

PASSIVE RESTRAINT SYSTEMS

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GENERAL INFORMATION

WARNINGS AND PRECAUTIONS

WARNING: THIS SYSTEM IS A SENSITIVE, COMPLEX ELECTRO-MECHANICAL UNIT. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE CABLE BEFORE BEGINNING AIRBAG SYSTEM COMPONENT REMOVAL OR INSTALLATION PROCEDURES. THIS WILL DISABLE THE AIRBAG SYSTEM. FAILURE TO DISCONNECT THE BATTERY COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR ONE MINUTE BEFORE REMOVING AIRBAG COMPONENTS.

DO NOT PLACE AN INTACT UNDEPLOYED AIRBAG FACE DOWN ON A SOLID SURFACE, THE AIRBAG WILL PROPEL INTO THE AIR IF ACCIDENTALLY DEPLOYED AND COULD RESULT IN PERSONAL INJURY. WHEN CARRYING OR HANDLING AN UNDEPLOYED AIRBAG MODULE, THE TRIM SIDE OF THE AIRBAG SHOULD BE POINTING AWAY FROM THE BODY TO MINIMIZE POSSIBILITY OF INJURY IF ACCIDENTAL DEPLOYMENT OCCURS.

REPLACE AIRBAG SYSTEM COMPONENTS WITH MOPAR® REPLACEMENT PARTS. SUBSTITUTE PARTS MAY APPEAR INTERCHANGEABLE, BUT INTERNAL DIFFERENCES MAY RESULT IN INFERIOR OCCUPANT PROTECTION.

WEAR SAFETY GLASSES, RUBBER GLOVES, AND LONG SLEEVES CLOTHING WHEN CLEANING POWDER RESIDUE FROM VEHICLE AFTER AIRBAG DEPLOYMENT. SODIUM HYDROXIDE POWDER RESIDUE EMITTED FROM A DEPLOYED AIRBAG CAN CAUSE SKIN IRRITATION. FLUSH AFFECTED

AREA WITH COOL WATER IF IRRITATION IS EXPERIENCED. IF NASAL OR THROAT IRRITATION IS EXPERIENCED, EXIT THE VEHICLE FOR FRESH AIR UNTIL THE IRRITATION CEASES. IF IRRITATION CONTINUES, SEE A PHYSICIAN.

DO NOT USE A REPLACEMENT AIRBAG THAT IS NOT IN THE ORIGINAL PACKAGING, IMPROPER DEPLOYMENT AND PERSONAL INJURY CAN RESULT.

THE FACTORY INSTALLED FASTENERS, SCREWS AND BOLTS USED TO FASTEN AIRBAG COMPONENTS HAVE A SPECIAL COATING AND ARE SPECIFICALLY DESIGNED FOR THE AIRBAG SYSTEM. DO NOT USE SUBSTITUTE FASTENERS, USE ONLY ORIGINAL EQUIPMENT FASTENERS LISTED IN THE PARTS CATALOG WHEN FASTENER REPLACEMENT IS REQUIRED.

NOTE: Airbags should be stored in a cool dry location away from excessive heat and static electrical activity with the fabric airbag facing UP, or a premature deployment can result.

If the Driver/Passenger Airbag Module is defective and not deployed, refer to DaimlerChrysler Corporation current return list for proper handling procedures.

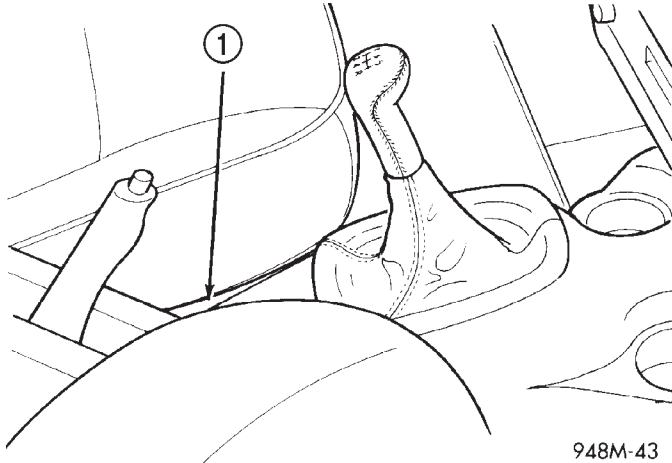
DESCRIPTION AND OPERATION

AIRBAG CONTROL MODULE (ACM)

The Airbag Control Module (ACM) contains the sensing element, safing sensor, and energy reserve capacitor. The module is mounted on the tunnel/floor pan between the gear shift lever and the park brake

DESCRIPTION AND OPERATION (Continued)

lever (Fig. 1). The ACM monitors the system to determine the system readiness. The ACM contains on-board diagnostics, and will illuminate the AIR-BAG warning lamp in the cluster when a fault occurs. The warning equipment is tested for six to eight seconds every time the vehicle is started.



