airbag inflator		24-46
	1-5	Short to ground in the driver's airbag inflator		24-48
	2-1	With front passenger's airbag: Open in the passenger's airbag inflator Without front passenger's airbag: Open in the dummy resistor	Troubleshooting	24-50 24-58
	2-2	With front passenger's airbag: Increased resistance in the passenger's airbag inflator Without front passenger's airbag: Increased resistance in the dummy resistor		24-50 24-58
	2-3	With front passenger's airbag: Short to another wire in the passenger's airbag inflator or decreased resistance Without front passenger's airbag: Short to another wire in the dummy resistor or decreased resistance		24-52 24-59
	2-4	With front passenger's airbag: Short to power in the passenger's airbag inflator Without front passenger's airbag: Short to power in the dummy resistor		24-54 24-60
	2-5	With front passenger's airbag: Short to ground in the passenger's airbag inflator Without front passenger's airbag: Short to ground in the dummy resistor		24-56 24-61

(cont'd)

# Troubleshooting

## Diagnostic Trouble Code (DTC) Chart — '98 – 00 Models (cont'd)

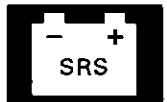
SRS indicator light	DTC	Possible cause	Corrective action	See page
comes on	5-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	5-4			
	6-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	6-2			
	6-3			
	6-4			
	7-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	7-2			
	7-3			
	8-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	8-2			
	8-6	Internal failure of the SRS unit or two failures at a time	Troubleshooting	24-62
	9-1*1 *3	Internal failure of the SRS unit	SRS unit replacement	24-76
	9-2*2 *3	Internal failure of the SRS unit	SRS unit replacement	24-76
	10-1	SRS airbags deployed (SRS unit must be replaced)	SRS unit replacement	24-76

### NOTE:

\*1: In case of an intermittent failure DTC 9-1, it means there was an internal failure of the SRS unit or a faulty SRS indicator light circuit. Do the troubleshooting for intermittent failures (page 24-15).

\*2: In case of an intermittent failure DTC 9-2, it means there was an internal failure of the power supply (VB line). Do the troubleshooting for intermittent failures.

\*3: DTC cannot be read with a Honda PGM Tester; check by jumping the SCS service connector.

**KEIHIN SRS Unit**

SRS indicator light	DTC	Possible cause	Corrective action	See page
doesn't come on	none (doesn't come on)	Faulty SRS indicator light circuit	Troubleshooting	24-26
comes on	none* <sup>3</sup> (doesn't go off)	Faulty SRS indicator light circuit, internal failure of SRS unit, faulty SRS power supply (VB line)	Troubleshooting	24-34
	1-1	Open in the driver's airbag inflator	Troubleshooting	24-42
	1-2	Increased resistance in the driver's airbag inflator		24-42
	1-3	Short to another wire in the driver's airbag inflator or decreased resistance		24-44
	1-4	Short to power in the driver's airbag inflator		24-46
	1-5	Short to ground in the driver's airbag inflator		24-48
	2-1	Open in the passenger's airbag inflator	Troubleshooting	24-50
	2-2	Increased resistance in the passenger's airbag inflator		24-50
	2-3	Short to another wire in the passenger's airbag inflator or decreased resistance		24-52
	2-4	Short to power in the passenger's airbag inflator		24-54
	2-5	Short to ground in the passenger's airbag inflator		24-56

(cont'd)

# Troubleshooting

## Diagnostic Trouble Code (DTC) Chart — '98 – 00 Models (cont'd)

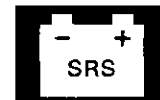
SRS indicator light	DTC	Possible cause	Corrective action	See page
comes on	5-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	5-2			
	5-3			
	5-4			
	6-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	6-2			
	6-3			
	6-4			
	7-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	7-2			
	7-3			
	8-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	8-2			
	8-6			
	9-1*1 *3	Internal failure of the SRS unit	SRS unit replacement	24-76
	9-2*2 *3	Internal failure of the SRS unit	SRS unit replacement	24-76
	10-1	SRS airbags deployed (SRS unit must be replaced)	SRS unit replacement	24-76

### NOTE:

\*1: In case of an intermittent failure DTC 9-1, it means there was an internal failure of the SRS unit or a faulty SRS indicator light circuit. Do the troubleshooting for intermittent failures (page 24-15).

\*2: In case of an intermittent failure DTC 9-2, it means there was an internal failure of the power supply (VB line). Do the troubleshooting for intermittent failures.

\*3: DTC cannot be read with a Honda PGM Tester; check by jumping the SCS service connector.



# SIEMENS SRS Unit

SRS indicator light	DTC	Possible cause	Corrective action	See page
doesn't come on	none (doesn't come on)	Faulty SRS indicator light circuit	Troubleshooting	24-26
comes on	none*3 (doesn't go off)	Faulty SRS indicator light circuit, internal failure of SRS unit, faulty SRS power supply (VB line)	Troubleshooting	24-34
	1-1	Open or increased resistance in the driver's airbag inflator	Troubleshooting	24-42
	1-3	Short to another wire in the driver's airbag inflator or decreased resistance		24-44
	1-4	Short to power in the driver's airbag inflator		24-46
	1-5	Short to ground in the driver's airbag inflator		24-48
	2-1	Open or increased resistance in the passenger's airbag inflator	Troubleshooting	24-50
	2-3	Short to another wire in the passenger's airbag inflator or decreased resistance		24-52
	2-4	Short to power in the passenger's airbag inflator		24-54
	2-5	Short to ground in the passenger's airbag inflator		24-56

(cont'd)

# Troubleshooting

## Diagnostic Trouble Code (DTC) Chart — '98 – 00 Models (cont'd)

SRS indicator light	DTC	Possible cause	Corrective action	See page
comes on	5-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	5-4			
	6-3	Internal failure of the SRS unit	SRS unit replacement	24-76
	6-4			
	7-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	7-2			
	7-3			
	8-1	Internal failure of the SRS unit	SRS unit replacement	24-76
	8-2			
	8-6			
	9-1*1 *3	Internal failure of the SRS unit	SRS unit replacement	24-76
	9-2*2 *3	Internal failure of the SRS unit	SRS unit replacement	24-76
	10-1	SRS airbags deployed (SRS unit must be replaced)	SRS unit replacement	24-76

### NOTE:

\*1: In case of an intermittent failure DTC 9-1, it means there was an internal failure of the SRS unit or a faulty SRS indicator light circuit. Do the troubleshooting for intermittent failures (page 24-15).

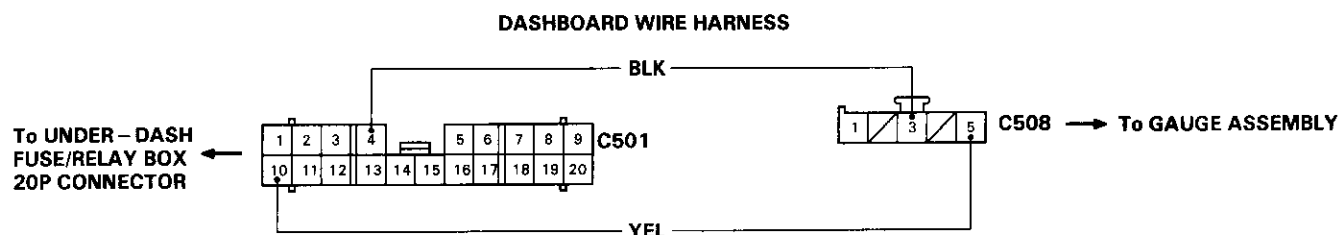
\*2: In case of an intermittent failure DTC 9-2, it means there was an internal failure of the power supply (VB line). Do the troubleshooting for intermittent failures.

\*3: DTC cannot be read with a Honda PGM Tester; check by jumping the SCS service connector.



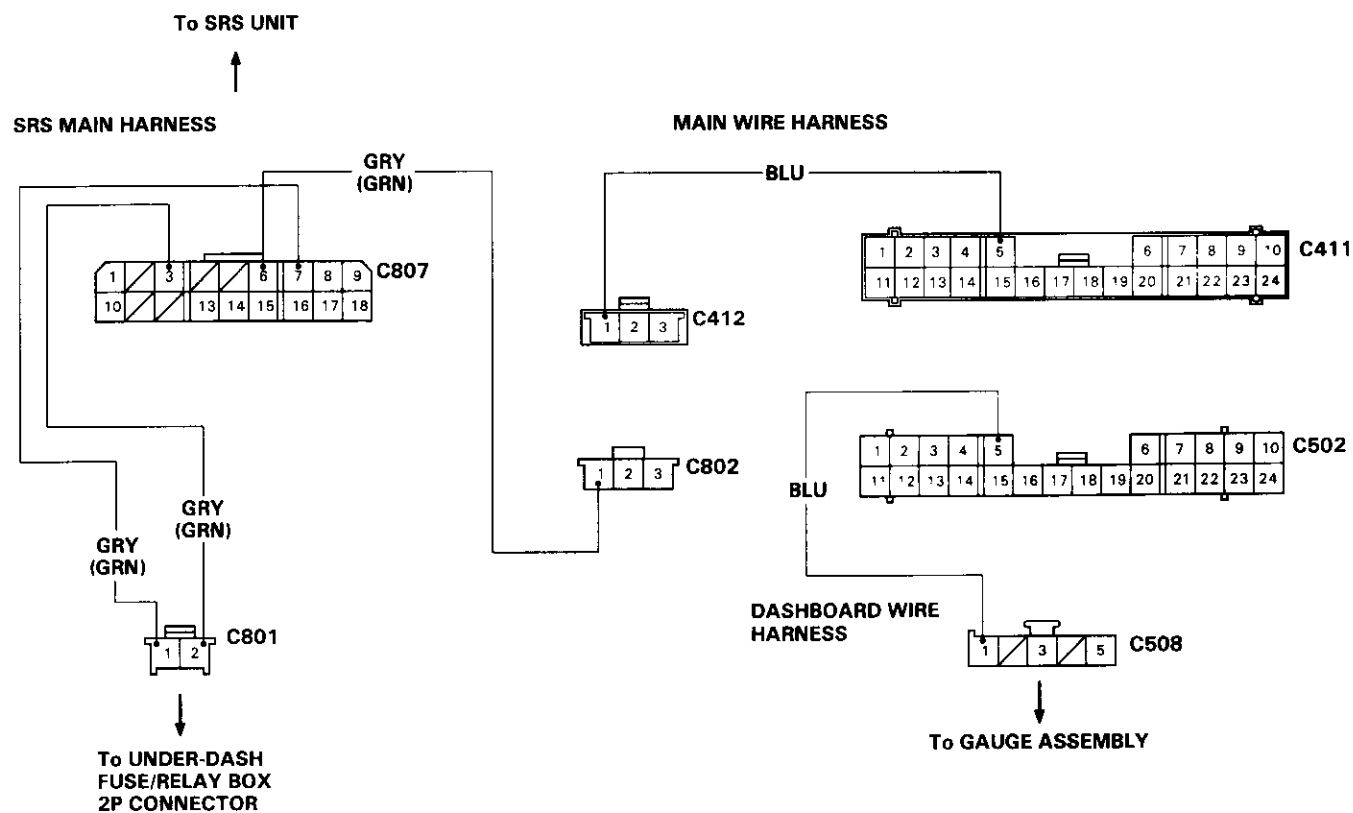
## SRS Indicator Light Wire Connections

### SRS Indicator Light Power Circuit



C411, C412 : Terminal side of male terminals  
C501, C502, C508, C801, C802, C807 : Wire side of female terminals

### SRS Indicator Light Control Circuit



C501 : DASHBOARD WIRE HARNESS 20P CONNECTOR  
C508 : DASHBOARD WIRE HARNESS 5P CONNECTOR  
C801 : SRS MAIN HARNESS 2P CONNECTOR  
C807 : SRS MAIN HARNESS 18P CONNECTOR

C802 : SRS MAIN HARNESS 3P CONNECTOR  
C412 : MAIN WIRE HARNESS 3P CONNECTOR  
C411 : MAIN WIRE HARNESS 24P CONNECTOR  
C502 : DASHBOARD WIRE HARNESS 24P CONNECTOR

# Troubleshooting

## The SRS Indicator Light Doesn't Come On

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

**Check the power supply (fuse):**

Turn the ignition switch ON (II), and check whether the other indicator lights come on (brake system, etc.).

**Do the other indicator lights come on?**

YES

NO

**Check the fuse:**

Check the No. 25 (7.5 A) fuse in the under-dash fuse/relay box.

**Is the fuse OK?**

YES

NO

**Check the bulb:**

Replace the No. 25 (7.5 A) fuse, and check that the SRS indicator light comes on.

**Does the SRS indicator light come on?**

YES

NO

END

**Check the wire harness between fuse and gauge assembly:**

Check for an open in the wire harness between fuse No. 25 (7.5 A) and the gauge assembly, and repair. Check that the SRS indicator light comes on.

**Does the SRS indicator light come on?**

YES

NO

END

**Check the SRS indicator light bulb:**

1. Turn the ignition switch OFF.
2. Remove the gauge assembly.
3. Check for blown SRS indicator light bulb.

**Is the SRS indicator light bulb OK?**

YES

NO

**Check the SRS indicator light circuit:**

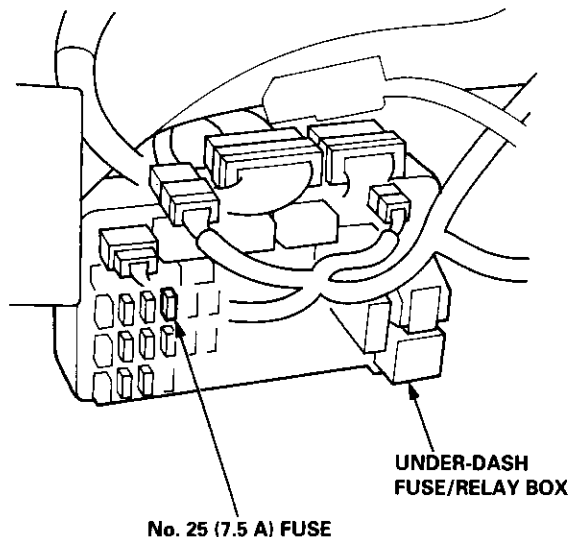
Replace the bulb, and reconnect the gauge assembly connectors. Then turn the ignition switch ON (II).

**Does the SRS indicator light come on?**

YES

NO

END



(A) To page 24-27

(B) To page 24-27

From page 24-26

(A)

**Check the SRS indicator light circuit:**

1. Disconnect the dashboard wire harness 5P connector from the gauge assembly.
2. Connect a voltmeter between the No. 1 terminal (+) of the 5P connector and ground.
3. Turn the ignition switch ON (II), and measure voltage.

**Is there 8.5 V or less for six seconds after the ignition switch has been turned ON (II)?**

YES

NO

**Faulty SRS indicator light circuit in the gauge assembly; replace the SRS printed circuit board in the gauge assembly.**

**Check the wire harness of the SRS indicator light circuit (1):**

1. Turn the ignition switch OFF.
2. Disconnect the main wire harness 24P connector from the dashboard wire harness.
3. Connect a voltmeter between the No. 5 terminal (+) of the main wire harness 24P connector and ground.
4. Turn the ignition ON (II), and measure voltage.

**Is there 8.5 V or less for six seconds after the ignition switch has been turned ON (II)?**

YES

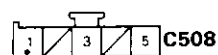
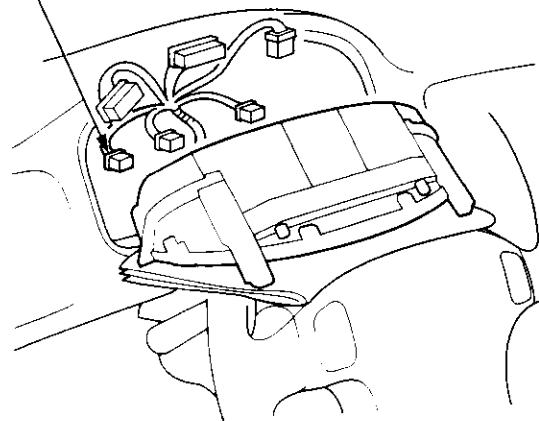
NO

**Short to power in the BLU wire of the dashboard wire harness; repair the harness.**

From page 24-26

(B)

**DASHBOARD WIRE HARNESS  
5P CONNECTOR**

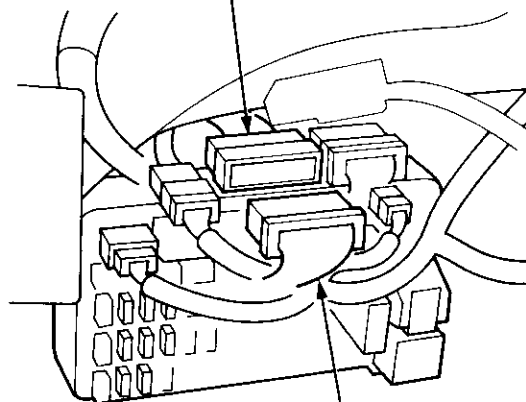


BLU(+)

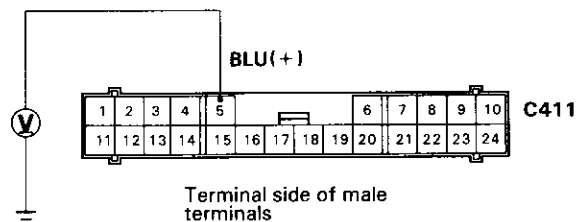


Wire side of female terminals

**MAIN WIRE HARNESS  
24P CONNECTOR**



**DASHBOARD WIRE HARNESS  
24P CONNECTOR**



BLU(+)



Terminal side of male terminals

To page 24-28

(cont'd)

# Troubleshooting

## The SRS Indicator Light Doesn't Come On (cont'd)

From page 24-27

### Check the wire harness of the SRS indicator light circuit (2):

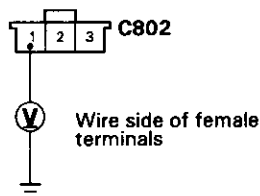
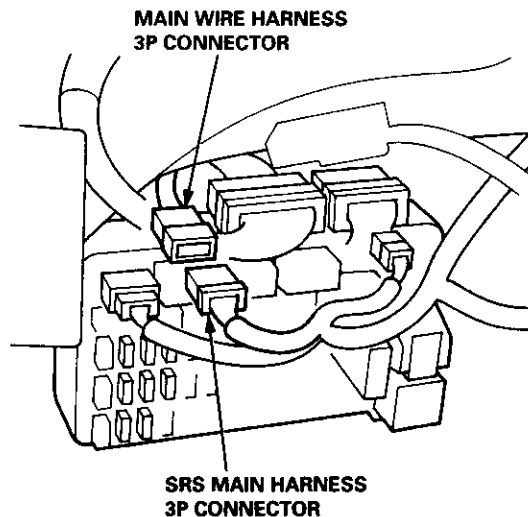
1. Turn the ignition switch OFF.
2. Disconnect the SRS main harness 3P connector from the main wire harness.
3. Connect a voltmeter between the No. 1 terminal (+) of the SRS main harness 3P connector and ground.
4. Turn the ignition switch ON (II), and measure voltage.

