

# AIR BAG RESTRAINT SYSTEM

1994 Mitsubishi 3000GT

1994 ACCESSORIES & SAFETY EQUIPMENT  
Chrysler Corp./Mitsubishi Air Bags

Dodge; Stealth  
Mitsubishi; 3000GT

## \* PLEASE READ THIS FIRST \*

**WARNING:** To avoid injury from accidental air bag deployment, read and carefully follow all WARNINGS and SERVICE PRECAUTIONS.

## DESCRIPTION & OPERATION

Supplemental Restraint System (SRS) consists of driver-side air bag module, passenger-side air bag module, clockspring, SRS Diagnostic Unit (SDU) with internal safing impact sensor, left and right front impact sensors, and an SRS warning light. See Fig. 1. Air bags deploy in a frontal or near frontal impact of moderate to severe force if ignition is on and safing impact sensor (in SDU) and at least one front impact sensor activate simultaneously.

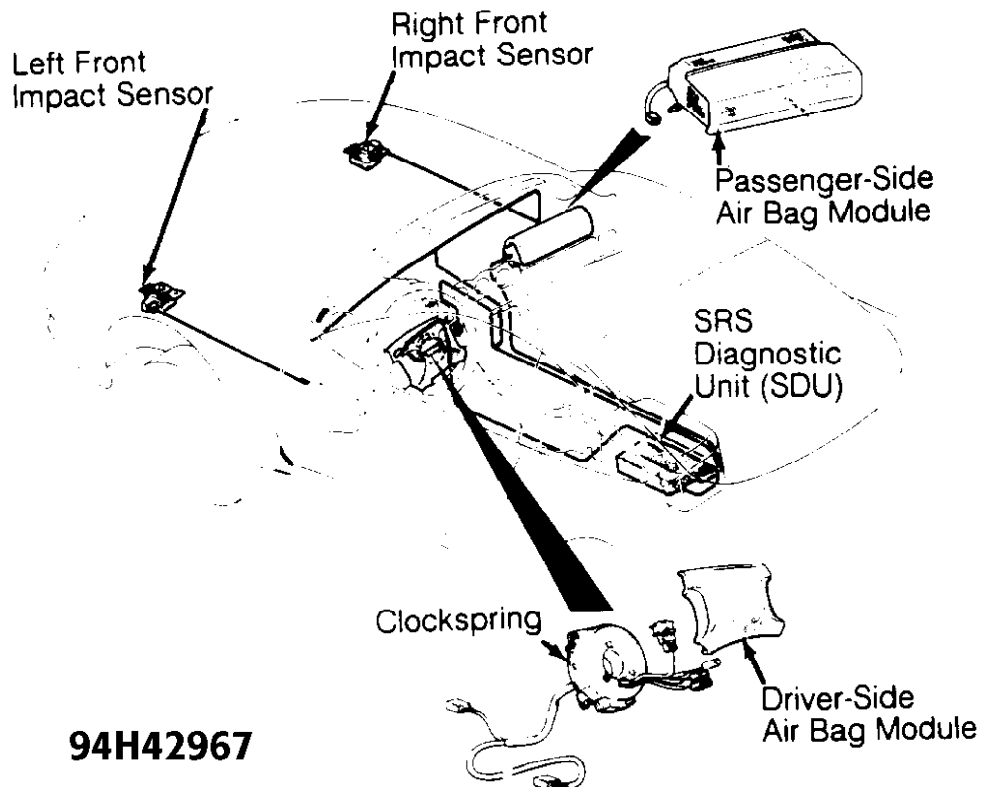


Fig. 1: Identifying Air Bag Restraint System Components  
Courtesy of Mitsubishi Motor Sales of America

## SRS WARNING LIGHT

Turn ignition on. SRS warning light on instrument panel should come on for about 7 seconds and then go off. This indicates SDU has checked SRS and found it free of problems. If SRS warning light does not come on, or if it stays on, a malfunction exists in SRS. See DIAGNOSIS & TESTING.

## FRONT IMPACT SENSORS

Front impact sensors (located under front fenders) are inertia switches that verify direction and severity of impact by completing an electrical circuit during an impact of sufficient force. See Figs. 1 and 5.

## AIR BAG MODULES

An inflator assembly in air bag module produces nitrogen gas to fill air bag. When a small amount of current from SDU is applied, ignitor starts a thermal reaction that spreads an ignitor charge. Surrounding ignitor charge is a pellet-filled area that produces nitrogen gas. Gas pressure builds and discharges from inflator through a diffuser and screen assembly, forcing steering wheel cover to burst along its seams until air bag is fully inflated. Gas then escapes from through air bag vents, away from driver.

## SRS DIAGNOSTIC UNIT (SDU)

SDU (located under rear console assembly) controls system and monitors it for faults. If SDU detects a system fault, it stores a code and turns on the SRS warning light. Codes can be retrieved from SRS memory by connecting Multi-Use Tester II (MUT-II) to the Data Link Connector (DLC). See Fig. 2. Safing impact sensor is an integral part of SDU.

## DATA LINK CONNECTOR (DLC)

DLC (located under dash, to right of steering column) is used to access SRS on-board diagnostic information when using Multi-Use Tester II (MUT-II, MB991341). See Fig. 2.

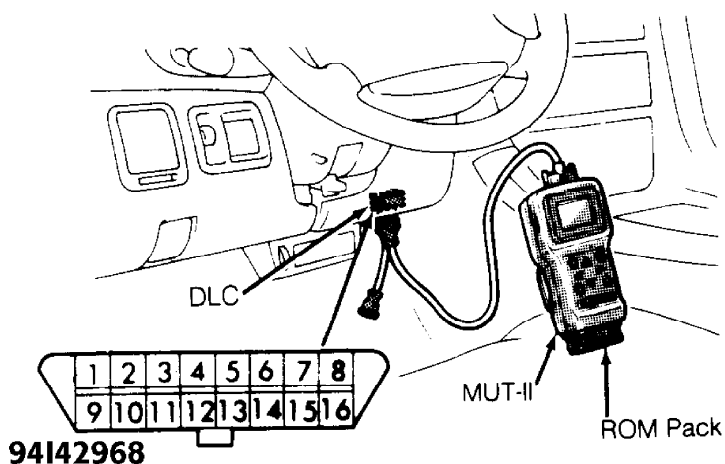


Fig. 2: Locating Data Link Connector (DLC)  
Courtesy of Mitsubishi Motor Sales of America

## CLOCKSPRING

Clockspring connects air bag module to steering column wiring, forming SRS circuit. See Figs. 1 and 4. Clockspring is a flat, ribbon-like tape of conductive material that winds and unwinds with steering wheel movement. Because of clockspring's constant movement, it is the most fragile part in the system.

## **SERVICING**

To ensure long-term operation, SRS system must be inspected 10 years from vehicle manufacture date (date is on driver-side center pillar, on certification label). To inspect, perform IF AIR BAGS DID NOT DEPLOY procedure under POST-COLLISION INSPECTION.

## **SYSTEM OPERATION CHECK**

**WARNING:** After servicing, always turn ignition on from passenger side of vehicle in case of accidental air bag deployment.

Turn ignition on. SRS warning light on instrument panel should come on for about 7 seconds then turn off. This indicates SRS is functioning properly. If SRS warning light does not come on, stays on, or comes on while driving, SRS is malfunctioning and needs repair. See DIAGNOSIS & TESTING.

## **SERVICE PRECAUTIONS**

### **\* PLEASE READ THIS FIRST \***

Observe the following precautions when working with SRS:

- \* Disable SRS before servicing any SRS or steering column component. Failure to do this may result in accidental air bag deployment and possible personal injury. See DISABLING & ACTIVATING AIR BAG SYSTEM.
- \* For about 60 SECONDS after system is disabled, system retains enough voltage to deploy air bags. After disabling system, wait at least 60 SECONDS before servicing.
- \* After servicing, always turn ignition on from passenger-side of vehicle in case of accidental air bag deployment.
- \* After servicing, check SRS warning light to verify system operation. See SYSTEM OPERATION CHECK.
- \* Always wear safety glasses when servicing or handling an air bag.
- \* The SDU must be stored in its original special container until used for service. It must be stored in a clean, dry place, away from sources of extreme heat, sparks and high electrical energy.
- \* DO NOT expose air bag module and clockspring to temperatures greater than 200°F (93°C).
- \* When placing a live air bag module on a bench or other surface, always face air bag module and trim cover up, away from surface. This will reduce motion of module if air bag accidentally deploys.
- \* After air bag deploys, air bag surface may contain deposits of sodium hydroxide, which irritates skin. Always wear safety glasses, rubber gloves and long-sleeved shirt during clean-up. Wash hands using mild soap and water. Follow correct clean-up and disposal procedures. See DISPOSAL PROCEDURES.
- \* Because of critical system operating requirements, DO NOT service any SRS components. Repairs are only made by replacing defective part(s).
- \* DO NOT allow any electrical source near inflator on the back of air bag module.