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Fig. 1 Airbag Control Module (ACM) Location - Typical

1 - AIRBAG CONTROL MODULE

CLOCKSPRING

The clockspring is mounted to the steering column behind the steering wheel (Fig. 2). The clockspring is used to maintain a continuous electrical circuit between the wiring harness and the:

- Driver's airbag module
- Speed control switches
- Horn switch

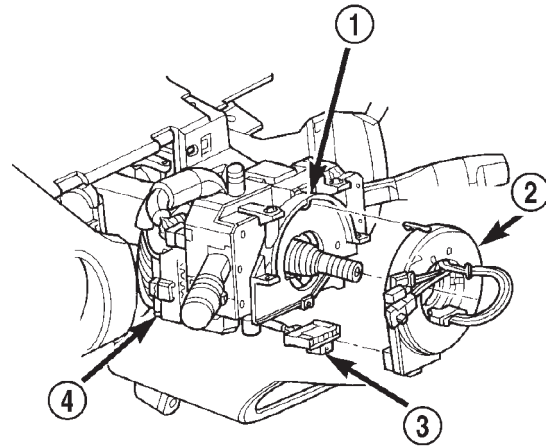
The clockspring consists of a flat, ribbon like, electrically conductive tape which winds and unwinds with the steering wheel rotation.

DRIVER and PASSENGER AIRBAG MODULE

WARNING: NEVER DISASSEMBLE THE DRIVER OR PASSENGER AIRBAG MODULES, THERE ARE NO SERVICEABLE PARTS WITH IN THE MODULES.

The Driver Airbag Module located on the steering wheel is the most visible part of the system (Fig. 3). The airbag module contains a housing to which the cushion, inflator and cover are attached to.

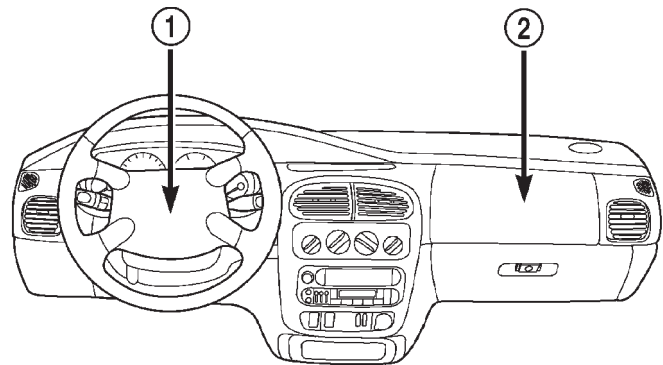
The driver side inflator assembly is mounted from the back of the module housing. When supplied with the proper electrical signal the inflator assembly will produce a gas and discharge it directly into the cushion. A protective cover is fitted to the front of the Driver Airbag Module and forms a decorative cover in the center of the steering wheel. The Driver Air-



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Fig. 2 Clockspring Location

- 1 - STEERING COLUMN
 2 - CLOCKSPRING
 3 - CLOCKSPRING ELECTRICAL CONNECTOR
 4 - IGNITION SWITCH ELECTRICAL CONNECTOR



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Fig. 3 Driver/Passenger Airbag Modules

- 1 - DRIVER AIRBAG
 2 - PASSENGER AIRBAG

bag Module is mounted directly to the steering wheel.

The Passenger Airbag Module is located beneath the decorative cover of the instrument panel, facing the passenger seat (Fig. 3).

The passenger inflator assembly is within the module housing. The module is mounted to the instrument panel retainer and support structure. When supplied with the proper electrical signal the inflator will produce a gas and discharge it directly into the cushion. A protective cover is fitted over the airbag module and forms a decorative cover.

DIAGNOSIS AND TESTING

AIRBAG SYSTEM

(1) Disconnect and isolate the battery negative cable (Fig. 4).

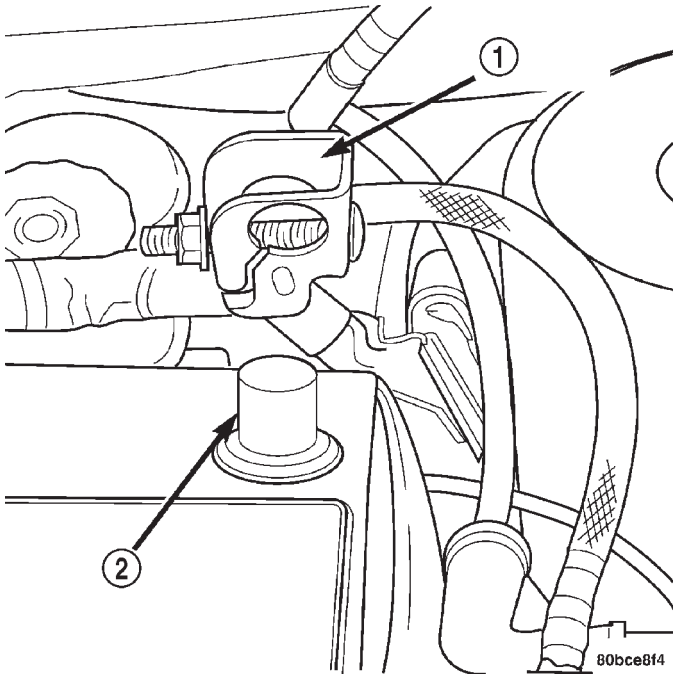


Fig. 4 Battery Negative Cable Remove/Install

- 1 - NEGATIVE CABLE
- 2 - NEGATIVE BATTERY POST

(2) Connect the DRB III® scan tool to the Data Link Connector (DLC), located at left side of the steering column and at the lower edge of the lower instrument panel (Fig. 5). Ensure that the latest version is being used.

