

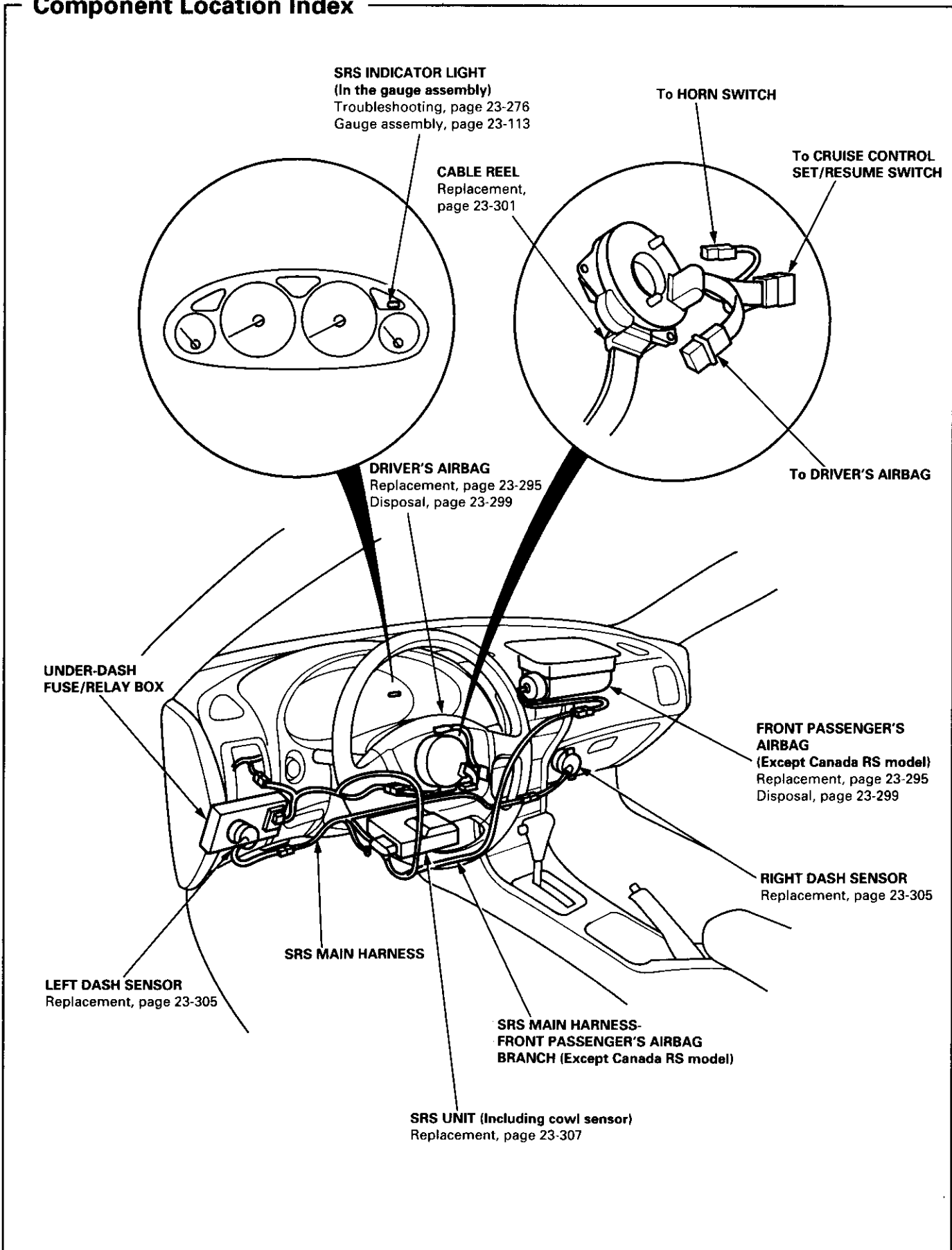
Supplemental Restraint System (SRS)

Component Location Index	23-266
Description	23-267
Circuit Diagram	23-268
Wiring Locations	23-270
Precautions/Procedures	23-271
Troubleshooting	23-276
Airbag Assembly	
Replacement	23-295
Disposal	23-299
Cable Reel	
Replacement	23-301
Dash Sensor	
Replacement	23-305
SRS Unit	
Replacement	23-307



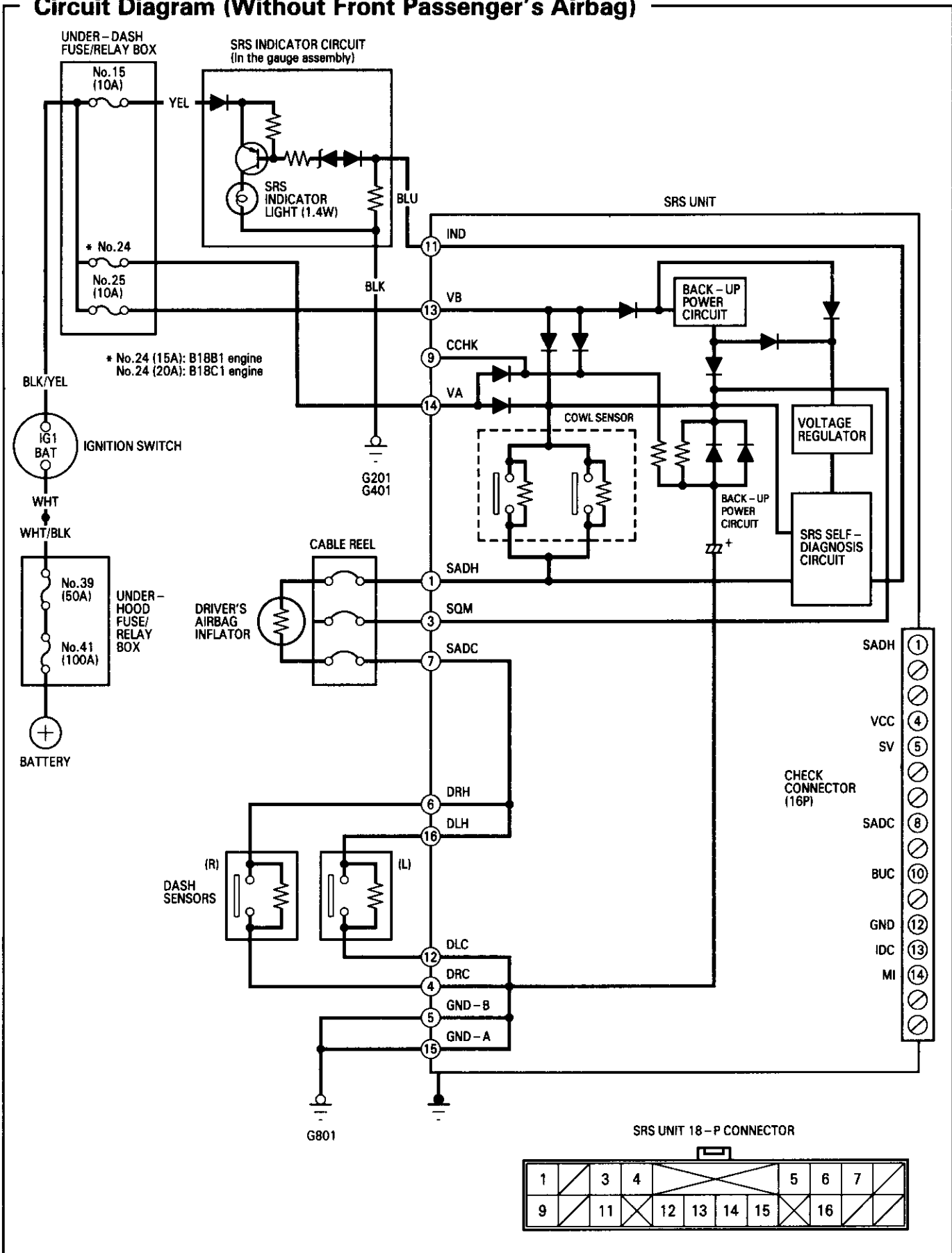
Supplemental Restraint System (SRS)

Component Location Index



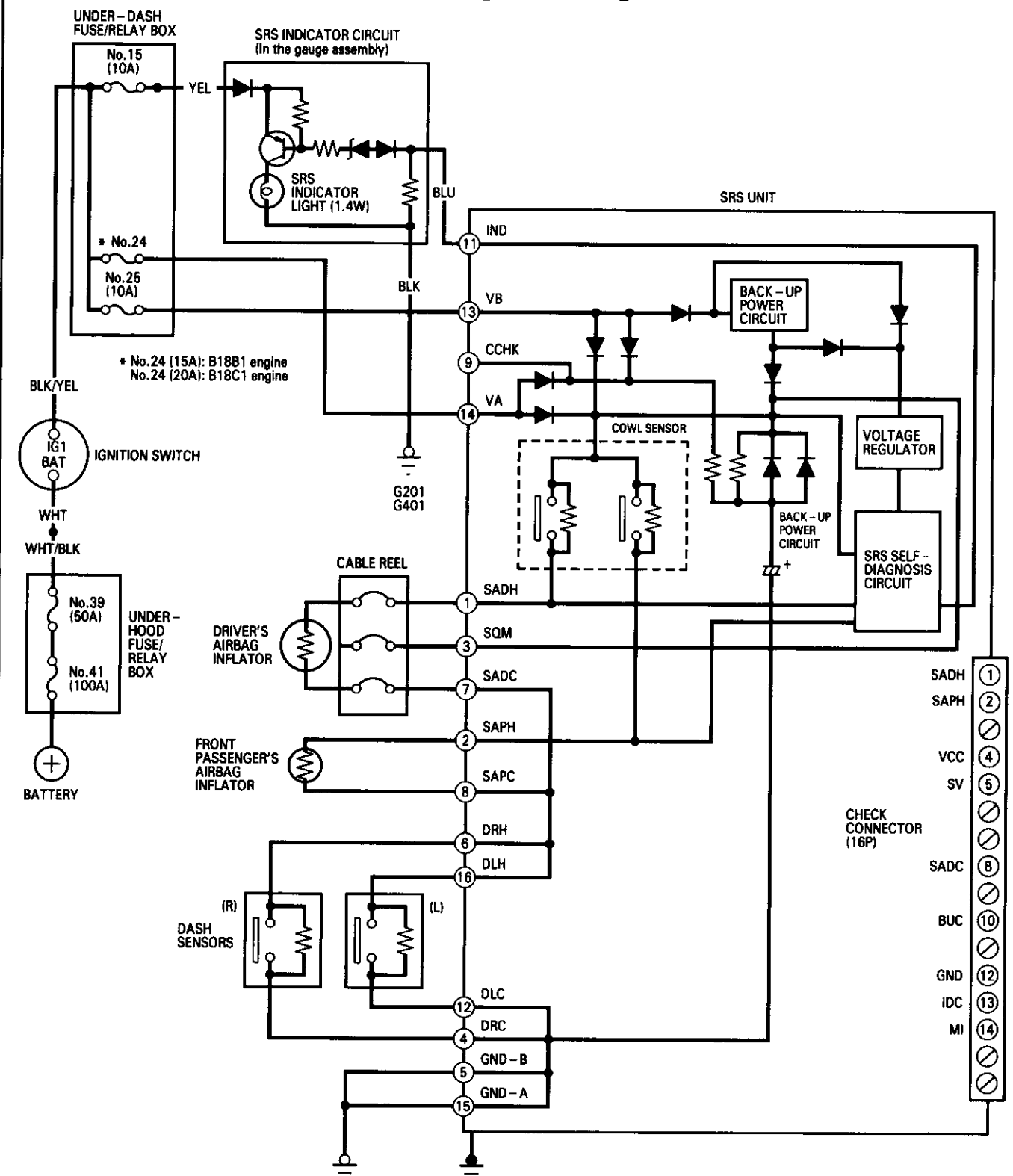
Supplemental Restraint System (SRS)

Circuit Diagram (Without Front Passenger's Airbag)





Circuit Diagram (With Front Passenger's Airbag)



SRS UNIT 18-P CONNECTOR

1	2	3	4	5	6	7	8
9	11	12	13	14	15	16	

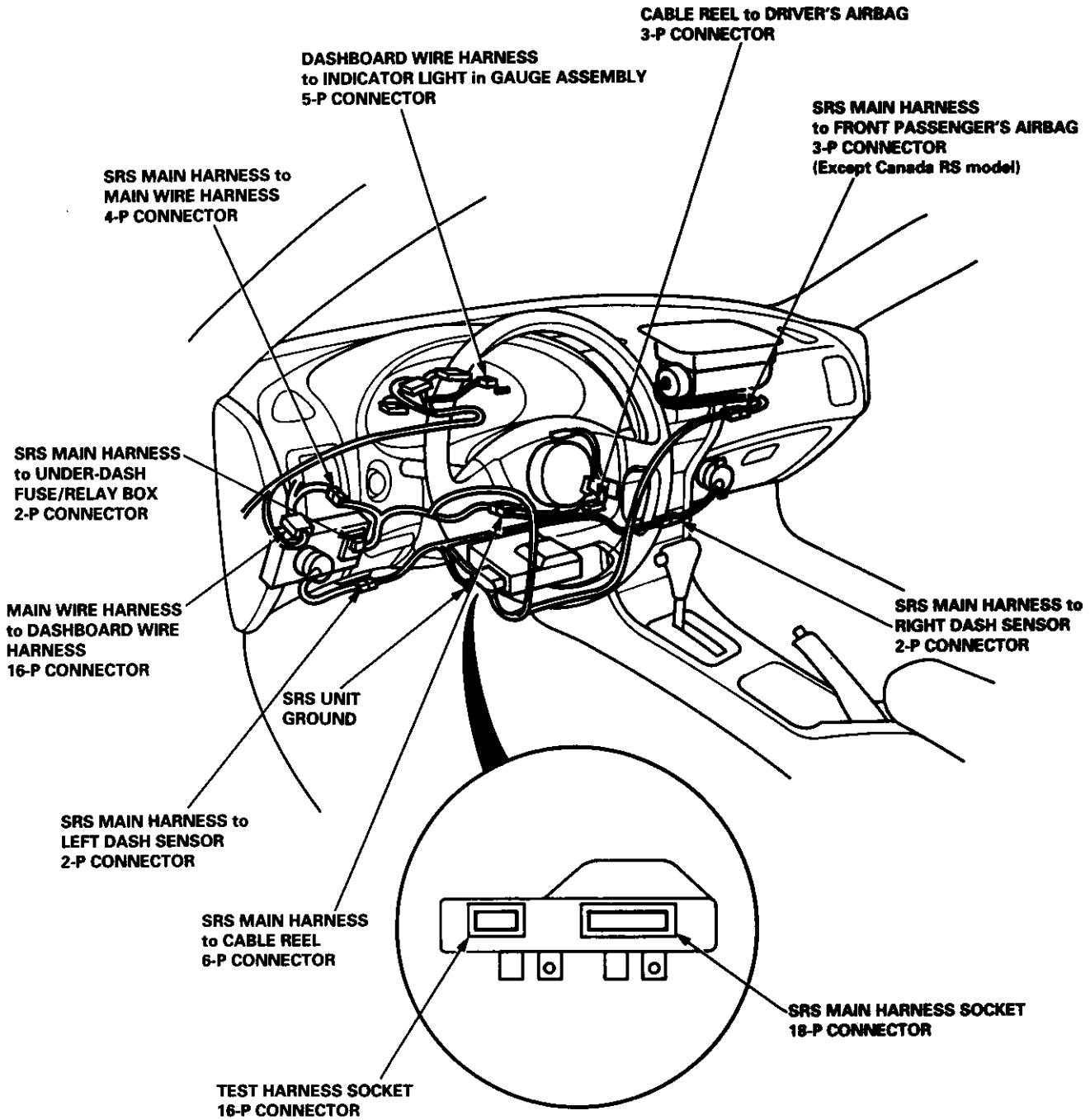
Supplemental Restraint System (SRS)

Wiring Locations

CAUTION: Make sure all SRS ground locations are clean and grounds are securely attached.

NOTE:

- All SRS electrical wiring harnesses are covered with yellow insulation.
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.

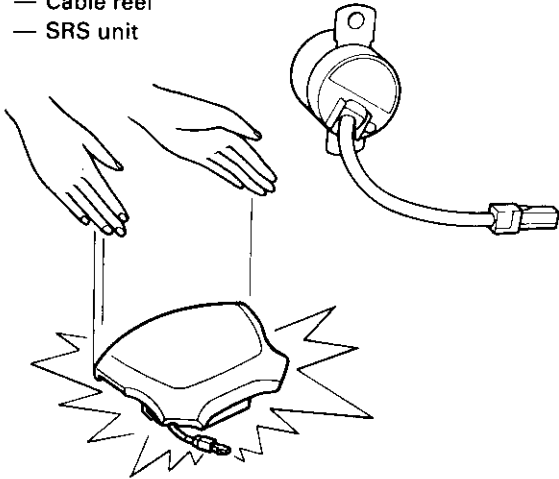




General Precautions

- 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:

- Airbag assembly (driver's and front passenger's)
- Dash sensors
- 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 car. When making SRS repairs, use only new parts.
- Except when performing electrical inspections, always disconnect both the negative cable and positive cable at the battery 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 page 23-160).
 - Cruise control set/resume switch replacement (see page 23-249).
- The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery.
- When reinstalling the SRS unit cover, be sure it snaps together properly.