- \* When carrying a live (undeployed) air bag module, trim cover must be pointed away from body to minimize injury in case of accidental air bag deployment.
- \* DO NOT probe wire harness connector terminals. Instead, use SRS Check Harness (MB991530).
- \* DO NOT probe a wire through insulator, as this will damage it and eventually cause failure due to corrosion.
- \* When performing electrical tests, prevent accidental shorting of terminals. Such shorts can damage fuses or components, and may cause a second fault code to set, making diagnosis of original problem more difficult.
- \* Never use an analog volt-ohmmeter or test light in place of a Digital Volt-Ohmmeter (DVOM). Use only a DVOM with a maximum test current of 2 mA (milliamps) at minimum range of resistance measurement. Also see SPECIAL TOOLS.
- \* If SRS is not fully functional for any reason, DO NOT drive vehicle until system is repaired and is fully functional. DO NOT remove bulbs, modules, sensors or other components, or in any way disable system from operating normally. If SRS is not functional, park vehicle until repairs are made.

## SPECIAL TOOLS

To avoid air bag deployment when working on SRS, DO NOT use electrical test equipment such as test lights, battery or A/C-powered volt/ohmmeter, or any type of electrical equipment other than those specified by manufacturer. See SRS RECOMMENDED TOOLS table.

SRS RECOMMENDED TOOLS TABLE

Tool Name	Tool Number
For Testing SRS	
Digital Volt-Ohmmeter (DVOM) .....	(1)
Multi-Use Tester II .....	MB991502
ROM Pack (2) .....	16X0607
SRS Check Harness .....	MB991530
For Deploying Air Bags	
SRS Air Bag Adapter Harness "A" (3) .....	MB686560
SRS Air Bag Adapter Harness "B" (4) .....	MB628919

- (1) - Maximum current output of DVOM must not exceed 2 mA (milliamps) when set on minimum range of resistance measurement.
- (2) - ROM pack is used with multi-use tester.
- (3) - For on-vehicle deployment of driver-side air bag. For on-vehicle or off-vehicle deployment of passenger-side air bag.
- (4) - For off-vehicle deployment of driver-side air bag.

## DISABLING & ACTIVATING AIR BAG SYSTEM

**WARNING:** SRS system voltage is maintained for about 60 seconds after battery cable is disconnected. After disconnecting battery cable, wait at least 60 seconds before servicing SRS. Failure to wait may cause accidental air bag deployment and possible personal injury.

To disable system, turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable end. Wait at least 60 seconds before servicing. To activate system, reconnect negative

battery cable.

## **DISPOSAL PROCEDURES**

### **\* PLEASE READ THIS FIRST \***

**WARNING:** Undeployed air bag must be deployed before disposal. Disposing of an undeployed air bag may violate federal, state and/or local laws. This also applies to vehicles that are to be scrapped. Never sell a used air bag module.

## **UNDEPLOYED AIR BAG**

**WARNING:** Deploy air bag outdoors and away from people. Air bag deployment makes a loud noise. NEVER deploy air bag module with trim cover face down.

**NOTE:** If replacing a deployed air bag, both front impact sensors and SDU must also be replaced. If vehicle is to be scrapped, perform PROCEDURE 1 (ON-VEHICLE DEPLOYMENT). If vehicle will continue to be operated, perform PROCEDURE 2 (OFF-VEHICLE DEPLOYMENT).

### Procedure 1 (On-Vehicle Deployment)

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Open all doors and windows. Move vehicle to an isolated area. Disconnect negative battery cable and wrap tape around cable terminal.

2) Disconnect positive battery cable. Remove battery. Wait at least 60 seconds before continuing. Remove rear console assembly for access to SDU. See Fig. 7. At SDU connectors, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert screwdriver between lock lever and lock spring). See Fig. 8.

3) Press and hold lock lever down, and disconnect Red 2-pin connector (clockspring connector No. 7) from SDU terminals No. 1 and 2. See Fig. 12. Remove glove box and glove box outer case. Disconnect passenger-side air bag module 2-pin Red connector. Make a harness with two 20-foot (or longer) wires. Connect wires at one end of this harness to SRS Air Bag Adapter Harness "A" (MB686560). Wrap connections with insulating tape.

4) Temporarily connect other end of harness wires together to prevent unexpected air bag deployment. Connect SRS air bag adapter harness "A" to Red 2-pin connector that was connected to SDU. Run 20-foot wires outside of vehicle, as far away as possible from vehicle.

5) Ensure there are no loose parts in passenger compartment, and no one is within 20 feet of vehicle. Make another 20-foot wire harness. Connect it to passenger-side air bag module 2-pin Red connector using another SRS air bag adapter harness "A". Run 20-foot wires outside of vehicle.

6) Deploy driver-side air bag by connecting ends of 20-foot wires to terminals of a 12-volt battery, then deploy passenger-side air bag. If air bags fail to deploy, go to PROCEDURE 2. After deployment, allow air bag modules to cool and dust to settle for at least 30 minutes before approaching vehicle.

### Procedure 2 (Off-Vehicle Deployment)

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable end. Disconnect positive battery cable. Remove battery. Wait at least 60 seconds before continuing.

2) Make a harness with two 20-foot (or longer) wires. Connect

wires at one end of this harness to stripped wires of SRS Air Bag Adapter Harness "B" (MB628919) for driver-side air bag, or SRS Air Bag Adapter Harness "A" (MB686560) for passenger-side air bag.

3) Wrap connections with insulating tape. Temporarily connect other end of harness wires together to prevent unexpected air bag deployment. Remove air bag module. Position a used tire and rim assembly at least 20 feet away from people or objects.

4) Run connector-end of harness wires under tire and out through hole in rim. See Fig. 3. Connect SRS air bag adapter harness to air bag module connector. On driver-side air bag module, wrap heavy wire around air bag module mounting studs, then install mounting nuts. In any case, place air bag module inside of used tire and rim assembly (secure it to rim with heavy wire).

5) Air bag module trim cover must face upward to prevent movement of air bag module when it is deployed. Stack 3 tires without rims on top of used tire and rim assembly. Connect ends of 20-foot wires to terminals of a 12-volt battery.

6) After air bag module deploys, let it cool off and allow dust to settle for at least 30 minutes before approaching. Tightly seal deployed air bag module in a strong vinyl bag and dispose of air bag as you would any other part.

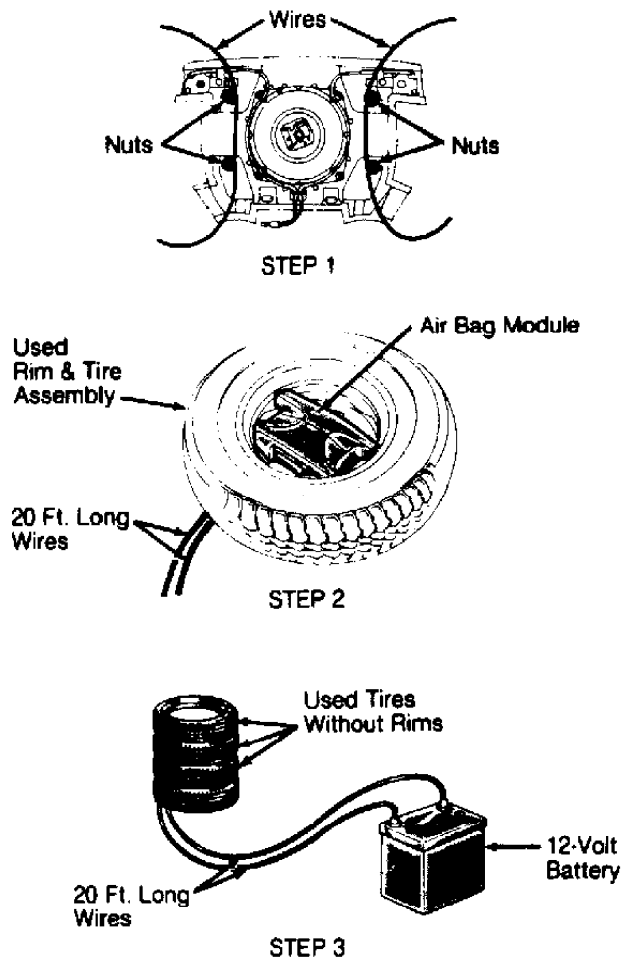


Fig. 3: Securing Driver-Side Air Bag Module For Deployment  
(Passenger-Side Is Similar)

Courtesy of Mitsubishi Motor Sales of America

## DEPLOYED AIR BAG CLEAN-UP

**WARNING:** Vehicle interior will contain sodium hydroxide powder, a by-product of air bag deployment. Since this powder can irritate skin, eyes, nose and throat, wear safety glasses, rubber gloves and long-sleeved shirt during clean-up.