(3) Turn the ignition key to ON position. Exit vehicle with the DRB III® scan tool.

(4) After checking that no one is inside the vehicle, connect the battery negative cable.

(5) Using the DRB III® scan tool, read and record active Diagnostic Trouble Code (DTC) data.

(6) Read and record any stored DTC's.

(7) Refer to the proper Body Diagnostic Procedures Manual if any DTC's are found in Step 5 or Step 6.

(8) Erase stored DTC's if there are no active DTC's. If problems remain, DTC's will not erase. Refer to the proper Body Diagnostic Procedures Manual to diagnose the problem. **If airbag warning lamp either fails to light, or goes on and stays on, there is a system malfunction. Refer to the proper Body Diagnostic Procedures Manual to diagnose the problem.**

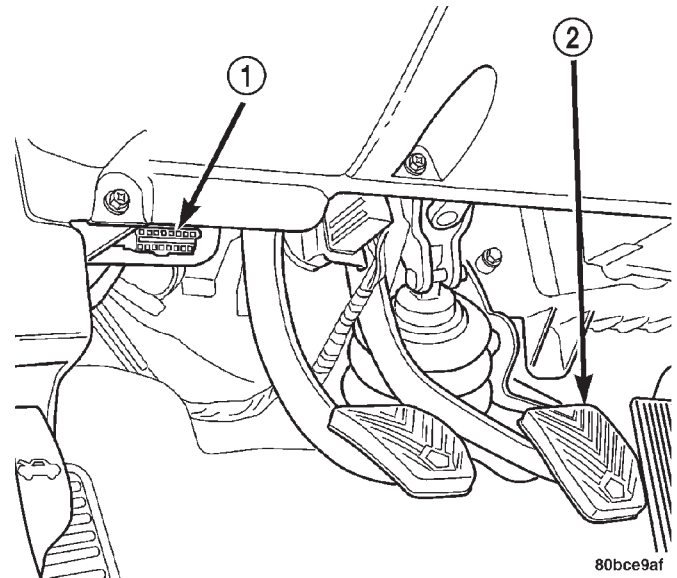


Fig. 5 Data Link Connector (DLC) Location

- 1 - DATA LINK CONNECTOR (DLC)
- 2 - BRAKE PEDAL

SERVICE PROCEDURES

CLEAN UP PROCEDURE

Roll or fold the driver side airbag towards the steering wheel and tape the airbag module cover over deployed bag.

Roll or fold the passenger airbag towards the instrument panel surface and close the door over the folded bag. Then tape the door shut.

Use a vacuum cleaner to remove any residual powder from the vehicle interior. Work from the outside in to avoid kneeling or sitting in a contaminated area. Vacuum the heater and A/C outlets as well. If the heater or air conditioner was in RECIRC mode at time of airbag deployment, operate blower motor on low speed and vacuum powder residue expelled from the heater and A/C outlets. Multiple vacuum cleaning may be necessary to decontaminate the interior of the vehicle.

NOTE: Dispose deployed airbag properly, contact dealer or government agency for disposal recommendations.

SERVICE OF DEPLOYED AIRBAG MODULE

DRIVER AIRBAG

After a Driver Airbag Module has been deployed the following components must be replaced because they cannot be reused. Other driver airbag system components are replaced if damaged.

- Driver Airbag Module

SERVICE PROCEDURES (Continued)

- Clockspring assembly
- Steering Column Assembly w/Lower Steering Column Coupler

PASSENGER AIRBAG

After a Passenger Airbag Module has been deployed, replace the following components because they cannot be reused.

- Passenger Airbag Module

Inspect all the attaching hardware and instrument panel for damage. If damage is evident, components should be replaced.

HANDLING AIRBAG MODULES

DEPLOYED AIRBAG MODULE

The vehicle interior may contain a very small amount of sodium hydroxide powder, a by-product of airbag deployment. Sodium hydroxide powder can irritate the skin, eyes, nose and throat. Wear safety glasses, rubber gloves, and long sleeved clothing when cleaning any of the powder residue from the vehicle.

If you find that the cleanup is irritating your skin, run cool water over the affected area. Also, if you experience nasal or throat irritation, exit the vehicle for fresh air until the irritation ceases. If irritation continues, see a physician.