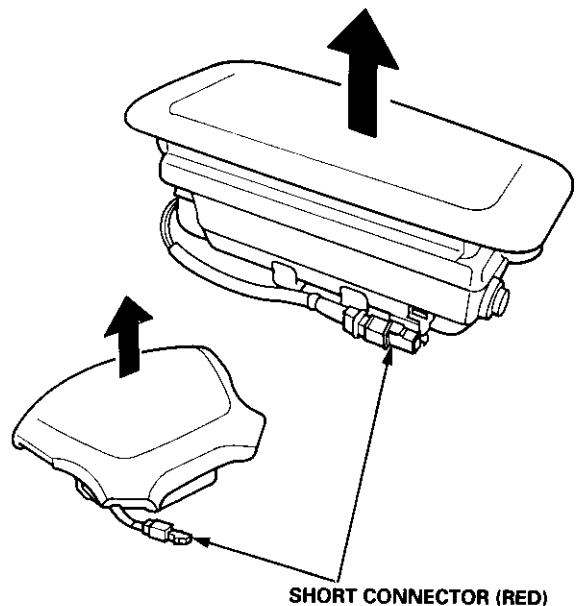
Airbag Handling and Storage

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.

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



- 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.

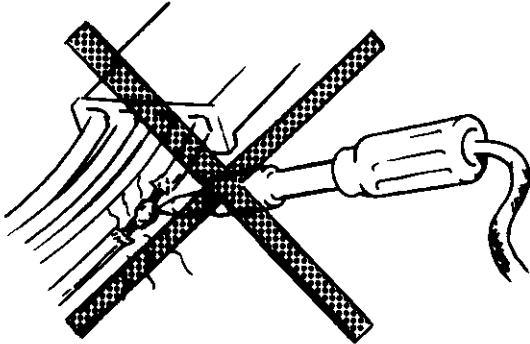
CAUTION: Improper handling or storage can internally damage the airbag assembly, making it inoperative. If you suspect the airbag assembly has been damaged, install a new unit and refer to the Deployment/Disposal Procedures for disposing of the damaged airbag.

Supplemental Restraint System (SRS)

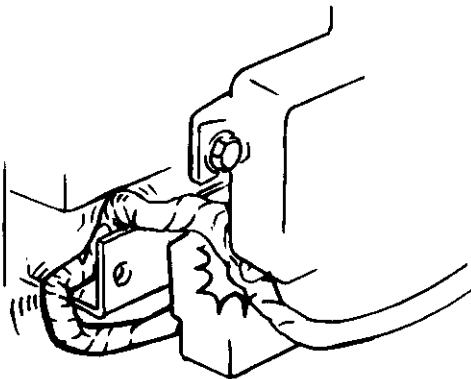
Wiring Precautions

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

NOTE: All SRS electrical wiring harnesses are covered with yellow insulation.



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

Connecting the Short Connectors

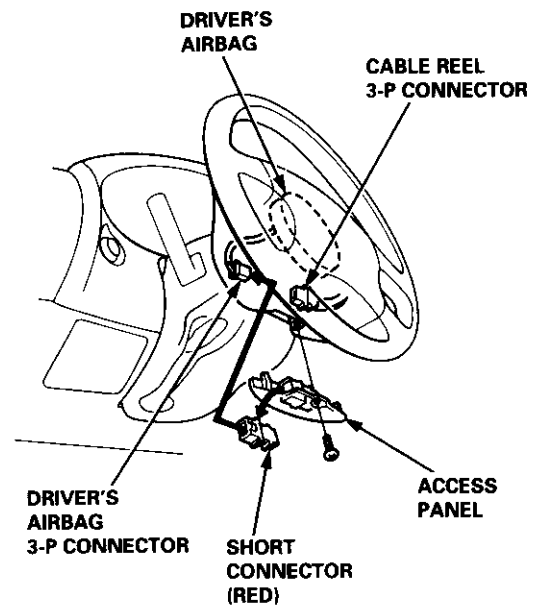
⚠ WARNING To avoid accidental deployment and possible injury, always install the protective short connector(s) on the driver's and passenger's airbag connector(s) before working near any SRS wiring.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

1. Disconnect the battery negative cable, then disconnect the positive cable.
2. Connect the short connector(s) (RED):

Driver's Side:

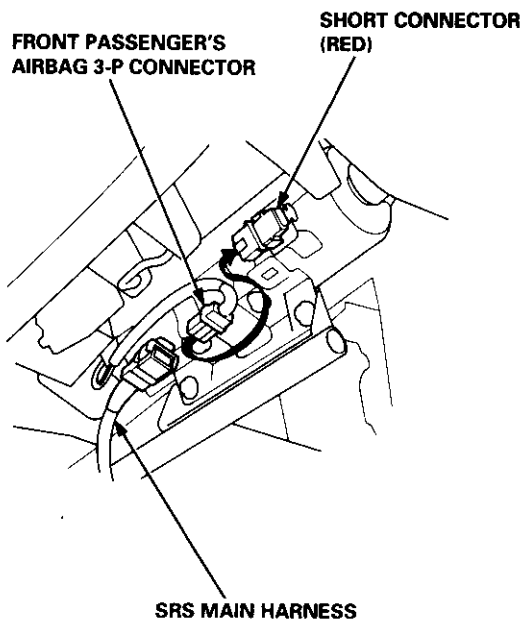
- Remove the access panel from the steering wheel, then remove the short connector (RED) from the panel.



- Disconnect the 3-P connector between the driver's airbag and cable reel, then connect the short connector (RED) to the airbag side of the connector.

Front Passenger's Side:

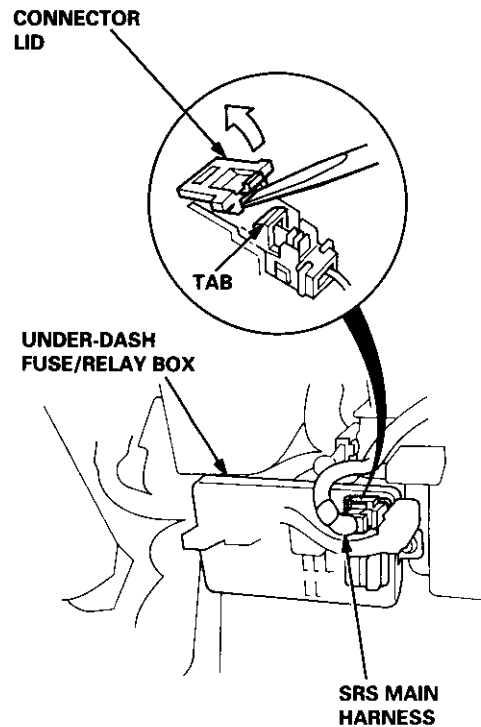
- Remove the glove box damper (see section 20), and then remove the glove box.
- Disconnect the 3-P connector between the front passenger's airbag and the SRS main harness, then connect the short connector (RED) to the airbag side of the connector.



Disconnecting the SRS Connector at the Under-dash Fuse/relay Box:

CAUTION: Avoid breaking the connector; it's double-locked.

1. First lift the connector lid with a thin screwdriver, then press the connector tab down and pull the connector out.



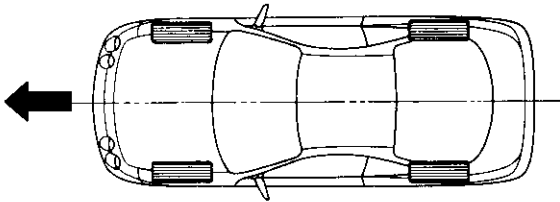
2. To reinstall the connector, push it into position until it clicks, then close its lid.

Supplemental Restraint System (SRS)

Steering-related Precautions

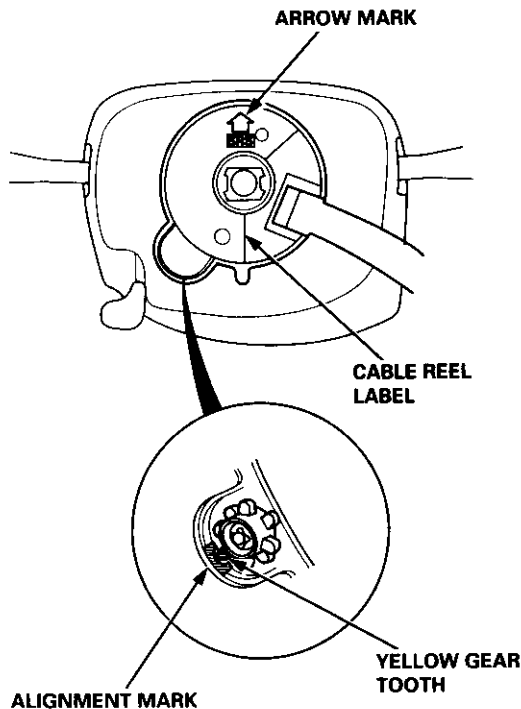
Steering Wheel and Cable Reel Alignment

NOTE: To avoid misalignment of the steering wheel or airbag 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 turns) until:

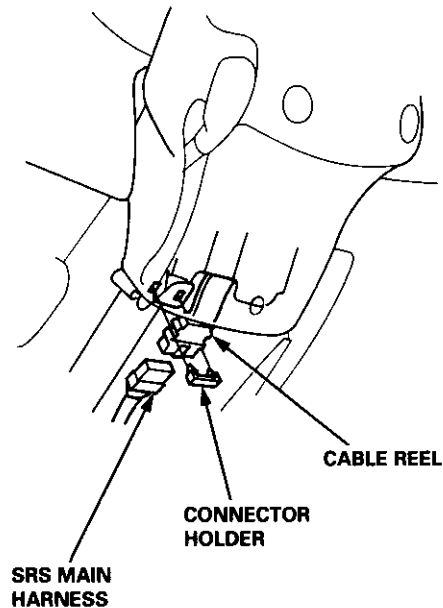
- The yellow gear tooth lines up with the alignment mark on the cover.
- The arrow mark on the cable reel label points straight up.



Steering Column Removal

CAUTION:

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



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

After reassembly confirm that 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 adjustment of the tie-rods, not by removing and repositioning the steering wheel.

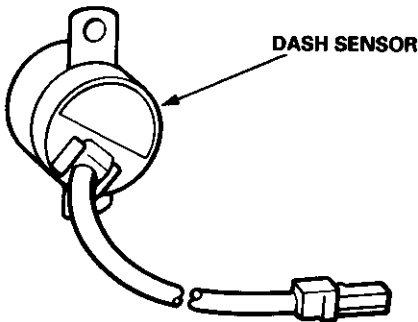


Sensor Inspection

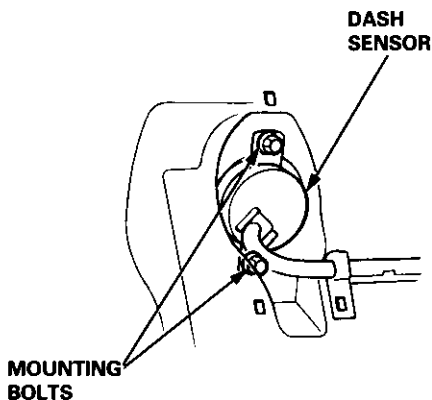
CAUTION: Take extra care when painting or doing body work in the area below the dashboard. Avoid direct exposure of the sensors or wiring to heat guns, welding, or spraying equipment.

▲ WARNING

- Disconnect both the negative and positive battery cables.
- Connect the short connector(s) before working below the dashboard or near the dash sensors.
- After any degree of frontal body damage, inspect both dash sensors. Replace a sensor if it is dented, cracked, or deformed.



- Be sure the sensors are installed securely.



Inspection After Deployment

After a collision in which the airbags were deployed, inspect the following:

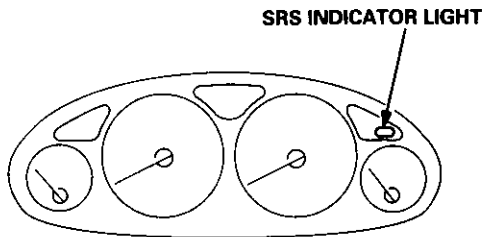
1. Inspect the dash sensors for physical damage. If the sensors are damaged, replace them.
2. Inspect all the SRS wire harnesses. Replace, don't repair, any damaged harnesses.
3. Inspect the cable reel for heat damage. If there is any damage, replace the cable reel.
4. After the car is completely repaired, 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 (next page).

Supplemental Restraint System (SRS)

Troubleshooting

Self-diagnosis Function

The SRS unit includes a self-diagnosis function. If there is a failure in the sensors, SRS unit, inflator, or their circuits, the SRS indicator light in the gauge assembly comes ON.



As a system check, the SRS indicator light also comes on when the ignition is first turned ON to the (II) position. If the light goes off after approximately six seconds, the system is OK.

If the SRS indicator light remains on (or fails to come on in the system check mode), one of the SRS components (or the wiring/connectors inbetween) is faulty.

Troubleshooting Precautions

- Always use the test harness. Do not use test probes directly on component connector terminals or wires; you may damage them or the SRS unit.
- When connecting any of the test harnesses to the system, push the connectors straight-in; do not bend the connector terminals.
- Before disconnecting any part of the SRS wire harness, connect the short connector (RED) on the driver's airbag. On cars equipped with a front passenger's airbag, connect short connectors on the driver's airbag and the front passenger's airbag.

SRS Indicator Light Troubleshooting

Possible conditions:

1. SRS indicator light does not come on at all – see page 23-278.
2. SRS indicator light stays on constantly – see page 23-282.
3. SRS indicator light comes on in combination with a failure of another electrical system (charging system light). Check for damage/corrosion at the under-dash fuse/relay box connector.

NOTE:

- Before starting the applicable troubleshooting, check the condition of all SRS connectors and ground points.
- If the fault is not found after completing the applicable troubleshooting, substitute a known-good SRS unit and check whether the indicator light goes off.

Connecting the Short Connectors

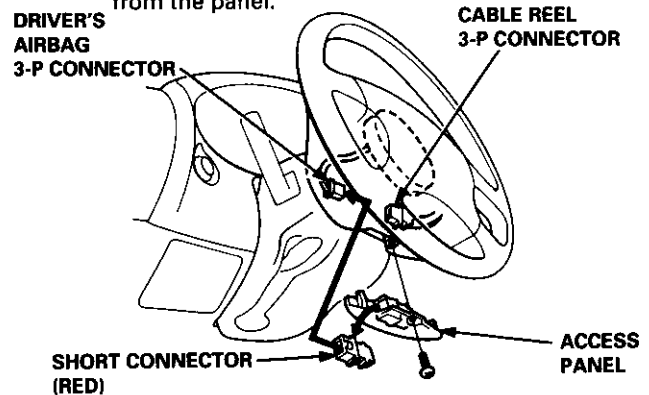
⚠ WARNING To avoid accidental deployment and possible injury, always connect the protective short connector to the driver's airbag connector and, on cars equipped with front passenger's airbag, connect protective short connectors to the driver's and front passenger's airbag before working near any SRS wiring.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

1. Disconnect the battery negative cable, then disconnect the positive cable.
2. Connect the short connector(s) (RED):

Driver's Side:

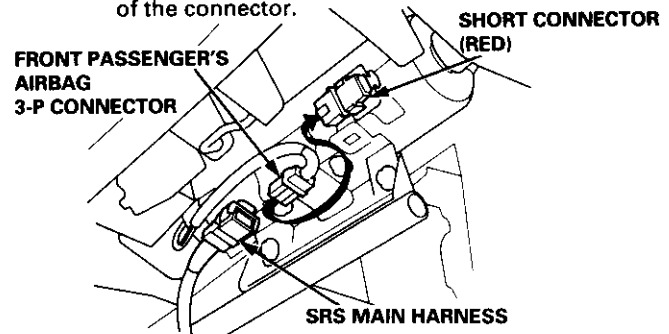
- Remove the access panel from the steering wheel, then remove the short connector (RED) from the panel.



- Disconnect the connector between the driver's airbag and cable reel, then connect the short connector (RED) to the airbag side of the connector.

Front Passenger's Side:

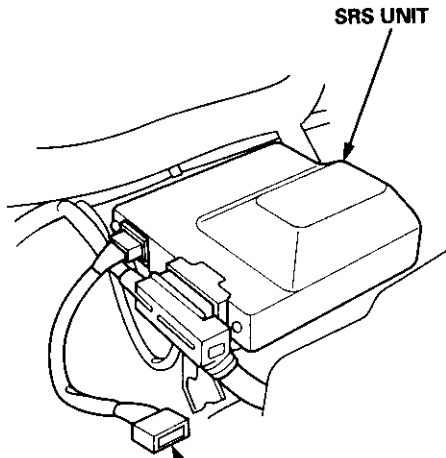
- Remove the glove box damper (see section 20), and then remove the glove box.
- Disconnect the connector between the front passenger's airbag and SRS main harness, then connect the short connector (RED) to the airbag side of the connector.