Is there 8.5 V or less for six seconds after the ignition switch has been turned ON (II)?

YES

NO

Short to power in the BLU wire of the main wire harness; repair the harness.



### Check the wire harness of the SRS indicator circuit (3):

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then the positive cable, and wait three minutes.
3. Disconnect the driver's (and front passenger's) airbag connector(s) (see page 24-11).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Connect a voltmeter between the No. 6 terminal (+) of the SRS main harness 18P connector and ground.
6. Turn the ignition switch ON (II), and measure voltage. There should be 0.5 V or less.

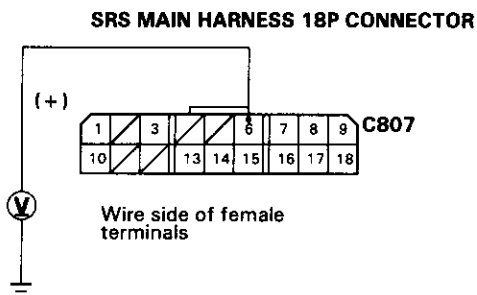
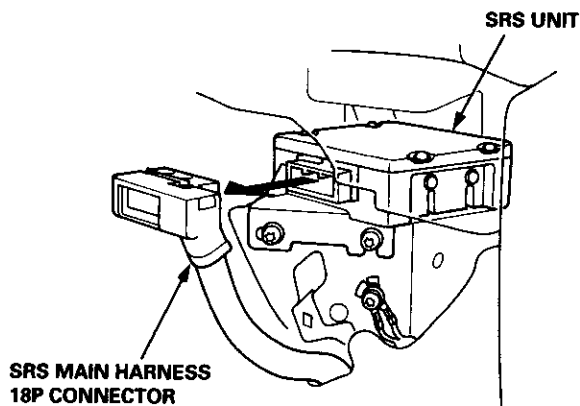
Is voltage as specified?

YES

NO

Faulty SRS unit; replace the unit (see page 24-76).

Short to power in the BLU wire of the SRS main harness; replace the harness.





## The SRS Indicator Light Doesn't Go Off — '96 – 97 Models

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

### Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch OFF, and wait for ten seconds.
3. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

### Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

### Check the No. 13 (15 A) and No. 23 (10 A) fuses:

1. Turn the ignition switch OFF.
2. Check for blown No. 13 (15 A) and No. 23 (10 A) fuses in the under-dash fuse/relay box.

### Are the fuses OK?

YES

NO

### Replace the fuses, and erase the memory

1. Replace the fuses.
2. Connect the SCS service connector to the MES connector.
3. Erase the DTC memory (see page 24-15).
4. Turn the ignition switch OFF, then disconnect the SCS service connector from the MES connector.
5. Turn the ignition switch ON (II).

### Does the SRS indicator light go off after six seconds?

YES

NO

END

Confirm the DTC, and continue troubleshooting.

### Check for an open in the SRS main harness (VA line):

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's (and front passenger's) airbag connector(s) (see page 24-11).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Connect a voltmeter between the No. 7 terminal (+) of the SRS main harness 18P connector and ground.
7. Turn the ignition switch on.

### Is there battery voltage?

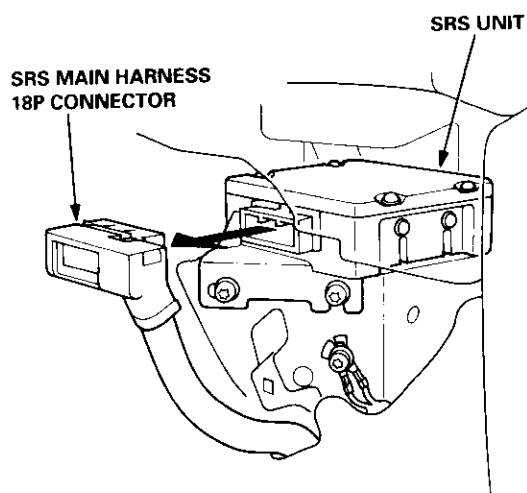
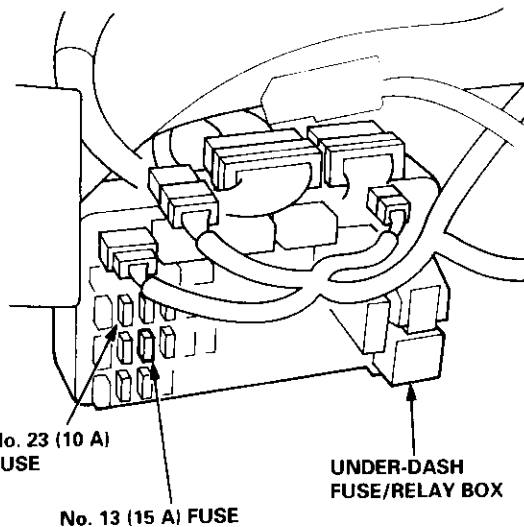
YES

NO

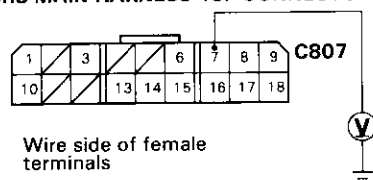
(A)

To page 24-30

Open in the SRS main harness (VA line); replace the SRS main harness.



### SRS MAIN HARNESS 18P CONNECTOR



(cont'd)

# Troubleshooting

## The SRS Indicator Light Doesn't Go Off — '96 – 97 Models (cont'd)

From page 24-29

(A)

### Check the SRS unit:

Connect the SRS main harness 18P connector terminals No. 6 and No. 7 with a jumper wire and backprobe adapters.

Does the SRS indicator light go off?

YES

NO

Faulty SRS unit or poor contact at the SRS main harness 18P connector; check the connector.

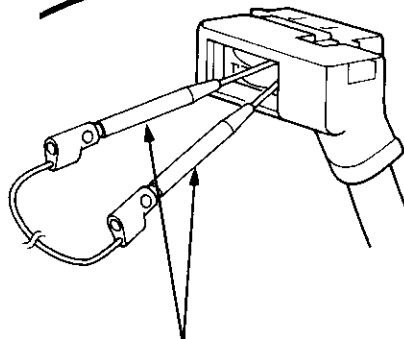
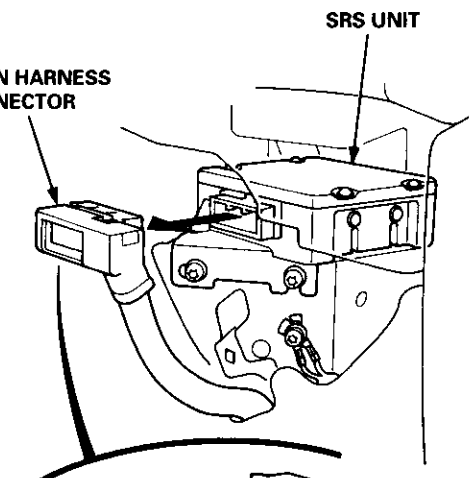
If the connector is OK, replace the SRS unit.

(B)

To page 24-31

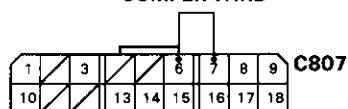
SRS MAIN HARNESS  
18P CONNECTOR

SRS UNIT



BACKPROBE ADAPTER, 17 mm  
07TAZ - 001020A

JUMPER WIRE



Wire side of female terminals

From page 24-30  
(B)

**Check the SRS indicator circuit:**

1. Turn the ignition switch OFF.
2. Remove the gauge assembly.  
NOTE: Do not disconnect the dashboard wire harness 5P connector from the gauge assembly.
3. Turn the ignition switch ON (II).
4. Connect the dashboard wire harness 5P connector terminals No. 1 and No. 5 with a jumper wire.

**Does the SRS indicator light go off?**

YES

NO

Faulty SRS indicator light circuit in the gauge assembly; replace the SRS printed circuit board in the gauge assembly.

**Check for a short to ground in the SRS indicator light circuit:**

1. Turn the ignition switch OFF.
2. Disconnect the dashboard wire harness 5P connector from the gauge assembly.
3. Check resistance between the No. 1 terminal of the dashboard wire harness 5P connector and ground. There should be 1 MΩ or more.

**Is the resistance as specified?**

YES

NO

(C)  
To page 24-32

**Check for an open in the SRS indicator light circuit:**

1. Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 1 terminal of the dashboard wire harness 5P connector; there should be 0 – 1.0 Ω.

**Is the resistance as specified?**

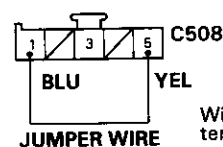
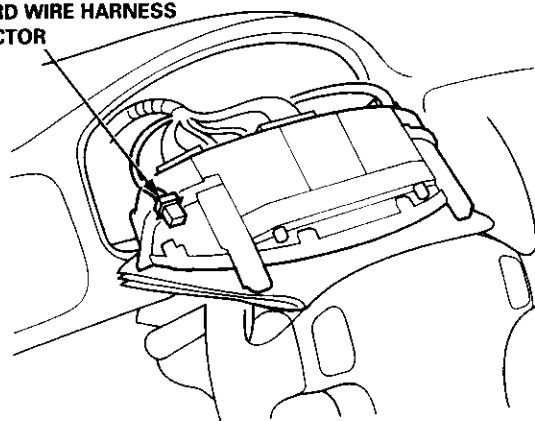
YES

NO

(D)  
To page 24-33

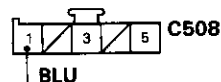
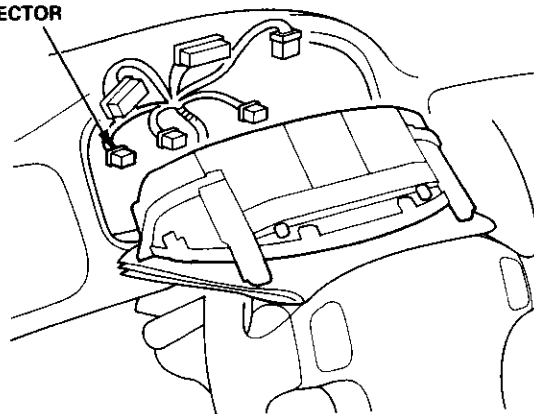
(E)  
To page 24-33

**DASHBOARD WIRE HARNESS  
5P CONNECTOR**



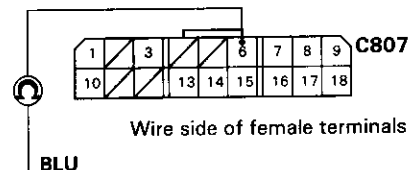
Wire side of female terminals

**DASHBOARD WIRE HARNESS  
5P CONNECTOR**

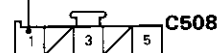


Wire side of female terminals

**SRS MAIN HARNESS  
18P CONNECTOR**



Wire side of female terminals



**DASHBOARD WIRE HARNESS  
5P CONNECTOR**

(cont'd)

# Troubleshooting

## The SRS Indicator Light Doesn't Go Off — '96 - 97 Models (cont'd)

From page 24-31  
(C)

### Check for a short to ground in the main wire harness:

1. Disconnect the dashboard wire harness 24P connector from the main wire harness.
2. Check resistance between the No. 5 terminal of the main wire harness 24P connector and ground. There should be 1 MΩ or more.

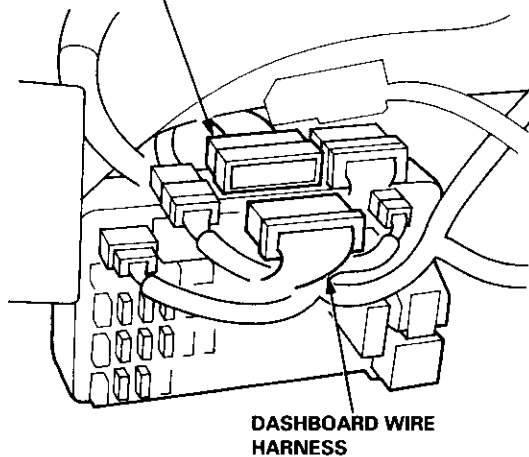
Is the resistance as specified?

YES

NO

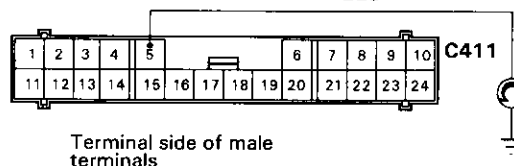
Short to ground in the dashboard wire harness; repair the dashboard wire harness.

MAIN WIRE HARNESS



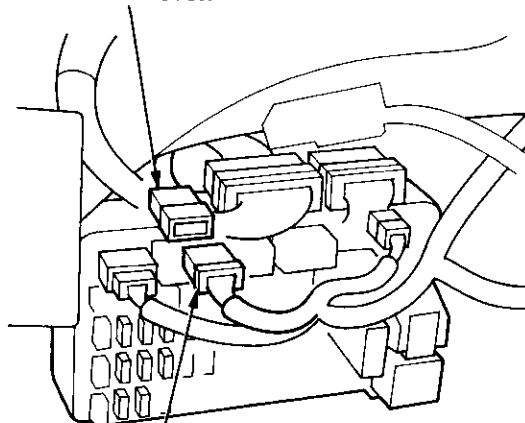
DASHBOARD WIRE HARNESS

BLU

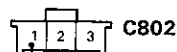


Terminal side of male terminals

MAIN WIRE HARNESS  
3P CONNECTOR



SRS MAIN HARNESS  
3P CONNECTOR



Wire side of female terminals

### Check for a short to ground in the SRS main harness:

1. Disconnect the SRS main harness 3P connector from the main wire harness.
2. Check resistance between the No. 1 terminal of the SRS main harness 3P connector and ground. There should be 1 MΩ or more.

Is the resistance as specified?

YES

NO

Short to ground in the main wire harness; repair the main wire harness.

Short to ground in the SRS main harness; replace the SRS main harness.



From page 24-31  
(D)

**Check the SRS indicator circuit input voltage:**

1. Reconnect the SRS main harness 18P connector to the SRS unit.
2. Connect a voltmeter between the No. 1 terminal (+) of the dashboard 5P connector and ground.
3. Turn the ignition switch ON (II), and measure voltage.

**Is there 8.5 V or more six seconds after the ignition switch has been turned ON (III)?**

YES

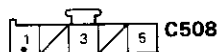
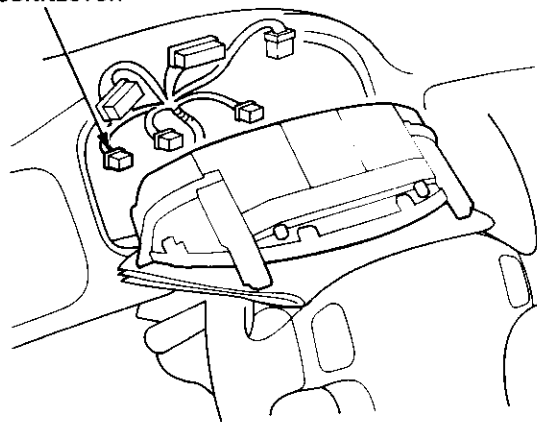
NO

The problem has disappeared due to disconnecting and connecting the connectors. Be sure all terminals make good contact, and recheck the system (see Troubleshooting Intermittent Failures on page 24-15).

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

**DASHBOARD WIRE HARNESS  
5P CONNECTOR**



BLU (+)



Wire side of female terminals

From page 24-31  
(E)

**Check for an open in the dashboard wire harness:**

1. Disconnect the dashboard wire harness 24P connector from the main wire harness.
2. Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 5 terminal of the main wire harness 24P connector; there should be 0 - 1.0  $\Omega$ .

**Is the resistance as specified?**

YES

NO

Open in the BLU wire of the dashboard wire harness; repair the dashboard wire harness.

**Check for an open in the main wire harness:**

1. Disconnect the SRS main harness 3P connector from the main wire harness.
2. Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 1 terminal of the SRS main harness 3P connector; there should be 0 - 1.0  $\Omega$ .

**Is the resistance as specified?**

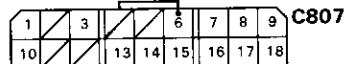
YES

NO

Open in the BLU wire of the main wire harness; repair the main wire harness.

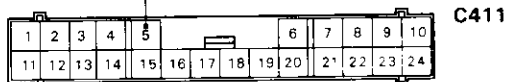
Open in the SRS main harness; replace the SRS main harness.

**SRS MAIN HARNESS  
18P CONNECTOR**



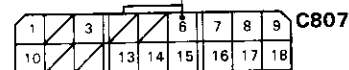
Wire side of female terminals

BLU

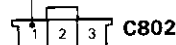


**MAIN WIRE HARNESS  
24P CONNECTOR** Terminal side of male terminals

**SRS MAIN HARNESS  
18P CONNECTOR**



Wire side of female terminals



**SRS MAIN HARNESS  
3P CONNECTOR**

# Troubleshooting

## The SRS Indicator Light Doesn't Go Off — '98 – 00 Models

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

Check the No. 23 (10 A) fuse:

1. Turn the ignition switch OFF.
2. Check for blown No. 23 (10 A) fuse in the under-dash fuse/relay box.

Is the fuse OK?

YES

NO

Replace the fuse, and erase the memory

1. Replace the No. 23 (10 A) fuse.
2. Erase the DTC memory (see page 24-15).
3. Turn the ignition switch ON (II).

Does the SRS indicator light go off after six seconds?

YES

NO

END

Confirm the DTC, and continue troubleshooting.

Check for an open in the SRS main harness (VB line):

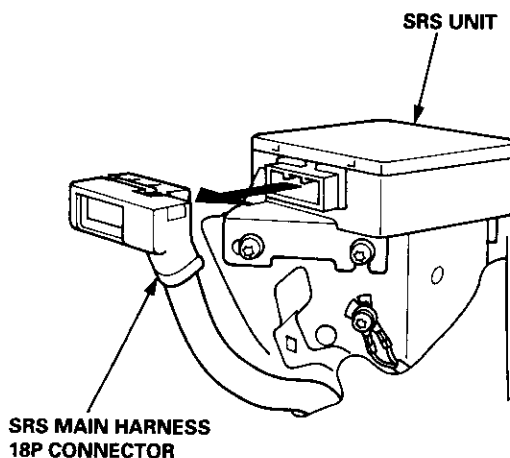
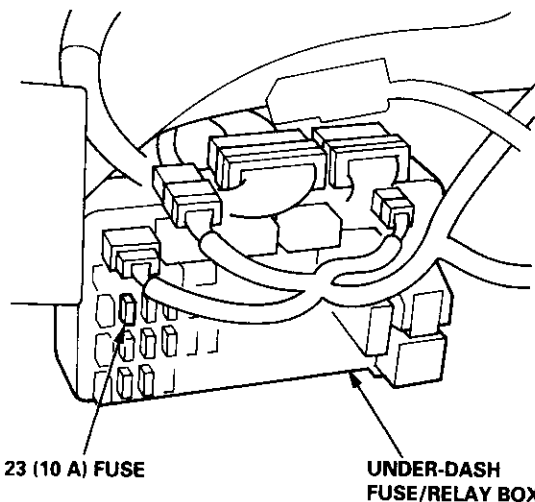
1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's (and front passenger's) airbag connector(s) (see page 24-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Connect a voltmeter between the No. 3 terminal (+) of the SRS main harness 18P connector and ground.
6. Turn the ignition switch ON (II).