UNDEPLOYED AIRBAG MODULE

The airbag modules must be stored in its original special container until used for service. At no time should a source of electricity be permitted near the inflator on the back of an airbag module. When carrying or handling an undeployed airbag module, the trim side of the airbag should be pointing away from the body to minimize possibility of injury if accidental deployment occurs. Do not place undeployed airbag face down on a solid surface, the airbag will propel into the air if accidentally deployment occurs.

MAINTENANCE INSPECTION

(1) Check the airbag warning lamp for proper operation as follows:

(a) Turn ignition switch to the ON position, the airbag warning lamp should light. If not, test the system using a DRB III® scan tool and the proper Body Diagnostic Procedures Manual.

(b) The airbag warning lamp lights, but fails to go out after eight seconds. Test the system using a DRB III® scan tool and the proper Body Diagnostic Procedures Manual.

(c) After correcting active malfunction erase stored Diagnostic Trouble Codes (DTC's).

REMOVAL AND INSTALLATION

AIRBAG CONTROL MODULE (ACM)

WARNING: THE ACM CONTAINS THE SENSING ELEMENT AND A SAFING SENSOR WHICH ENABLES THE SYSTEM TO DEPLOY THE AIRBAGS. TO AVOID ACCIDENTAL DEPLOYMENT, NEVER CONNECT ACM ELECTRICALLY TO THE SYSTEM WHILE VEHICLE BATTERY IS CONNECTED.

DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE BEFORE BEGINNING ANY AIRBAG SYSTEM COMPONENT REMOVAL OR INSTALLATION PROCEDURE. THIS WILL DISABLE THE AIRBAG SYSTEM. FAILURE TO DISCONNECT BATTERY COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 1 MINUTE BEFORE REMOVING ANY AIRBAG COMPONENTS.

REMOVAL

(1) Disconnect and isolate the battery negative cable (Fig. 4).

(2) Remove center console. Refer to Group 23 Body, Floor Console Removal and Installation.

(3) Remove module mounting nuts and remove module (Fig. 6).

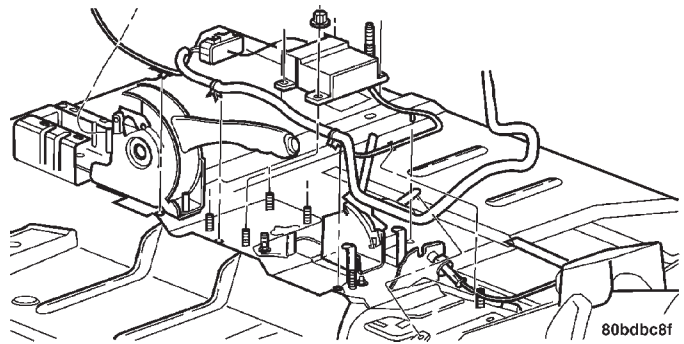


Fig. 6 Airbag Control Module (ACM) Remove/Install

(4) Disconnect ACM 23-way connector.

(5) Remove ACM from vehicle.

INSTALLATION

(1) Connect ACM connector and ensure that the connector and all locking tabs are engaged.

CAUTION: USE SUPPLIED NUTS ONLY

(2) Position ACM (arrow pointing forward) in the console floor bracket, attach the nuts and tighten to 9.6 to 14 N·m (85 to 125 in. lbs.) torque.

REMOVAL AND INSTALLATION (Continued)

- (3) Install center console assembly. Refer to Group 23 Body, Floor Console Removal and Installation.
- (4) Do not connect battery negative cable. Refer to Diagnosis and Testing for Airbag System Test for the proper procedures.

CLOCKSPRING

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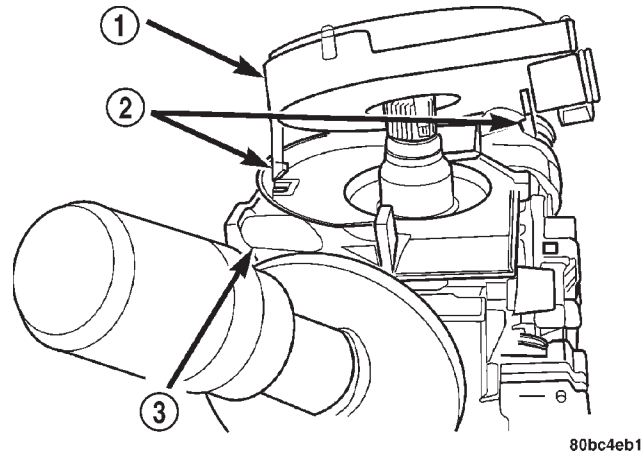
ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 1 MINUTE BEFORE REMOVING ANY AIRBAG COMPONENTS.