Test Harnesses and Attachment Points

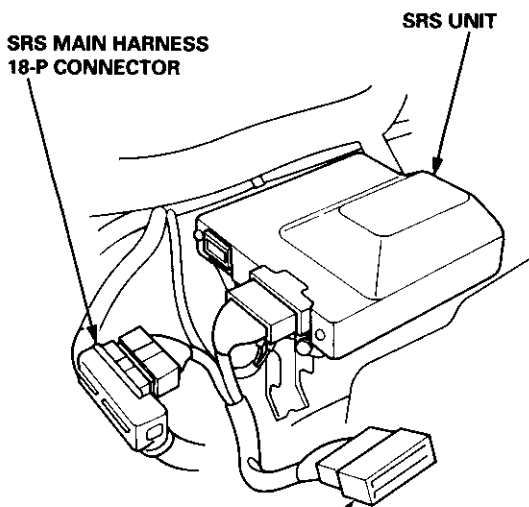
Test Harness A



TEST HARNESS A
07MAZ - SL00500

1	2	3	4	5	8	7	8
9	10	11	12	13	14	15	16

Test Harness B



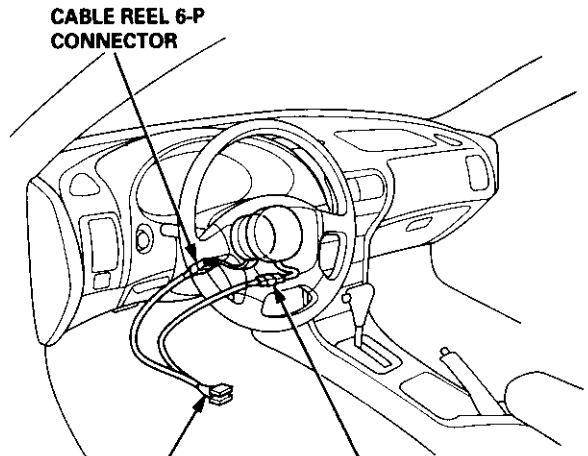
TEST HARNESS B
07MAZ - SP00500

ROW A (SRS UNIT END)

A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
B	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

ROW B (WIRE HARNESS END)

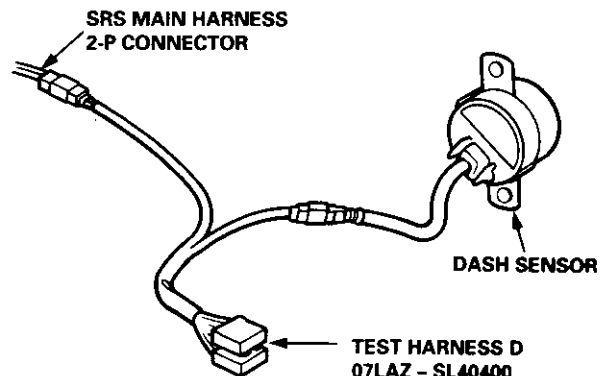
Test Harness C



TEST HARNESS C
07LAZ - SL40300

1	2	3	4
5	6	7	8

Test Harness D



TEST HARNESS D
07LAZ - SL40400

1	2
3	4

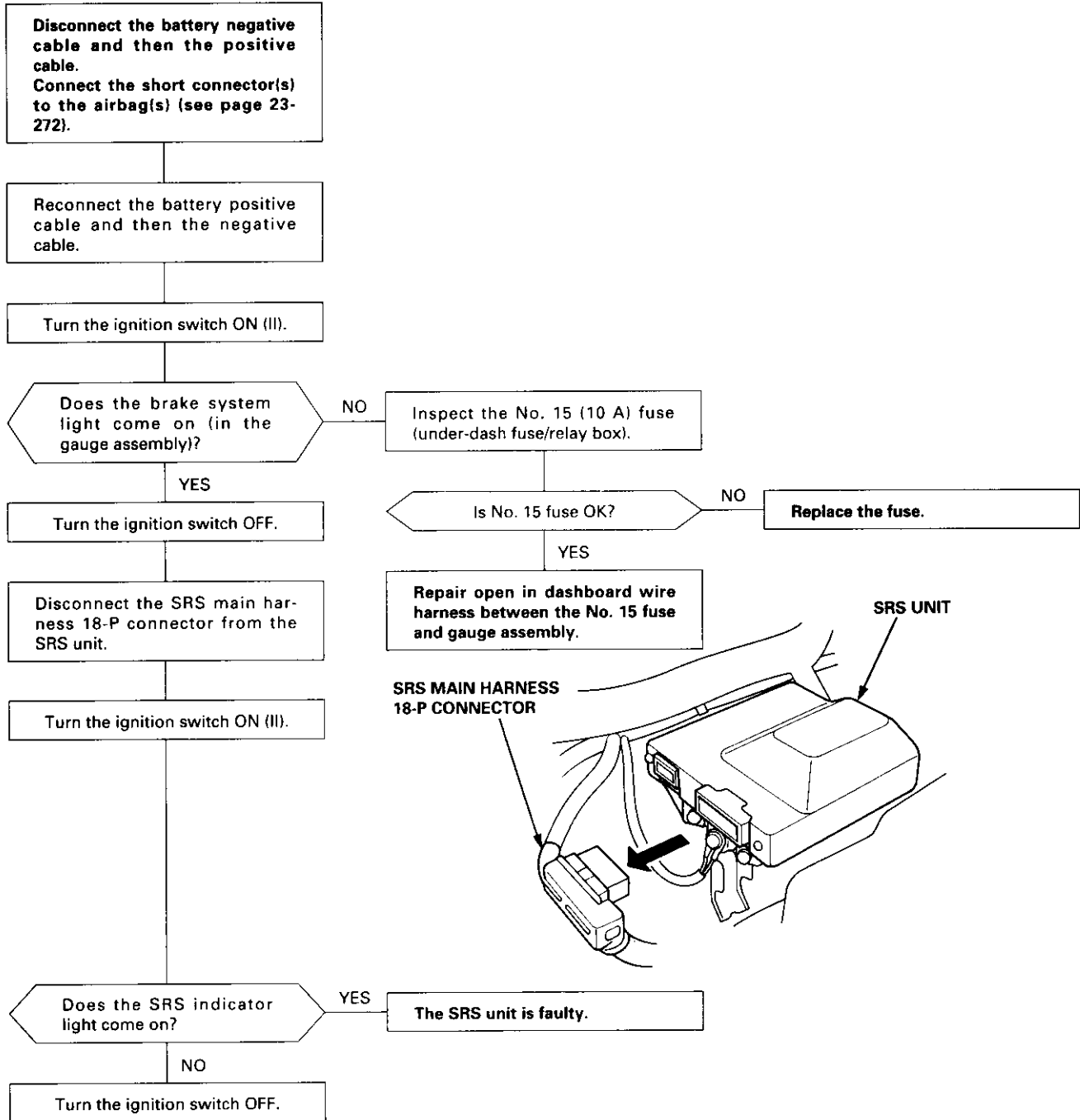
Supplemental Restraint System (SRS)

Troubleshooting

The SRS Indicator Does Not Light

CAUTION: 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.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

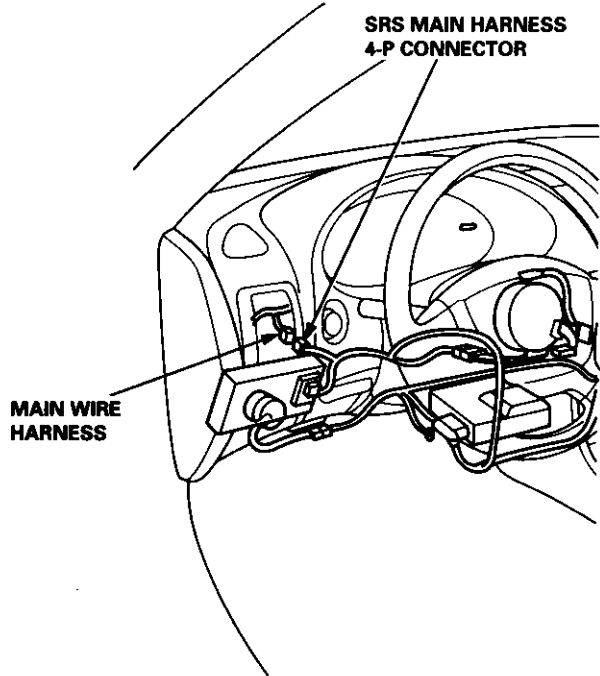


(To page 23-279)

(From page 23-278)

Disconnect the SRS main harness 4-P connector from the main wire harness.

Turn the ignition switch ON (II).



Does the SRS indicator light come on?

YES
The SRS main harness is faulty.

NO

Turn the ignition switch OFF.

Remove the gauge assembly then inspect the SRS indicator light bulb.

Is the SRS indicator light bulb OK?

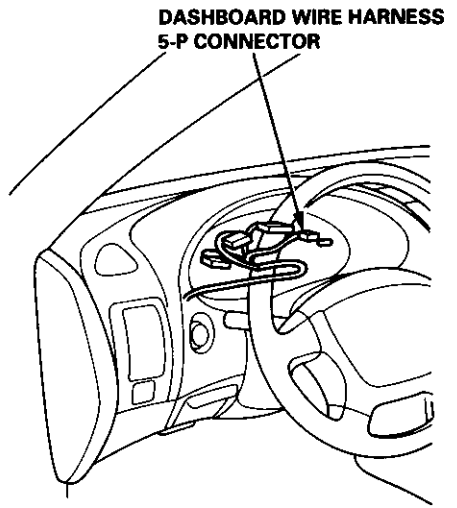
NO
Replace the indicator light bulb.

YES

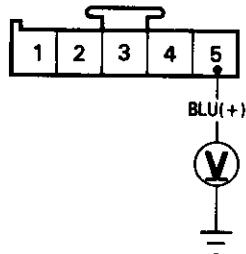
Connect a voltmeter between the No. 5 terminal (+) of the 5-P connector and body ground (-).

Turn the ignition switch ON (II).

Measure the voltage between the No. 5 terminal and body ground.



(To page 23-280)

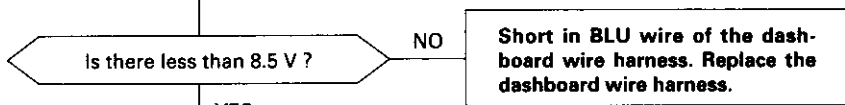


(cont'd)

Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

(From page 23-279)



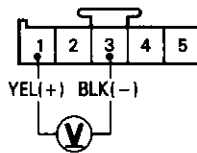
YES

Turn the ignition switch OFF

Connect the voltmeter between the No. 1 terminal (+) and the No. 3 terminal (-) of the dashboard wire harness 5-P connector.

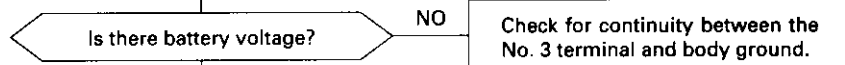
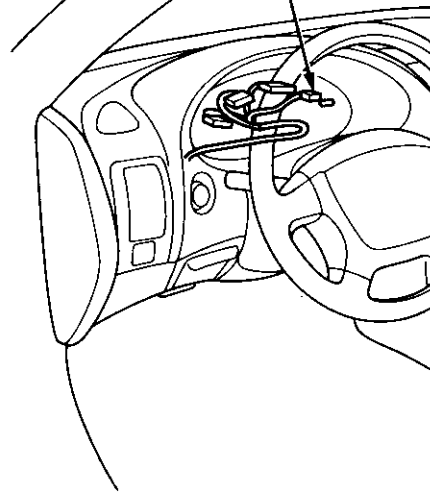
Turn the ignition switch ON (II).

Measure the voltage between the No. 1 terminal and the No. 3 terminal.



View from wire side.

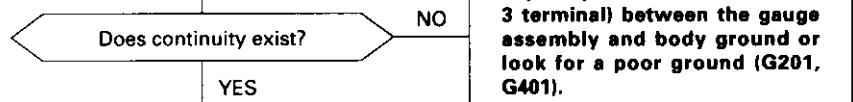
DASHBOARD WIRE HARNESS
5-P CONNECTOR



YES

Turn the ignition switch OFF.

(To page 23-281)



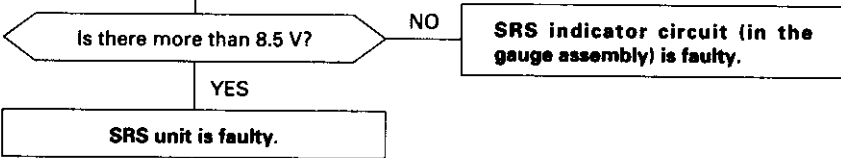
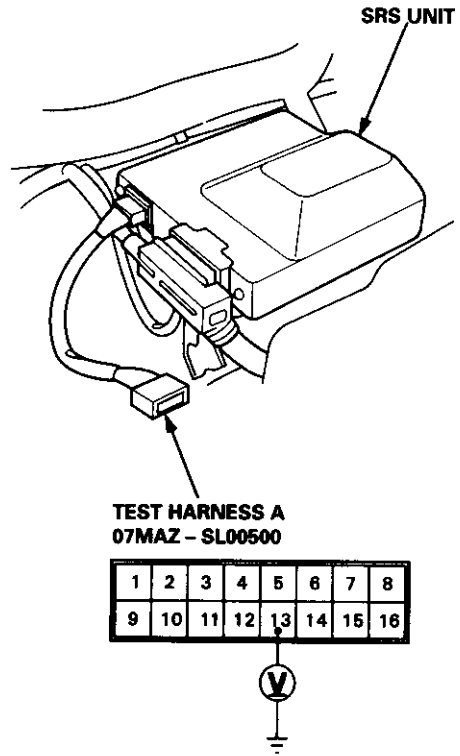
YES

Repair open in the YEL wire (No. 1 terminal) of the dashboard wire harness between the gauge assembly and the No. 15 (10 A) fuse.

(From page 23-280)

Reconnect each connector to the gauge assembly and SRS unit then connect Test Harness A to the SRS unit.

Turn the ignition ON (II) and measure the voltage between the No. 13 terminal (+) and body ground (-) for six seconds.



(cont'd)

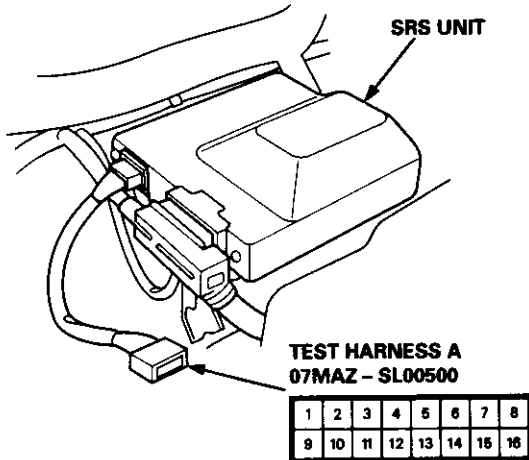
Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

SRS Indicator Light Stays on Continuously

NOTE: Before troubleshooting, make sure that battery voltage is 12 V or more. Otherwise you'll obtain wrong test readings.

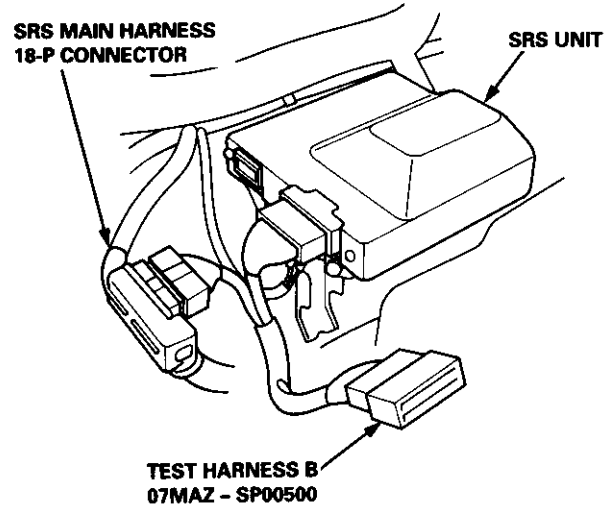
1. Make a photocopy of the chart on page 23-283.
2. Connect Test Harness A to the SRS unit as shown.



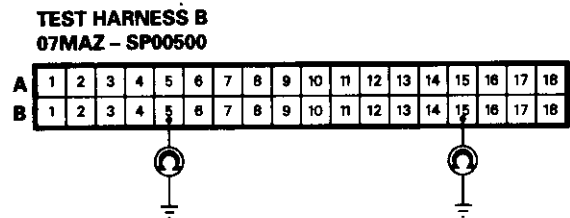
3. Turn the ignition switch ON (II).
 - Voltages in the chart assume the car's "battery voltage" is about 12 volts. Less than 12 volts will result in different or possibly false readings.
 - Do not disconnect the airbags from the circuit when checking SRS unit voltages.
4. First, check for voltage between Test Harness Terminal No. 12 (+) and ground (-).
 - If no voltage is indicated, go to step 8 and continue checking all the other terminals.
 - If voltage is indicated, there is a poor ground at the SRS unit. Read the following NOTE, and then go on to step 5.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

5. Before disconnecting any part of the SRS wire harness, connect the short connector(s) (RED) to the airbag(s) (see page 23-272).
6. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.