1) Begin clean-up by putting tape over air bag exhaust vent to prevent additional powder from escaping into vehicle interior. Use a vacuum cleaner to remove any residual powder from A/C-heater outlets and vehicle interior.

2) Turn blower motor to low for a few minutes and exit vehicle. Turn blower motor off. Vacuum any other powder expelled from plenum. Vacuum interior a second time to recover all powder. Avoid kneeling or sitting on unclean areas. Wrap deployed air bag in heavy vinyl plastic and dispose of it as you would any other part.

## **POST-COLLISION INSPECTION**

When a vehicle has been involved in a collision, certain components of the passive restraint system must be inspected or replaced. See the appropriate PASSIVE RESTRAINT SYSTEM INSPECTION article in the GENERAL INFORMATION section for post-collision inspection information.

- \* PASSIVE RESTRAINT SYSTEM INSPECTION - Except Mitsubishi
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## **REMOVAL & INSTALLATION**

### **\* PLEASE READ THIS FIRST \***

**WARNING:** Follow air bag service precautions to prevent accidental air bag deployment and personal injury. See SERVICE PRECAUTIONS. Replace faulty SRS components; DO NOT repair or disassemble. Handle all SRS components carefully.

**NOTE:** After servicing, perform SYSTEM OPERATION CHECK.

## **DRIVER-SIDE AIR BAG MODULE & CLOCKSPRING**

**NOTE:** If replacing a deployed air bag module, both front impact sensors and SDU must also be replaced.

### **Removal**

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing.

2) Ensure front wheels are in straight-ahead position and steering wheel is locked. Remove air bag module nuts from back of steering wheel. See Fig. 4. Lift air bag module for access to clockspring connector at air bag module. To disconnect clockspring connector from air bag module, spread connector open and pry it outward with a screwdriver. Remove air bag module.

3) Place air bag module on flat surface with trim cover facing up. Disconnect electrical connectors from steering wheel. Remove radio remote control assembly and horn contact plates. Remove horn buttons and springs. Remove lower column cover. Disconnect clockspring lower connectors. Remove steering wheel with a steering wheel puller. Remove clockspring mounting screws. Remove clockspring.

**WARNING:** If front wheels are not in straight-ahead position or clockspring mating marks are not aligned before installing clockspring, the steering wheel may not turn completely, or flat cable inside clockspring may be severed, disabling SRS system and possibly causing serious injury to driver.

#### Installation

Ensure front wheels are in straight-ahead position. On clockspring, align mating mark with NEUTRAL mark. See Fig. 9. Install clockspring. To install remaining components, reverse removal procedure. Before installing air bag module, ensure horn switch wiring is positioned so that it will not be pinched. Tighten fasteners to specification. See TORQUE SPECIFICATIONS TABLE at the end of this article. After servicing, perform SYSTEM OPERATION CHECK.

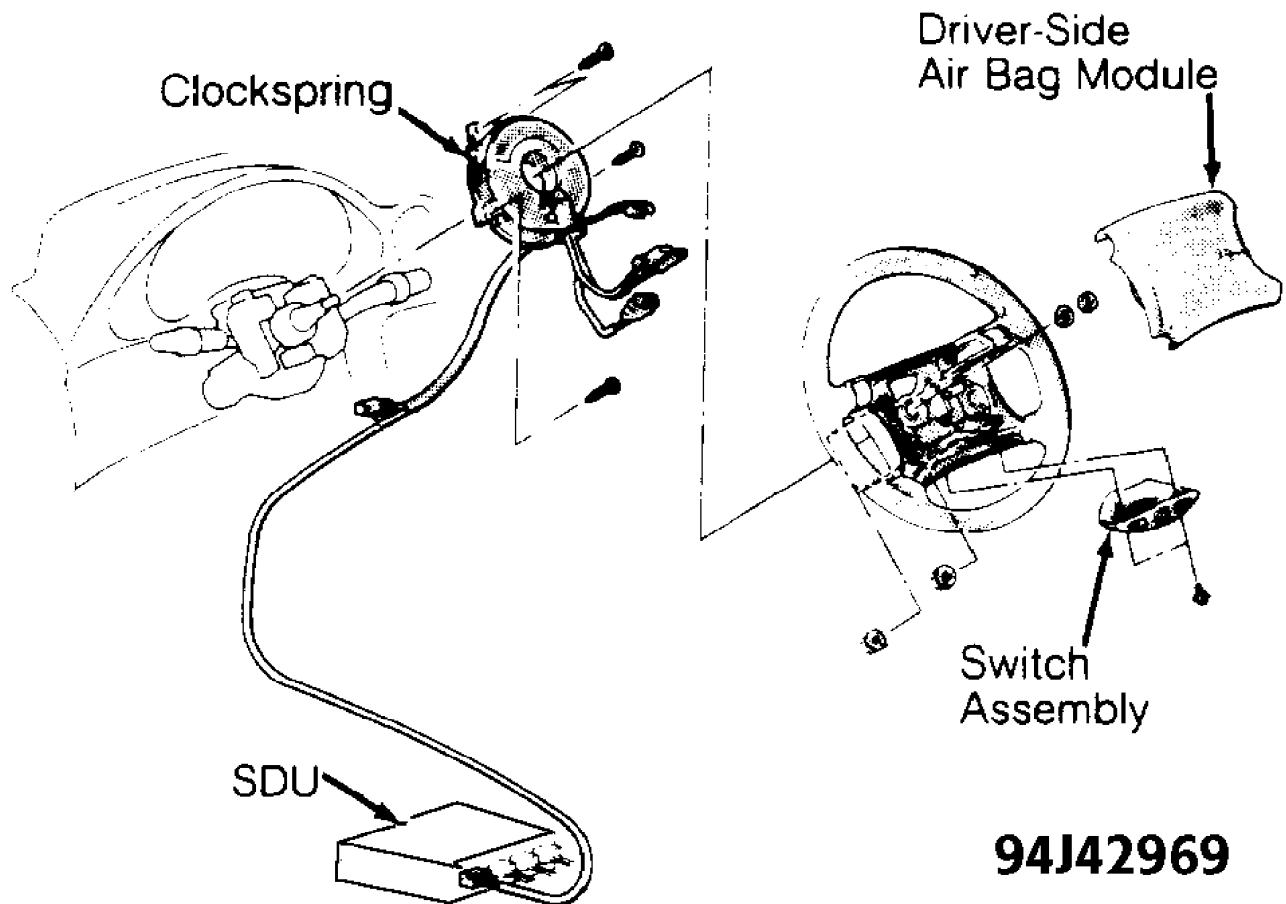


Fig. 4: Exploded View Of SRS Steering Column Components  
Courtesy of Mitsubishi Motor Sales of America.

### FRONT IMPACT SENSORS

#### Removal & Installation

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing.

2) Remove components for access to front impact sensors as



necessary. Remove front impact sensor mounting bolts. See Figs. 1 and 5. Disconnect electrical connector. Remove front impact sensor.

3) To install, reverse removal procedure. Ensure arrow on front impact sensor is facing front of vehicle. After servicing, perform SYSTEM OPERATION CHECK.

