SECTION BF

CONTENTS

CONTENTS (Cont'd.)

When you read wiring diagrams:
- **Read GI section, "HOW TO READ WIRING DIAGRAMS".**
- **See EL section, "POWER SUPPLY ROUTING" for power distribution circuit.**

When you perform trouble diagnoses, read GI section, "HOW TO FOLLOW FLOW CHART IN TROUBLE DIAGNOSES" and "HOW TO PERFORM EFFICIENT DIAGNOSIS FOR AN ELECTRICAL INCIDENT".

★ **For seat belt, refer to MA section.**

Precautions

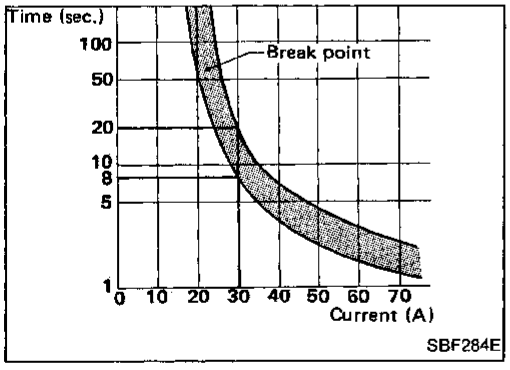
- When removing or installing various parts, place a cloth or padding onto the vehicle body to prevent scratches.
- Handle trim, molding, instruments, grille, etc. carefully during removing or installation. Be careful not to soil or damage them.
- Apply sealing compound where necessary when installing parts.
- When applying sealing compound, be careful that the sealing compound does not protrude from parts.
- When replacing any metal parts (for example body outer panel, members, etc.), be sure to take rust prevention measures.

Supplemental Restraint System "AIR BAG" and "SEAT BELT PRE-TENSIONER"

The Supplemental Restraint System "Air Bag" and "Seat Belt Pre-tensioner", used along with a seat belt, help to reduce the risk or severity of injury to the driver and front passenger in a frontal collision. The Supplemental Restraint System consists of air bag modules (located in the center of the steering wheel and on the instrument panel on the passenger side), seat belt pre-tensioners, sensors, a diagnosis unit, warning lamp, wiring harness and spiral cable. Information necessary to service the system safely is included in the **BF section** of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of a severe frontal collision, all maintenance must be performed by an authorized INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system.**
- **All SRS air bag electrical wiring harnesses and connectors are covered with yellow outer insulation. Do not use electrical test equipment on any circuit related to the SRS SYSTEM.**



Circuit Breaker Inspection

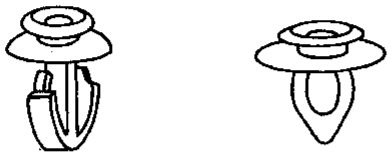
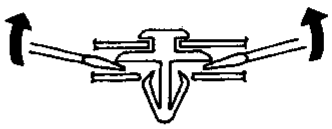
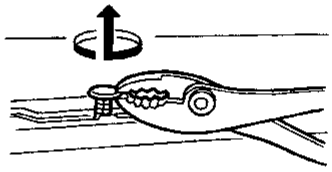
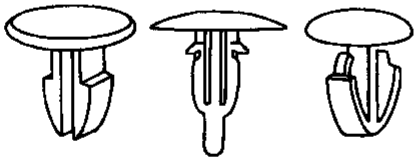
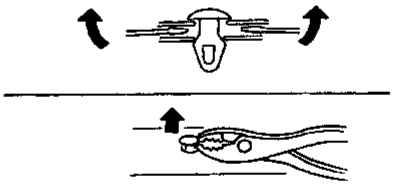
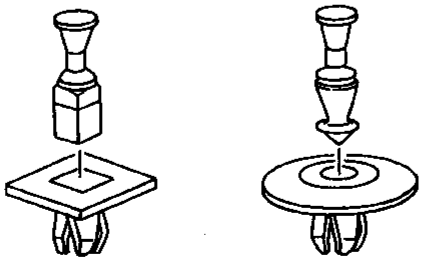
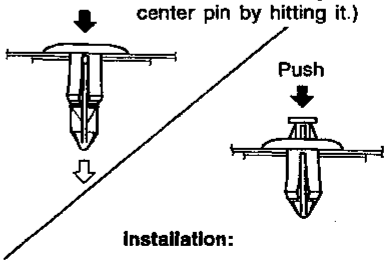
For example, when current is 30A, the circuit is broken within 8 to 20 seconds.