7. Check for continuity between the B5 terminal and body ground, and the B15 terminal and body ground.



- If there is continuity at either terminal, the SRS unit is faulty. Replace it and check the voltages according to the chart on page 23-283.
- If there is no continuity at either terminal, the SRS unit ground, the SRS unit component grounds or the SRS main harness is faulty. Check the grounds (check wire and control unit mounting bolts) and, if necessary, replace the SRS main harness. Then check the voltages according to the chart on page 23-283.

Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

NOTE: Do not disconnect the airbag when checking SRS unit voltages.

Without front passenger's airbag:

Test Harness Terminal	1 SADH	—	—	4 VCC	5 SV	—	—	8 SADC	—	10 BUC1	—	12 GND	13 IDC	14 MI	—	—	Probable Failure Mode	
Normal Voltage	4.3 -5.6	—	—	4.5 -5.5	12.0 -14.3	—	—	5.6 -7.3	—	11.5 -14.5	—	0	8.5 -13.6	8.4 -10.9	—	—		
Your Voltage Reading																		
Failure Mode Voltage	2.8 -3.7	—	—	4.5 -5.5	12.0 -14.3	—	—	3.7 -4.9	—	11.5 -14.5	—	0	2.0 -8.5	8.4 -10.9	—	—	A Open in one cowl sensor contact	
	0	—	—	4.5 -5.5	12.0 -14.3	—	—	0	—	11.5 -14.5	—	0	2.0 -8.5	8.4 -10.9	—	—	B • Open in both cowl sensor contacts • Short in one dash sensor • Short to driver's airbag inflator (body ground)	
	8.6 -11.3	—	—	4.5 -5.5	12.0 -14.3	—	—	11.2 -14.6	—	11.5 -14.5	—	0	2.0 -8.5	8.4 -10.9	—	—	C Short in cowl sensor or open in both dash sensors	
	5.7 -7.4	—	—	4.5 -5.5	12.0 -14.3	—	—	7.4 -9.7	—	11.5 -14.5	—	0	2.0 -8.5	8.4 -10.9	—	—	D Open in one dash sensor	
	8.6 -11.3	—	—	4.5 -5.5	12.0 -14.3	—	—	3.7 -4.9	—	11.5 -14.5	—	0	2.0 -8.5	8.4 -10.9	—	—	E Open in driver's airbag inflator or cable reel	
	4.3 -5.6	—	—	0	0	—	—	5.6 -7.3	—	11.5 -14.5	—	0	0	2.0 -8.5	8.4 -10.9	—	—	H Blown SRS fuse H (No. 25 10 A) or open in the wire
	4.3 -5.6	—	—	4.5 -5.5	12.0 -14.3	—	—	5.6 -7.3	—	11.5 -14.5	—	0	0 (8.5 -13.6)	8.4 -10.9	—	—	I Short (or open) in SRS indicator wire harness	

Mode A: Open in one cowl sensor contact

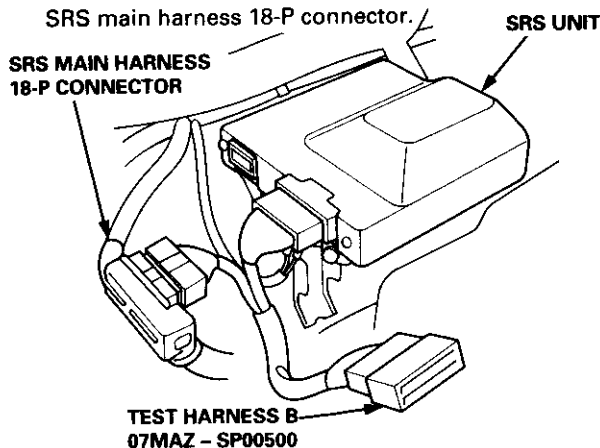
- The SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-283.

Mode B:

- Short to driver's or passenger's airbag inflator body (body ground)
- Short in dash sensor
- Open in both cowl sensor contacts

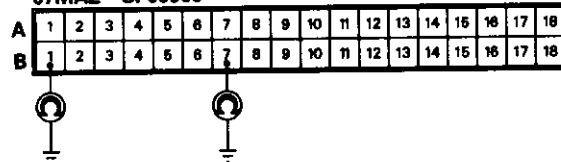
NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

1. Disconnect the battery negative cable and then the positive cable. Then connect the short connectors(s) (RED) to the airbag(s) (see page 23-272).
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.



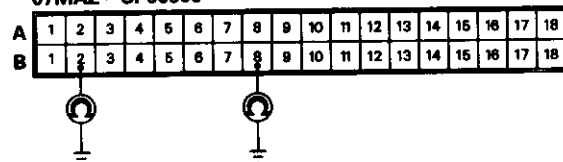
3. Reconnect the driver's airbag connector, then check continuity between the B1 terminal and body ground, and between the B7 terminal and body ground.

TEST HARNESS B
07MAZ - SP00500



- If there is continuity at either terminal, go to step 6.
 - If there is no continuity at either terminal,
 - go to step 5 (without front passenger's airbag).
 - go to step 4 (with front passenger's airbag).
4. Reconnect the front passenger's airbag connector, then check continuity between the B2 terminal and body ground, and between the B8 terminal and body ground.

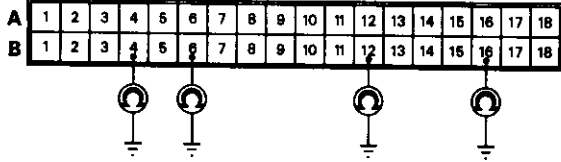
TEST HARNESS B
07MAZ - SP00500



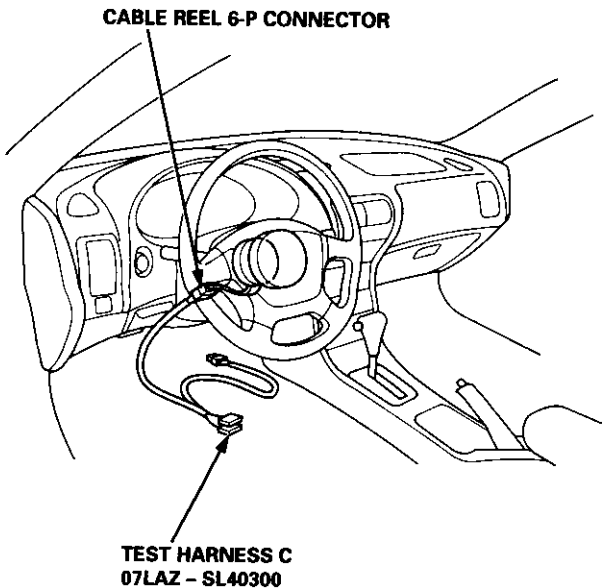
- If there is continuity at either terminal, go to step 10.
- If there is no continuity at either terminal, go to step 5.

5. Check continuity between body ground and each terminal of both dash sensors.

TEST HARNESS B
07MAZ - SP00500

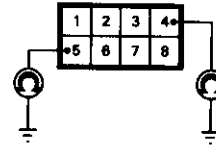


- If there is continuity at any of the terminals, go to step 12.
 - If there is no continuity at any terminal, go to step 13.
6. Disconnect the cable reel 6-P connector from the SRS main harness, then connect Test Harness C only to the cable reel side of the 6-P connector.



7. Check continuity between the No. 4 terminal and body ground, and between the No. 5 terminal and body ground.

TEST HARNESS C
07LAZ - SL40300



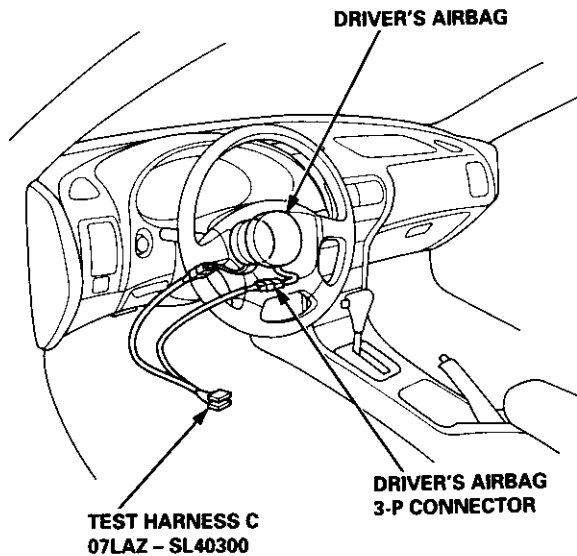
- If there is continuity at either terminal, go to step 8.
- If there is no continuity at either terminal, the SRS main harness is faulty. Replace it and re-check the voltages according to the chart on page 23-283.

(cont'd)

Supplemental Restraint System (SRS)

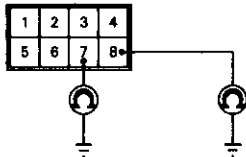
Troubleshooting (cont'd)

8. Disconnect the driver's airbag 3-P connector from the cable reel, then connect Test Harness C to the driver's airbag 3-P connector.



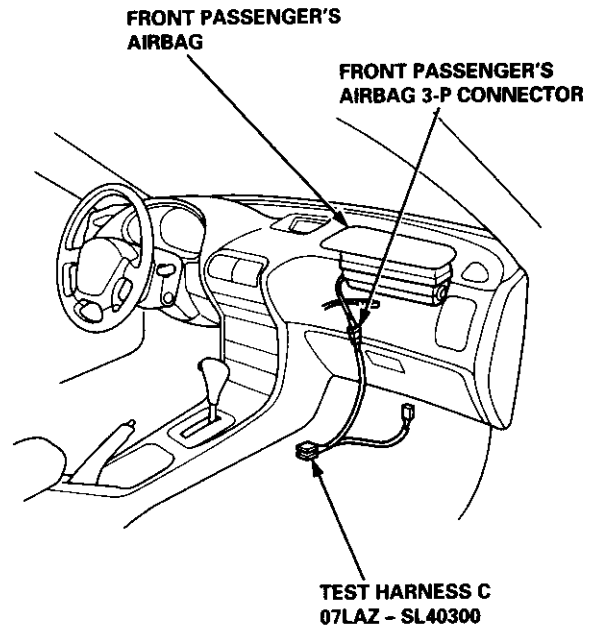
9. Check continuity between the No. 7 terminal and body ground, and between the No. 8 terminal and body ground.

TEST HARNESS C
07LAZ - SL40300



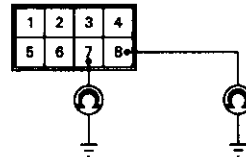
- If there is continuity at either terminal, the driver's airbag inflator is faulty. Replace it and recheck the voltages according to the chart on page 23-283.
- If there is no continuity at either terminal, the cable reel is faulty. Replace it and recheck the voltages according to the chart on page 23-283.

10. Disconnect the front passenger's airbag 3-P connector from the SRS main harness, then connect Test Harness C to the airbag side of the connector.



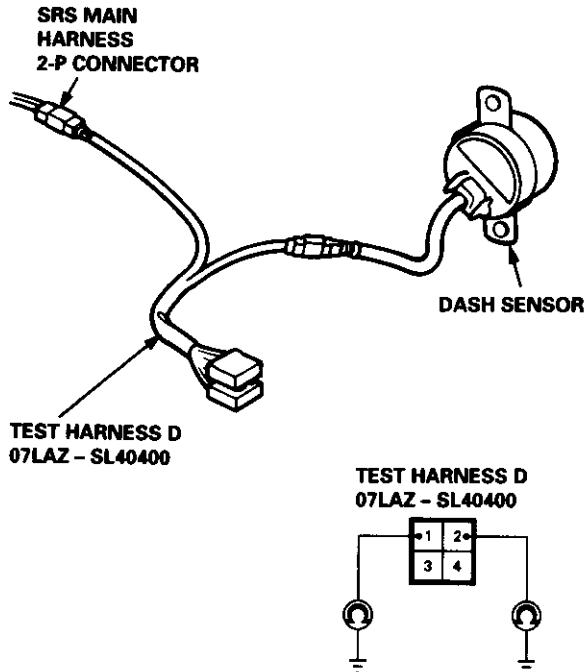
11. Check continuity between the No. 7 terminal and body ground, and between the No. 8 terminal and body ground.

TEST HARNESS C
07LAZ - SL40300



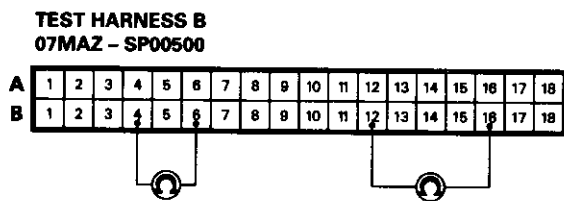
- If there is continuity at either terminal, the front passenger's airbag inflator is faulty. Replace it and recheck the voltages according to the chart on page 23-283.
- If there is no continuity at either terminal, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-283.

12. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Check continuity between the No. 1 terminal and body ground, and between the No. 2 terminal and body ground.



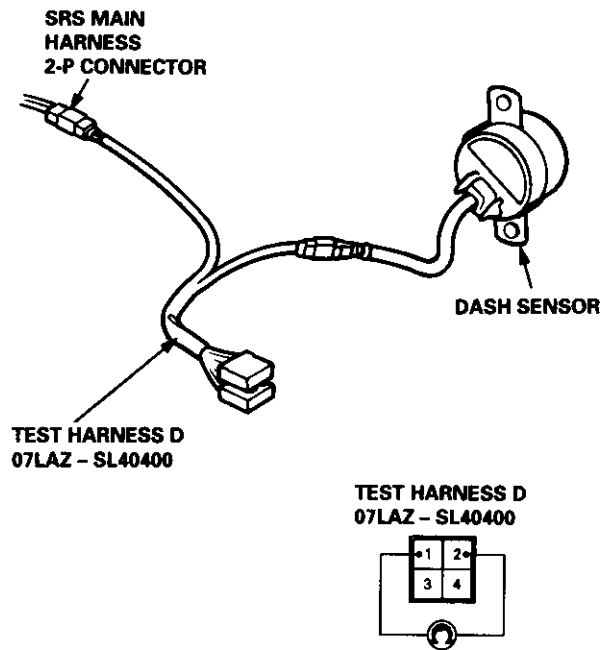
- If there is continuity at either terminal, the dash sensor is faulty. Replace it and recheck the voltages according to the chart on page 23-283.
- If there is no continuity at either terminal, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-283.

13. Measure the resistance between the left dash sensor terminals B12 and B16, and between the right dash sensor terminals B4 and B6.



- If resistance is 3.8 – 4.2 kΩ for both sensors, the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-283.
- If resistance is less than 3.8 kΩ for either sensor, go to step 14.

14. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Measure the resistance between the No. 1 terminal and No. 2 terminal.



- If resistance is 3.8 – 4.2 kΩ, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-283.
- If resistance is less than 3.8 kΩ, the dash sensor is faulty. Replace it and recheck the voltages according to the chart on page 23-283.

(cont'd)

Supplemental Restraint System (SRS)

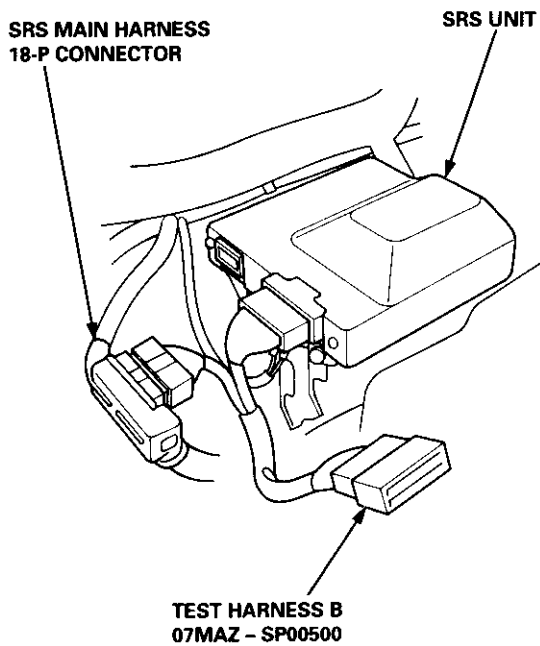
Troubleshooting (cont'd)

Mode C: Short in one cowl sensor, or open in both dash sensors

Mode D: Open in one dash sensor

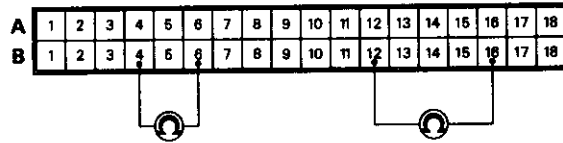
NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

1. Disconnect the battery negative cable and then the positive cable. Then connect the short connector(s) to the airbag(s) (see page 23-272).
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.



3. Measure the resistance between the left dash sensor terminals B12 and B16, and between the right dash sensor terminals B4 and B6.