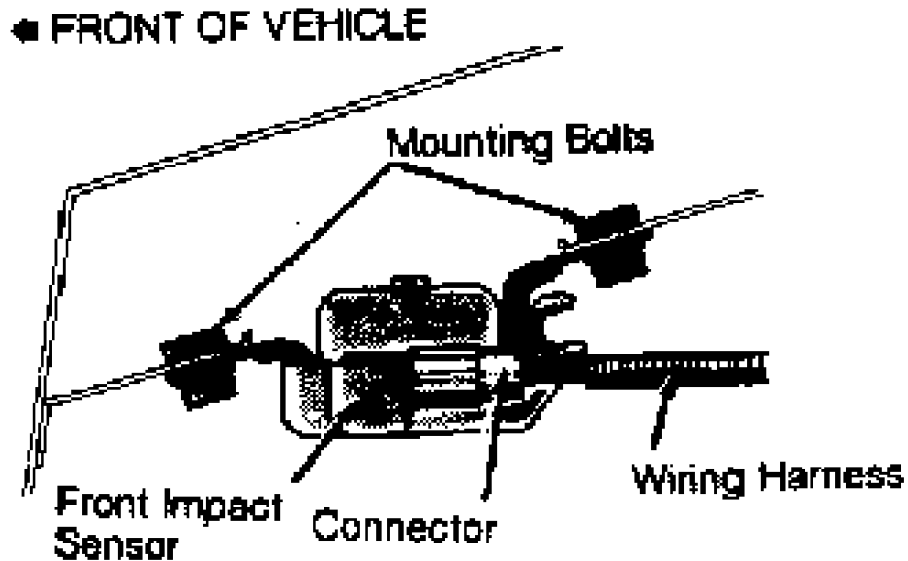


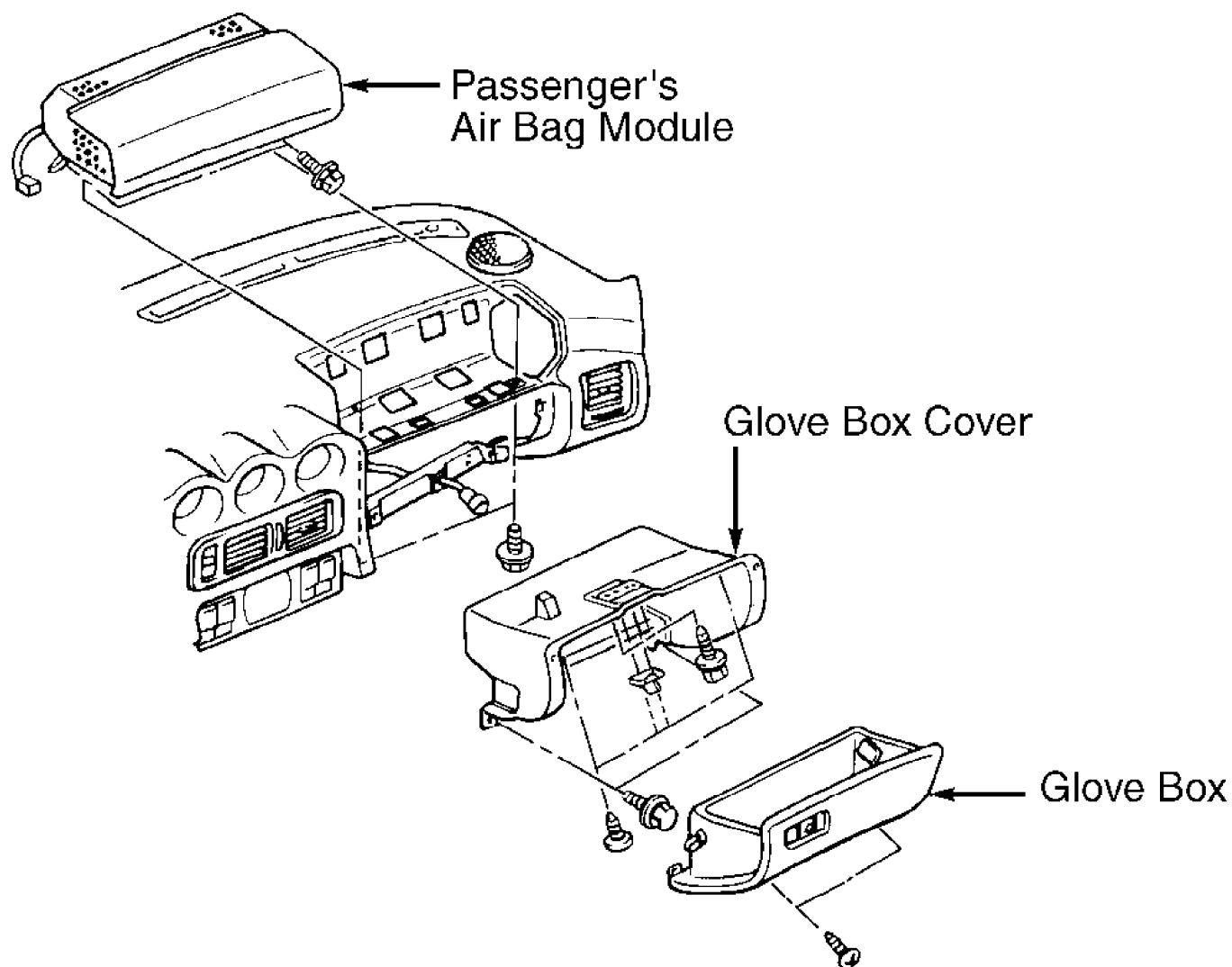
Fig. 5: Correctly Installing Front Impact Sensor  
Courtesy of Mitsubishi Motor Sales of America.

## PASSENGER-SIDE AIR BAG MODULE

**NOTE:** If replacing a deployed air bag module, both front impact sensors and SDU must also be replaced.

### Removal & Installation

Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing. Remove glove box and glove box cover. See Fig. 6. Disconnect air bag module connector. Remove air bag module bolts. Remove air bag module. To install, reverse removal procedure.



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Fig. 6: Removing Passenger-Side Air Bag Module  
Courtesy of Mitsubishi Motor Sales of America.

### SRS DIAGNOSTIC UNIT (SDU)

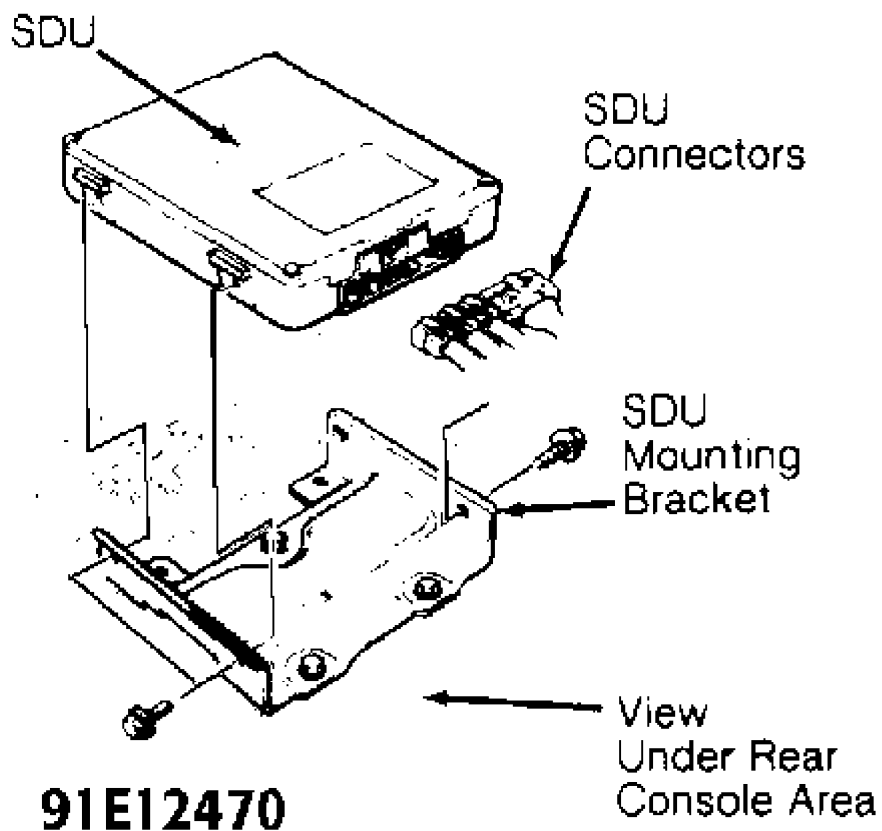
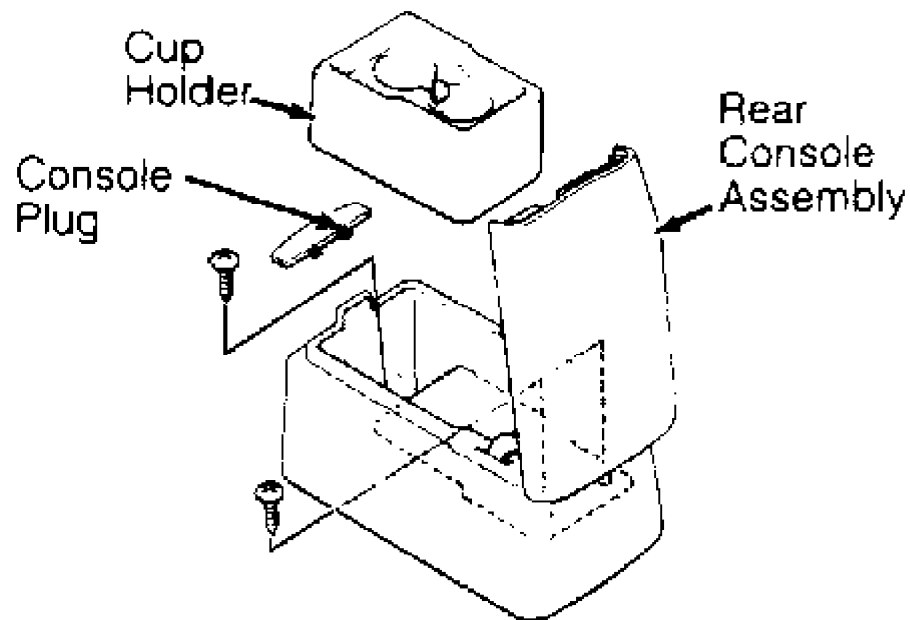
**CAUTION:** SDU connector is a double-locking mechanism. DO NOT use excessive force when disconnecting connector.