Is there battery voltage?

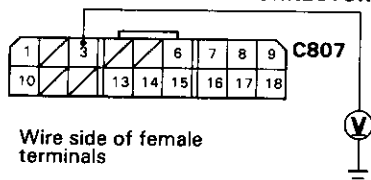
YES

NO

Open in the SRS main harness (VB line); replace the harness.



SRS MAIN HARNESS 18P CONNECTOR



(A)  
To page 24-35

From page 24-34  
(A)

**Check the SRS unit:**

Connect the SRS main harness 18P connector terminals No. 6 and No. 3 with a jumper wire and backprobe adapters.

**Does the SRS indicator light go off?**

**YES**

**NO**

Faulty SRS unit or poor contact at the SRS main harness 18P connector; check the connector.  
If the connector is OK, replace the SRS unit.

**Did fuse No. 23 (10 A) blow?**

**YES**

**NO**

(B)

To page 24-36

**Check for a short to ground in the SRS indicator light circuit:**

1. Turn the ignition switch OFF.
2. Disconnect the dashboard wire harness 5P connector from the gauge assembly.
3. Check resistance between the No. 1 terminal of the dashboard wire harness 5P connector and ground. There should be 1 MΩ or more.

**Is the resistance as specified?**

**YES**

**NO**

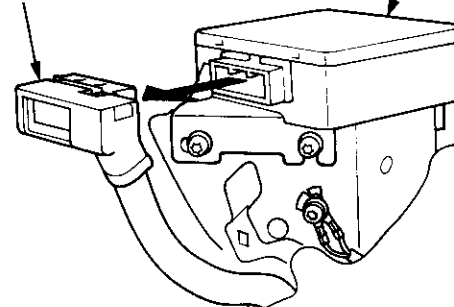
(C)

To page 24-37

Short to ground in the gauge assembly; replace the gauge assembly.

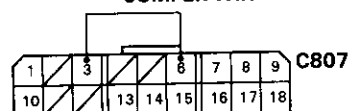
**SRS MAIN HARNESS 18P CONNECTOR**

**SRS UNIT**



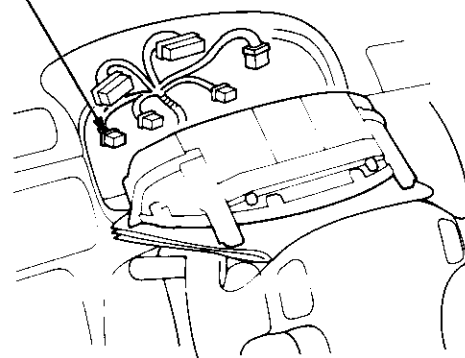
**SRS MAIN HARNESS 18P CONNECTOR**

**JUMPER WIRE**

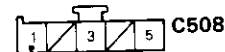


Wire side of female terminals

**DASHBOARD WIRE HARNESS 5P CONNECTOR**



**DASHBOARD WIRE HARNESS 5P CONNECTOR**



BLU



Wire side of female terminals

(cont'd)

# Troubleshooting

## The SRS Indicator Light Doesn't Go Off — '98 – 00 Models (cont'd)

From page 24-35  
(B)

### Check the SRS indicator circuit:

1. Turn the ignition switch OFF.
2. Remove the gauge assembly. Do not disconnect the dashboard wire harness 5P connector from the gauge assembly.
3. Turn the ignition switch ON (II).
4. Connect the dashboard wire harness 5P connector terminals No. 1 and No. 5 with a jumper wire.

### Does the SRS indicator light go off?

YES

NO

Faulty SRS indicator light circuit in the gauge assembly; replace the SRS printed circuit board in the gauge assembly.

### Check for an open in the SRS indicator light circuit:

1. Turn the ignition switch OFF.
2. Disconnect the dashboard wire harness 5P connector from the gauge assembly.
3. Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 1 terminal of the dashboard wire harness 5P connector; there should be 0 – 1.0  $\Omega$ .

### Is the resistance as specified?

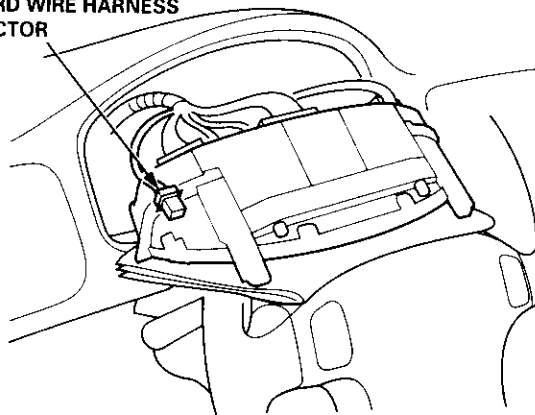
YES

NO

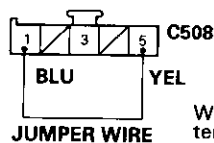
(D)  
To page 24-38

(E)  
To page 24-38

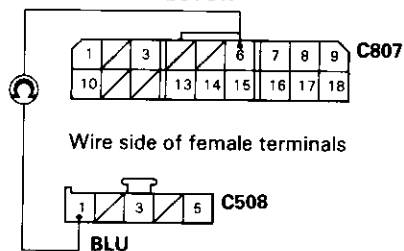
DASHBOARD WIRE HARNESS  
5P CONNECTOR



DASHBOARD WIRE HARNESS  
5P CONNECTOR



SRS MAIN HARNESS  
18P CONNECTOR



DASHBOARD WIRE HARNESS  
5P CONNECTOR

From page 24-35  
(C)

**Check for a short to ground in the main wire harness:**

1. Disconnect the dashboard wire harness 24P connector from the main wire harness.
2. Check resistance between the No. 5 terminal of the dashboard wire harness 24P connector and ground. There should be 1 MΩ or more.

**Is the resistance as specified?**

YES

NO

Short to ground in the dashboard wire harness; repair the dashboard wire harness.

**Check for a short to ground in the SRS main harness:**

1. Disconnect the SRS main harness 3P connector from the main wire harness.
2. Check resistance between the No. 1 terminal of the SRS main harness 3P connector and ground. There should be 1 MΩ or more.

**Is the resistance as specified?**

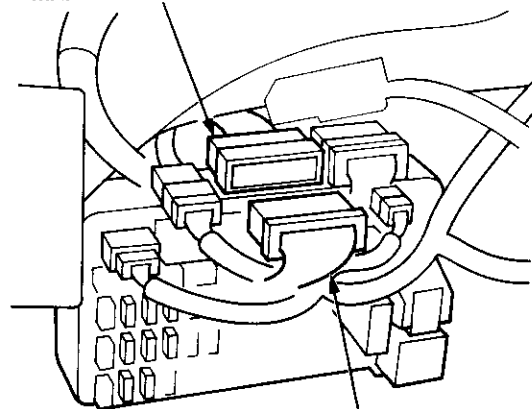
YES

NO

Short to ground in the main wire harness; repair the main wire harness.

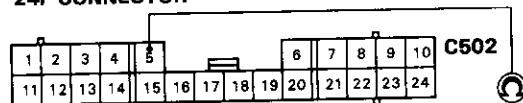
Short to ground in the SRS main harness; replace the SRS main harness.

**MAIN WIRE HARNESS 24P CONNECTOR**



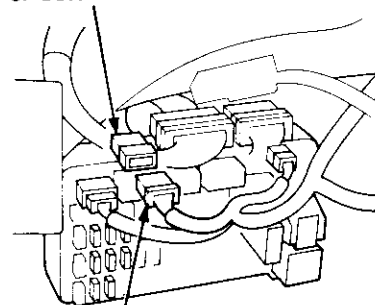
**DASHBOARD WIRE HARNESS 24P CONNECTOR**

**DASHBOARD WIRE HARNESS 24P CONNECTOR**



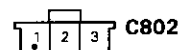
Wire side of female terminals

**MAIN WIRE HARNESS 3P CONNECTOR**



**SRS MAIN HARNESS 3P CONNECTOR**

**SRS MAIN HARNESS 3P CONNECTOR**



Wire side of female terminals

(cont'd)

# Troubleshooting

## The SRS Indicator Light Doesn't Go Off — '98 – 00 Models (cont'd)

From page 24-36  
(D)

### Check the SRS indicator circuit input voltage:

1. Reconnect the SRS main harness 18P connector to the SRS unit.
2. Connect a voltmeter between the No. 1 terminal (+) of the dashboard 5P connector and ground.
3. Turn the ignition switch ON (II), wait for six seconds, then measure voltage.

Is there 8.5 V or more?

YES

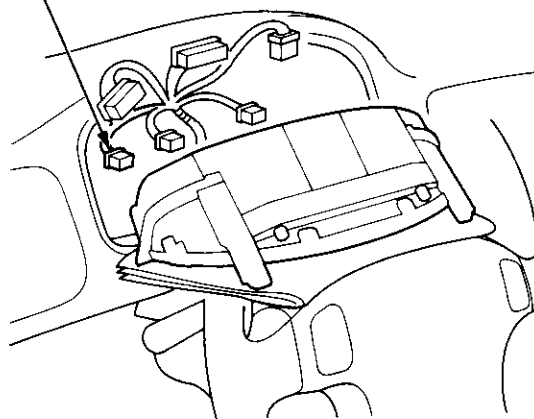
NO

The problem has disappeared due to disconnecting and connecting the connectors. Be sure all terminals make good contact, and recheck the system (see Troubleshooting Intermittent Failures on page 24-15).

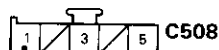
Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

DASHBOARD WIRE HARNESS  
5P CONNECTOR



DASHBOARD WIRE HARNESS  
5P CONNECTOR



BLU



Wire side of female terminals

From page 24-36  
(E)

### Check for an open in the dashboard wire harness:

1. Disconnect the main wire harness 24P connector from the dashboard wire harness.
2. Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 5 terminal of the main wire harness 24P connector; there should be 0 – 1.0  $\Omega$ .

Is the resistance as specified?

YES

NO

Open in the BLU wire of the dashboard wire harness; repair the dashboard wire harness.

### Check for an open in the main wire harness:

1. Disconnect the SRS main harness 3P connector from the main wire harness.
2. Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 1 terminal of the SRS main harness 3P connector; there should be 0 – 1.0  $\Omega$ .

Is the resistance as specified?

YES

NO

Open in the BLU wire of the main wire harness; repair the main wire harness.

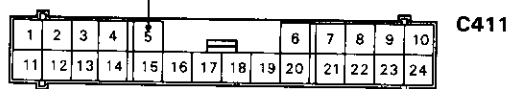
Open in the SRS main harness; replace the SRS main harness.

SRS MAIN HARNESS  
18P CONNECTOR



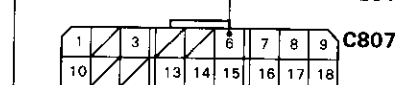
BLU

MAIN WIRE HARNESS  
24P CONNECTOR



Terminal side of male terminals

SRS MAIN HARNESS  
18P CONNECTOR



1 2 3 C802

SRS MAIN HARNESS  
3P CONNECTOR

Wire side of female terminals

## No DTC — '98 – 00 Models

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

### Check the fuse:

Check for blown No. 13 (15 A) fuse in the under-dash fuse/relay box.

### Is the fuse OK?

YES

NO

(A) To page 24-40

Replace the fuse. Turn the ignition switch ON (II), and check that the fuse doesn't blow.

### Is the fuse OK?

YES

NO

The problem has disappeared. Test-drive the vehicle and see **Troubleshooting Intermittent Failures** on page 24-15.

### Check for short to ground between the under-dash fuse/relay box and the SRS unit.

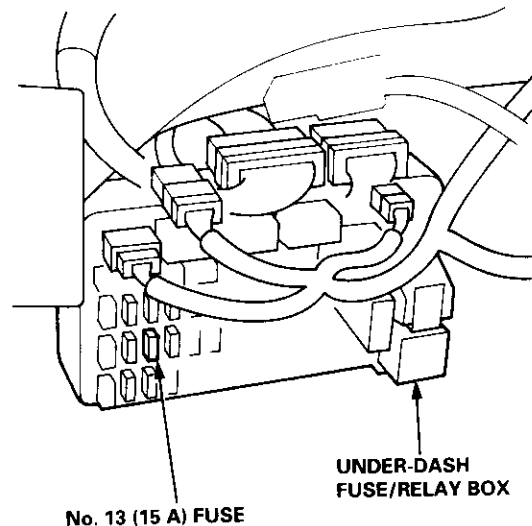
1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's (and front passenger's airbag) connector(s) (see page 24-11).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Check resistance between the No. 7 terminal of the SRS main harness 18P connector and ground. There should be 1 MΩ or more.

### Is the resistance as specified?

YES

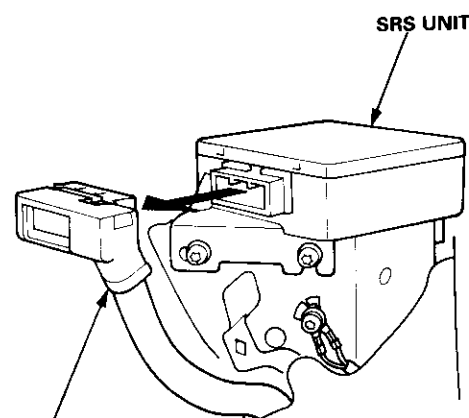
NO

Faulty SRS unit; replace the SRS unit (see page 24-76).

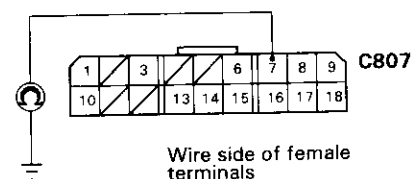


No. 13 (15 A) FUSE

UNDER-DASH FUSE/RELAY BOX



SRS MAIN HARNESS 18P CONNECTOR



Wire side of female terminals

(B)  
To page 24-40

(cont'd)

# Troubleshooting

## No DTC — '98 – 00 Models (cont'd)

from page 24-39  
(B)

### Check for short to ground in the SRS main harness:

1. Disconnect the SRS main harness 2P connector from the under-dash fuse/relay box.
2. Check resistance between the No. 7 terminal of the SRS main harness 18P connector and ground. There should be 1.0 MΩ or more.

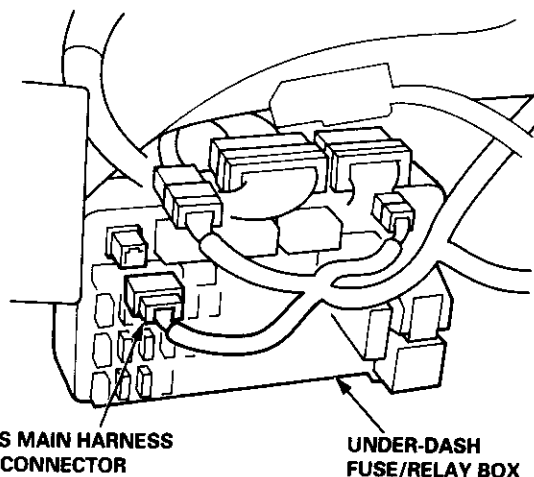
### Is the resistance as specified?

YES

NO

Short to ground in the under-dash fuse/relay box; replace the under-dash fuse/relay box.

Short to ground in the SRS main harness; replace the SRS main harness.



SRS MAIN HARNESS  
2P CONNECTOR

UNDER-DASH  
FUSE/RELAY BOX

(A) From page 24-39

### Check for an open in the SRS main harness:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's (and front passenger's) airbag connector(s) (see page 24-11).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Connect a voltmeter between the No. 7 terminal of the SRS main harness 18P connector and ground.
7. Turn the ignition switch ON (II), and measure voltage.

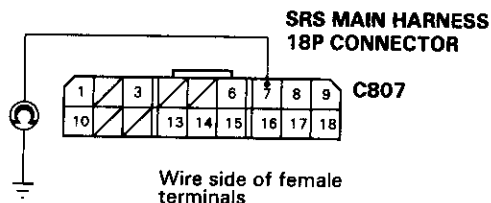
### Is there battery voltage?

YES

NO

Poor contact at the SRS main harness 18P connector; check the connector.

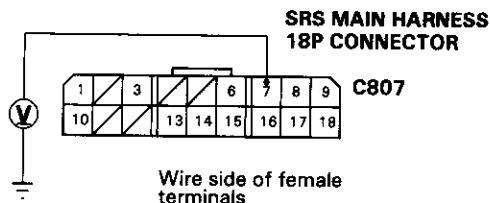
- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.



SRS MAIN HARNESS  
18P CONNECTOR

C807

Wire side of female  
terminals



SRS MAIN HARNESS  
18P CONNECTOR

C807

Wire side of female  
terminals

To page 24-41



From page 24-40

**Check for an open in the SRS main harness:**

1. Turn the ignition switch OFF.
2. Disconnect the SRS main harness 2P connector from the under-dash fuse/relay box.
3. Check resistance between the No. 1 terminal of the SRS main harness 2P connector and No. 7 terminal of the SRS main harness 18P connector.  
There should be 0 – 0.5  $\Omega$ .

**Is the resistance as specified?**

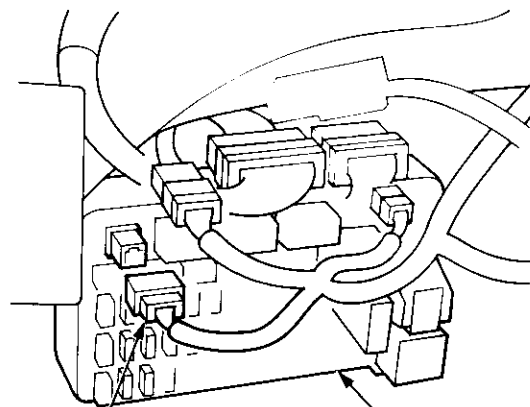
**YES**

**NO**

**Poor contact at the SRS main harness 2P connector; check the connector.**

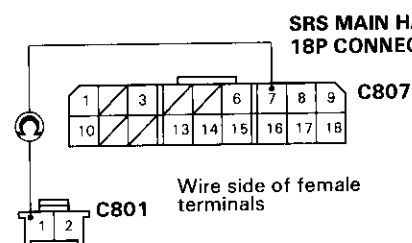
- If the connector is OK, substitute a known-good under-dash fuse/relay box, and recheck.
- If the problem is still present, replace the SRS main harness.