REMOVAL

- (1) Place the front road wheels in the straight ahead position then:
 - Rotate the steering wheel half turn (180 degrees) to the right (clockwise).
 - Lock column with ignition lock cylinder.
- (2) Disconnect and isolate the battery negative cable (Fig. 4).
- (3) Wait one minute for the reserve capacitor to discharge before removing non-deployed module.
- (4) Remove steering wheel. Refer to Steering Wheel Removal and Installation in this section.
- (5) Remove upper and lower steering column shrouds to gain access to clockspring wiring. Refer to Group 8E Instrument Panel Systems, Steering Column Shroud Removal and Installation.
- (6) Remove multi-function switch. Refer to Group 8J-Turn Signal and Hazard Warning Systems, Multi-Function Switch Removal and Installation.
- (7) Disconnect the 7-way connector between the clockspring and the instrument panel wiring harness at the base of the clockspring.
- (8) Remove clockspring by lifting the top latch tab up slightly to guide it over the lock housing (Fig. 7). The clockspring cannot be repaired, and must be replaced if faulty.
- (9) Rotate clockspring rotor a half turn (180 degrees) to the left (counter clockwise).
- (10) Lock the clockspring rotor in the center position as follows: Insert a paper clip wire through the hole in the rotor at the 10 O'clock position and bend to prevent it from falling out.

INSTALLATION

- (1) Confirm that:



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Fig. 7 Clockspring Latch Hooks

- 1 - CLOCKSPRING
- 2 - LATCH HOOKS
- 3 - STEERING COLUMN

- The steering wheel position is a half turn (180 degrees) to the right (clockwise)
- The column is locked with the ignition cylinder lock.
- Check that the turn signal stalk is in the neutral position
- When reusing the clockspring, remove locking wire and rotate clockspring rotor one half turn (180 degrees) to the right (clockwise). Locate the clockspring on the steering shaft and push down on the rotor until the clockspring is fully seated on the steering column.
- When installing a new clockspring, position the front wheels straight ahead. Remove grenade pin. Rotate clockspring rotor one half turn (180 degrees) to the right (clockwise).
- (2) Connect the clockspring to the instrument panel harness, ensure wiring is properly routed. Then check that the connectors, locking tabs are properly engaged and the halo lamp wire is in position.
- (3) Install steering column shrouds. Be sure all wires are inside of shrouds.
- (4) Install steering wheel ensuring the flats on hub align with the clockspring. Pull the horn, airbag and speed control leads through the larger slot. Ensure leads do not get pinched under the steering wheel.
- (5) Route speed control wires under and behind the airbag module mounting tabs.
- (6) Connect the horn lead wire and the airbag lead wire to the airbag module.
- (7) Install the airbag module and tighten bolts to 12 to 14 N·m (105 to 125 in. lbs.) torque.
- (8) Connect the speed control wires to the switches and install switches. Tighten screws to 2 N·m (20 in. lbs.) torque.

REMOVAL AND INSTALLATION (Continued)

(9) Do not connect the battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

DRIVER AIRBAG MODULE

WARNING: DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE BEFORE BEGINNING ANY AIRBAG SYSTEM COMPONENT REMOVAL OR INSTALLATION PROCEDURE. THIS WILL DISABLE THE AIRBAG SYSTEM. FAILURE TO DISCONNECT BATTERY COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 1 MINUTE BEFORE REMOVING ANY AIRBAG COMPONENTS.

REMOVAL

When removing a deployed module, rubber gloves, eye protection and long sleeved shirt should be worn, as there may be deposits on the surface which could irritate the skin and eyes.

(1) Disconnect and isolate the battery negative cable (Fig. 4).

(2) Remove speed control switches or covers from steering wheel armature and disconnect the wires (Fig. 8).

(3) Remove two bolts attaching Driver Airbag Module from the sides of steering wheel.

(4) Lift module and disconnect airbag squib wire connector and horn wire.

(5) Remove Driver Airbag Module from vehicle.

NOTE: When replacing a deployed driver airbag module, the clockspring must also be replaced. Refer to Clockspring Removal and Installation in this section.

INSTALLATION

For installation, reverse the above procedures.