#### Removal & Installation

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing.

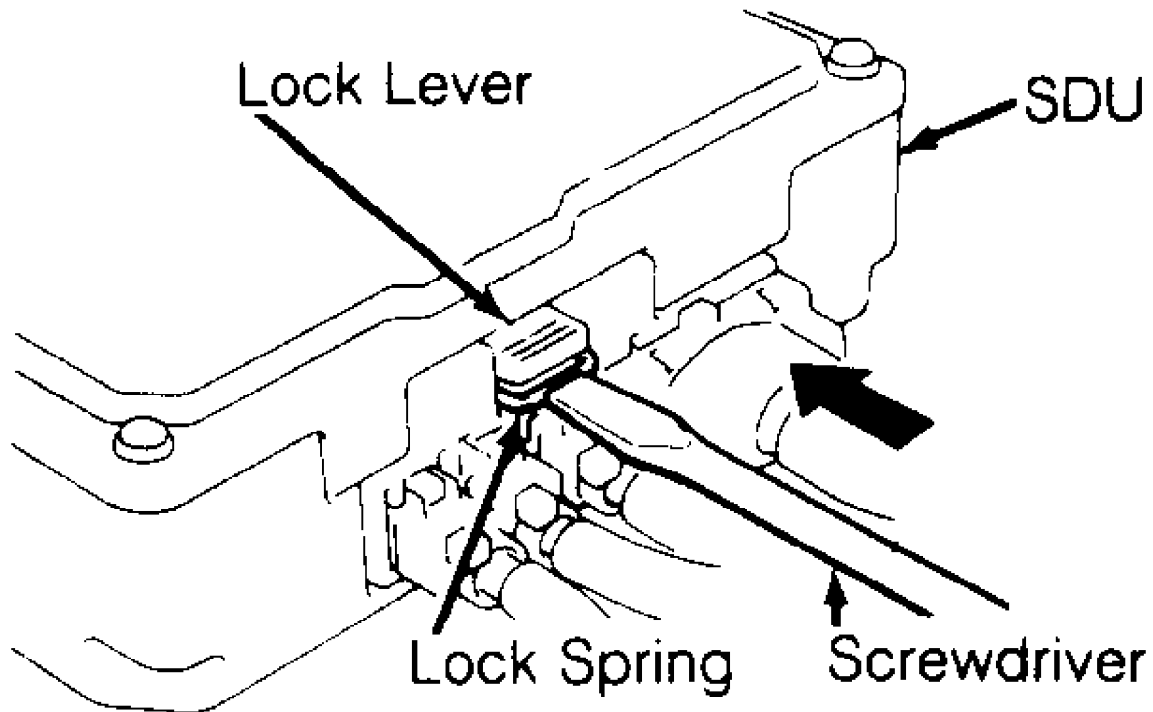
2) Remove cup holder and console plug. See Fig. 7. Remove rear console assembly. At SDU connector, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert screwdriver between lock lever and lock spring). See Fig. 8. Press and hold lock lever down, and disconnect SDU connectors. Remove SDU mounting bolts. Remove SDU.

3) To install, reverse removal procedure. After servicing, perform SYSTEM OPERATION CHECK.



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Fig. 7: Removing SRS Diagnostic Unit (SDU)  
 Courtesy of Mitsubishi Motor Sales of America.



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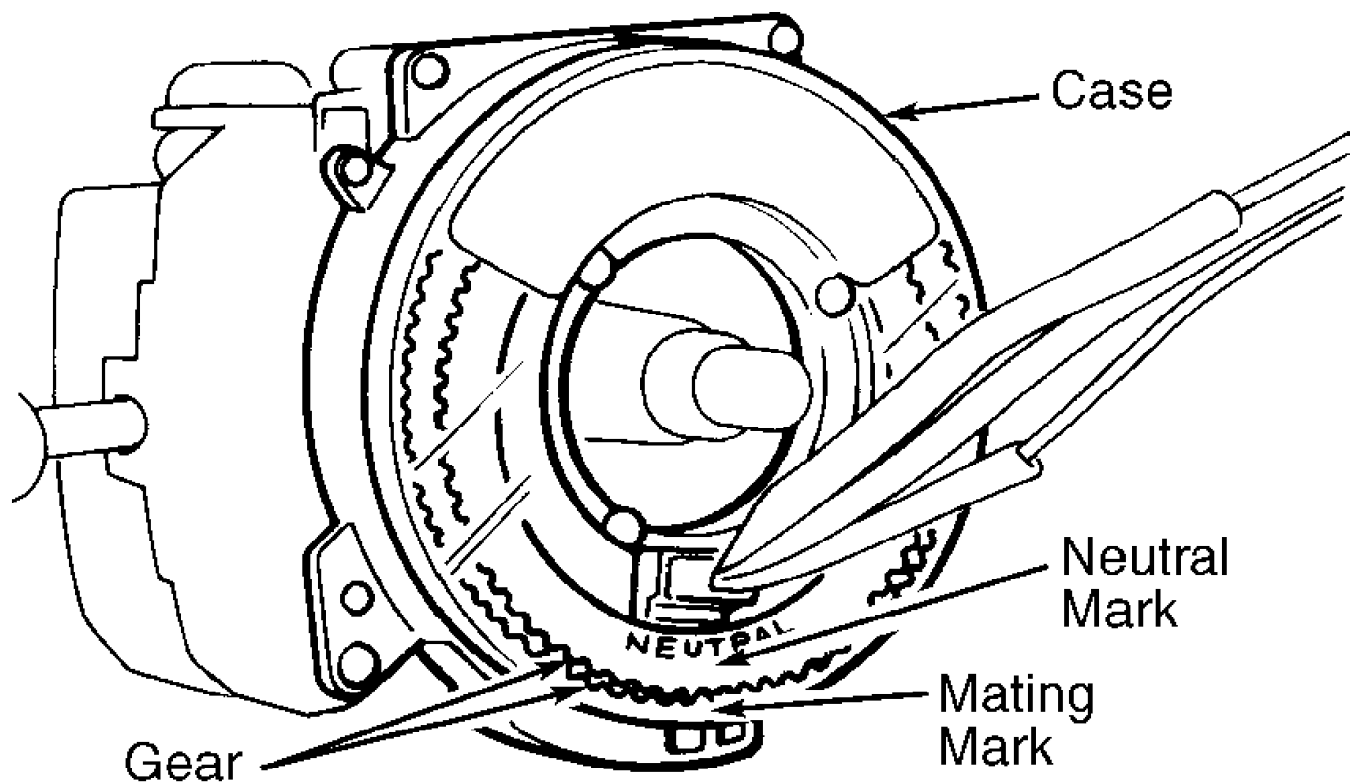
Fig. 8: Releasing SDU Connectors  
Courtesy of Mitsubishi Motor Sales of America.