**Open in the SRS main harness; replace the SRS main harness.**



**SRS MAIN HARNESS  
2P CONNECTOR**

**UNDER-DASH  
FUSE/RELAY BOX**



**SRS MAIN HARNESS  
2P CONNECTOR**

# Troubleshooting

## DTC 1-1 and DTC 1-2

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

### Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

### Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

### Check for an open in the driver's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.

**CAUTION:** Do not disconnect the passenger's airbag connector.

4. Connect the special tool (2  $\Omega$ ) to the cable reel 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

### Is DTC 1-1 or DTC 1-2 indicated?

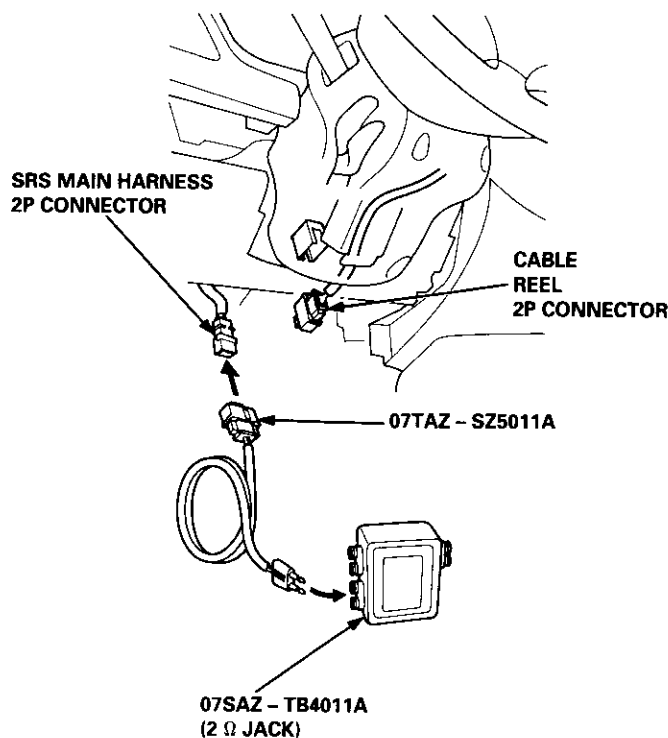
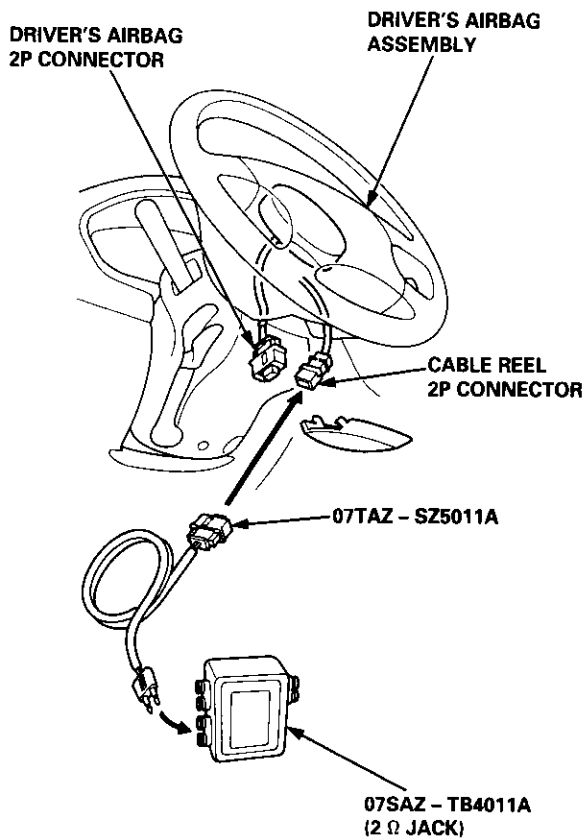
YES

NO

Open or increased resistance in the driver's airbag inflator; replace the driver's airbag (see page 24-67).

### Check for an open in the cable reel:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
  2. Disconnect the special tool (2  $\Omega$ ) from the cable reel 2P connector.
  3. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
  4. Connect the special tool (2  $\Omega$ ) to the SRS main harness 2P connector.
- (cont'd)



To page 24-43

From page 24-42

**Check for an open in the cable reel (cont'd):**

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

**Is DTC 1-1 or DTC 1-2 indicated?**

YES

NO

**Open or increased resistance in the cable reel; replace the cable reel (see page 24-72).**

**Check for an open in the SRS main harness:**

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag connector from the SRS main harness (with front passenger's airbag).
3. Disconnect the SRS main harness 18P connector from the SRS unit. Do not disconnect the special tool (2  $\Omega$ ) from the SRS main harness 2P connector.
4. Check resistance between terminals No. 1 and No. 13 of the SRS main harness 18P connector. There should be approx. 2.0 – 3.0  $\Omega$ .

**Is the resistance as specified?**

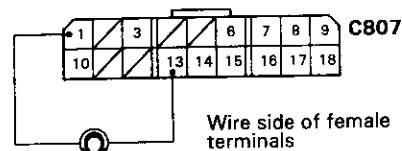
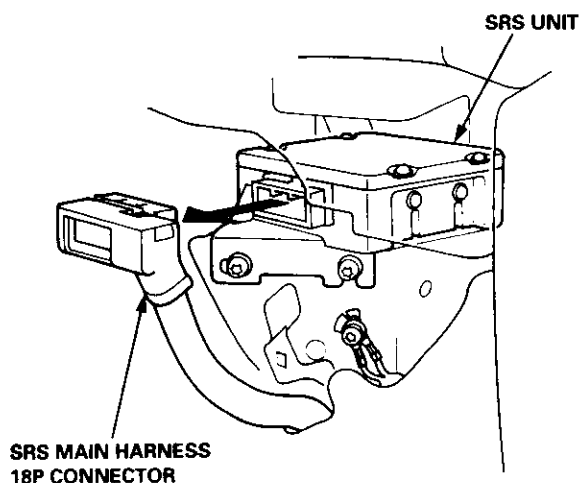
YES

NO

**Poor contact at the SRS main harness 18P connector; check the connector.**

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

**Open or increased resistance in the SRS main harness; replace the harness.**



# Troubleshooting

## DTC 1-3

**CAUTION:** Whenever the ignition switch is ON (III), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

### Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

### Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

### Check for a short to another wire in the driver's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.

**CAUTION:** Do not disconnect the passenger's airbag connector.

4. Connect the special tool (2  $\Omega$ ) to the cable reel 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

### Is DTC 1-3 indicated?

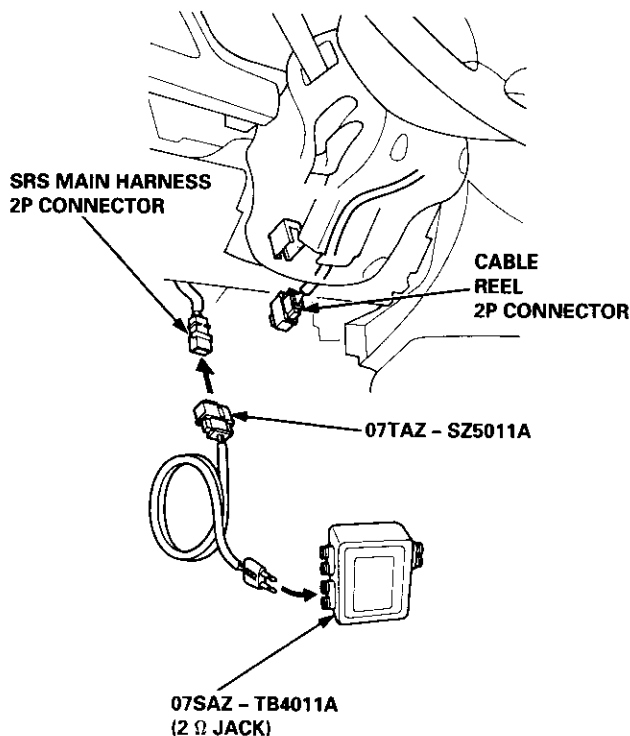
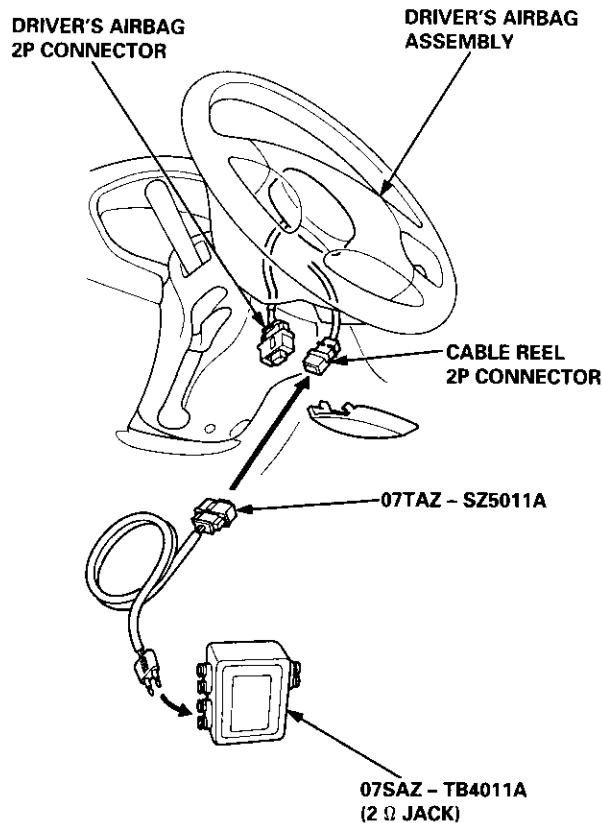
YES

NO

Short in the driver's airbag inflator; replace the driver's airbag (see page 24-67).

### Check for a short in the cable reel:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the special tool (2  $\Omega$ ) from the cable reel 2P connector.
3. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
4. Connect the special tool (2  $\Omega$ ) to the SRS main harness 2P connector. (cont'd)



To page 24-45

From page 24-44

**Check for a short in the cable reel (cont'd):**

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

**Is DTC 1-3 indicated?**

YES

NO

Short in the cable reel; replace the cable reel (see page 24-72).

**Check for a short in the SRS main harness:**

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag connector from the SRS main harness (with front passenger's airbag).
3. Disconnect the SRS main harness 18P connector from the SRS unit. Do not disconnect the special tool (2  $\Omega$ ) from the SRS main harness 2P connector.
4. Check resistance between terminals No. 1 and No. 13 of the SRS main harness 18P connector. There should be approx. 2.0 – 3.0  $\Omega$ .

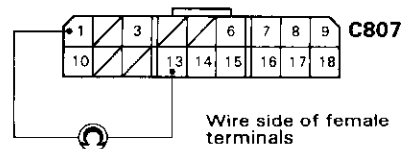
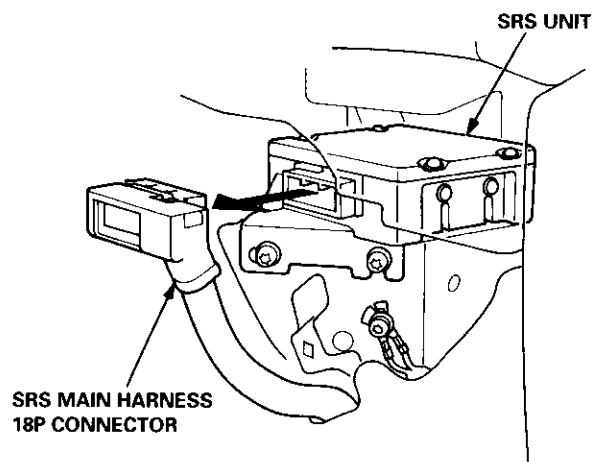
**Is the resistance as specified?**

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-76).

Short in the SRS main harness; replace the SRS main harness.



# Troubleshooting

## DTC 1-4

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

Check for a short to power in the driver's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.

**CAUTION:** Do not disconnect the passenger's airbag connector.

4. Connect the SRS service connector (2  $\Omega$ ) to the cable reel 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

Is DTC 1-4 indicated?

YES

NO

Short to power in the driver's airbag inflator; replace the driver's airbag (see page 24-67).

Check for a short to power in the cable reel:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
  2. Disconnect the special tool (2  $\Omega$ ) from the cable reel 2P connector.
  3. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
  4. Connect the special tool (2  $\Omega$ ) to the SRS main harness 2P connector.
- (cont'd)

DRIVER'S AIRBAG  
2P CONNECTOR

DRIVER'S AIRBAG  
ASSEMBLY

CABLE REEL  
2P CONNECTOR

07TAZ - SZ5011A

07SAZ - TB4011A  
(2  $\Omega$  JACK)

SRS MAIN HARNESS  
2P CONNECTOR

CABLE  
REEL  
2P CONNECTOR

07TAZ - SZ5011A

07SAZ - TB4011A  
(2  $\Omega$  JACK)

To page 24-47

From page 24-46

**Check for a short to power in the cable reel (cont'd):**

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

**Is DTC 1-4 indicated?**

YES

NO

**Short to power in the cable reel; replace the cable reel (see page 24-72).**

**Check for a short to power in the SRS main harness:**

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag connector from the SRS main harness (with front passenger's airbag).
3. Remove the special tool (2  $\Omega$ ) from the SRS main harness 2P connector.
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Connect a voltmeter between the No. 1 (+) terminal of the SRS main harness 18P connector and body ground.
7. Turn the ignition switch ON (II), and measure voltage. There should be 0.5 V or less.
8. Turn the ignition switch OFF.
9. Connect a voltmeter between the No. 13 (+) terminal of the SRS main harness 18P connector and body ground.
10. Turn the ignition switch ON (II), and measure voltage. There should be 0.5 V or less.

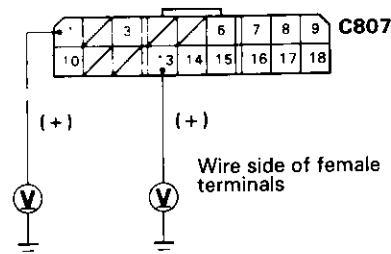
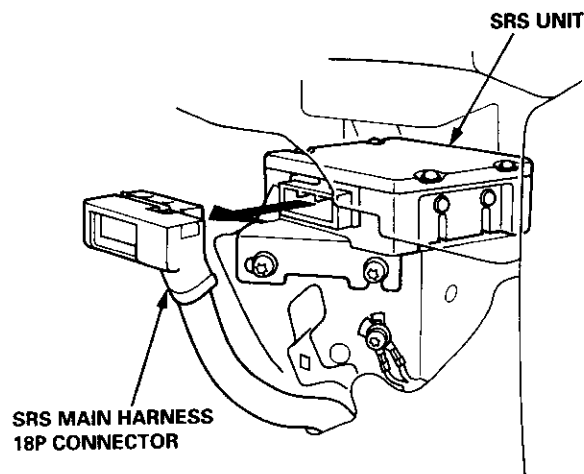
**Are voltages as specified?**

YES

NO

**Faulty SRS unit; replace the SRS unit (see page 24-76).**

**Short to power in the SRS main harness; replace the SRS main harness.**



# Troubleshooting

## DTC 1-5

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

**Try to reproduce the SRS indicator light:**

1. Erase the DTC memory (See page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

**Does the SRS indicator light stay on?**

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

**Check for a short to ground in the driver's airbag inflator:**

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.

**CAUTION: Do not disconnect the passenger's airbag connector.**

4. Connect the special tool (2  $\Omega$ ) to the cable reel 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

**Is DTC 1-5 indicated?**

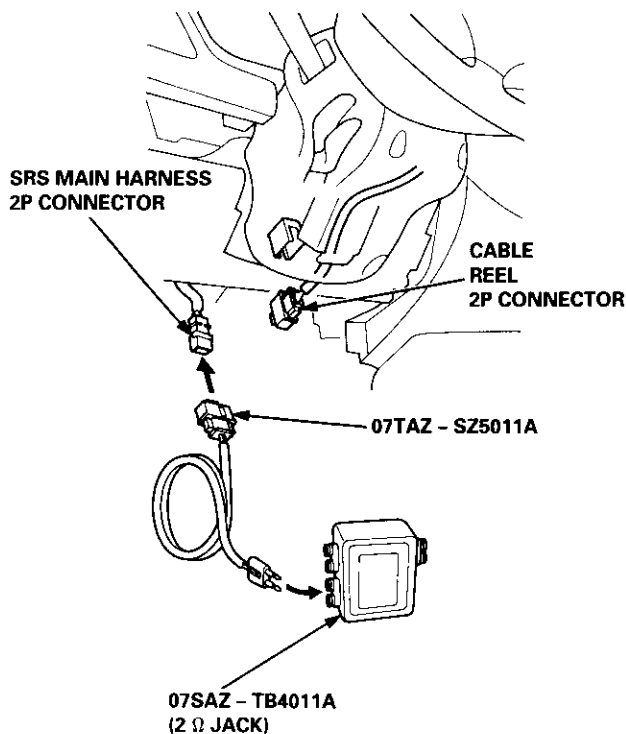
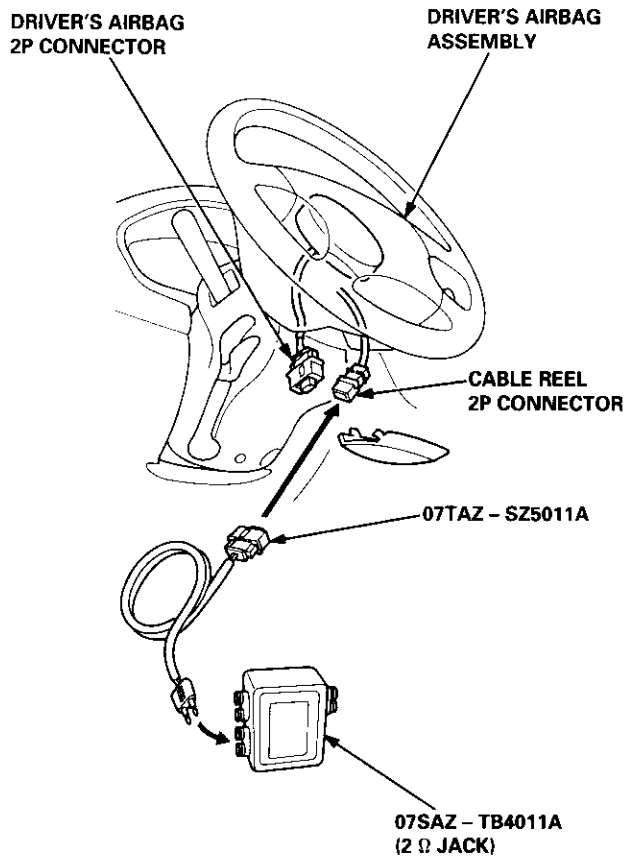
YES

NO

Short to ground in the driver's airbag inflator; replace the driver's airbag (see page 24-67).

**Check for a short to ground in the cable reel:**

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the special tool (2  $\Omega$ ) from the cable reel 2P connector.
3. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
4. Connect the Special tool (2  $\Omega$ ) to the SRS main harness 2P connector (cont'd).