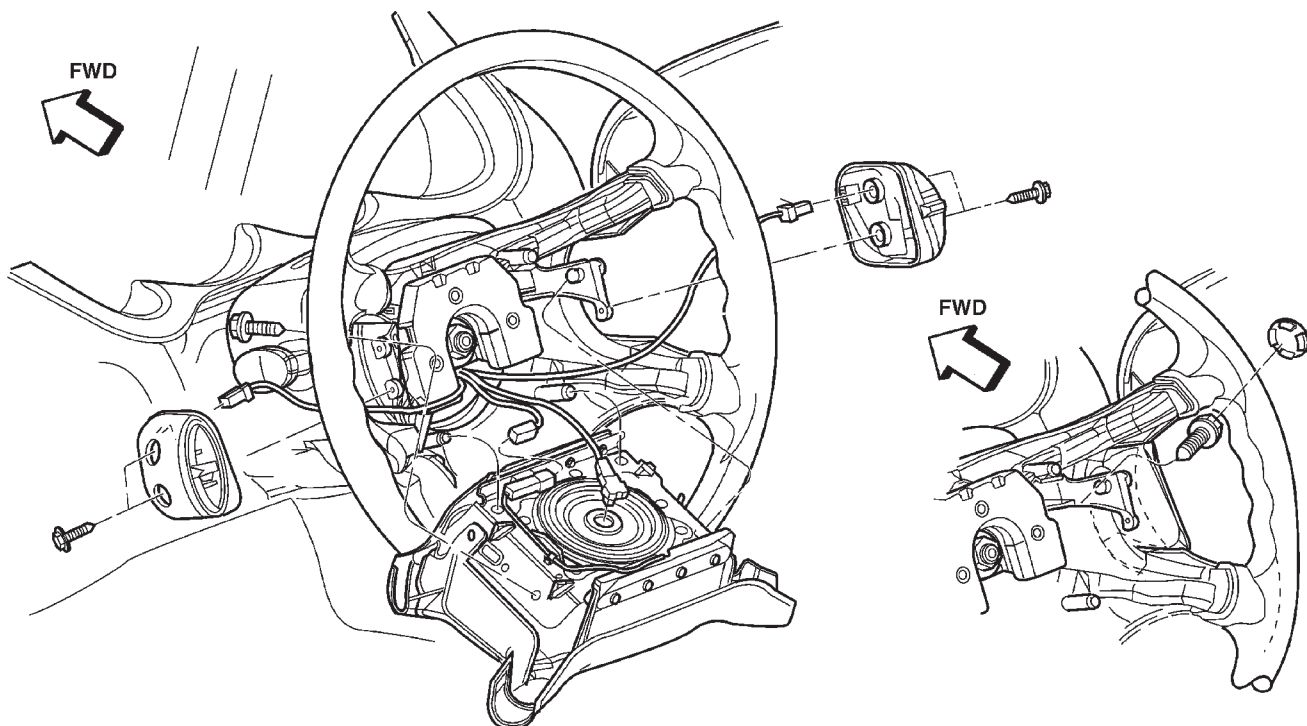
(1) Connect the squib wire to the module. Make airbag connection by pressing straight in on the connector. The connector should be fully seated. Feel for positive snap to assure positive connection.

(2) Connect the horn wire.

(3) Install two bolts and tighten to 10 to 11 N·m (90 to 100 in. lbs.) torque.

(4) Install covers to the steering wheel armature or connect the wire connectors to the speed control switches and install switches. Tighten fastener to 2 N·m (20 in. lbs.) torque.

(5) Do not connect battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.



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Fig. 8 Driver Airbag Module Remove/Install

REMOVAL AND INSTALLATION (Continued)

PASSENGER AIRBAG MODULE

WARNING: DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE BEFORE BEGINNING ANY AIRBAG SYSTEM COMPONENT REMOVAL OR INSTALLATION PROCEDURE. THIS WILL DISABLE THE AIRBAG SYSTEM. FAILURE TO DISCONNECT BATTERY COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 1 MINUTE BEFORE REMOVING ANY AIRBAG COMPONENTS.

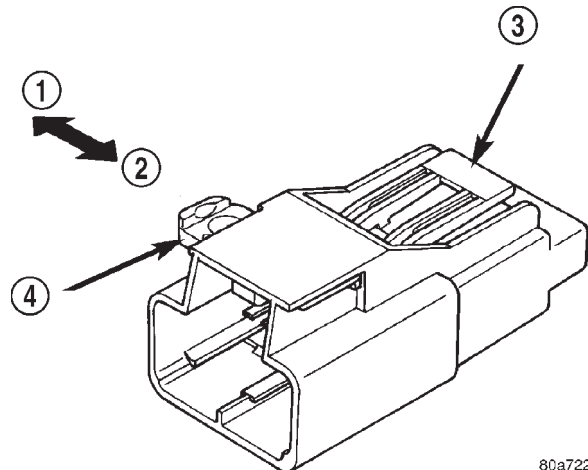
NON-DEPLOYED MODULE

REMOVAL

When removing a module for any reason other than DEPLOYMENT.

- (1) Disconnect and isolate the battery negative cable (Fig. 4).
- (2) Wait one minute for the reserve capacitor to discharge before removing non-deployed module.
- (3) Remove instrument panel top cover. Refer to Group 8E Instrument Panel Systems, Instrument Panel Top Cover Removal and Installation.
- (4) Remove three screws to glove box door and remove door from instrument panel.
- (5) Remove three passenger airbag cover screws attaching cover to top of instrument panel (Fig. 9).