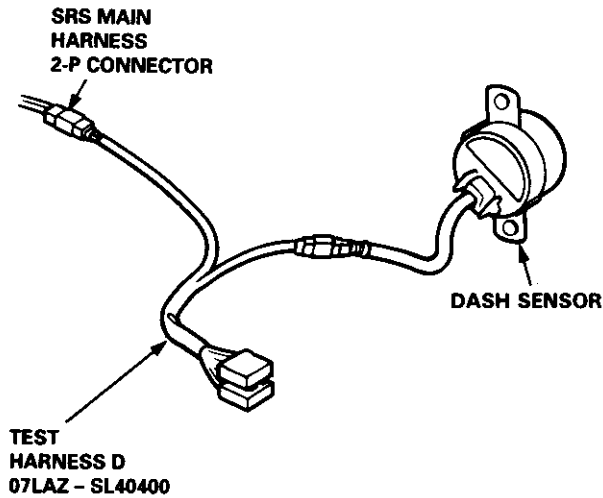
**TEST HARNESS B
07MAZ - SP00500**



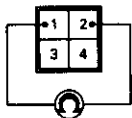
- If resistance is more than 5 k Ω for either set of terminals, go to step 4.
- If resistance is less than 5 k Ω for both sets of terminals, the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-283.



4. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector.
Measure the resistance between the No. 1 terminal and No. 2 terminal.



TEST HARNESS D
07LAZ - SL40400

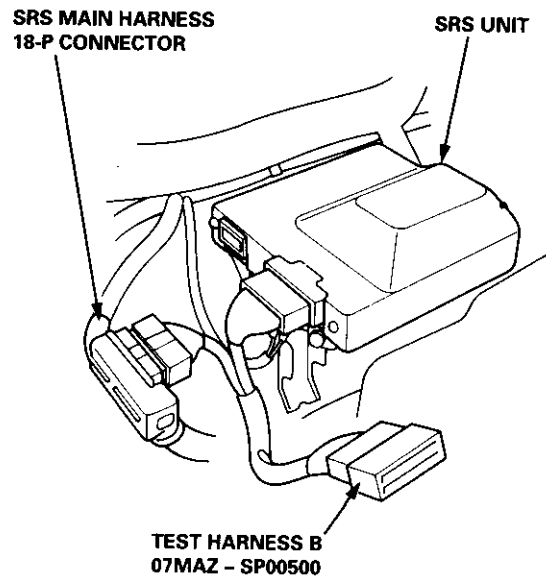


- If resistance is more than 5 k Ω , the dash sensor is faulty. Replace the dash sensor and recheck the voltages according to the chart on page 23-283.
- If resistance is less than 5 k Ω , the SRS main harness is faulty. Replace the SRS main harness and recheck the voltages according to the chart on page 23-283.

Mode E: Open in driver's airbag inflator or cable reel

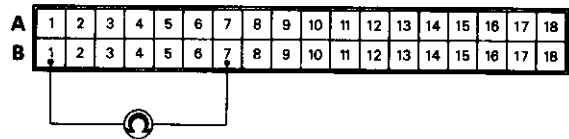
NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

1. Disconnect the battery negative cable and then the positive cable. Then connect the short connector(s) (RED) to the airbag(s) (see page 23-272).
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.



3. Reconnect the driver's airbag connector, then measure the resistance between the B1 and the B7 terminals.

TEST HARNESS B
07MAZ - SP00500



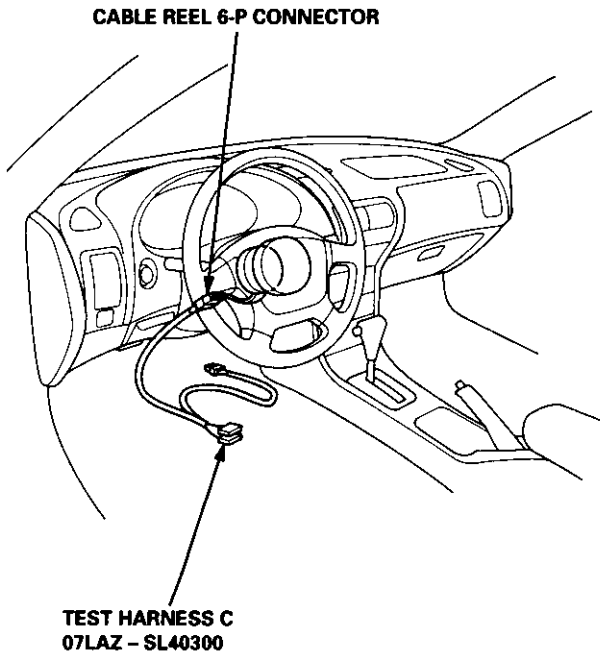
- If resistance is more than 0.2 k Ω , go to step 4.
- If resistance is less than 0.2 k Ω , the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-283.

(cont'd)

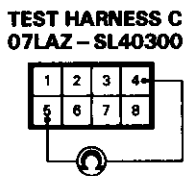
Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

4. Disconnect the cable reel 6-P connector from the SRS main harness, then connect Test Harness C only to the cable reel side of the connector.

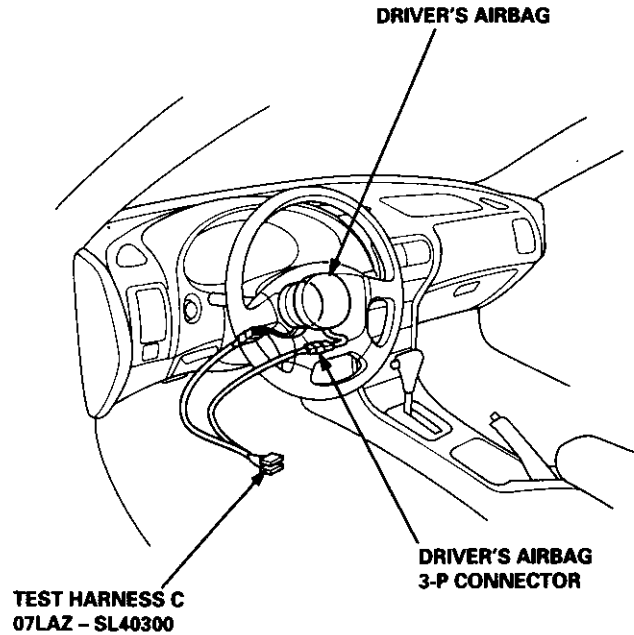


5. Measure the resistance between the No. 4 terminal and the No. 5 terminal.

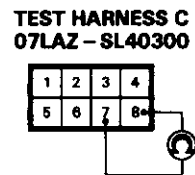


- If resistance is more than 0.2 k Ω , go to step 6.
- If resistance is less than 0.2 k Ω , the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-283.

6. Disconnect the driver's airbag 3-P connector from the cable reel harness, then connect Test Harness C to the driver's airbag 3-P connector.



7. Measure the resistance between the No. 7 terminal and the No. 8 terminal.

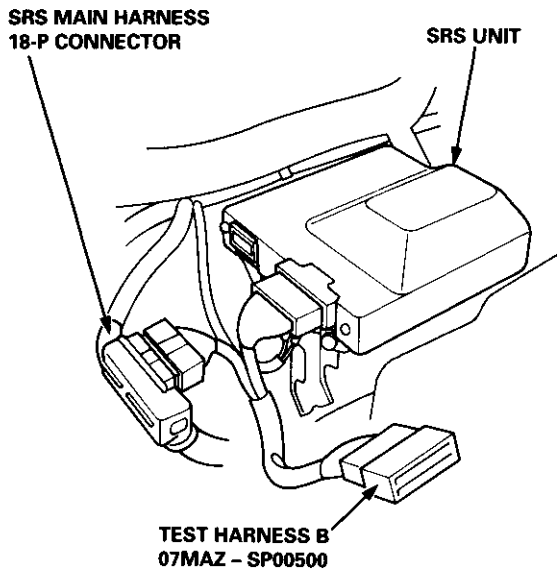


- If resistance is more than 0.2 k Ω , the driver's airbag inflator is faulty. Replace the airbag assembly and recheck the voltages according to the chart on page 23-283.
- If resistance is less than 0.2 k Ω , the cable reel is faulty. Replace it and recheck the voltages according to the chart on page 23-283.

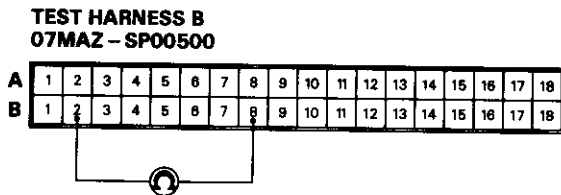
Mode F: Open in front passenger's airbag inflator

NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

1. Disconnect the battery negative cable and then the positive cable. Then connect the short connector(s) (RED) to the airbag(s) (see page 23-272).
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.

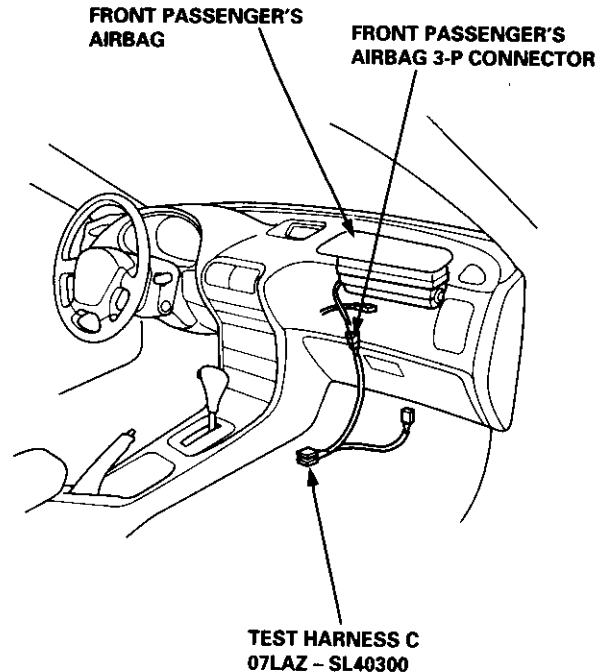


3. Reconnect the front passenger's airbag connector, then measure the resistance between the B2 terminal and the B8 terminal.

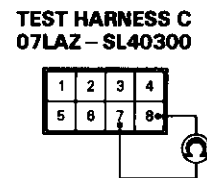


- If resistance is more than 0.2 kΩ, go to step 4.
- If resistance is less than 0.2 kΩ, the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-283.

4. Disconnect the front passenger's airbag 3-P connector from the SRS main harness, then connect Test Harness C to the front passenger's airbag side of the connector.



5. Measure the resistance between the No. 7 terminal and the No. 8 terminal.



- If resistance is more than 0.2 kΩ, the front passenger's airbag inflator is faulty. Replace the front passenger's airbag assembly and recheck the voltages according to the chart on page 23-283.
- If resistance is less than 0.2 kΩ, the cable reel is faulty. Replace the cable reel and recheck the voltages according to the chart on page 23-283.

(cont'd)

Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

Mode H: Blown SRS No. 25 fuse, or open in the wire

NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

1. Check the SRS No. 25 (10 A) fuse in the under-dash fuse/relay box. If it's OK, go on to step 2. If it's blown, replace it with a new 10 A fuse, then turn the ignition switch ON (II):

- If the fuse doesn't blow, go on to step 2.
- If the fuse blows, troubleshoot as necessary to find the short.

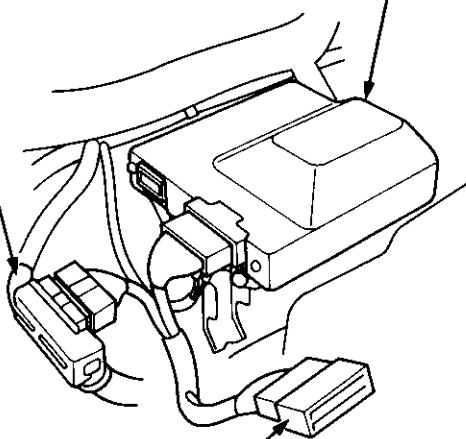
2. Disconnect the battery negative cable and then the positive cable. Then connect the short connector(s) (RED) to the airbag(s) (see page 23-272).

3. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.

SRS MAIN HARNESS
18-P CONNECTOR

SRS UNIT

TEST HARNESS B
07MAZ - SP00500



4. Reconnect the positive and negative cable to the battery.
5. Measure the voltage between the B13 terminal (+) and body ground (-) with the ignition switch ON (II).

TEST HARNESS B 07MAZ - SP00500

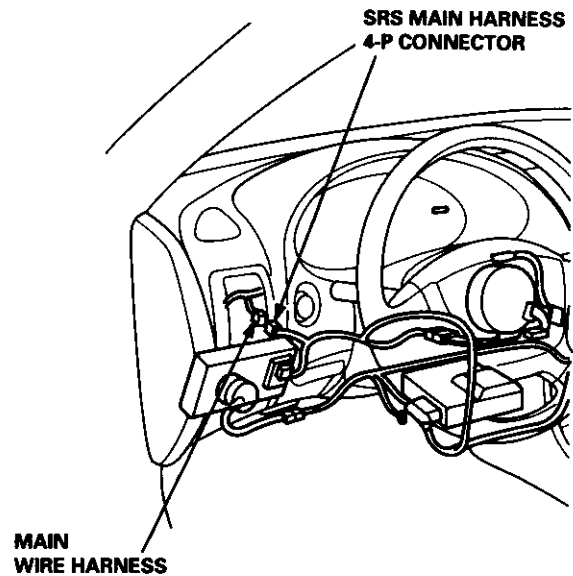
A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
B	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18



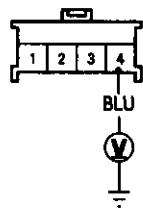
- If there is battery voltage, the SRS unit is faulty. Replace it and recheck the voltages according to the chart on page 23-283.
- If there is less than battery voltage, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-283.

Mode I: Short or open in SRS indicator wire harness

1. Disconnect the SRS main harness 4-P connector from the main wire harness.



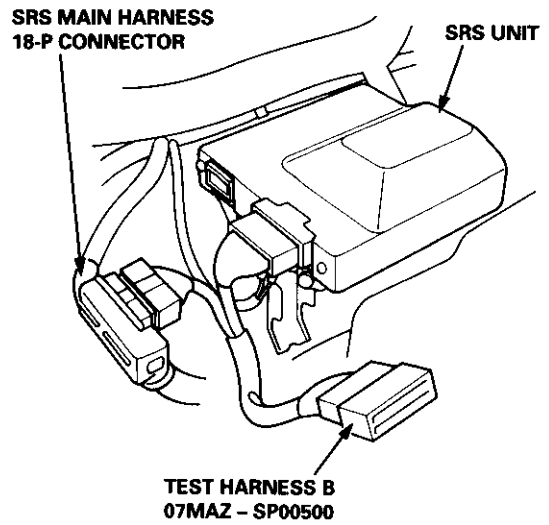
2. Turn the ignition switch ON (II) and wait for six seconds. Measure the voltage between the No. 4 terminal (+) in the SRS main harness 4-P connector and body ground.



- If voltage is more than 8.5 V, go to step 8.
- If voltage is less than 8.5 V, go to step 3.

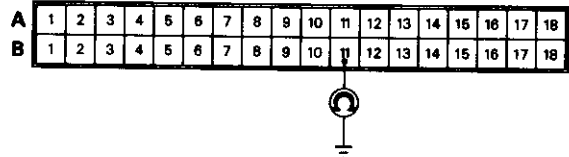
NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

3. Disconnect the battery negative cable and then the positive cable. Then connect the short connector(s) (RED) to the airbag(s) (see page 23-272).
4. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.



5. Reconnect the battery positive cable and negative cable.
6. Check for continuity between the B11 terminal and body ground.

TEST HARNESS B 07MAZ - SP00500



- If there is continuity, the SRS main harness is shorted. Replace the SRS main harness and recheck the voltages according to the chart on page 23-283.
- If there is no continuity, go to step 7.

(cont'd)

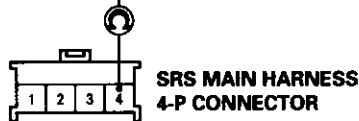
Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

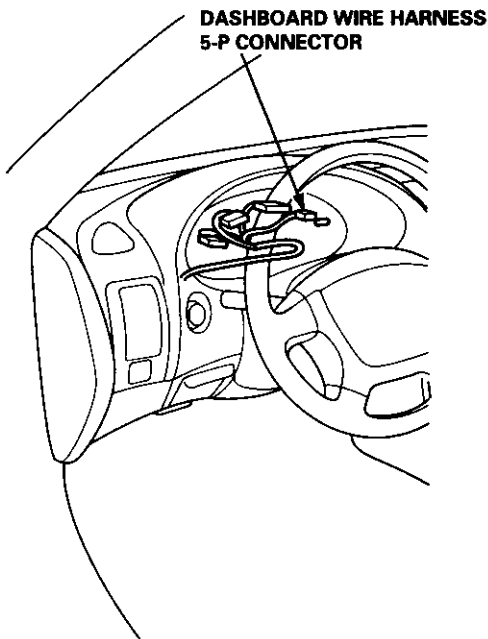
7. Check for continuity between the B11 terminal of Test Harness B and the No. 4 terminal of the SRS main harness 4-P connector.