To page 24-49



From page 24-48

**Check for a short to ground in the cable reel (cont'd):**

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

**Is DTC 1-5 indicated?**

YES

NO

**Short to ground in the cable reel; replace the cable reel (see page 24-72).**

**Check for a short to ground in the SRS main harness:**

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag 2P connector from the SRS main harness (with front passenger's airbag).
3. Remove the special tool (2  $\Omega$ ) from the SRS main harness 2P connector.
4. Check resistance between the No. 1 terminal of the SRS main harness 18P connector and ground, and between the No. 13 terminal of the SRS main harness 18P connector and ground.  
There should be 1 M $\Omega$  or more.

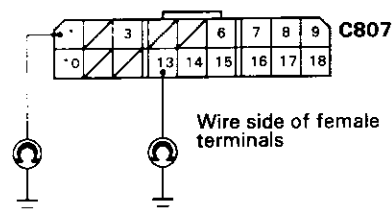
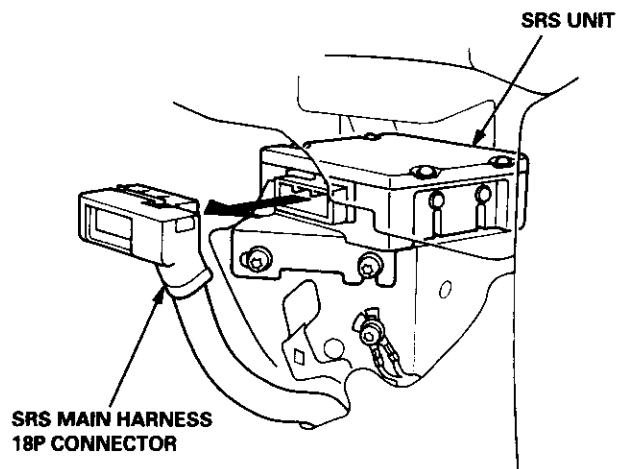
**Is the resistance as specified?**

YES

NO

**Faulty SRS unit; replace the SRS unit (see page 24-76).**

**Short to ground in the SRS main harness; replace the SRS main harness.**



# Troubleshooting

## DTC 2-1 and DTC 2-2 — With Front Passenger's Airbag

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

Check for an open in the passenger's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag connector from the SRS main harness (see page 24-11).
4. Connect the special tool (2  $\Omega$ ) to the SRS main harness 2P connector.

**CAUTION:** Do not disconnect the driver's airbag connector.

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

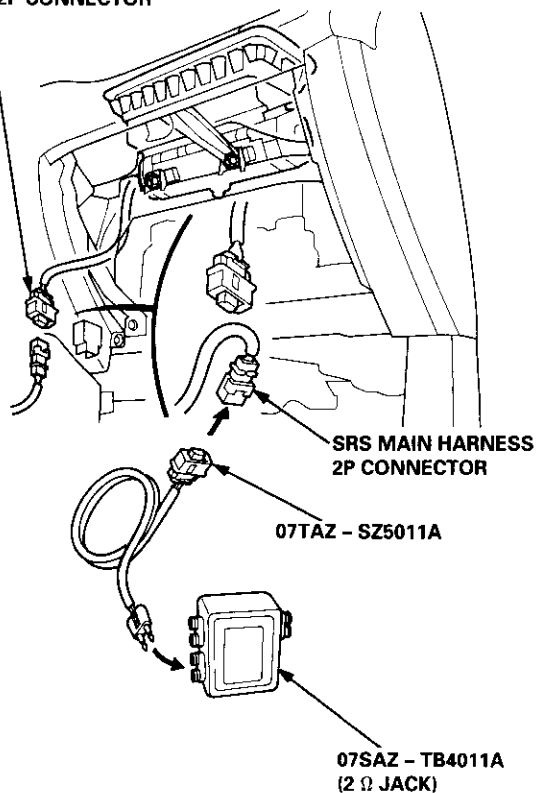
Is DTC 2-1 or DTC 2-2 indicated?

YES

NO

Open or increased resistance in the passenger's airbag inflator; replace the passenger's airbag (see page 24-67).

FRONT PASSENGER'S  
AIRBAG 2P CONNECTOR



To page 24-51

From page 24-50

**Check for an open in the SRS main harness:**

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 24-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit. Do not disconnect the special tool (2  $\Omega$ ) from the SRS main harness 2P connector.
4. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be approx. 2.0 – 3.0  $\Omega$ .

**Is the resistance as specified?**

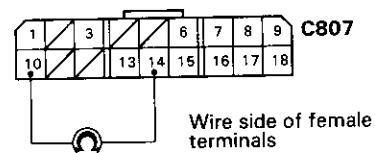
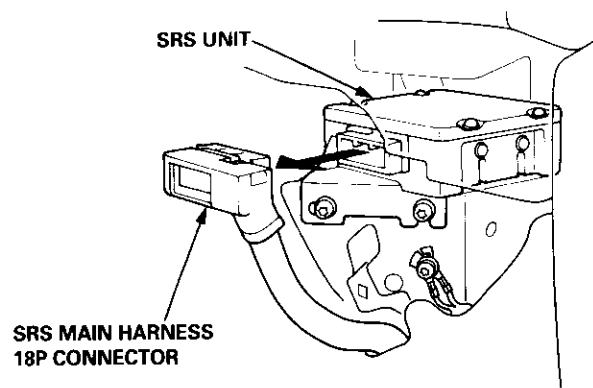
YES

NO

**Poor contact at the SRS main harness 18P connector; check the connector.**

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

**Open or increased resistance in the SRS main harness; replace the harness.**



# Troubleshooting

## DTC 2-3 — With Front Passenger's Airbag

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

Check for a short to another wire or decreased resistance in the passenger's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag 2P connector from the SRS main harness (see page 24-11).
4. Connect the special tool (2  $\Omega$ ) to the SRS main harness 2P connector.

**CAUTION:** Do not disconnect the driver's airbag connector.

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

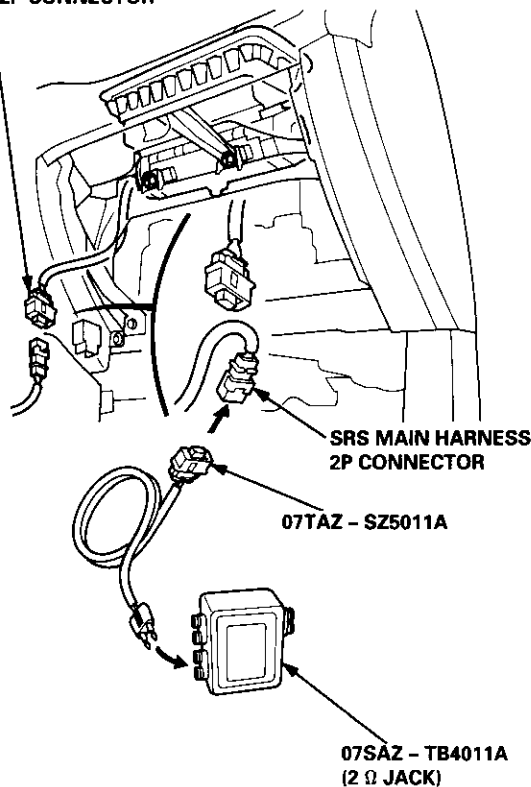
Is DTC 2-3 indicated?

YES

NO

Short to another wire or decreased resistance in the passenger's airbag inflator; replace the passenger's airbag (see page 24-67).

FRONT PASSENGER'S AIRBAG 2P CONNECTOR



To page 24-53

From page 24-52

**Check for a short to another wire or decreased resistance in the SRS main harness:**

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
3. Disconnect the SRS main harness 18P connector from the SRS unit. Do not disconnect the special tool (2 Ω) from the SRS main harness 2P connector.
4. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be approx. 2.0 – 3.0 Ω.

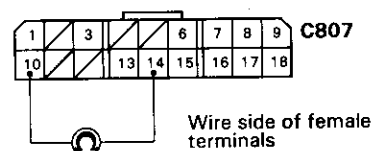
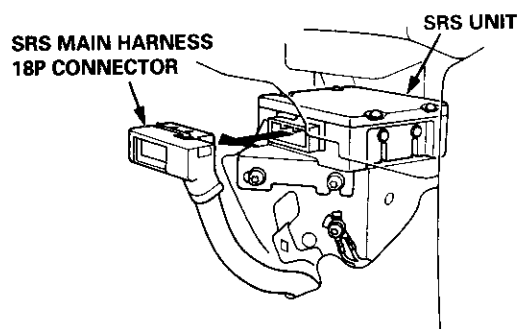
**Is the resistance as specified?**

YES

NO

**Faulty SRS unit; replace the SRS unit (see page 24-76).**

**Short to another wire or decreased resistance in the SRS main harness; replace the SRS main harness.**



# Troubleshooting

## DTC 2-4 — With Front Passenger's Airbag

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

Check for a short to power in the passenger's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag 2P connector from the SRS main harness (see page 24-11).
4. Connect the special tool (2  $\Omega$ ) to the SRS main harness 2P connector.  
**CAUTION:** Do not disconnect the driver's airbag connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

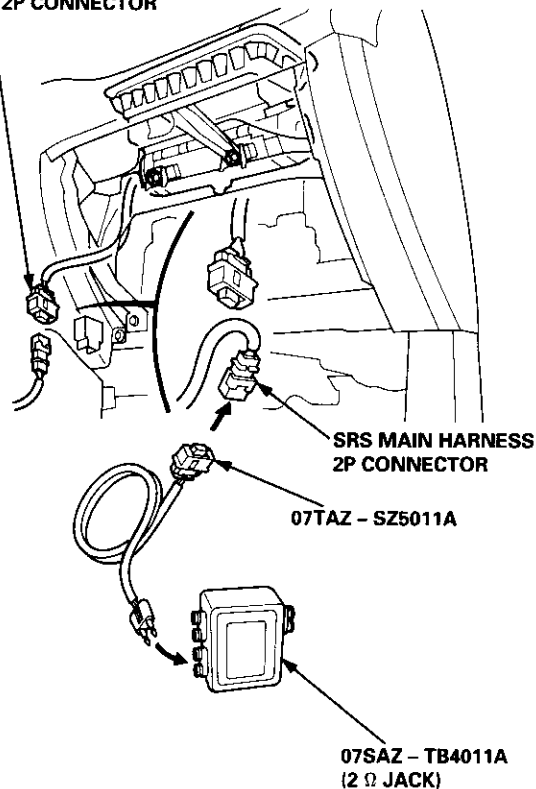
Is DTC 2-4 indicated?

YES

NO

Short to power in the passenger's airbag inflator; replace the passenger's airbag (see page 24-67).

FRONT PASSENGER'S AIRBAG 2P CONNECTOR



To page 24-55

From page 24-54

**Check for a short to power in the SRS main harness:**

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Remove the special tool (2  $\Omega$ ) from the SRS main harness 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Connect a voltmeter between the No. 10 (+) terminal of SRS main harness 18P connector and ground.
7. Turn the ignition switch ON (II), and measure voltage. There should be 0.5 V or less.
8. Connect a voltmeter between the No. 14 (+) terminal of the SRS main harness 18P connector and ground, and measure voltage. There should be 0.5 V or less.

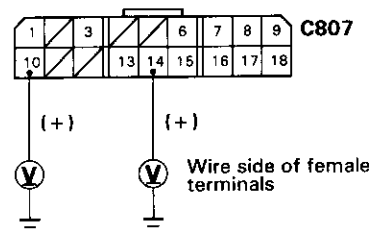
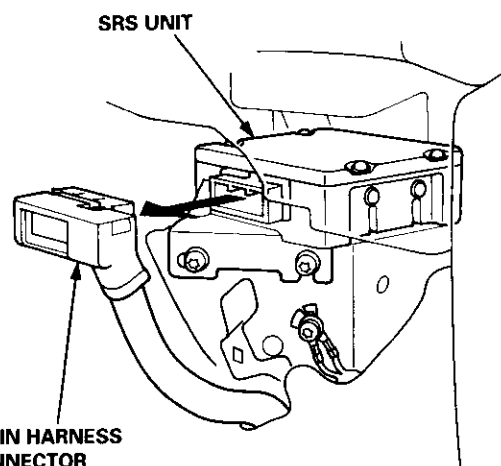
**Are voltages as specified?**

YES

NO

**Faulty SRS unit; replace the SRS unit (see page 24-76).**

**Short to power in the SRS main harness; replace the SRS main harness.**



# Troubleshooting

## DTC 2-5 — With Front Passenger's Airbag

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

**Try to reproduce the SRS indicator light:**

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

**Does the SRS indicator light stay on?**

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

**Check for a short to ground in the passenger's airbag inflator:**

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag 2P connector from the SRS main harness (see page 24-11).
4. Connect the special tool (2  $\Omega$ ) to the SRS main harness 2P connector.

**CAUTION:** Do not disconnect the driver's airbag connector.

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

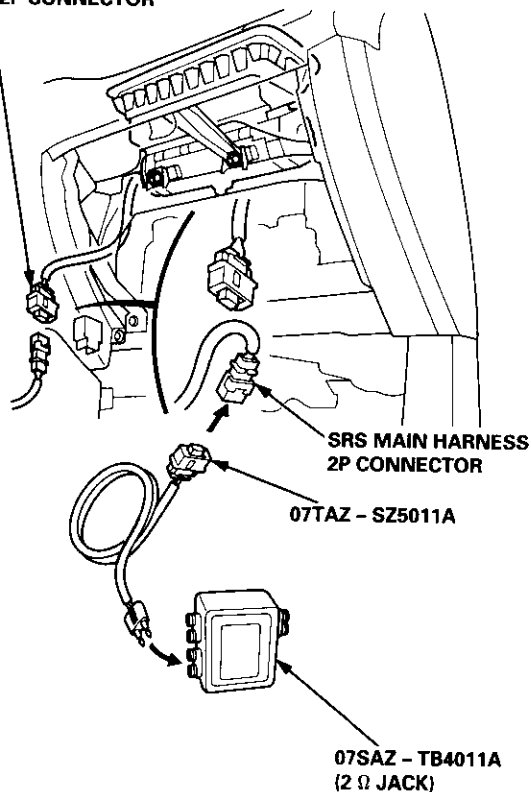
**Is DTC 2-5 indicated?**

YES

NO

Short to ground in the passenger's airbag inflator; replace the passenger's airbag (see page 24-67).

FRONT PASSENGER'S AIRBAG 2P CONNECTOR



To page 24-57



From page 24-56

**Check for a short to ground in the SRS main harness:**

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Remove the special tool ( $2\ \Omega$ ) from the SRS main harness 2P connector.
5. Check resistance between the No. 10 terminal of the SRS main harness 18P connector and ground, and between the No. 14 terminal of the SRS main harness 18P connector and ground. There should be  $1\ \text{M}\Omega$  or more.

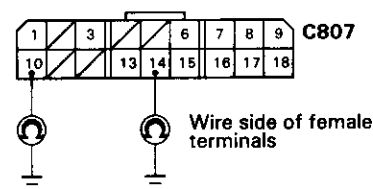
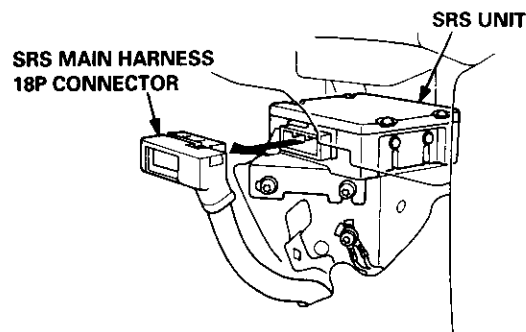
**Is the resistance as specified?**

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-76).

Short to ground in the SRS main harness; replace the SRS main harness.



# Troubleshooting

## DTC 2-1 and DTC 2-2 — Without Front Passenger's Airbag

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

Check for an open or increased resistance in the dummy resistor:

1. Turn the ignition switch OFF.
2. Remove the dummy resistor from the SRS main harness 2P connector.
3. Check the resistance between the A and B terminals of the dummy resistor. There should be 1.5 – 2.5  $\Omega$ .

Is the resistance as specified?

YES

NO

Faulty dummy resistor; replace the dummy resistor.

Check for an open or increased resistance in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 24-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Connect the dummy resistor to the SRS main harness 2P connector.
5. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be approx. 1.5 – 2.5  $\Omega$ .

Is the resistance as specified?

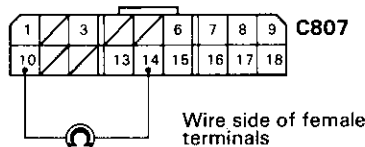
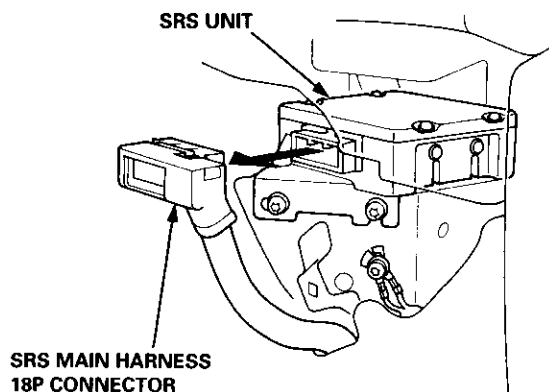
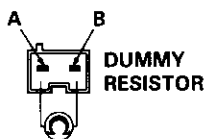
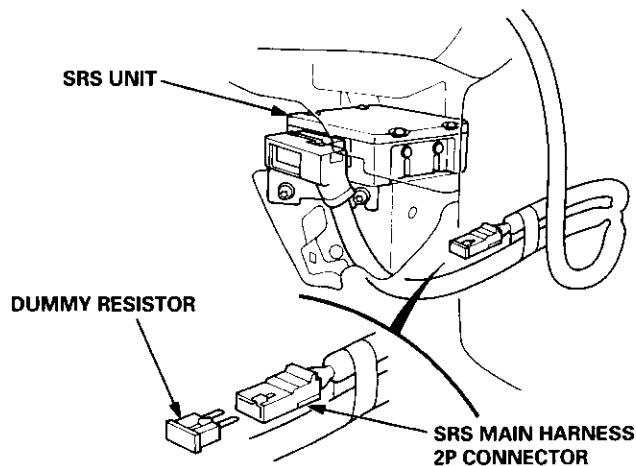
YES

NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

Open or increased resistance in the SRS main harness; replace the harness.



## DTC 2-3 — Without Front Passenger's Airbag

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

Check for a short to another wire or decreased resistance in the dummy resistor:

1. Turn the ignition switch OFF.
2. Remove the dummy resistor from the SRS main harness 2P connector.
3. Check the resistance between the A and B terminals of the dummy resistor. There should be 1.5 – 2.5  $\Omega$ .

Is the resistance as specified?

YES

NO

Faulty dummy resistor; replace the dummy resistor.

Check for a short to another wire or decreased resistance in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 24-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.  
NOTE: Do not connect the dummy resistor to the SRS main harness 2P connector.
4. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be 1 M $\Omega$  or more.