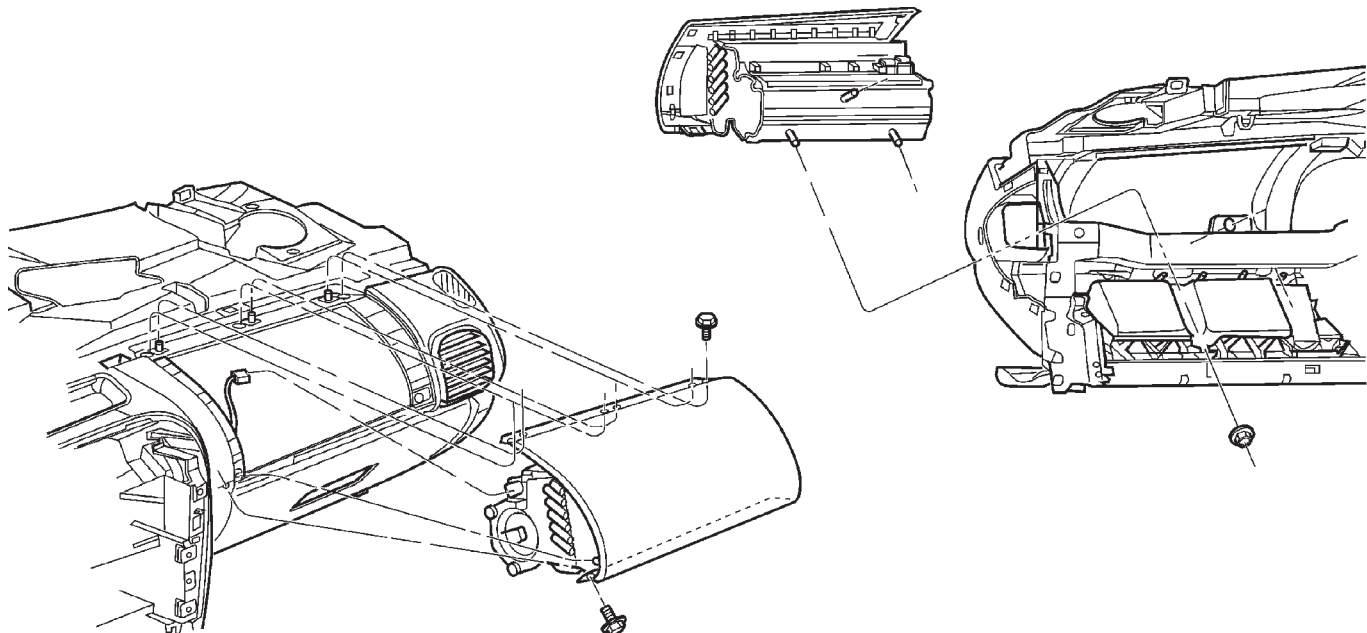
- (6) Remove two passenger airbag cover screws attaching cover to front lower instrument panel.
- (7) Remove three module attaching nuts from the support structure.
- (8) Lift module up until the wire connector is visible and disconnect the 4-way wire connector from module. Unlock the red locking tab and compress lock to release the connector (Fig. 10).



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Fig. 10 Airbag Module Connector

- 1 - UNLOCK
- 2 - LOCK
- 3 - PRESS LOCK
- 4 - RED LOCKING TAB



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Fig. 9 Passenger Airbag Module Remove/Install

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

For installation, reverse the above procedures. Ensure that the red locking tab is in the lock position after installing the connector. Tighten trim screws to 2 N·m (20 in. lbs.) torque. Tighten the three module retaining nuts to 22 to 34 N·m (200 to 300 in. lbs.) torque. Do not connect battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

DEPLOYED MODULE

REMOVAL

When removing a deployed module, rubber gloves, eye protection, and a long-sleeved shirt should be worn, as there may be deposits on the surface which could irritate the skin and eyes.

- (1) Roll/fold airbag towards instrument panel.
- (2) Close door over folded airbag and tape door closed.
- (3) Disconnect and isolate the battery negative cable (Fig. 4).
- (4) Remove instrument panel top cover. Refer to Group 8E Instrument Panel Systems, Instrument Panel Top Cover Removal and Installation.
- (5) Remove three screws to glove box door and remove door from instrument panel.
- (6) Remove three passenger airbag cover screws attaching cover to top of instrument panel (Fig. 9).
- (7) Remove two passenger airbag cover screws attaching cover to front lower instrument panel.
- (8) Remove three module attaching nuts from the support structure.
- (9) Lift module up until the wire connector is visible and disconnect the 4-way wire connector from module. Unlock the red locking tab and compress lock to release the connector (Fig. 10).

INSTALLATION

For installation, reverse the above procedures. Ensure that the red locking tab is in the lock position after installing the connector. Tighten trim screws to 2 N·m (20 in. lbs.) torque. Tighten the module nuts to 22 to 34 N·m (200 to 300 in. lbs.) torque. Do not connect battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

STEERING WHEEL

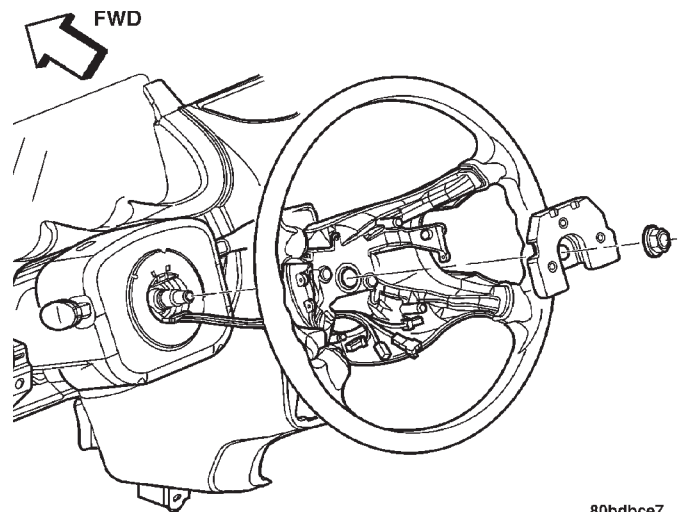
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DENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 1 MINUTE BEFORE REMOVING ANY AIRBAG COMPONENTS.