## **ADJUSTMENTS**

### **CLOCKSPRING CENTERING**

**WARNING:** If front wheels are not in straight-ahead position or clockspring mating marks are not aligned before installing clockspring, the steering wheel may not turn completely, or flat cable inside clockspring may be severed, disabling SRS system and possibly causing serious injury to driver.

With clockspring removed, ensure front wheels are in straight-ahead position. Install clockspring. On clockspring, align mating mark with NEUTRAL mark. See Fig. 9. Install steering wheel.



91J03729

Fig. 9: Aligning Clockspring Mating Marks  
Courtesy of Mitsubishi Motor Sales of America.

## WIRE REPAIR

DO NOT repair SRS wiring or harness connectors. If SRS wiring or harness connectors are faulty, replace faulty wiring harness.

## DIAGNOSIS & TESTING

### INITIAL SRS DIAGNOSTIC PROCEDURE

**WARNING:** Follow air bag service precautions to prevent accidental air bag deployment and personal injury. See SERVICE PRECAUTIONS.

**NOTE:** Ensure fuses No. 11 and 18 are okay. See Fig. 10. Ensure battery is fully charged. If battery voltage is too low, SRS warning light will come on. When battery voltage is restored to normal, light will go out. Codes remain stored for no more than about 7 days. Codes can be stored no more than 250 times. After servicing, reconnect negative battery cable. Erase codes using Multi-Use Tester II (MUT-II, MB991502). Check SRS warning light to verify system operation. See SYSTEM OPERATION CHECK.

**CAUTION:** Ensure ignition is off before connecting or disconnecting MUT-II at Data Link Connector (DLC). SDU connector is a double-locking mechanism. DO NOT use excessive force when disconnecting SDU connector.

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition on. If SRS warning light comes on for about 7 seconds and then turns off, SRS is functioning properly at this time. If SRS warning light does not come on, or comes on and stays on, insert Read Only Memory (ROM) Pack into MUT-II.

2) Turn ignition switch to LOCK position. Connect MUT-II to DLC. See Fig. 2. Turn ignition on. If MUT-II does not display CAN'T COMM, go to step 4).

3) If MUT-II displays CAN'T COMM, try to communicate with other systems (engine control, etc.). If MUT-II cannot communicate with other systems, go to MUT-II CANNOT COMMUNICATE WITH OTHER SYSTEMS. If MUT-II can communicate with other systems, go to MUT-II CAN COMMUNICATE WITH OTHER SYSTEMS.

4) Use MUT-II to retrieve code(s). Record code(s) and service data (fault duration and how many times memory was erased). Go to appropriate CODE procedure.

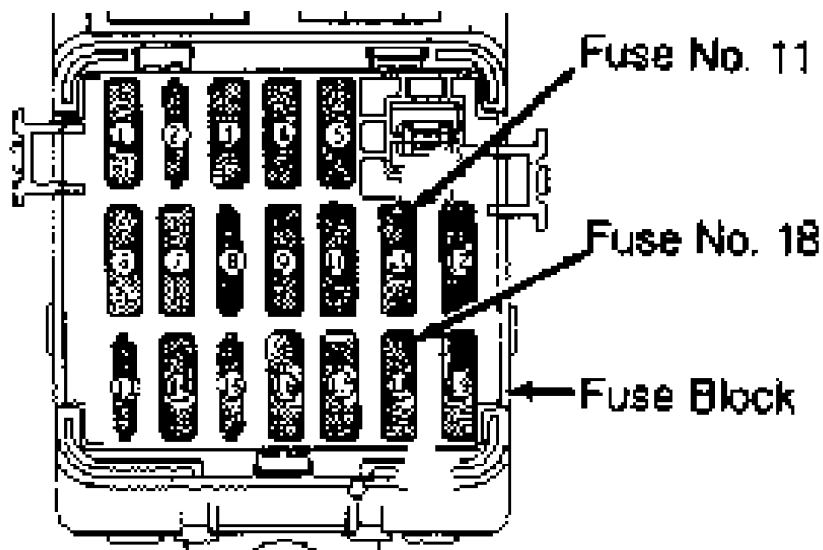


Fig. 10: Locating Fuses No. 11 & 18  
Courtesy of Mitsubishi Motor Sales of America.

### MUT-II CANNOT COMMUNICATE WITH OTHER SYSTEMS

Check for faulty power or ground circuit to DLC. If power and ground circuits are okay, MUT-II is faulty.

### MUT-II CAN COMMUNICATE WITH OTHER SYSTEMS

#### SRS Warning Light Stays On

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing. Remove rear console assembly for access to SDU. See Fig. 7.

2) At SDU connector, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert

screwdriver between lock lever and lock spring). See Fig. 8. Press and hold lock lever down, and disconnect SDU Red 14-pin connector.

3) Connect SDU Red 14-pin connector to SRS Check Harness (MB991530) connector No. 3. See Fig. 11. Check for continuity between terminal No. 9 of SRS Check Harness (MB991530) connector No. 5 and terminal No. 12 (Yellow/Black wire) of DLC. See Fig. 2. If continuity does not exist, replace wiring harness SDU and DLC.

4) If continuity exists, check for continuity between ground and terminals No. 13 and 14 of SRS check harness connector No. 5. If continuity does not exist, replace SDU. If continuity exists, disconnect connector C15 (connects body wiring harness to instrument panel wiring harness). See Fig. 13.

5) Check for continuity between ground and terminals No. 12 and 13 of connector C15 (on body wiring harness side of connector). If continuity does not exist, replace wiring harness between instrument cluster and connector C15. If continuity exists, replace wiring harness between SDU and connector C15.

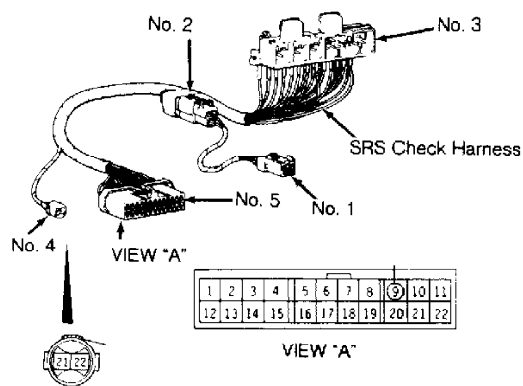
#### SRS Warning Light Does Not Come On

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing. Remove rear console assembly for access to SDU. See Fig. 7.

2) At SDU connector, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert screwdriver between lock lever and lock spring). See Fig. 8. Press and hold lock lever down, and disconnect SDU Red 14-pin connector.

3) Connect SDU Red 14-pin connector to SRS Check Harness (MB991530) connector No. 3. See Fig. 11. At SRS check harness connector No. 5, check for continuity between ground and terminals No. 19 and 20. See Fig. 11. If there is no continuity, replace harness between SDU and ground.

4) If there is continuity, reconnect negative battery cable. Turn ignition on. Measure voltage between ground and terminals No. 11 and 12 of SRS check harness connector No. 5. If less than 9 volts is present at either or both terminals, replace harness between SDU and fuse. If 9 or more volts is present at both terminals, replace SDU.



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Fig. 11: Identifying SRS Check Harness (MB991530) Connectors  
Courtesy of Mitsubishi Motor Sales of America.