TEST HARNESS B
07MAZ - SP00500

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

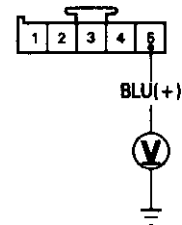


- If there is continuity, the SRS unit is faulty. Replace it and recheck the voltages according to the chart on page 23-283.
 - If there is no continuity, there is an open in the SRS main harness. Replace the SRS main harness and recheck the voltages according to the chart on page 23-283.
8. Reconnect the SRS main harness 4-P connector to the main wire harness. Disconnect the dashboard wire harness 5-P connector from the gauge assembly.



9. Turn the ignition switch ON (II) and wait for six seconds. Measure the voltage between the No. 5 terminal (+) and body ground (-).

DASHBOARD WIRE HARNESS
5-P CONNECTOR



View from wire side.

- If voltage is more than 8.5 V, the SRS indicator circuit is faulty (in the gauge assembly). Replace the SRS indicator circuit assembly and recheck the voltages according to the chart on page 23-283.
- If voltage is less than 8.5 V, the dashboard wire harness (or the main wire harness) is faulty. Replace it and recheck the voltages according to the chart on page 23-283.



Airbag Assembly Replacement

▲ WARNING Store a removed 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:

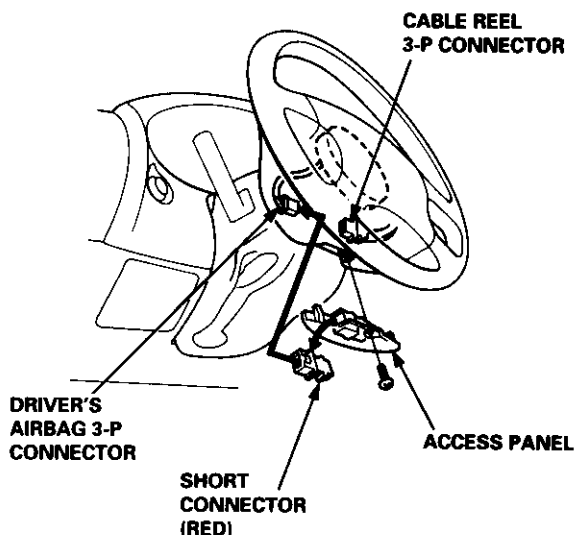
- Do not install used SRS parts from another car. When repairing, use only new SRS parts.
- Carefully inspect the airbag assembly before you install it. Do not install an airbag assembly that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.
- Always keep the short connector(s) (RED) on the airbag(s) when the harness is disconnected.
- Do not disassemble or tamper with the airbag assembly.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

1. Disconnect the battery negative cable, then disconnect the positive cable.
2. Connect the short connector(s) (RED) to the airbag side of the connector(s):

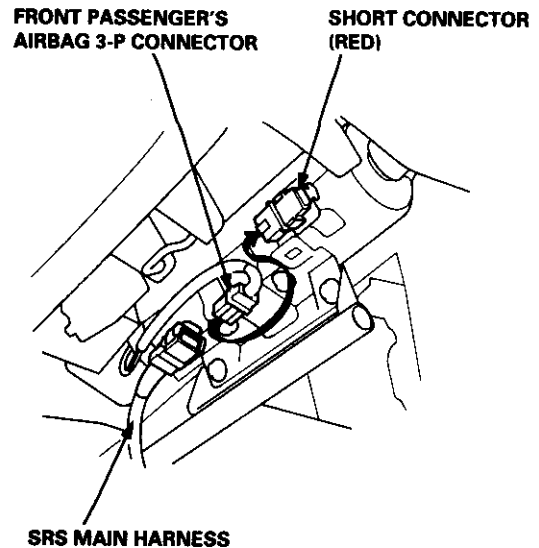
Driver's Side:

- Remove the access panel from the steering wheel, then remove the short connector (RED) from the panel.
- Disconnect the 3-P connector between the driver's airbag and cable reel, then connect the short connector (RED) to the airbag side of the connector.



Front Passenger's Side:

- Remove the glove box damper, then remove the glove box.
- Disconnect the front passenger's airbag 3-P connector from the SRS main harness, and connect the short connector (RED) to the front passenger's airbag 3-P connector.



(cont'd)

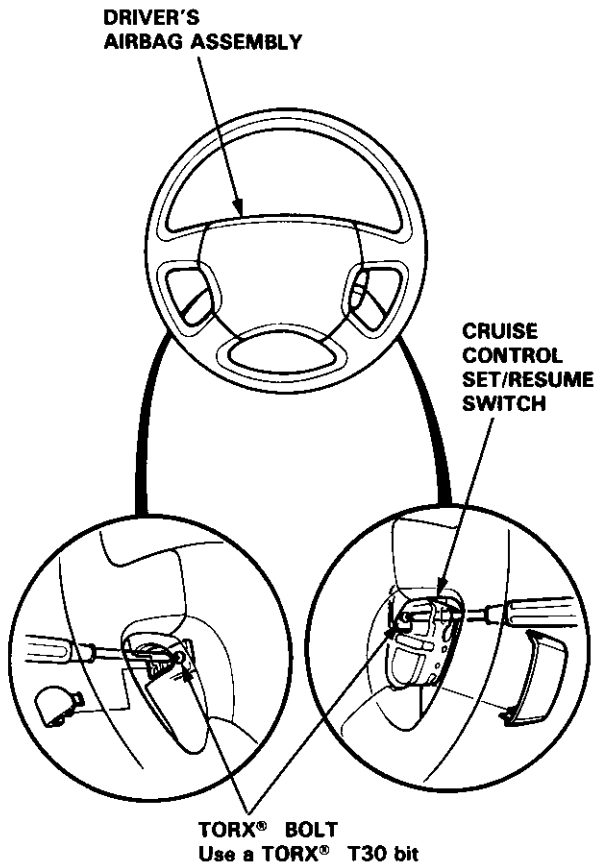
Supplemental Restraint System (SRS)

Airbag Assembly Replacement (cont'd)

3. Remove the airbag(s):

Driver's Side:

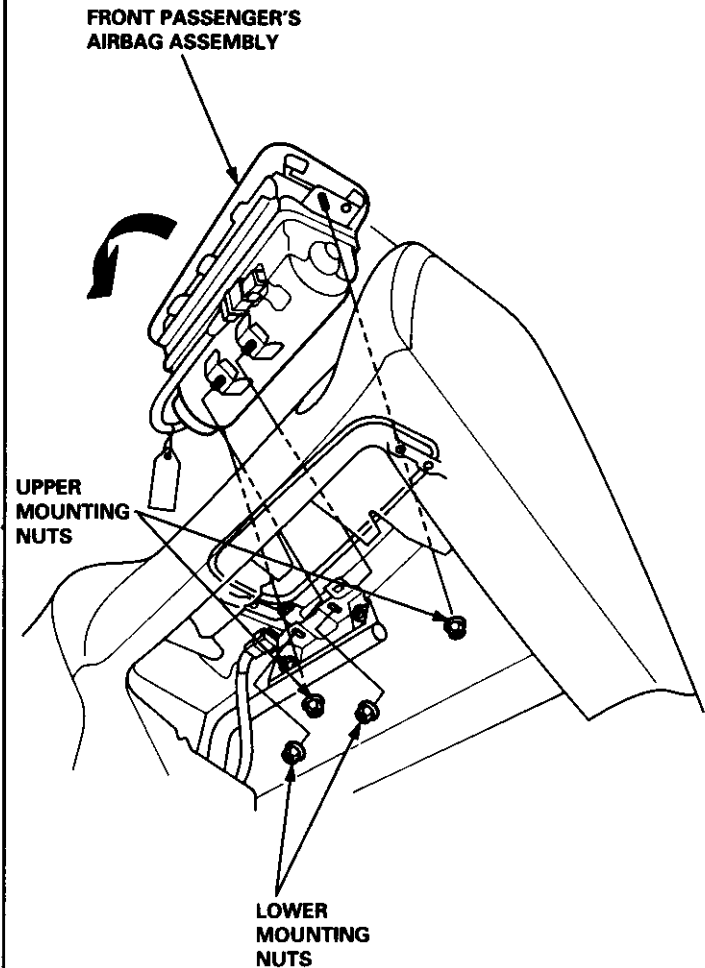
- Remove the two TORX® bolts using a TORX® T30 bit, then remove the driver's airbag assembly.



Front Passenger's Side:

- Remove the four mounting nuts, then lift the front passenger's airbag out of the dashboard.

NOTE: Do not confuse the lower mounting nuts with the upper mounting nuts. The upper mounting nuts are not self-locking.

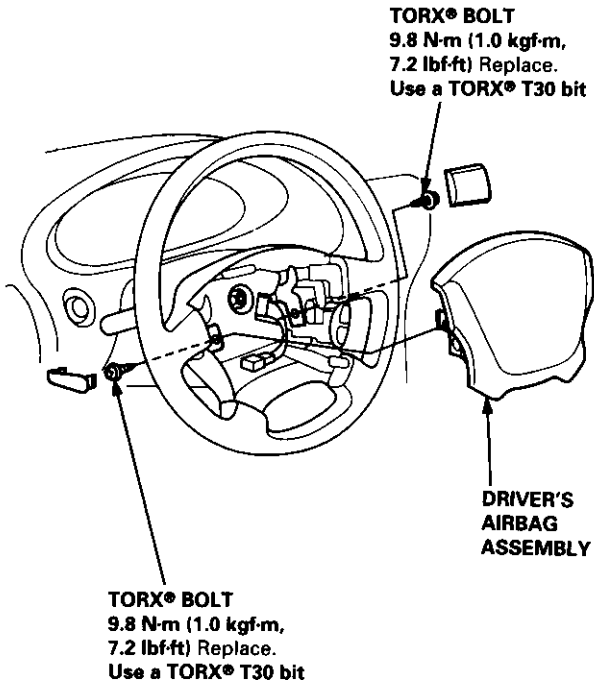




CAUTION: Be sure to install the SRS wiring so that it is not pinched or interfering with other car parts.

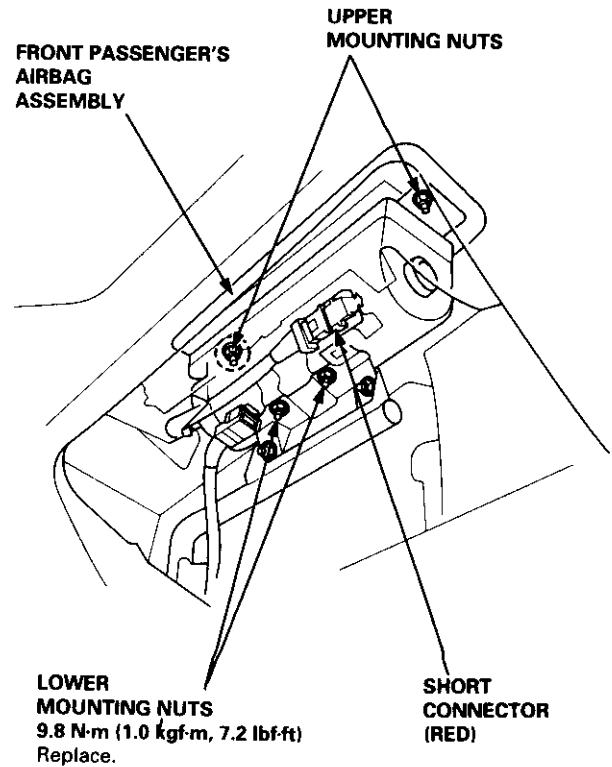
4. Install the new airbag(s):

Driver's Side: Place the driver's airbag assembly in the steering wheel, and secure it with new TORX® bolts.



Front Passenger's Side:

- Place the front passenger's airbag assembly in the dashboard.
- Loosely install all four mounting nuts.
- Tighten the upper two nuts first, then the lower two nuts. Adjust the lower mounting bracket if necessary.



(cont'd)

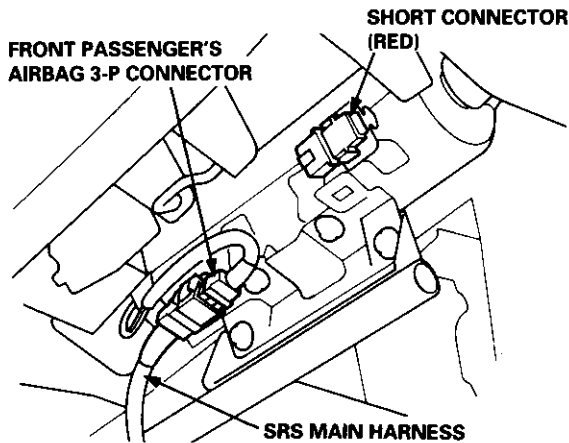
Supplemental Restraint System (SRS)

Airbag Assembly Replacement (cont'd)

5. Remove and properly store the short connector(s), then reconnect the airbag connector(s).

Front Passenger's Side:

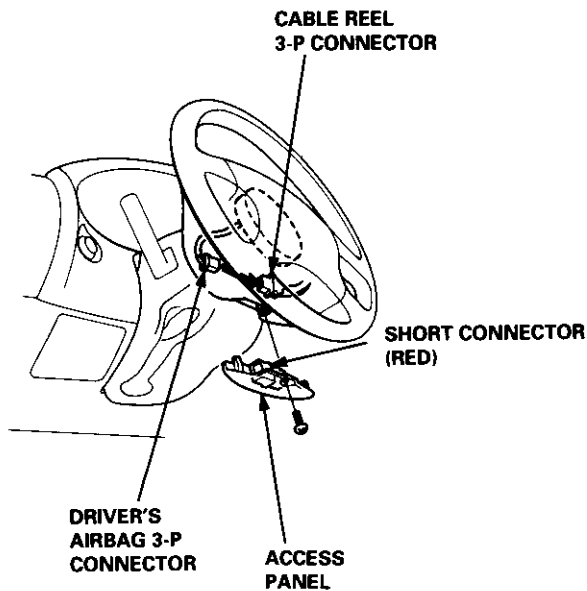
- Remove the short connector (RED) from the front passenger's airbag connector, then connect the airbag 3-P connector to the SRS main harness 3-P connector.



- Then reinstall the glove box on the dashboard.

Driver's Side:

- Remove the short connector (RED) from the driver's airbag connector, then connect the airbag 3-P connector to the cable reel 3-P connector.



- Attach the short connector (RED) to the access panel, then reinstall the panel on the steering wheel.

6. Connect the battery positive cable, then the negative cable.

7. After installing the airbag assembly, confirm proper system operation:

- Turn the ignition ON (II): The instrument panel SRS indicator light should come on for about six seconds and then go off.
- Make sure both horn buttons work.
- Take a test drive and make sure the cruise control set/resume switch works.

8. Enter the code number to restore radio operation (see page 23-191).



Airbag Assembly Disposal

Before scrapping any airbag(s) (including one in a whole car to be scrapped), the airbag must be deployed. If the car is still within the warranty period, before you deploy the airbag, the Acura District Service Manager must give approval and/or special instructions. Only after the airbag has been deployed (as the result of vehicle collision, for example), it can be scrapped.

If the airbag(s) appear(s) intact (not deployed) treat it (them) with extreme caution.

Follow this procedure:

Deploying the Airbag(s): In-car

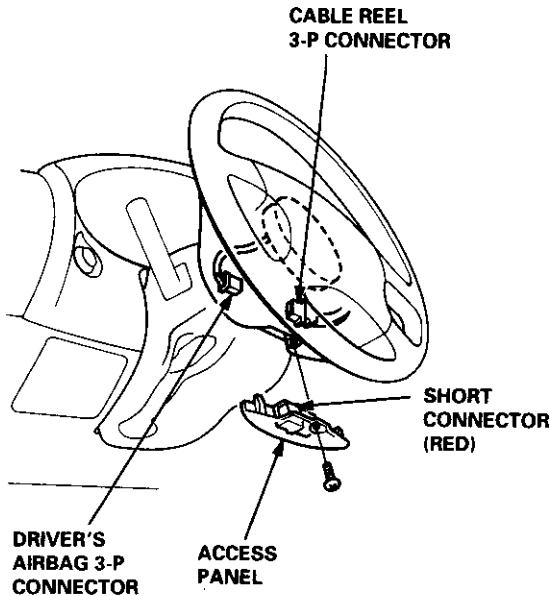
NOTE: If an SRS car is to be entirely scrapped, its airbag(s) should be deployed while still in the car. The airbag(s) should not be considered as salvageable part(s) and should never be installed in another car.

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 label of the tool set box, or on page 23-300.