Circuit breakers are used in the following systems.

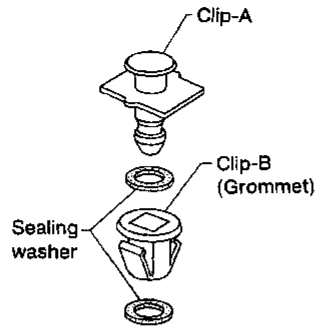
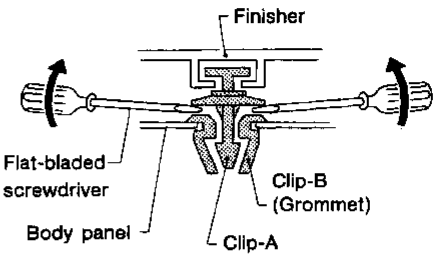
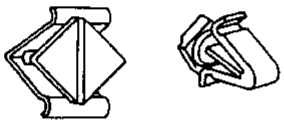
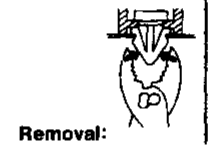
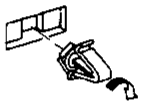
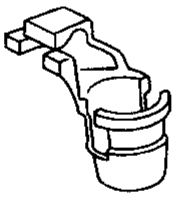
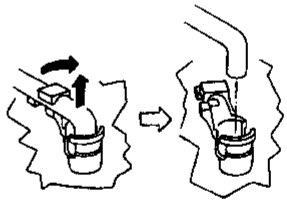
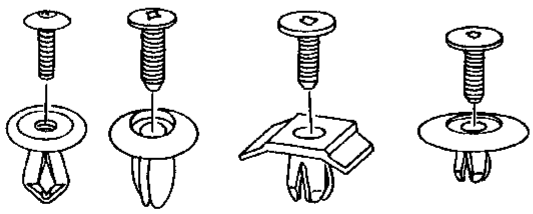
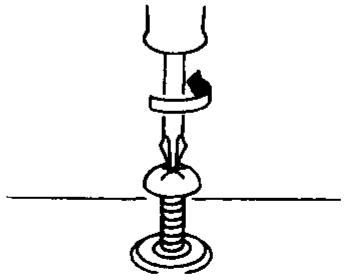
- Power window & power door lock
- Power sun roof
- Trunk lid and fuel filler lid opener

Clip and Fastener

- Clips and fasteners in BF section correspond to the following numbers and symbols.
- Replace any clips and/or fasteners which are damaged during removal or installation.

No. Symbol	Shapes	Removal & Installation
C101	 SBF256G	**Removal:** Remove by bending up with flat-bladed screwdrivers.  SBF367B
C102	 SBF114B SBF137B	 **Removal:** Pull up by rotating. SBF115B
C103	 SBF257G	**Removal:** Remove with a flat-bladed screwdriver or pliers.  SBF292C
C203	 SBF258G	Push center pin to catching position. (Do not remove center pin by hitting it.) Push Push  **Installation:** SBF708E

Clip and Fastener (Cont'd)