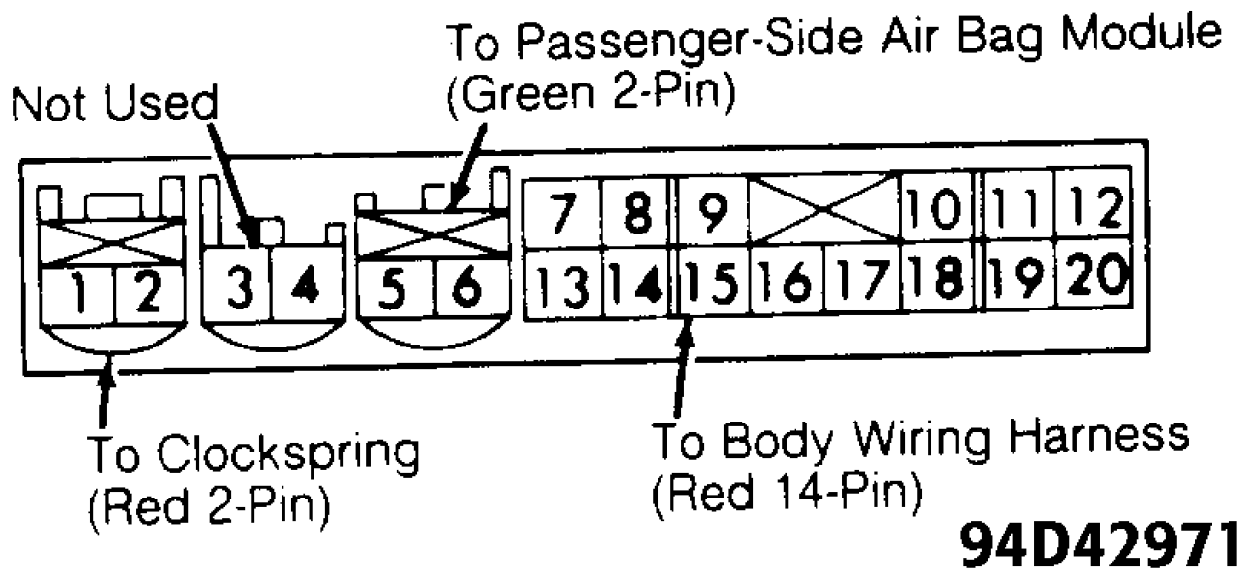


Fig. 12: Identifying SDU Connector Terminals  
 Courtesy of Mitsubishi Motor Sales of America.

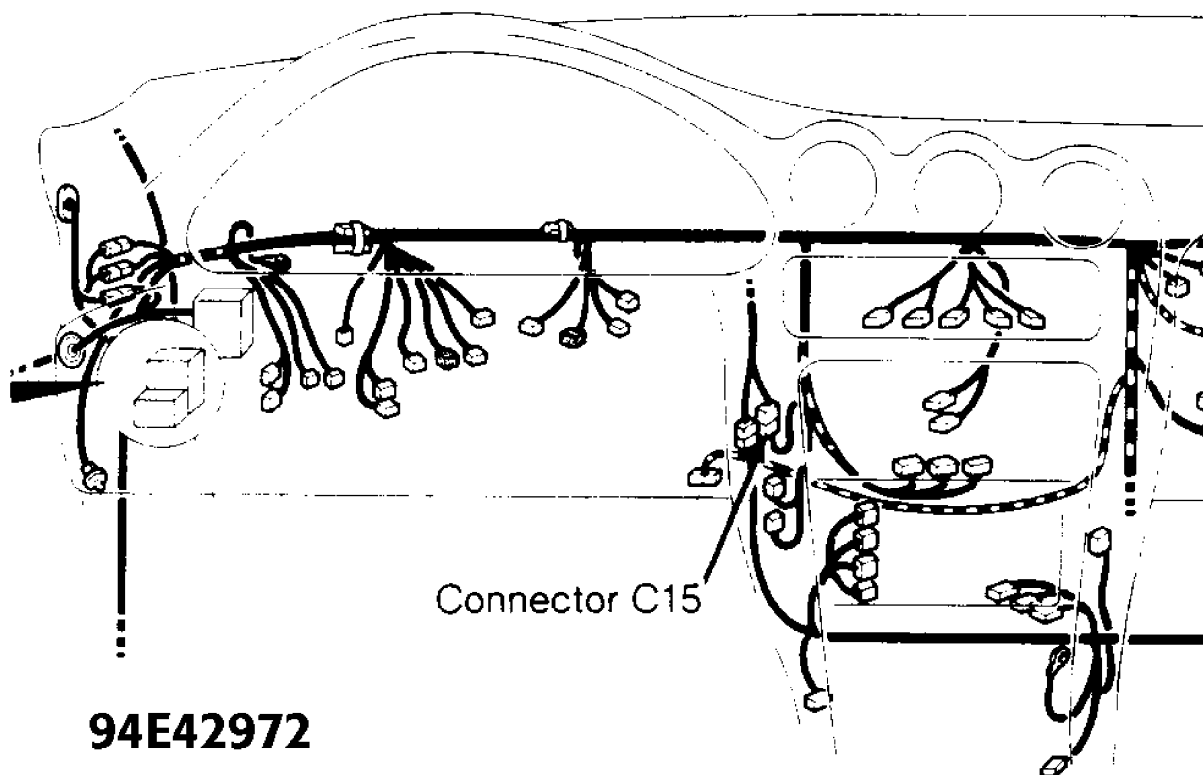


Fig. 13: Locating Connector C15  
 Courtesy of Mitsubishi Motor Sales of America



NOTE: When any of these codes are set, the condition that causes Code 21, 22, 24 or 25 to set may also exist (condition may exist even if code did not set).

#### Front Impact Sensor System

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing. Remove rear console assembly for access to SDU. See Fig. 7.

2) At SDU connector, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert screwdriver between lock lever and lock spring). See Fig. 8. Press and hold lock lever down, and disconnect SDU Red 14-pin connector.

3) Connect SDU Red 14-pin connector to SRS Check Harness (MB991530) connector No. 3. See Fig. 11. At SRS check harness connector No. 5, measure resistance between terminals No. 16 and 17. See Fig. 11. If resistance is 1960-2040 ohms, go to next step. If resistance is not 1960-2040 ohms, check left front impact sensor. See FRONT IMPACT SENSOR under COMPONENT TESTING. If sensor is okay, replace wiring harness between sensor and SDU.

4) At SRS check harness connector No. 5, measure resistance between terminals No. 15 and 18. See Fig. 11. If resistance is 1960-2040 ohms, go to next step. If resistance is not 1960-2040 ohms, check right front impact sensor. See FRONT IMPACT SENSOR under COMPONENT TESTING. If sensor is okay, replace wiring harness between sensor and SDU.

5) Perform procedure for CODES 21 & 22. If problem still exists, disconnect Green 2-pin connector from SDU terminals No. 5 and 6 (passenger-side air bag module harness). See Fig. 12. Connect SRS check harness connector No. 1 to SDU terminals No. 5 and 6 where passenger-side air bag module harness was connected. This simulates passenger-side air bag module resistance.

6) Ensure SDU Red 14-pin connector is connected. Double-lock the connector. Reconnect negative battery cable. Ensure ignition switch is in LOCK position. Connect MUT-II to DLC. Turn ignition on. Erase codes. Turn ignition switch to LOCK position, then turn ignition on again.

7) If SRS warning light comes on for about 7 seconds, and then turns off, replace passenger-side air bag module. If SRS warning light comes on and stays on, check for faulty wiring harness between SDU and passenger-side air bag module. If harness is okay, replace SDU.

## CODES 21 & 22

WARNING: During the following procedure, never measure circuit resistance of air bag module (squib), even when using specified DVOM. If circuit resistance is measured, it may cause accidental air bag deployment and personal injury.

#### Driver-Side Air Bag Module System

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing.

2) Remove rear console assembly for access to SDU connectors. See Fig. 7. At SDU connector, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert screwdriver between lock lever and lock spring). See Fig. 8. Press and hold lock lever down, and disconnect SDU Red 2-pin connector (clockspring harness) from terminals No. 1 and 2. See Fig. 12.

3) Connect SRS Check Harness (MD991530) connector No. 1 to

SDU terminals No. 1 and 2 where clockspring harness was connected. Double-lock the connector. This simulates driver-side air bag module resistance. Reconnect negative battery cable. Ensure ignition switch is in LOCK position. Connect MUT-II to DLC. Turn ignition on. Erase codes. Turn ignition switch to LOCK position, then turn ignition on again.

4) If SRS warning light comes on and stays on, replace SDU. If SRS warning light comes on for about 7 seconds, and then turns off, turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing.

5) Disconnect SRS check harness connector No. 1 from SDU. Check clockspring. See CLOCKSPRING under COMPONENT TESTING. If clockspring is okay, replace driver-side air bag module.

## **CODES 24 & 25**

### **Passenger-Side Air Bag Module System**

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Perform diagnosis and repair for any other codes that are set. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing.

2) Remove glove box and glove box outer case. Disconnect passenger-side air bag module connector. Connect SRS Check Harness (MB991530) connector No. 1 to passenger-side air bag module connector (harness side of connector). See Fig. 11. This simulates passenger-side air bag module resistance.

3) Reconnect negative battery cable. Turn ignition on. Erase codes using MUT-III. Turn ignition switch to LOCK position, then turn ignition on again. If SRS warning light comes on for about 7 seconds and then turns off, replace passenger-side air bag module.

4) If SRS warning light comes on and stays on, check for faulty wiring harness between SDU and passenger-side air bag module. If harness is okay, replace SDU.