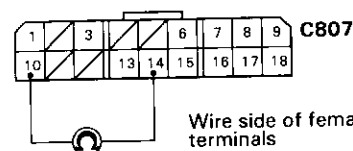
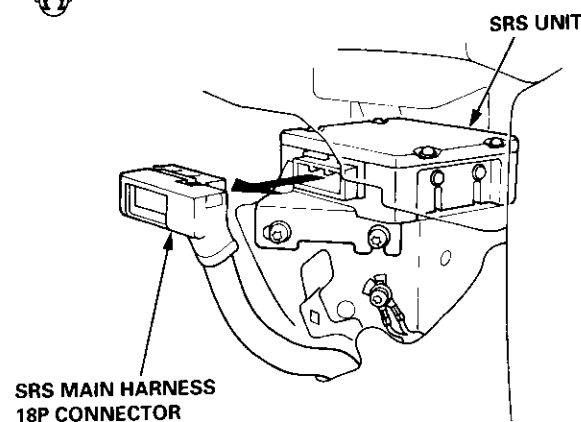
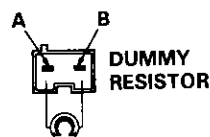
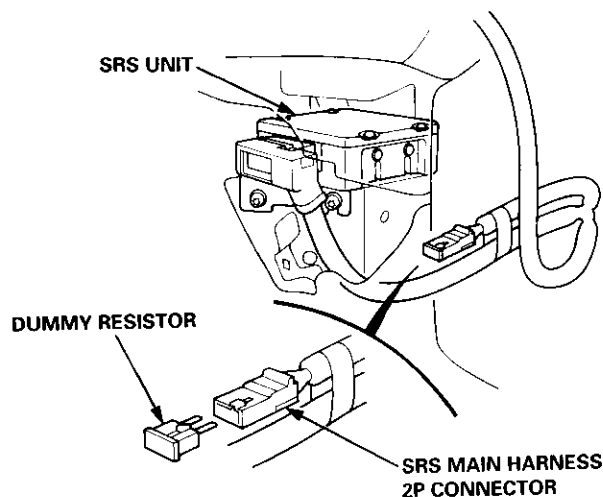
Is the resistance as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-76).

Short to another wire or decreased resistance in the SRS main harness; replace the SRS main harness.



# Troubleshooting

## DTC 2-4 — Without Front Passenger's Airbag

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not bump the SRS unit; the airbag could accidentally deploy and cause damage or injuries.

### Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

### Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

### Check for a short to power in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 24-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Connect a voltmeter between the No. 10 (+) terminal of the SRS main harness 18P connector and ground.
6. Turn the ignition switch ON (II), and measure voltage. There should be 0.5 V or less.
7. Connect a voltmeter between the No. 14 (+) terminal of the SRS main harness 18P connector and ground, and measure voltage. There should be 0.5 V or less.

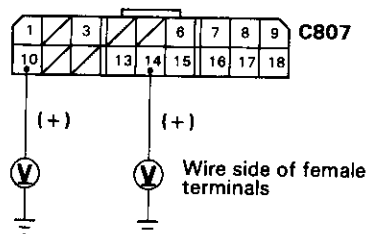
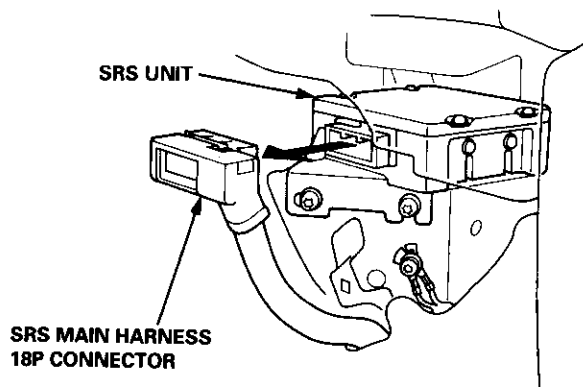
### Are voltages as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-76).

Short to power in the SRS main harness or the dummy resistor; check for contact between the dummy resistor and another wire. If there is no contact, replace the SRS main harness.



## DTC 2-5 — Without Front Passenger's Airbag

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

Check for a short to ground in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 24-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Check resistance between No. 10 terminal of the SRS main harness 18P connector and ground, and between the No. 14 terminal of the SRS main harness 18P connector and ground. There should be 1 M $\Omega$  or more.

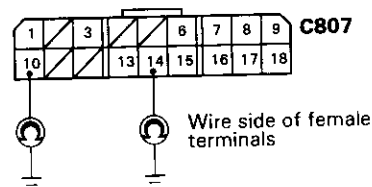
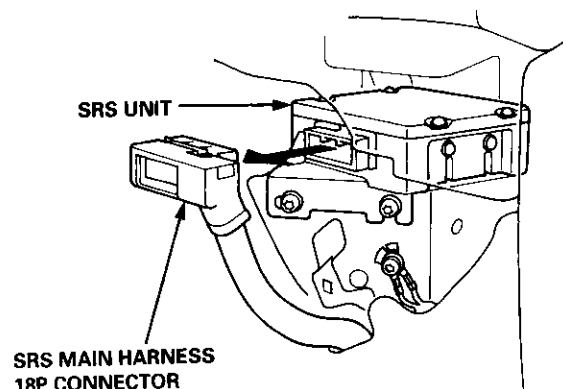
Is the resistance as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-76).

Short to ground in the SRS main harness or the dummy resistor; check for contact between the dummy resistor and ground. If there is no contact, replace the SRS main harness.



# Troubleshooting

## DTC 8-6

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Besides indicating an abnormality in the SRS unit, DTC 8-6 may also indicate that two problems equivalent to DTC 1-1 and 2-4, 1-4 and 2-1, or 1-4 and 2-4 occurred at the same time. Proceed in the order shown below.

### Check the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag (and front passenger's airbag) connector(s) (see page 24-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Turn the ignition switch ON (II).
6. Connect a voltmeter and measure voltage between the No. 10 terminal of the SRS main harness 18P connector and ground, and between the No. 14 terminal and ground. There should be approx. 0 – 0.5 V.

### Are voltages as specified?

YES

NO

Short to power in the SRS main harness; replace the SRS main harness.

### Check the SRS main harness and the cable reel:

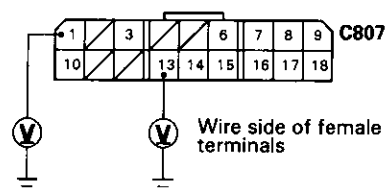
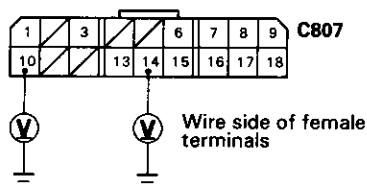
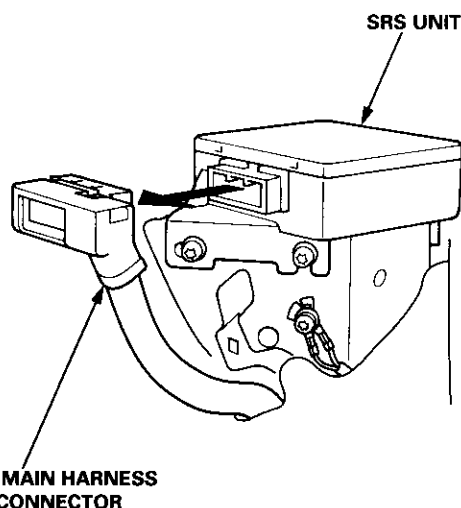
Connect a voltmeter and measure voltage between the No. 1 terminal of the SRS main harness 18P connector and ground, and between the No. 13 terminal and ground. There should be approx. 0 – 0.5 V.

### Are voltages as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-76).



To page 24-63 (A)

From page 24-62 (A)

**Check the cable reel:**

1. Turn the ignition switch OFF.
2. Disconnect the cable reel 2P connector from the SRS main harness.
3. Turn the ignition switch ON (II).
4. Connect a voltmeter and measure voltage between the No. 1 terminal of the SRS main harness 18P connector and ground, and between the No. 13 terminal and ground. There should be approx. 0 – 0.5 V.

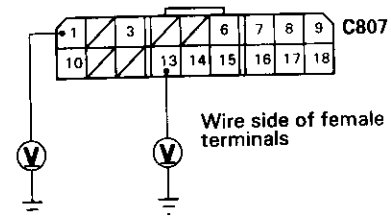
**Are voltages as specified?**

YES

NO

**Short to power in the cable reel; replace the cable reel (see page 24-72).**

**Short to power in the SRS main harness; replace the SRS main harness.**



# Troubleshooting

## DTC 9-2

**CAUTION:** Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

### Check the fuse:

1. Turn the ignition switch OFF.
2. Check for blown No. 23 (10 A) fuse in the under-dash fuse/relay box.

### Is the fuse OK?

YES

NO

(A) To page 24-65

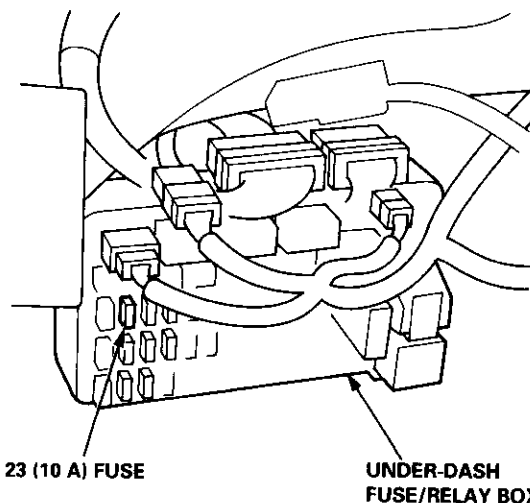
Replace the fuse. Turn the ignition switch ON (II), and check that the fuse doesn't blow.

### Is the fuse OK?

YES

NO

The problem has disappeared. Test-drive the vehicle and see Troubleshooting Intermittent Failures on page 24-15.



### Check for short to ground between the under-dash fuse/relay box and the SRS unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's (and front passenger's) airbag connector(s) (see page 24-11).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Check resistance between the No. 3 terminal of the SRS main harness 18P connector and ground. There should be 1 MΩ or more.

### Is the resistance as specified?

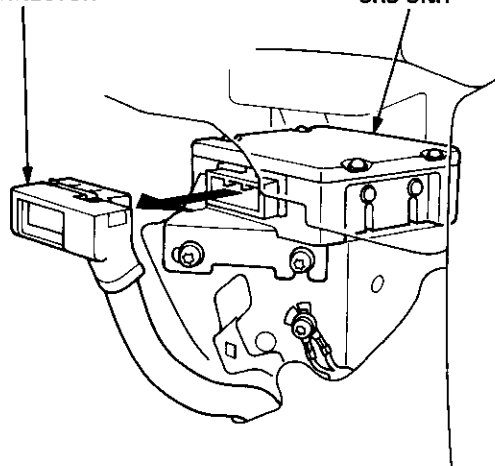
YES

NO

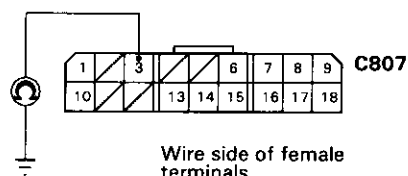
Faulty SRS unit; replace the SRS unit (see page 24-76).

### SRS MAIN HARNESS 18P CONNECTOR

### SRS UNIT



### SRS MAIN HARNESS 18P CONNECTOR



(B)  
To page 24-65



(B) from page 24-64

**Check for short to ground in the SRS main harness:**

1. Disconnect the SRS main harness 2P connector from the under-dash fuse/relay box.
2. Check resistance between the No. 3 terminal of the SRS main harness 18P connector and ground. There should be 1.0 MΩ or more.

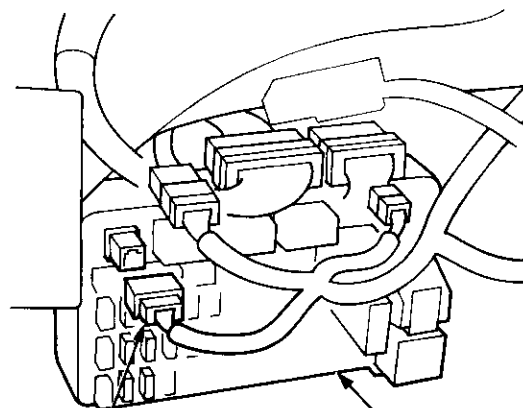
**Is the resistance as specified?**

YES

NO

**Short to ground in the under-dash fuse/relay box; replace the under-dash fuse/relay box.**

**Short to ground in the SRS main harness; replace the SRS main harness.**



**SRS MAIN HARNESS 2P CONNECTOR**

**UNDER-DASH FUSE/RELAY BOX**

(A) From page 24-64

**Check for an open in the SRS main harness:**

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's (and front passenger's) airbag connector (see page 24-11).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Connect a voltmeter between the No. 3 terminal of the SRS main harness 18P connector and ground.
7. Turn the ignition switch ON (II), and measure voltage.

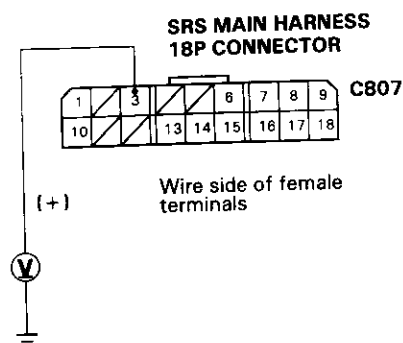
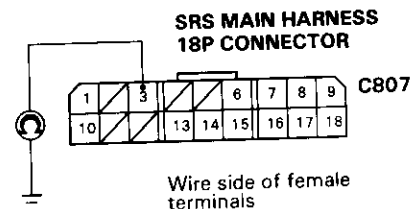
**Is there battery voltage?**

YES

NO

**Poor contact at the SRS main harness 18P connector; check the connector.**

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness



To page 24-66

(cont'd)

# Troubleshooting

## DTC 9-2 (cont'd)

From page 24-65

### Check for an open in the SRS main harness:

1. Turn the ignition switch OFF.
2. Disconnect the SRS main harness 2P connector from the under-dash fuse/relay box.
3. Check resistance between the No. 2 terminal of the SRS main harness 2P connector and No. 3 terminal of the SRS main harness 18P connector.  
There should be 0 – 0.5  $\Omega$ .

### Is the resistance as specified?

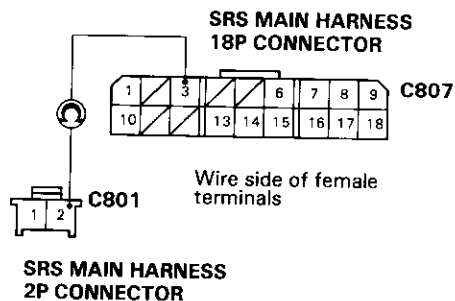
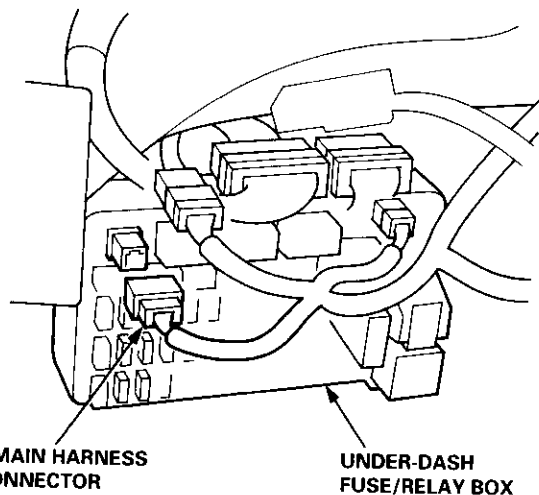
YES

NO

Poor contact at the SRS main harness 2P connector; check the connector.

- If the connector is OK, substitute a known-good under-dash fuse/relay box, and recheck.
- If the problem is still present, replace the SRS main harness.

Open in the SRS main harness; replace the SRS main harness.



# Airbag

## Replacement

After a collision in which the airbags were deployed, the airbag assemblies and the SRS unit must be replaced.

**⚠ WARNING** Store a removed airbag with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

### CAUTION:

- Always disconnect the airbag connector(s) when the harness is disconnected.
- Do not disassemble or tamper with the airbag.

### NOTE:

- Do not install used SRS parts from another vehicle. When repairing, use only new SRS parts.
- Carefully inspect the airbag before you install it. Do not install an airbag that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

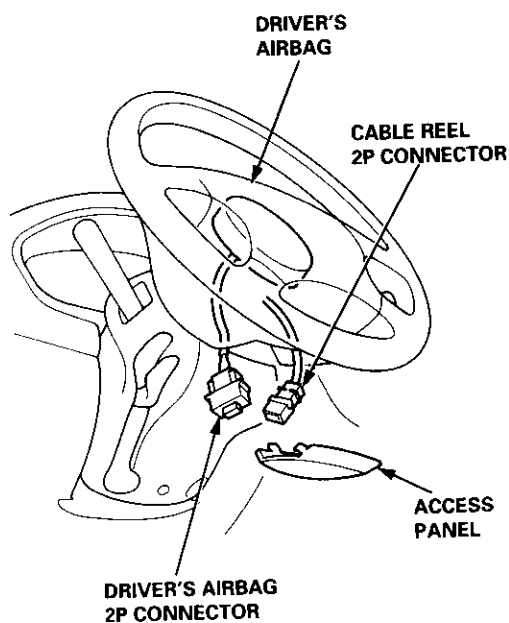
1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.

2. Disconnect the airbag connector(s):

### Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

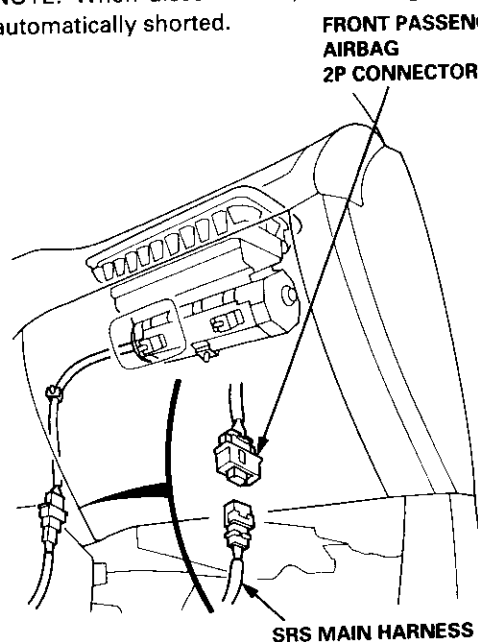
NOTE: When disconnected, the airbag connector is automatically shorted.



### Front Passenger's Side:

- Disconnect the 2P connector between the front passenger's airbag and SRS main harness.