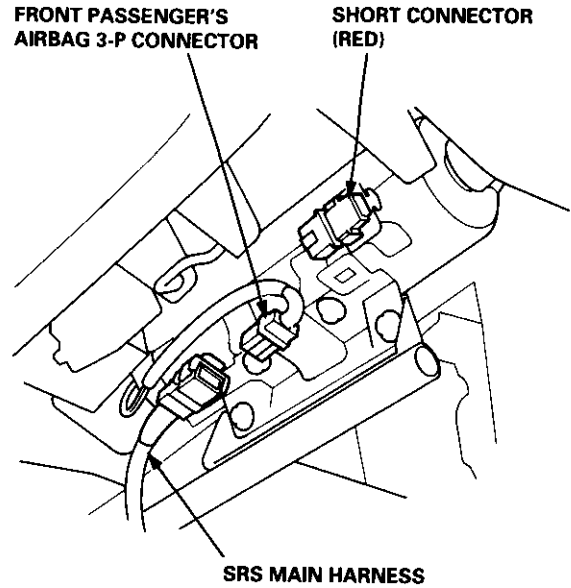
Driver's Airbag:

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

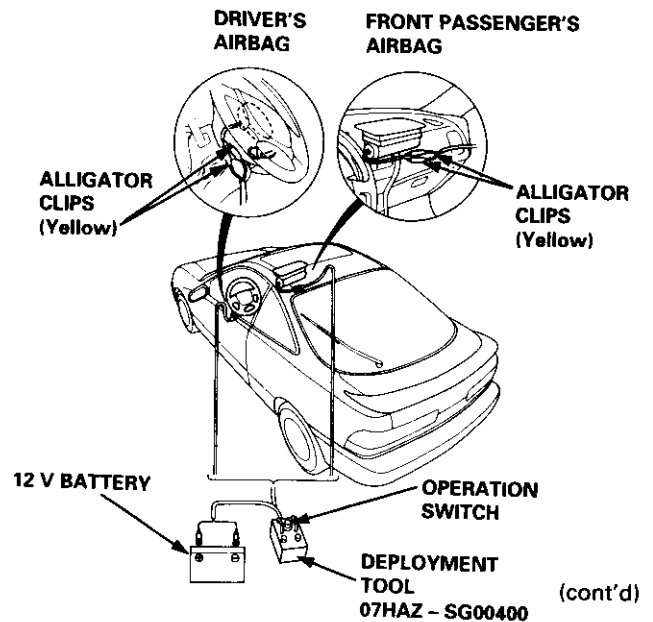


Front Passenger's Airbag:

4. Remove the glove box damper (see section 20), then remove the glove box, then disconnect the 3-P 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 special tool alligator clips to the airbag. Place the special tool about thirty feet (10 meters) away from the airbag.



Supplemental Restraint System (SRS)

Airbag Assembly Disposal (cont'd)

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).

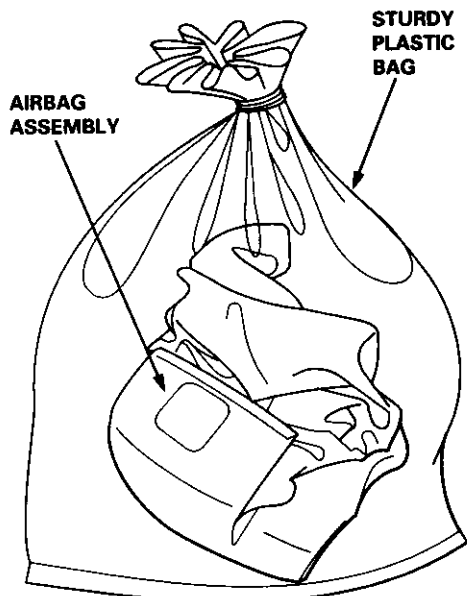
- If audible/visible deployment happens and the green light on the tool comes on, continue with this procedure.
- If the airbag doesn't deploy, yet the green light comes ON, its igniter is defective. Go to Damaged Airbag Special Procedure.

▲ 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:

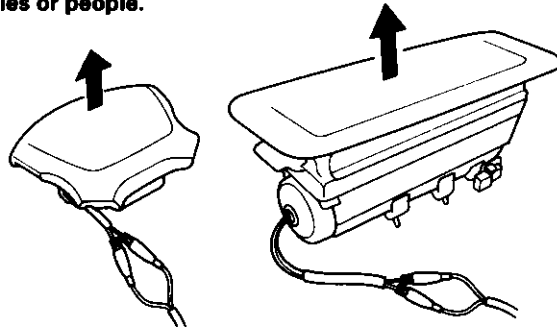
- Wear a face shield and gloves when handling a deployed airbag.
- Wash your hands and rinse them well with water after handling a deployed airbag.



Deploying the Airbag: Out-of-car.

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

▲ WARNING Position the airbag assembly face up, out-doors on flat ground at least thirty feet 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 box label.
2. Remove the short connector from the airbag connector.
3. Follow steps 5, 6, 7, and 8 of the in-car 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 car, follow the removal procedure on page 23-295.
2. In all cases, make sure a short connector is properly installed on the airbag connector.
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 Acura 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

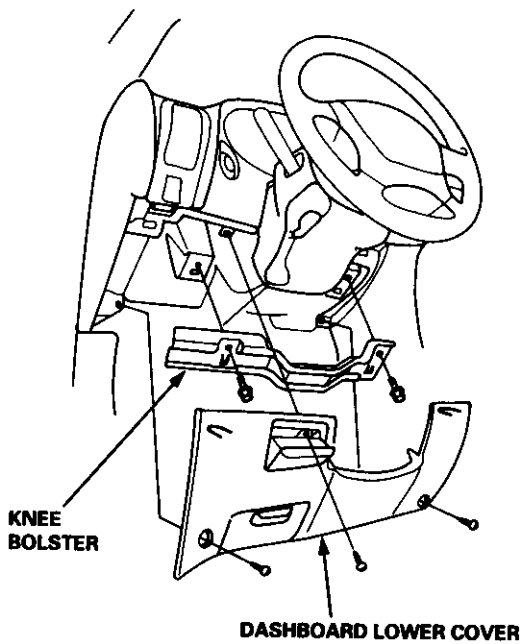
▲ WARNING Store a removed airbag assembly with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

CAUTION:

- Carefully inspect the airbag assembly before installing it. Do not install an airbag assembly that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.
- Always keep the short connector(s) on the airbag(s) connector when the harness is disconnected.
- Do not disassemble or tamper with the airbag assembly.

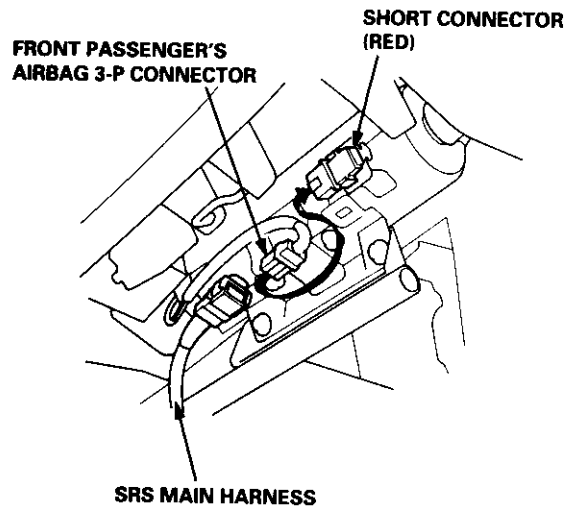
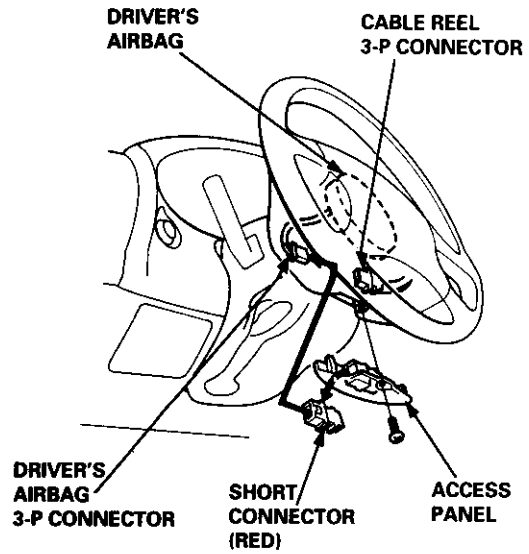
NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

1. Disconnect the battery negative cable and then the positive cable.
2. Make sure the wheels are aligned straight ahead.
3. Remove the dashboard lower cover and knee bolster.



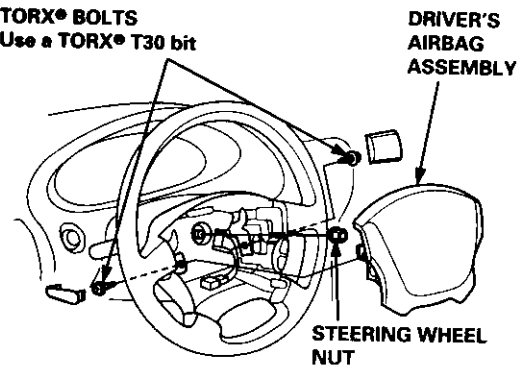
4. Remove the glove box damper (see section 20), then remove the glove box.

5. Connect the short connector(s) to the airbag(s).



6. Remove the driver's airbag assembly from the steering wheel (two T30 TORX® bolts), then remove the steering wheel nut.

TORX® BOLTS
Use a TORX® T30 bit

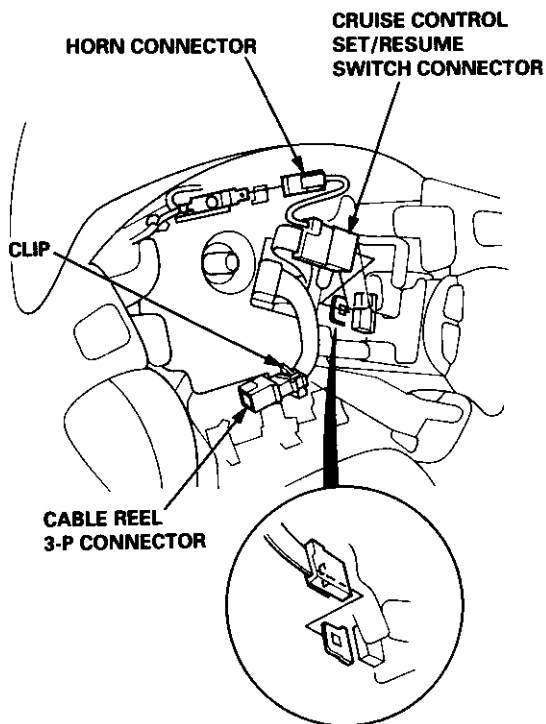


(cont'd)

Supplemental Restraint System (SRS)

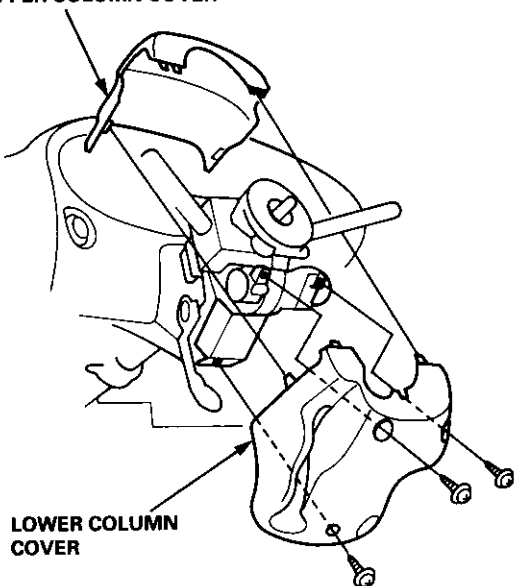
Cable Reel Replacement (cont'd)

7. Disconnect the connectors from the horn and cruise control set/resume switches, then remove the cable reel 3-P connector from its clip.

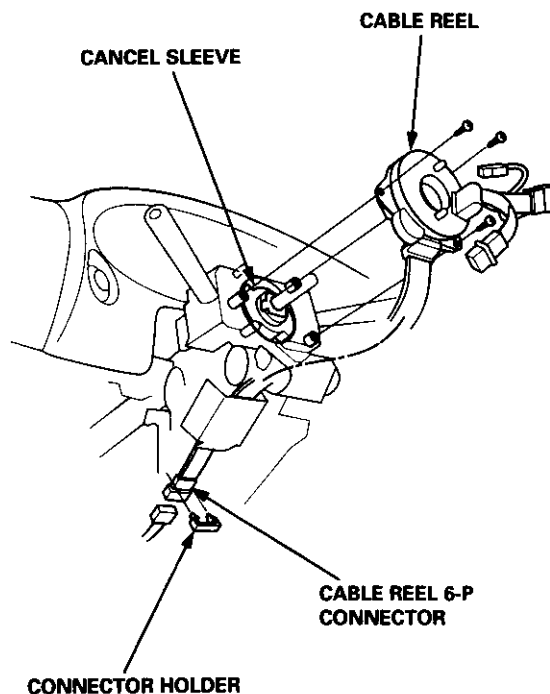


8. Remove the steering wheel from the column.
9. Remove the upper and lower column covers.

UPPER COLUMN COVER



10. Disconnect the 6-P connector between the cable reel and SRS main harness, then remove the connector holder from the steering column.



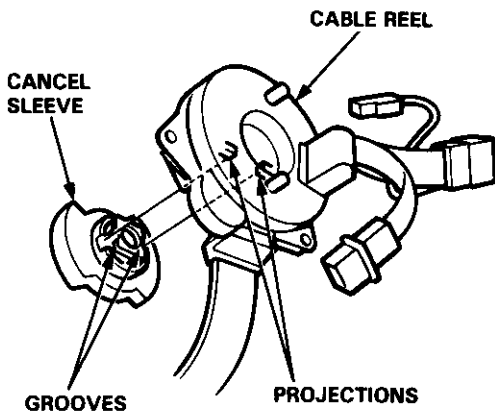
11. Remove the cable reel from the column.



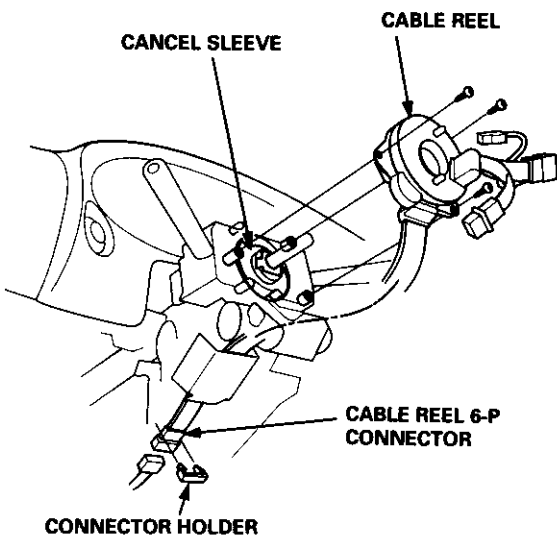
CAUTION:

- 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 car 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 adjustment of the tie-rods, not by removing and repositioning the steering wheel.

12. Align the cancel sleeve grooves with the cable reel projections.



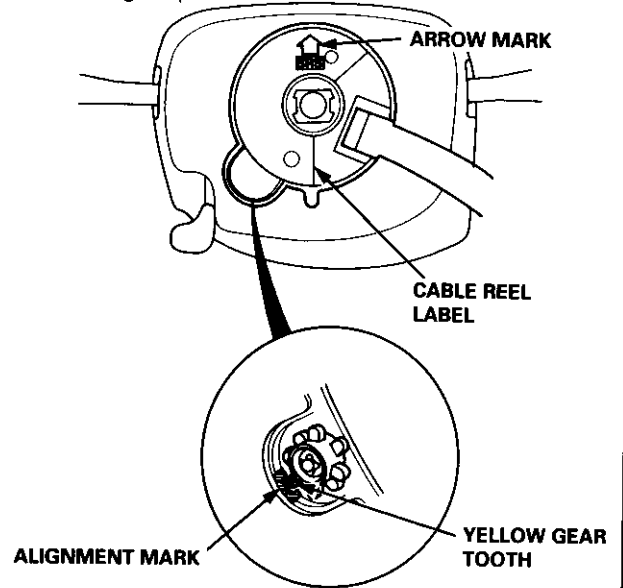
13. Carefully install the cable reel on the steering column shaft. Then attach the connector holder to the steering column.



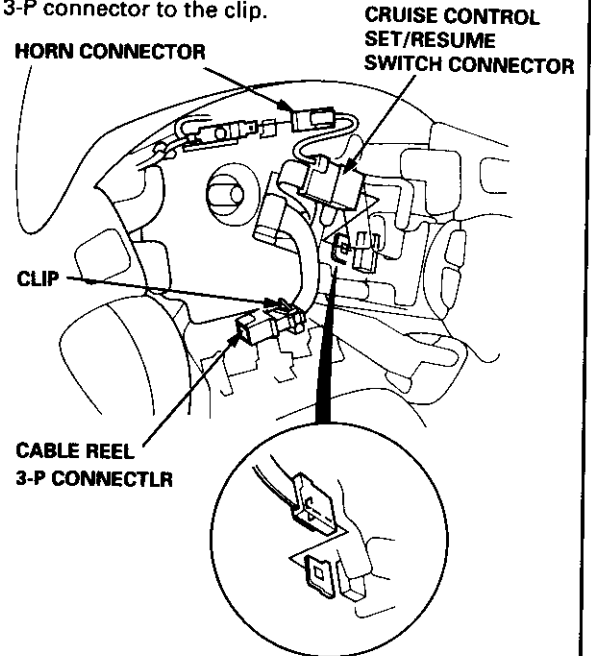
14. Install the steering column upper and lower covers.