## **CODES 31 & 32**

### **SDU System**

Check battery voltage. If battery voltage is low, charge battery. If battery voltage is okay, replace SDU.

## **CODE 33**

### **Cranking Signal System**

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Check for discharged battery. If battery is okay, turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing.

2) Remove rear console assembly for access to SDU. See Fig. 7. At SDU connector, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert screwdriver between lock lever and lock spring). See Fig. 8.

3) Press and hold lock lever down, and disconnect SDU Red 14-pin connector. Connect SDU Red 14-pin connector to SRS Check Harness (MB991530) connector No. 3. See Fig. 11. At SRS check harness connector No. 5, check for continuity between ground and terminals No. 19 and 20. See Fig. 11. If continuity does not exist, replace wiring harness.

4) If continuity exists, reconnect negative battery cable. Turn ignition on. Measure voltage between ground and SRS check harness connector terminal No. 10. If no voltage is present, replace SDU. If

voltage is present, replace wiring harness.

## CODE 34

### SDU Connector Lock System

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Check for discharged battery. If battery is okay, turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing.

2) Remove rear console assembly for access to SDU. See Fig. 7. If SDU connectors are not securely locked, re-lock them. If SDU connectors are securely locked, replace SDU.

## CODES 41 & 42

NOTE: After fault is eliminated, SRS warning light goes out and code automatically clears.

### Power Supply System

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Check for discharged battery. If battery is okay, turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing. Remove rear console assembly for access to SDU. See Fig. 7.

2) At SDU connector, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert screwdriver between lock lever and lock spring). See Fig. 8. Press and hold lock lever down, and disconnect SDU Red 14-pin connector.

3) Connect SDU Red 14-pin connector to SRS Check Harness (MB991530) connector No. 3. See Fig. 11. At SRS check harness connector No. 5, check for continuity between ground and terminals No. 19 and 20. See Fig. 11. If continuity does not exist, replace wiring harness.

4) If continuity exists, reconnect negative battery cable. Turn ignition on. Measure voltage between ground and the following specified terminal of SRS check harness connector No. 5. If 9 or more volts is present, replace SDU. If less than 9 volts is present, replace wiring harness.

\* No. 12 (if checking for Code 41).

\* No. 11 (if checking for Code 42).

## CODE 43

### SRS Warning Light Comes On

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing. Remove rear console assembly for access to SDU. See Fig. 7.

2) At SDU connector, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert screwdriver between lock lever and lock spring). See Fig. 8. Press and hold lock lever down, and disconnect SDU Red 14-pin connector.

3) Turn ignition on. If SRS warning light does not come on, replace SDU. If SRS warning light comes on, replace wiring harness between SDU and instrument cluster.

### SRS Warning Light Does Not Come On

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Check for discharged battery. If battery is okay, turn ignition switch to LOCK position. Disconnect negative battery

cable. Shield cable terminal. Wait at least 60 seconds before servicing.

2) Remove rear console assembly for access to SDU. See Fig. 7. At SDU connector, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert screwdriver between lock lever and lock spring). See Fig. 8. Press and hold lock lever down, and disconnect SDU Red 14-pin connector.

3) Connect SDU Red 14-pin connector to SRS Check Harness (MB991530) connector No. 3. See Fig. 11. Check for continuity between ground and terminals No. 19 and 20 of SRS check harness connector No. 5. If continuity does not exist, replace wiring harness.

4) If continuity exists, reconnect negative battery cable. Turn ignition on. Check voltage between ground and terminals No. 13 and 14 of SRS check harness connector No. 5. If battery voltage is present at each terminal, replace SDU. If battery voltage is not present at each terminal, check for faulty SRS warning light bulb, wiring harness or instrument cluster.

## **CODE 44**

SDU Output To SRS Warning Light

Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Replace SDU.

## **CODE 45**

SDU Memory

Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Replace SDU.

## **COMPONENT TESTING**

### **CLOCKSPRING TEST**

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Remove driver-side air bag module. See DRIVER-SIDE AIR BAG MODULE & CLOCKSPRING under REMOVAL & INSTALLATION. Turn ignition switch to LOCK position. Disconnect negative battery cable. Shield cable terminal. Wait at least 60 seconds before servicing.

2) Remove rear console assembly for access to SDU. See Fig. 7. At SDU connector, use a screwdriver to push lock spring horizontally (toward SDU) to unlock lock lever (DO NOT insert screwdriver between lock lever and lock spring). See Fig. 8. Press and hold lock lever down, and disconnect SDU Red 2-pin connector (clockspring harness). See Fig. 12.

3) Connect clockspring connector No. 7 to SRS Check Harness (MB991530) connector No. 3. See Figs. 11 and 14. Connect clockspring connector No. 2 to SRS check harness connector No. 4 (align White paint mark on SRS check harness connector No. 4 with hollow portion of clockspring connector No. 2).

4) At SRS check harness connector No. 5, measure resistance between terminals No. 1 and 21, and terminals No. 2 and 22. Replace clockspring if resistance is greater than 0.4 ohms.

NOTE: For accurate test results, it may be necessary to measure resistance between terminals No. 1 and 22, and terminals No. 2 and 21.

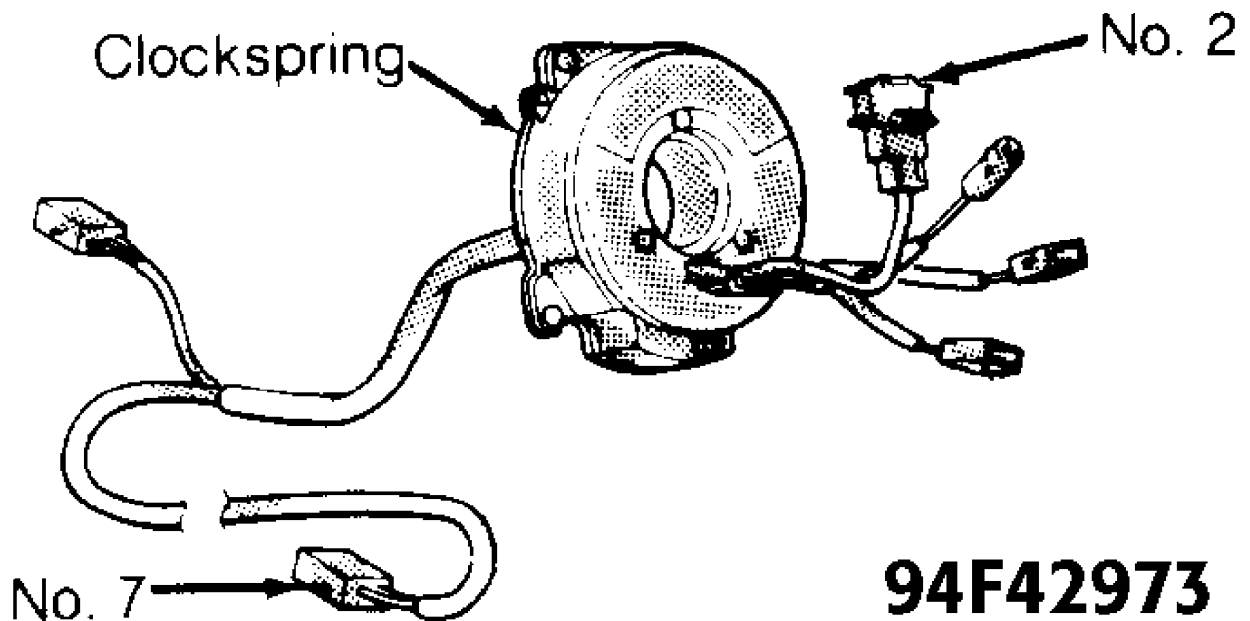


Fig. 14: Identifying Clockspring Connectors  
 Courtesy of Mitsubishi Motor Sales of America.

## FRONT IMPACT SENSOR TEST

Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Disconnect front impact sensor connector. See Fig. 5. Measure resistance across sensor connector terminals. Replace sensor if resistance is not 1960-2040 ohms.

## TORQUE SPECIFICATIONS

### TORQUE SPECIFICATIONS TABLE

Application	Ft. Lbs. (N.m)
Steering Wheel Nut .....	29 (39)
	INCH Lbs. (N.m)
Air Bag Module Nut .....	48 (5.4)
Front Impact Sensor Bolt .....	(1)

(1) - Information is not available.