REMOVAL

- (1) Adjust the steering wheel so that the tires are in the straight ahead position. Then:
 - (a) Rotate the steering wheel half turn (180 degrees) to the right (clockwise).
 - (b) Lock column with the ignition cylinder lock.
- (2) Disconnect and isolate the battery negative cable (Fig. 4).
- (3) Remove the speed control switches and disconnect the wire connectors or covers (Fig. 11).



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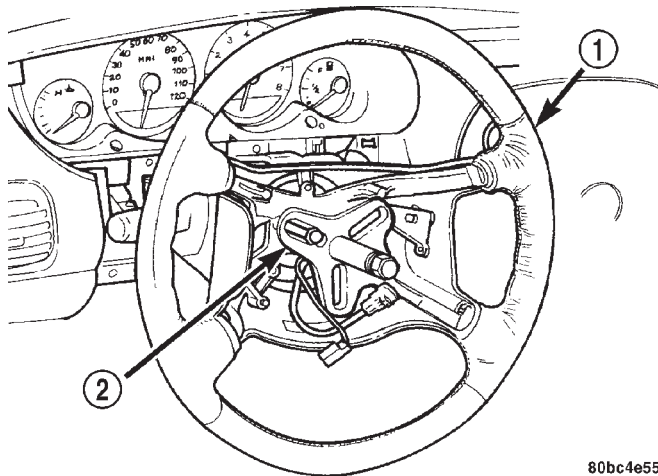
Fig. 11 Steering Wheel Remove/Install

- (4) Remove the Driver Airbag Module attaching bolts from the back of steering wheel.
- (5) Lift module and disconnect the airbag and horn wire connectors.
- (6) Remove steering wheel retaining nut.
- (7) Remove the steering wheel with a steering wheel puller (Fig. 12). While removing the steering wheel take care to feed the wires gently through the holes in the steering wheel.

INSTALLATION

- (1) Confirm that:
 - (a) The steering wheel position is a half turn (180 degrees) to the right (clockwise).
 - (b) The column is locked with the ignition cylinder lock.
 - (c) Check that the turn signal stalk is in the neutral position.
- (2) Install the steering wheel ensuring the flats on hub align with the clockspring. Pull the horn lead, airbag and speed control leads through the larger

REMOVAL AND INSTALLATION (Continued)



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Fig. 12 Steering Wheel Puller Installed

- 1 - STEERING WHEEL
2 - STEERING WHEEL PULLER

slot. Ensure leads do not get pinched under the steering wheel.

(3) Install the steering wheel retaining nut, and tighten it to 61 N·m (45 ft. lbs.) torque.

(4) Install the driver airbag module. Refer to Driver Airbag Module Removal and Installation in this section.

(5) Do not connect the battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

ADJUSTMENTS**CLOCKSPRING CENTERING PROCEDURE**

WARNING: DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE BEFORE BEGINNING ANY AIRBAG SYSTEM COMPONENT

REMOVAL OR INSTALLATION PROCEDURE. THIS WILL DISABLE THE AIRBAG SYSTEM. FAILURE TO DISCONNECT BATTERY COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

ALLOW SYSTEM CAPACITOR TO DISCHARGE FOR 1 MINUTE BEFORE REMOVING ANY AIRBAG COMPONENTS.

If the rotating tape within the clockspring is not positioned properly with the steering wheel and the front wheels, the clockspring may fail during use. The following procedure **MUST BE USED** to center the clockspring if:

- The clockspring is not known to be properly positioned.

- The front wheels were moved.

- The steering wheel was moved from the half turn (180 degrees) to the right (clockwise) position.

(1) Remove clockspring. Refer to Clockspring Removal and Installation in this section.

(2) Rotate the clockspring rotor in the **CLOCKWISE DIRECTION** to the end of travel. Do not apply excessive torque.

(3) From the end of travel, rotate the rotor three full turns in the counterclockwise direction. The horn wire and the squib wire should end up at the bottom. If not, rotate the rotor counter clockwise until the wires are properly orientated, but not more than half turn (180 degrees). Engage clockspring locking mechanism.

(4) For installation, refer to Clockspring Removal and Installation in this section.

(5) Do not connect battery negative cable. Refer to Diagnosis and Testing for Airbag System Test procedures.