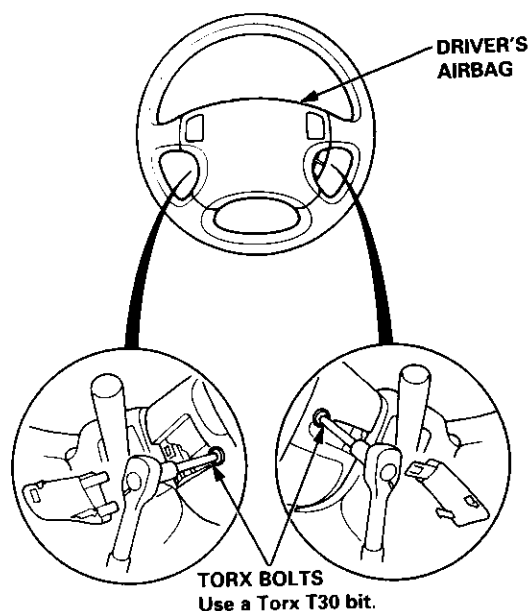
NOTE: When disconnected, the airbag connector is automatically shorted.



3. Remove the airbag(s):

### Driver's Side:

- Remove the two Torx bolts using a Torx T30 bit, then remove the driver's airbag.



(cont'd)

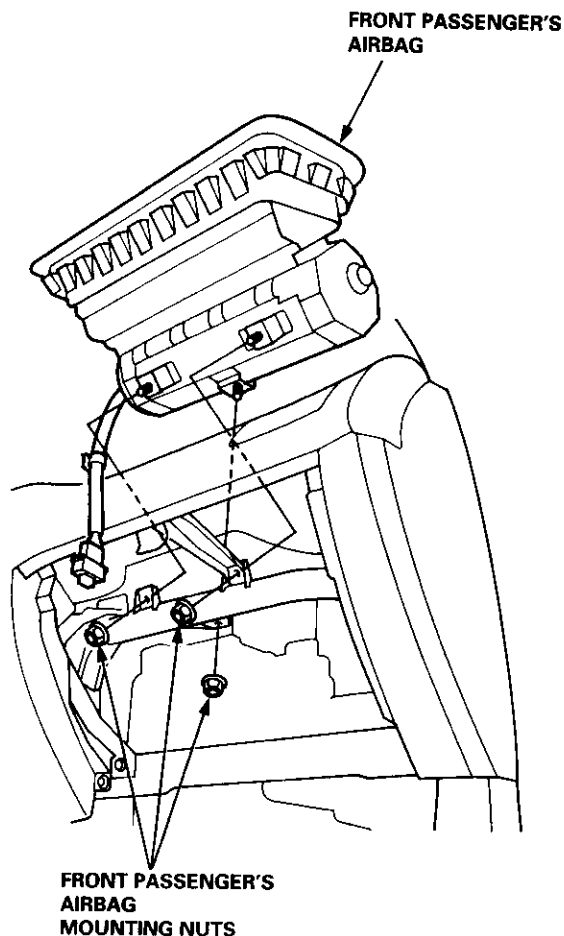
# Airbag

## Replacement (cont'd)

### Front Passenger's Side:

- Remove the three mounting nuts from the bracket, then remove the harness clip.
- Lift the front passenger's airbag out of the dashboard by covering the lid and dashboard with a cloth, and prying carefully with a flat-tip screwdriver.

NOTE: The lid of the airbag has pawls on its side which attach it to the dashboard.

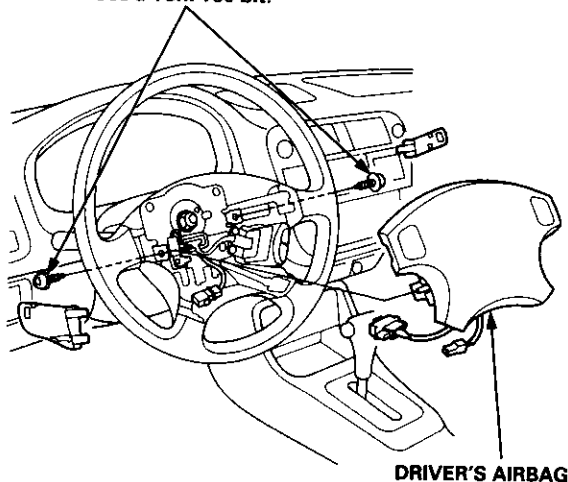


**CAUTION:** Be sure to install the SRS wiring so that it is not pinched or interfering with other parts.

4. Install the new airbag(s):

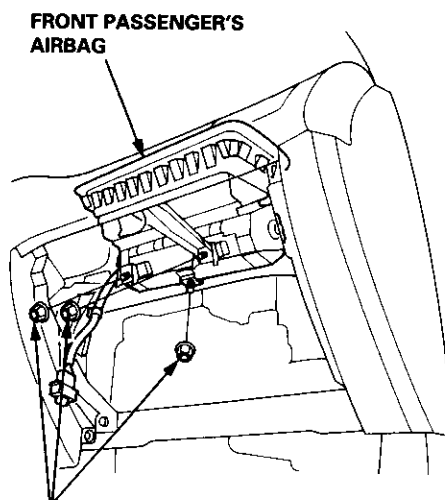
**Driver's Side:** Place the driver's airbag into the steering wheel, and secure it with new Torx bolts.

**TORX BOLTS**  
9.8 N-m (1.0 kgf-m, 7.2 lbf-ft)  
Replace.  
Use a Torx T30 bit.



### Front Passenger's Side:

- Place the front passenger's airbag into the dashboard.
- Tighten the front passenger's airbag mounting nuts.

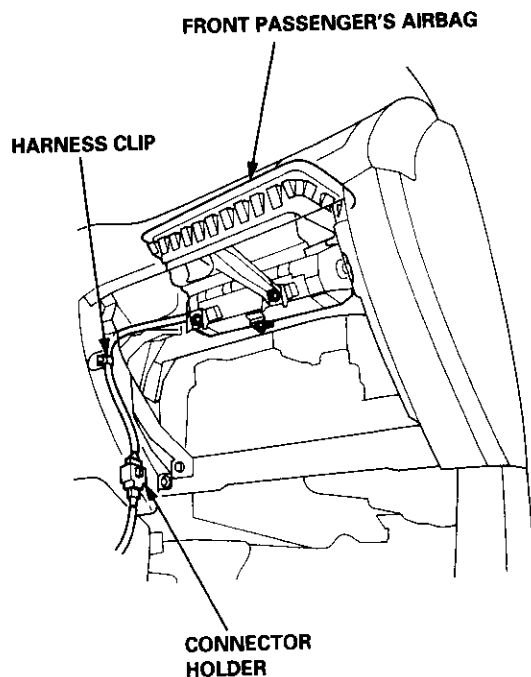


**FRONT PASSENGER'S AIRBAG MOUNTING NUTS**  
9.8 N-m (1.0 kgf-m, 7.2 lbf-ft)  
Replace.

5. Reconnect the airbag connector(s).

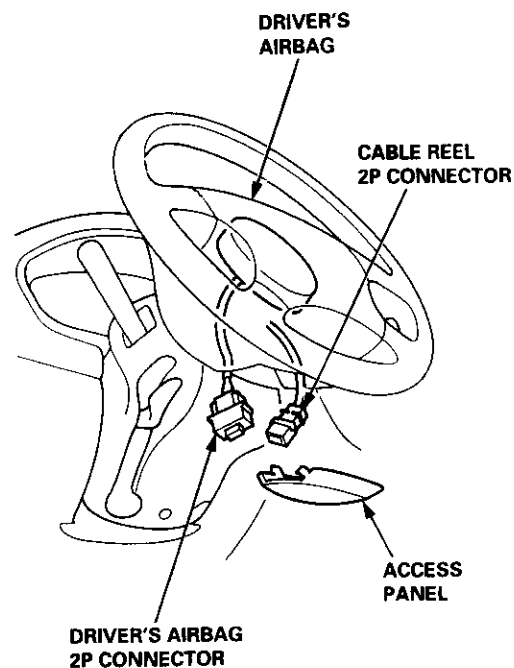
**Front Passenger's Side:**

- Attach the airbag connector to the connector holder, then reinstall the glove box.



**Driver's Side:**

- Connect the driver's airbag 2P connector to the cable reel 2P connector, then install the access panel on the steering wheel.



6. Connect the battery positive cable, then connect the negative cable.
7. After installing the airbag, confirm proper system operation:
- Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.
  - Make sure both horn buttons work.

# Airbag

## Disposal

Before scrapping any airbags (including those in a whole vehicle to be scrapped), the airbags must be deployed. If the vehicle is still within the warranty period, before you deploy the airbags, the Honda District Service Manager must give approval and/or special instructions. Only after the airbags have been deployed (as the result of vehicle collision, for example), can they be scrapped. If the airbags appear intact (not deployed), treat them with extreme caution. Follow this procedure:

### Deploying the Airbags: In-vehicle

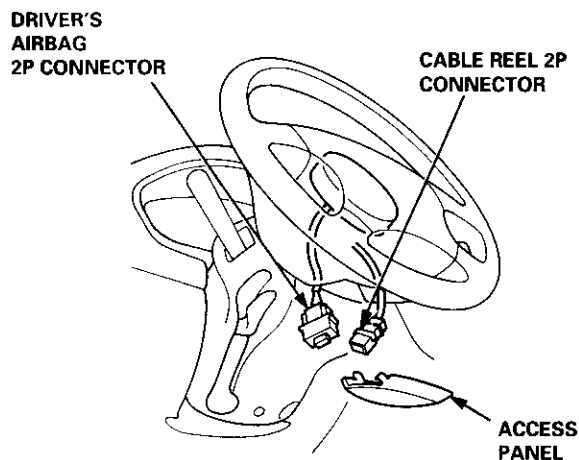
NOTE: If an SRS vehicle is to be entirely scrapped, its airbags should be deployed while still in the vehicle. The airbags should not be considered as salvageable parts and should never be installed in another vehicle.

**⚠ WARNING** Confirm that each airbag assembly is securely mounted; otherwise, severe personal injury could result from deployment.

1. Disconnect the battery negative cable, then disconnect the positive cable.
2. Confirm that the special tool is functioning properly by following the check procedure on the tool label or on page 24-71.

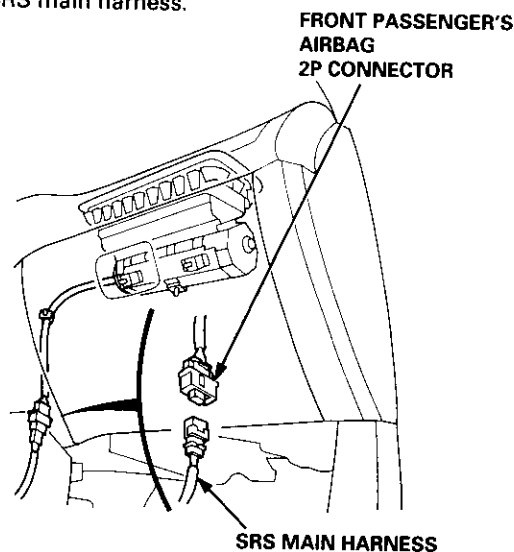
### Driver's Airbag:

3. Remove the access panel, then disconnect the 2P connector between the driver's airbag and the cable reel.

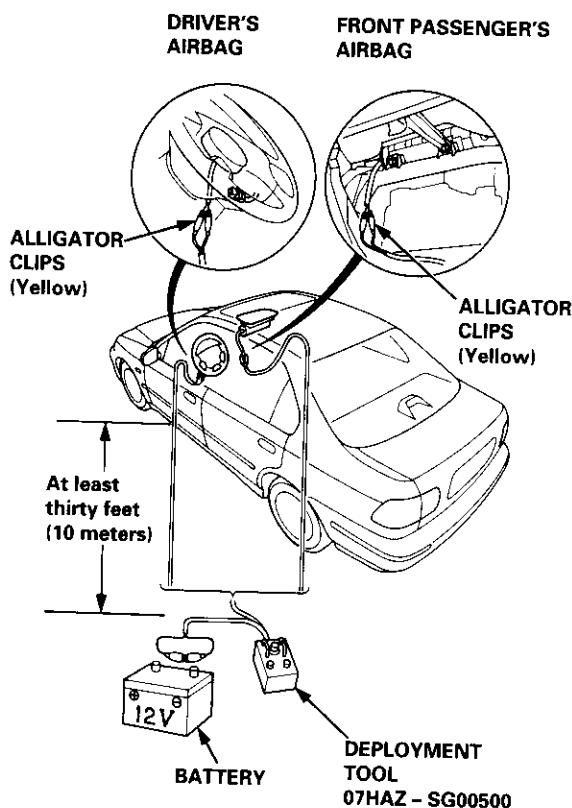


### Front Passenger's Airbag:

4. Remove the glove box, then disconnect the 2P connector between the front passenger's airbag and SRS main harness.



5. Cut off the airbag connector, strip the ends of the airbag wires, and connect the deployment tool alligator clips to the airbag. Place the deployment tool at least thirty feet (10 meters) away from the airbag.



6. Connect a 12 volt battery to the tool:

- If the green light on the tool comes on, the airbag igniter circuit is defective and cannot deploy the airbag. Go to Damaged Airbag Special Procedure.
- If the red light on the tool comes on, the airbag is ready to be deployed.

7. Push the tool's deployment switch. The airbag should deploy (deployment is both highly audible and visible; a loud noise and rapid inflation of the bag, followed by slow deflation).

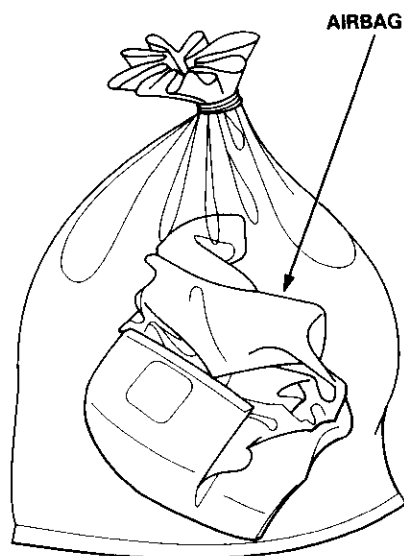
- If the airbags deploy and the green light on the tool comes on, continue with this procedure.
- If an airbag doesn't deploy, yet the green light comes ON, its igniter is defective. Go to Damaged Airbag Special Procedure.

**⚠ WARNING** During deployment, the airbag assembly can become hot enough to burn you. Wait thirty minutes after deployment before touching the assembly.

8. Dispose of the complete airbag assembly. No part of it can be reused. Place it in a sturdy plastic bag, and seal it securely.

**CAUTION:**

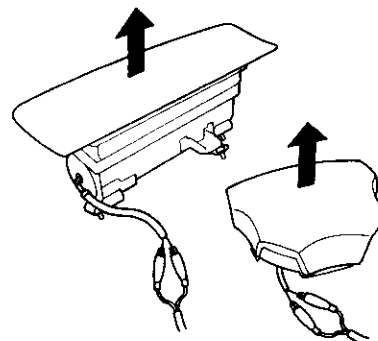
- Wear a face shield and gloves when handling a deployed airbag.
- Wash your hands and rinse them well with water after handling a deployed airbag.



**Deploying the Airbag: Out-of-vehicle**

NOTE: If an intact airbag has been removed from a scrapped vehicle, or has been found defective or damaged during transit, storage or service, it should be deployed as follows:

**⚠ WARNING** Position the airbag face up, outdoors on flat ground at least thirty feet (10 m) from any obstacles or people.



1. Confirm that the special tool is functioning properly by following the check procedure on this page or on the tool label.
2. Follow steps 5, 6, 7, and 8 of the in-vehicle deployment procedure.

**Damaged Airbag Special Procedure**

**⚠ WARNING** If an airbag cannot be deployed, it should not be treated as normal scrap; it should still be considered a potentially explosive device that can cause serious injury.

1. If installed in a vehicle, follow the removal procedure on page 24-67.
2. In all cases, make a short circuit by twisting together the two airbag inflator wires.
3. Package the airbag in exactly the same packaging that the new replacement part came in.
4. Mark the outside of the box "DAMAGED AIRBAG NOT DEPLOYED" so it does not get confused with your parts stock.
5. Contact your Honda District Service Manager for how and where to return it for disposal.

**Deployment Tool: Check Procedure**

1. Connect the yellow clips to both switch protector handles on the tool; connect the tool to a battery.
2. Push the operation switch: green means the tool is OK; red means the tool is faulty.
3. Disconnect the battery and the yellow clips.

# Cable Reel

## Replacement

**⚠ WARNING** Store a remove airbag assembly with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

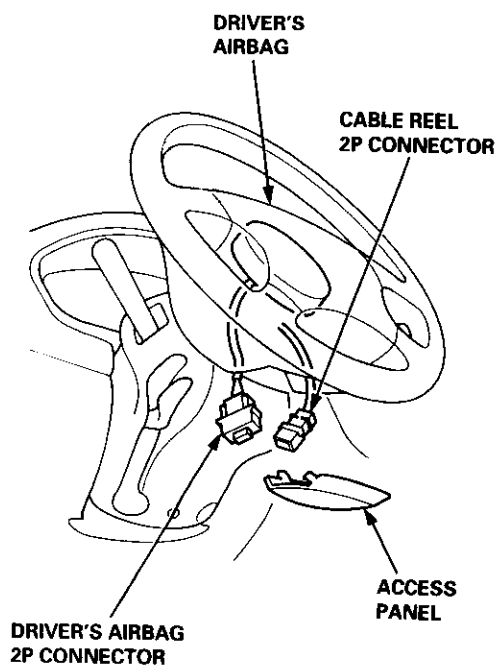
### CAUTION:

- Always disconnect the airbag connector(s) when the harness is disconnected.
- Do not disassemble or tamper with the airbag.

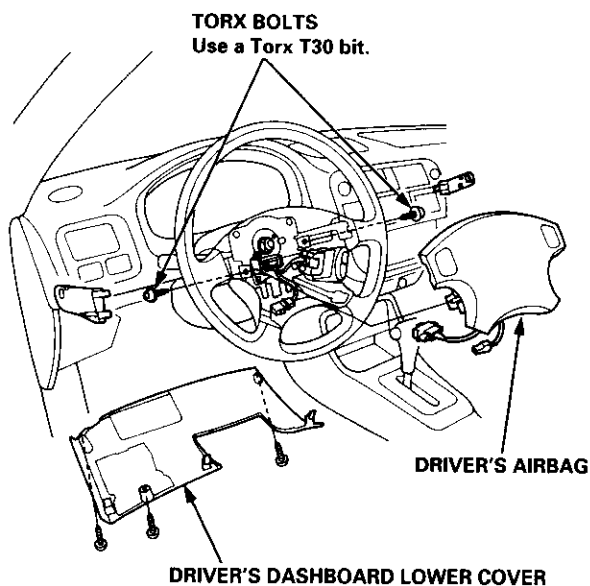
**NOTE:** Carefully inspect the airbag assembly before installing it. Do not install an airbag that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
2. Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

**NOTE:** When disconnected, the airbag connector is automatically shorted.



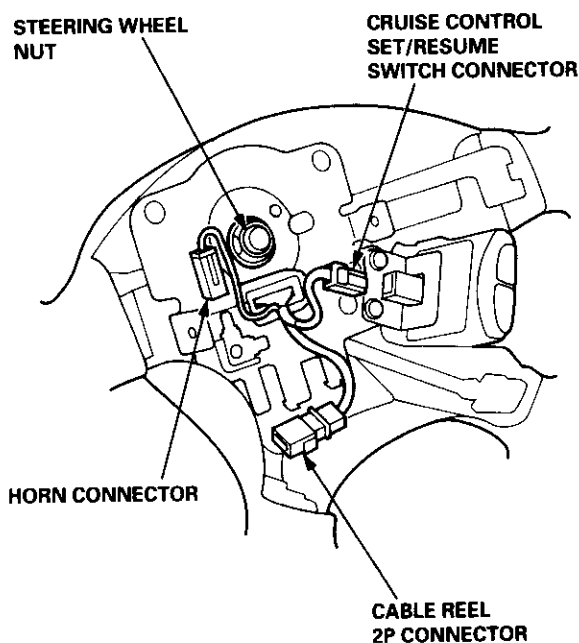
3. Make sure the wheels are aligned straight ahead.
4. Remove the driver's dashboard lower cover.