15. Center the cable reel. Do this by first rotating the cable reel clockwise until it stops. Then rotate it counterclockwise (approximately two turns) until:

- The yellow gear tooth lines up with the alignment mark on the cover.
- The arrow mark on the cable reel label points straight up.



16. Install the steering wheel and attach the cable reel 3-P connector to the clip.



17. Connect the horn connector and cruise control set/resume switch connector.

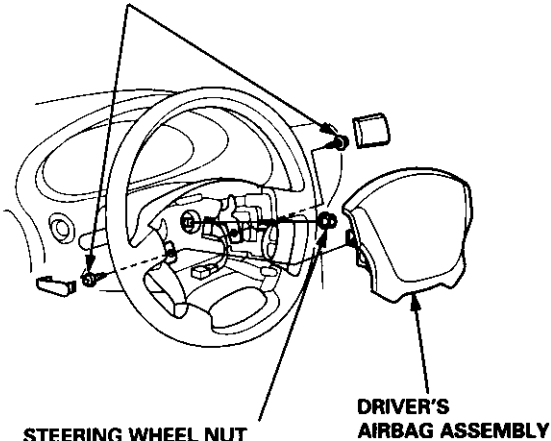
(cont'd)

Supplemental Restraint System (SRS)

Cable Reel Replacement (cont'd)

18. Install the steering wheel nut.

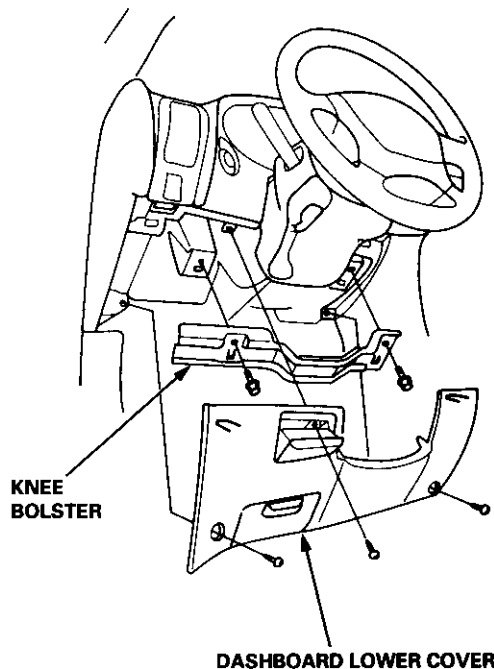
TORX® BOLTS
9.8 N·m (1.0 kgf·m, 7.2 lbf·ft)
Replace.
Use a TORX® T30 bit



STEERING WHEEL NUT
49 N·m (5.0 kgf·m, 36 lbf·ft)
Replace.

19. Install the driver's airbag assembly.

20. Connect the cable reel 6-P connector to the SRS main harness, then install the knee bolster and dashboard lower cover.

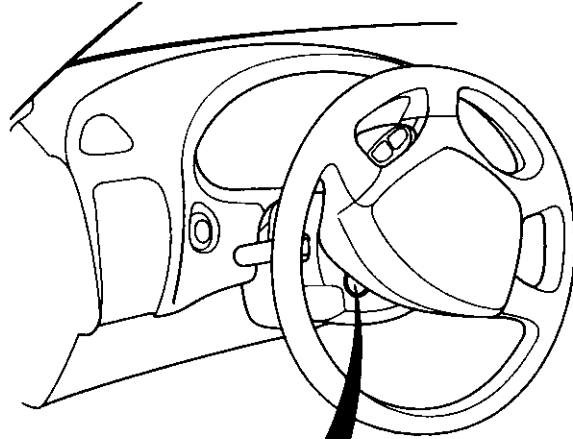


21. Remove and properly store the short connector(s) (RED), then reconnect the airbag connector(s) (and reinstall the glove box).

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

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

- Turn the ignition ON (II); the instrument panel SRS indicator light should go 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.
- Rotate the steering wheel counterclockwise to make sure the yellow gear tooth lines up with the slot on the cover.



ALIGNMENT MARK **YELLOW GEAR TOOTH**

24. Enter the code number to restore radio operation (see page 23-191).



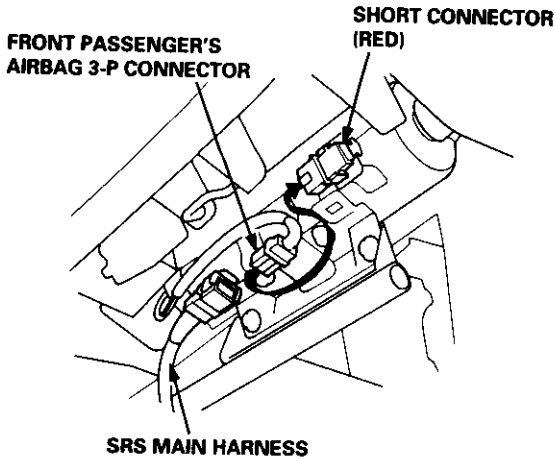
Dash Sensor Replacement

CAUTION:

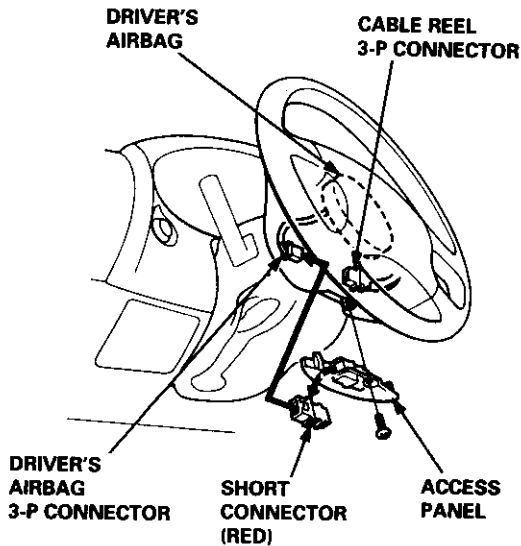
- Do not damage the sensor wiring.
- Do not install used SRS parts from another car. When repairing an SRS: use only new parts.
- Replace a sensor if it is dented, cracked, or deformed.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

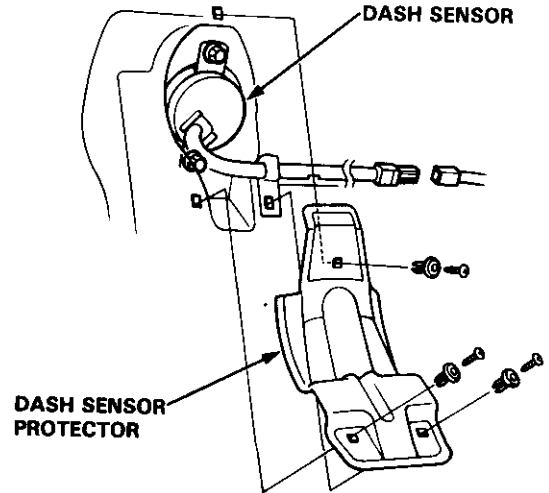
1. Disconnect the battery negative cable and then the positive cable.
2. Remove the glove box damper (see section 20), then remove the glove box.



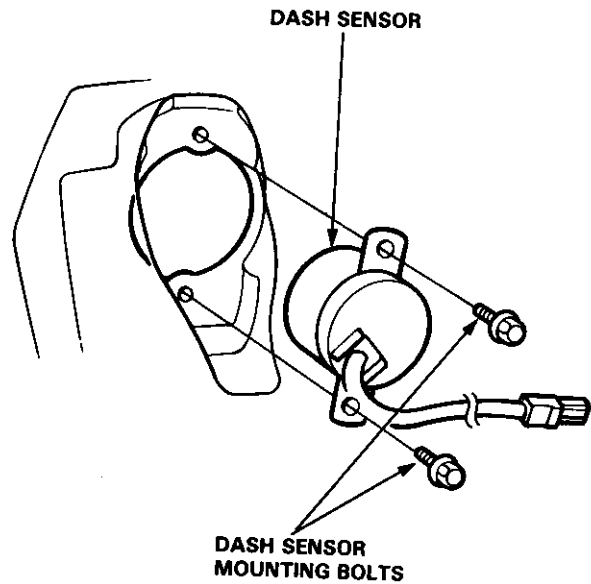
3. Connect the short connector(s) to the airbag(s).



4. Remove the footrest driver's side only and door sill molding, then pull the carpet back, and remove the dash sensor protector. (Left side shown; right side is similar.)



5. Remove the two mounting bolts, then remove the dash sensor.



(cont'd)

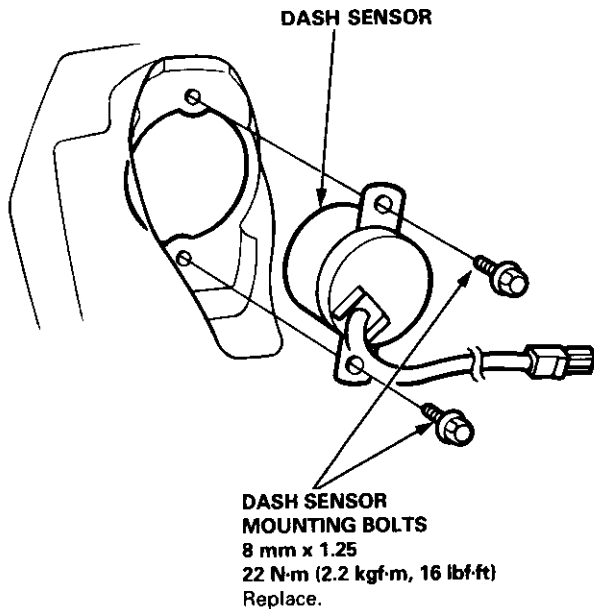
Supplemental Restraint System (SRS)

Dash Sensor Replacement (cont'd)

CAUTION:

- Be sure to install the harness wires so that they are not pinched or interfering with other car parts.
- Carefully inspect the dash sensors for signs of being dropped or improperly handled, such as dents, cracks or deformation.
- For the SRS to function properly, the right and left sensors must be installed on the proper sides.

6. Install the sensor securely.



7. Reinstall all other removed parts.

8. Remove and properly store the short connector(s), then reconnect the airbag connector(s) (and reinstall the glove box).
9. Reconnect the battery positive cable, then the negative cable.
10. After installing the dash sensor, confirm proper system operation: Turn the ignition ON (II); the instrument panel SRS indicator light should come on for about six seconds and then go off.
11. Enter the code number to restore radio operation (see page 23-191).



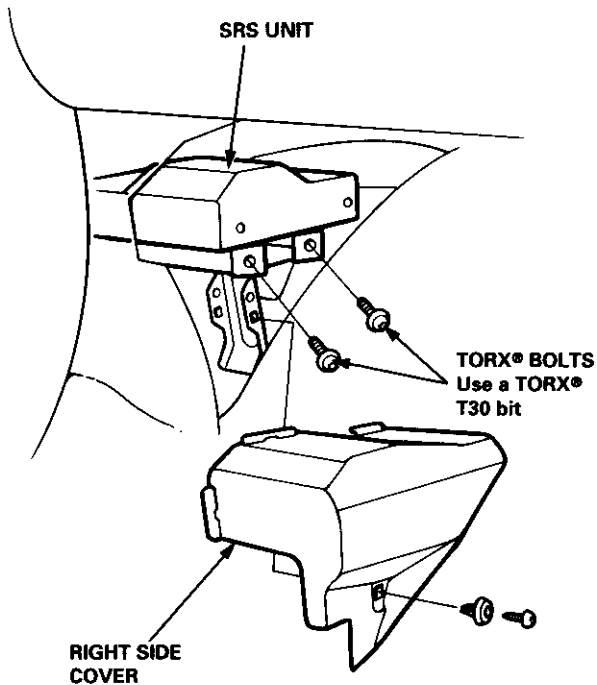
SRS Unit Replacement

CAUTION:

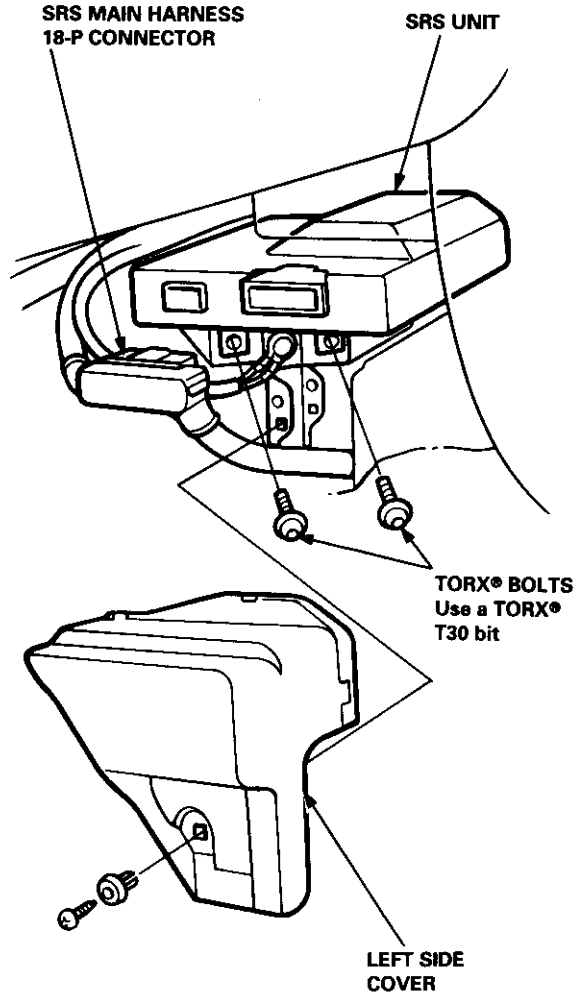
- Before disconnecting any part of the SRS wire harness, connect the short connector(s) (RED) to the airbag(s).
- Do not damage the SRS unit terminals or connectors.
- Do not disassemble the SRS unit; it has no serviceable parts.
- Store the SRS unit in a clean, dry area.
- Do not use any SRS unit which has been subjected to water damage or shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

1. Disconnect the battery negative cable, then the positive cable.
2. Connect the short connector(s) to the airbag(s) (see page 23-272).
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 18-P 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.

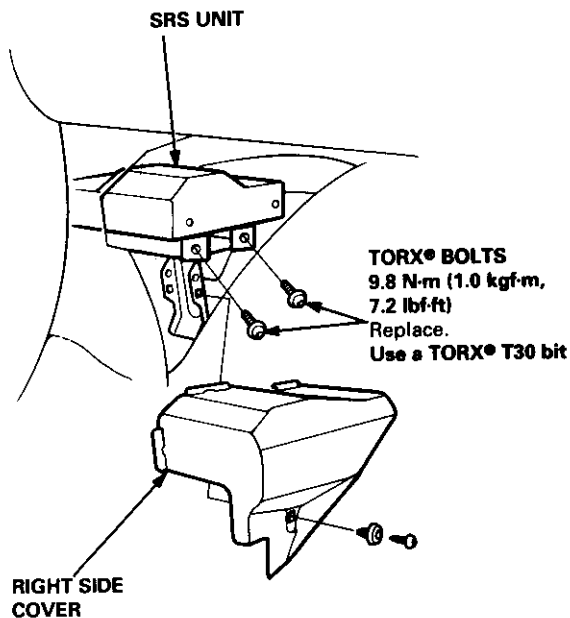
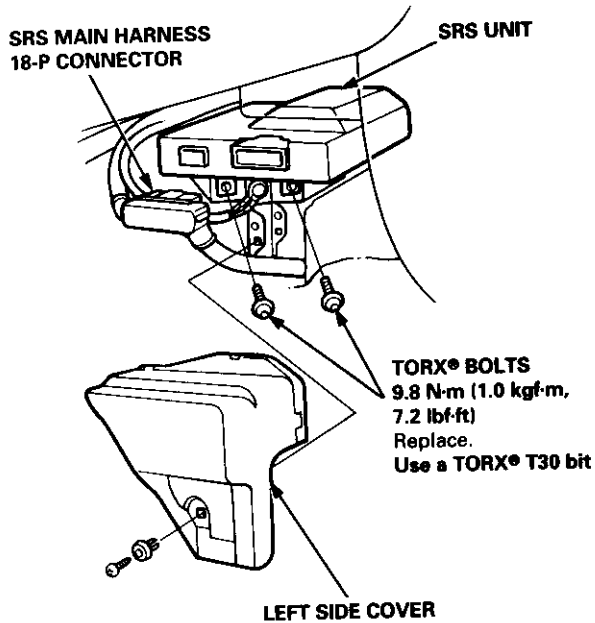
(cont'd)

Supplemental Restraint System (SRS)

SRS Unit Replacement (cont'd)

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

6. Install the new SRS unit.



7. Connect the SRS main harness 18-P connector to the SRS unit; push it into position until it clicks.
8. Install the SRS unit covers (right and left).

NOTE: Make sure the covers snap together in the middle.

9. Remove and properly store the short connector(s), then reconnect the airbag connector(s) (and reinstall the glove box).
10. Reconnect the battery positive cable, then the negative cable.
11. After installing the SRS unit, confirm proper system operation: Turn the ignition ON (II); the instrument panel SRS indicator light should come on for about six seconds and then go off.
12. Enter the code number to restore radio operation (see page 23-191).