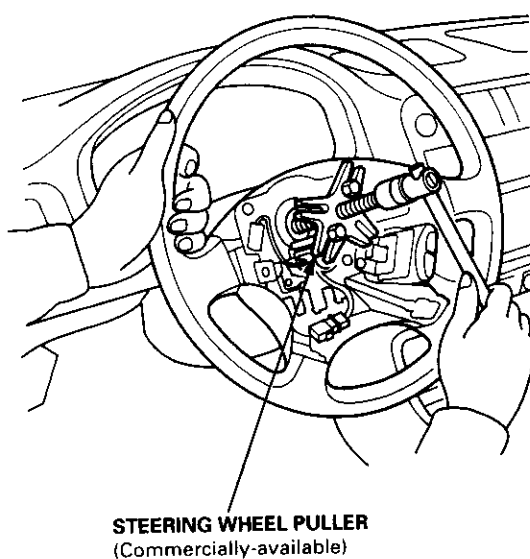
5. Remove the two Torx bolts from the steering wheel, and disconnect the horn connector. Then remove the driver's airbag.



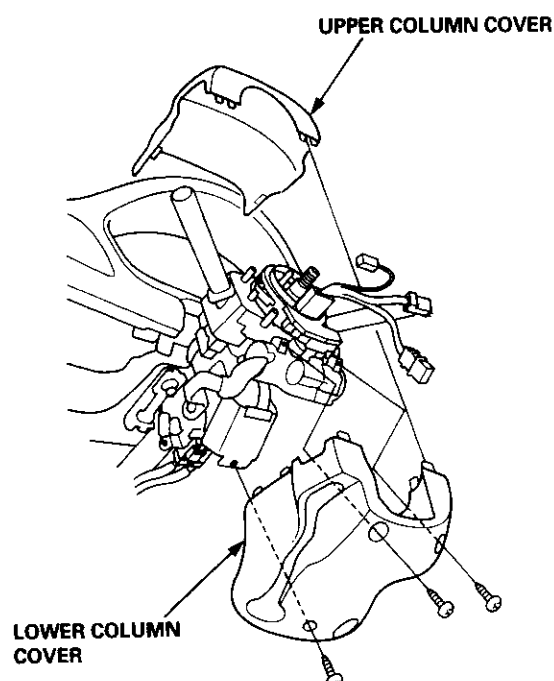
6. Disconnect the connectors from the horn and cruise control set/resume switches, then remove the steering wheel nut.



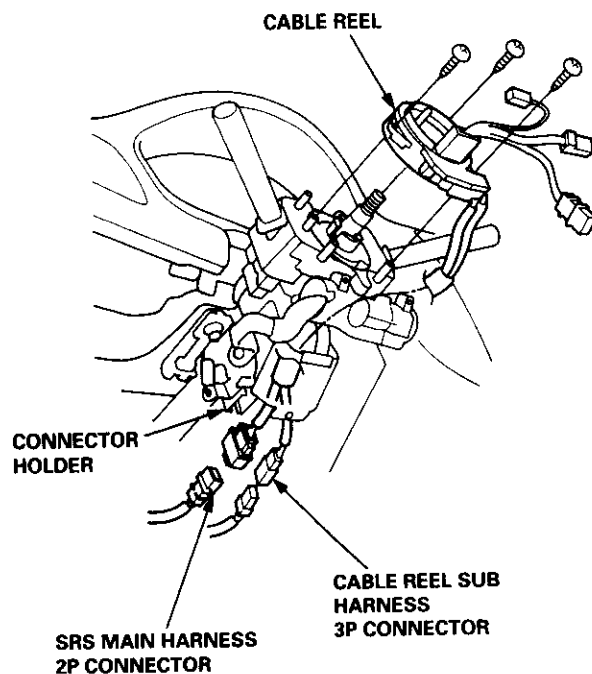
7. Remove the steering wheel using a steering wheel puller.



8. Remove the column covers.



9. Disconnect the 3P connector between the main wire harness and cable reel sub-harness, and the 2P connector between the cable reel and SRS main harness.



10. Remove the cable reel from the column. (cont'd)

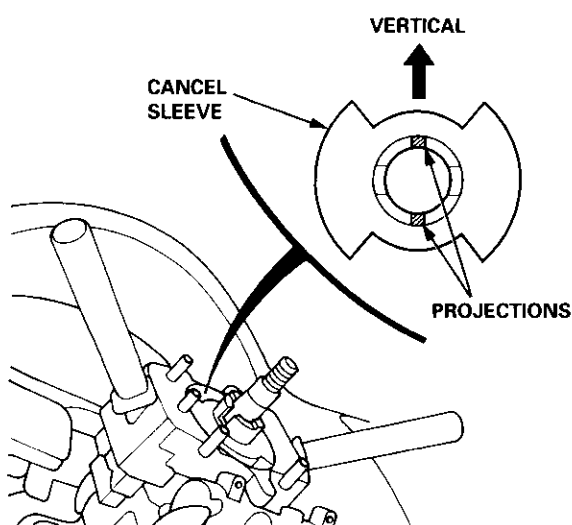
# Cable Reel

## Replacement (cont'd)

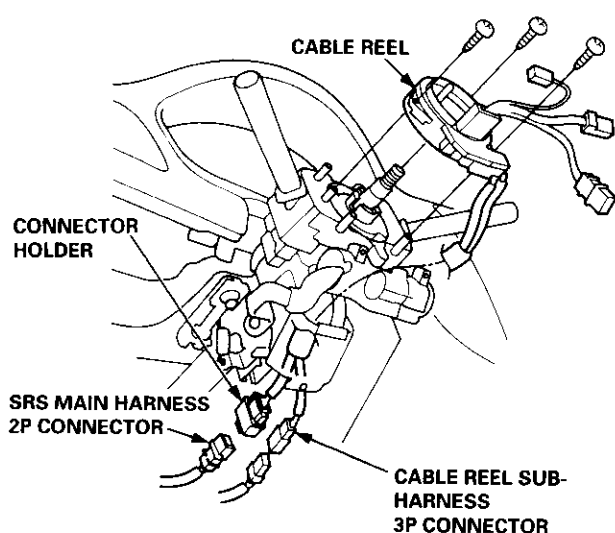
### NOTE:

- Before installing the steering wheel, the front wheels should be aligned straight ahead.
- Be sure to install the harness wires so that they are not pinched or interfering with other parts.
- After reassembly, confirm that the wheels are still turned straight ahead and that the steering wheel spoke angle is correct (road test). If minor spoke angle adjustment is necessary, do so only by adjusting the tie-rods, not by removing and repositioning the steering wheel.

11. Set the cancel sleeve so that the projections are aligned vertically.

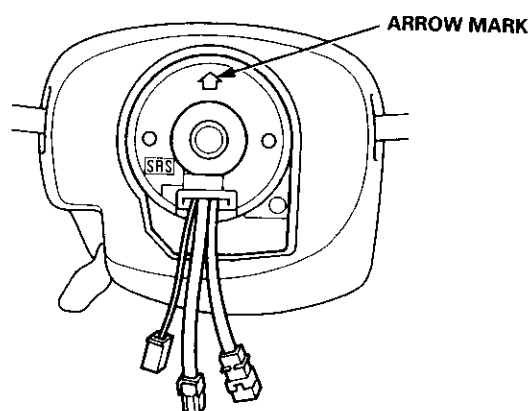


12. Carefully install the cable reel on the steering column shaft. Then connect the 3P connector to the cable reel sub-harness, and connect the 2P connector to the SRS main harness.

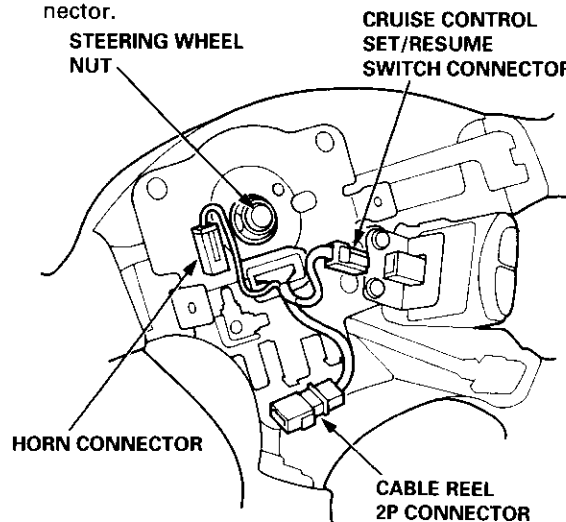


13. Install the steering column covers.

14. If necessary, center the cable reel. (New replacement cable reels come centered.) Do this by first rotating the cable reel clockwise until it stops. Then rotate it counterclockwise (approximately two and a half turns) until the arrow mark on the cable reel label points straight up.



15. Install the steering wheel, then connect the horn connector and cruise control set/resume switch connector.



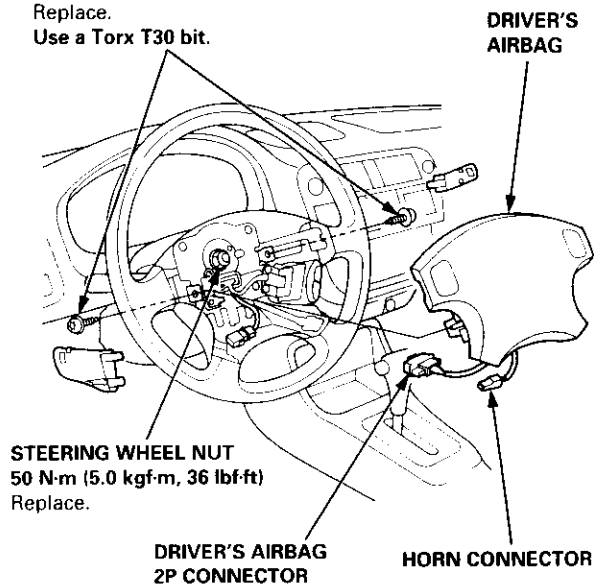
16. Install the steering wheel nut, and connect the horn connector to the steering wheel. Then install the driver's airbag.

**TORX BOLTS**

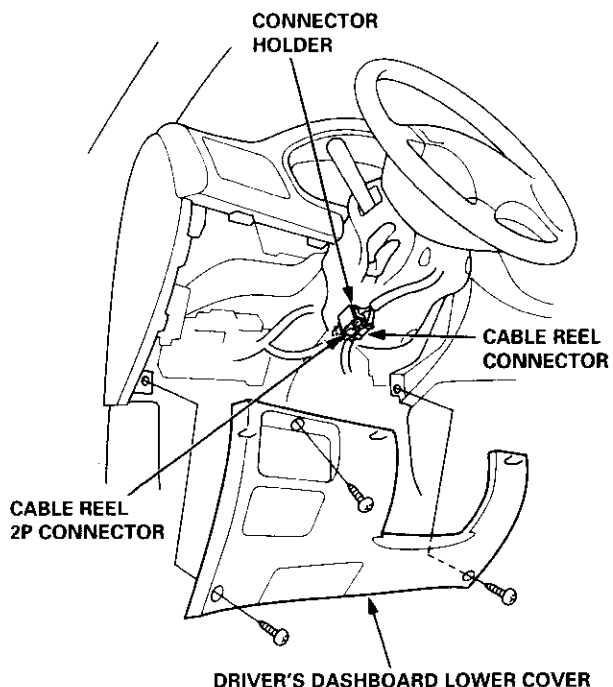
9.8 N·m (1.0 kgf·m, 7.2 lbf·ft)

Replace.

Use a Torx T30 bit.



17. Attach the cable reel 2P and 3P connector to the connector holder. Then install the driver's dashboard lower cover.



18. Reconnect the driver's airbag 2P connector to the cable reel 2P connector, and reinstall the access panel on the steering wheel.

19. Reconnect the battery positive cable, then the negative cable.

20. After installing the cable reel, confirm proper system operation:

- Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.
- Make sure both horn buttons work.
- Make sure the headlight and wiper switches work.
- Go for a test drive, and make sure the cruise control switches work.

# SRS Unit

## Replacement

### CAUTION:

- Before disconnecting any part of the SRS wire harness, disconnect the airbag connector(s).
- During installation or replacement, do not bump (impact wrench, hammer etc.) the area near the SRS unit.

### NOTE:

- Do not damage the SRS unit terminals or connectors.
- Do not disassemble the SRS unit; it has no serviceable parts.
- Store the SRS unit in a clean, dry area.
- Do not use any SRS unit which has been subjected to water or shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
2. Disconnect the airbag connector(s):

NOTE: When disconnected, the airbag connector is automatically shorted.

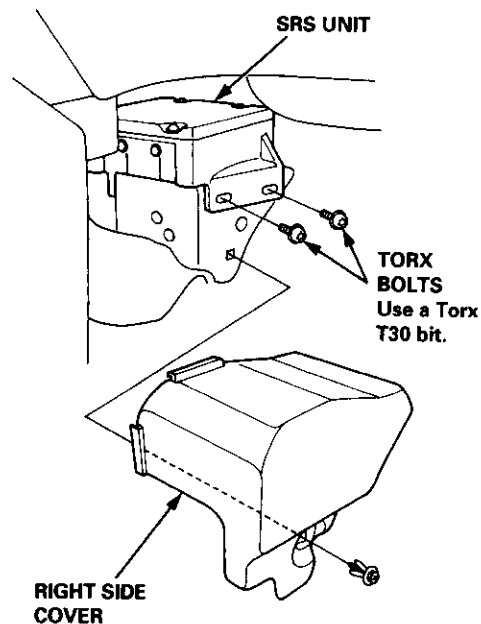
### Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel (see page 24-11).

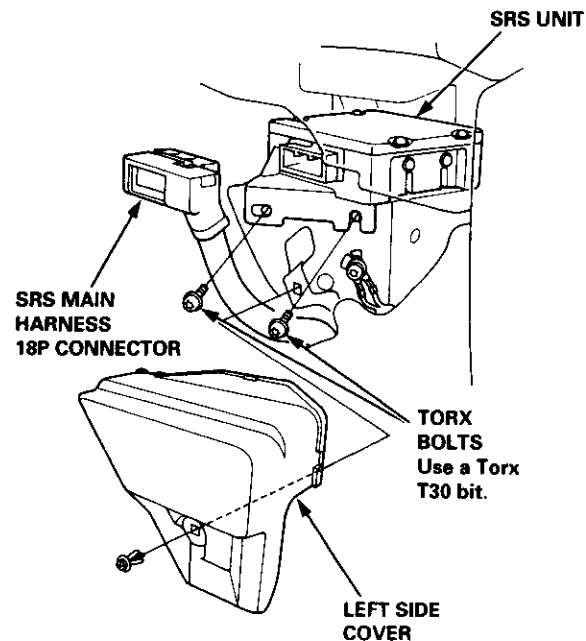
### Front Passenger's Side:

- Disconnect the 2P connector between the front passenger's airbag and SRS main harness (see page 24-11).

3. Remove the right side cover from the SRS unit.



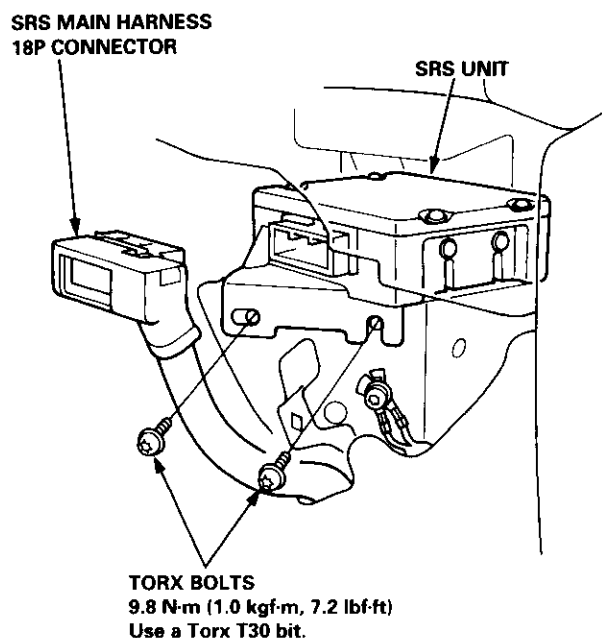
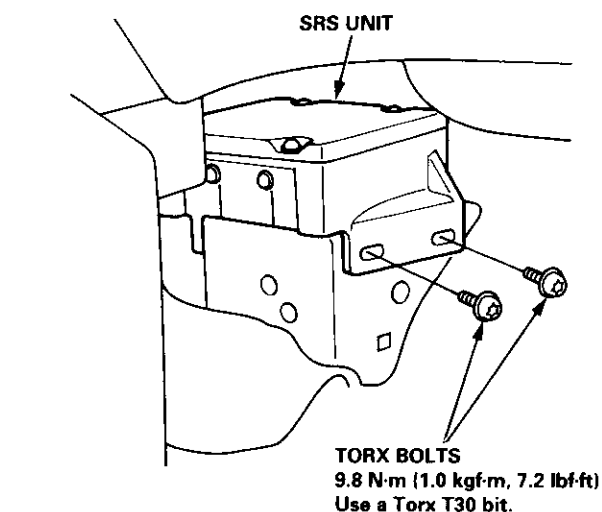
4. Remove the left side cover from the SRS unit, then disconnect the SRS main harness 18P connector from the SRS unit.



5. Remove the four Torx bolts from the SRS unit, then pull out the SRS unit from the driver's side.

6. Install the new SRS unit.

**NOTE:** Do not reuse a torx bolt that has red threads. Replace the bolt with a new one.



7. Connect the SRS main harness 18P connector to the SRS unit; push it into position until it clicks.
8. Install the SRS unit covers (right and left). Make sure the covers snap together in the middle.

9. Reconnect the driver's airbag 2P connector to the cable reel 2P connector, then reinstall the access panel on the steering wheel.
10. Reconnect the front passenger's airbag connector to the SRS main harness.
11. Reconnect the battery positive cable, then the negative cable.
12. After installing the SRS unit, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.