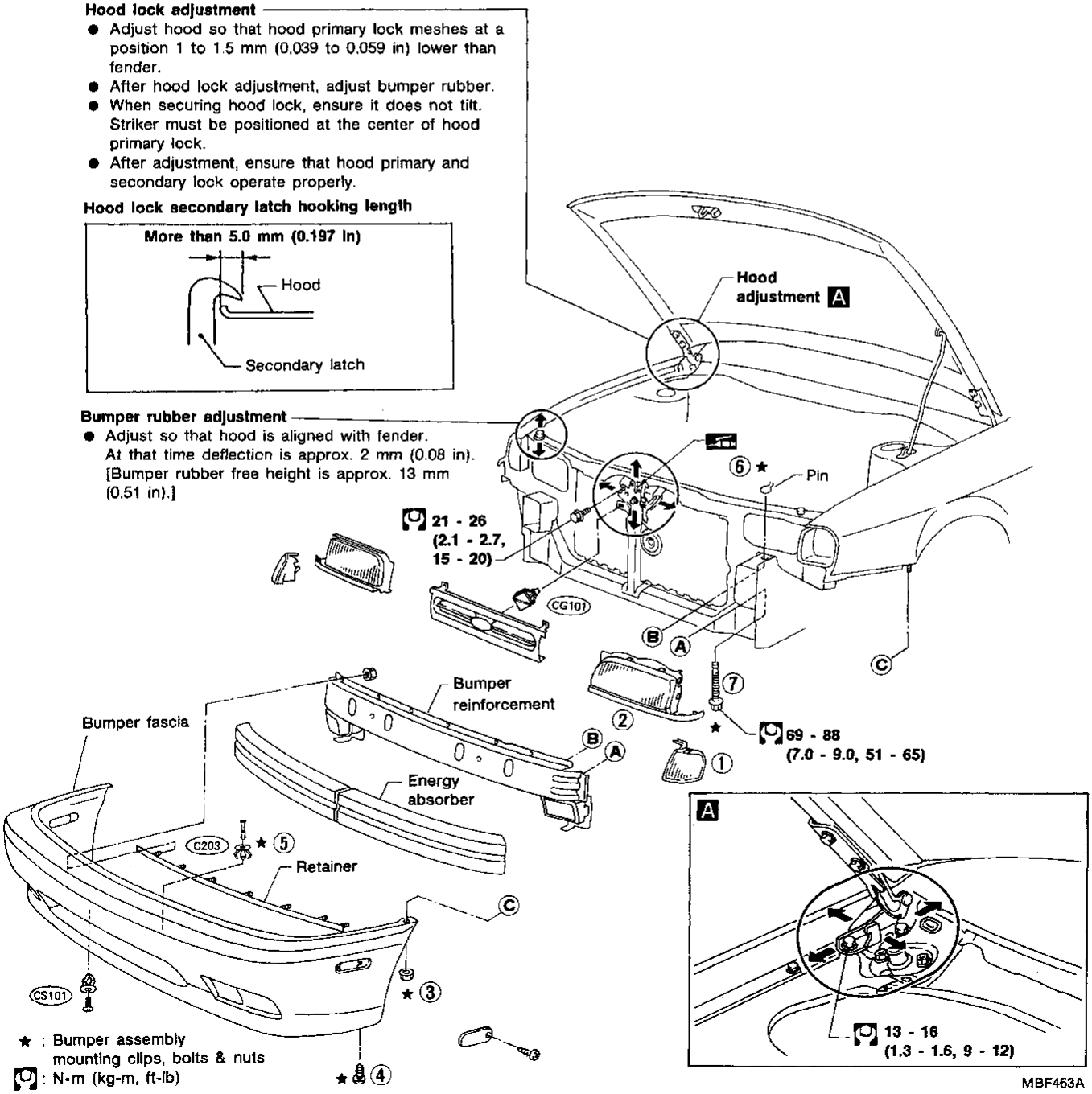
No. Symbol	Shapes	Removal & Installation
CF118	 SBF151D	**Removal:**  SBF652B
CG101	 SBF145B	**Removal:** Rotate 45° to remove.  **Installation:**  **Removal:** SBF085B
CR103	 SBF768B	**Removal:** Holder portion of clip must be spread out to remove rod.  SBF770B
CS101	 SBF260G	**Removal:** Screw out with a Phillips screwdriver.  SBF140B

Body Front End

- Hood adjustment: Adjust at hinge portion.
- Hood lock adjustment: After adjusting, check hood lock control operation. Apply a coat of grease to hood locks engaging mechanism.
- Hood opener: Do not attempt to bend cable forcibly. Doing so increases effort required to unlock hood.

REMOVAL — Front bumper assembly

① Remove clearance lamps.
② Remove headlamps.
③ Remove left and right nuts securing bumper fascia to fender.
④ Remove left and right screws securing bumper fascia to fender protector.
⑤ Remove left and right clips (C203) securing bumper fascia to radiator core lower support.
⑥ Remove left and right pins.
⑦ Remove left and right bolts securing bumper stay to side member.



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Body Rear End and Opener

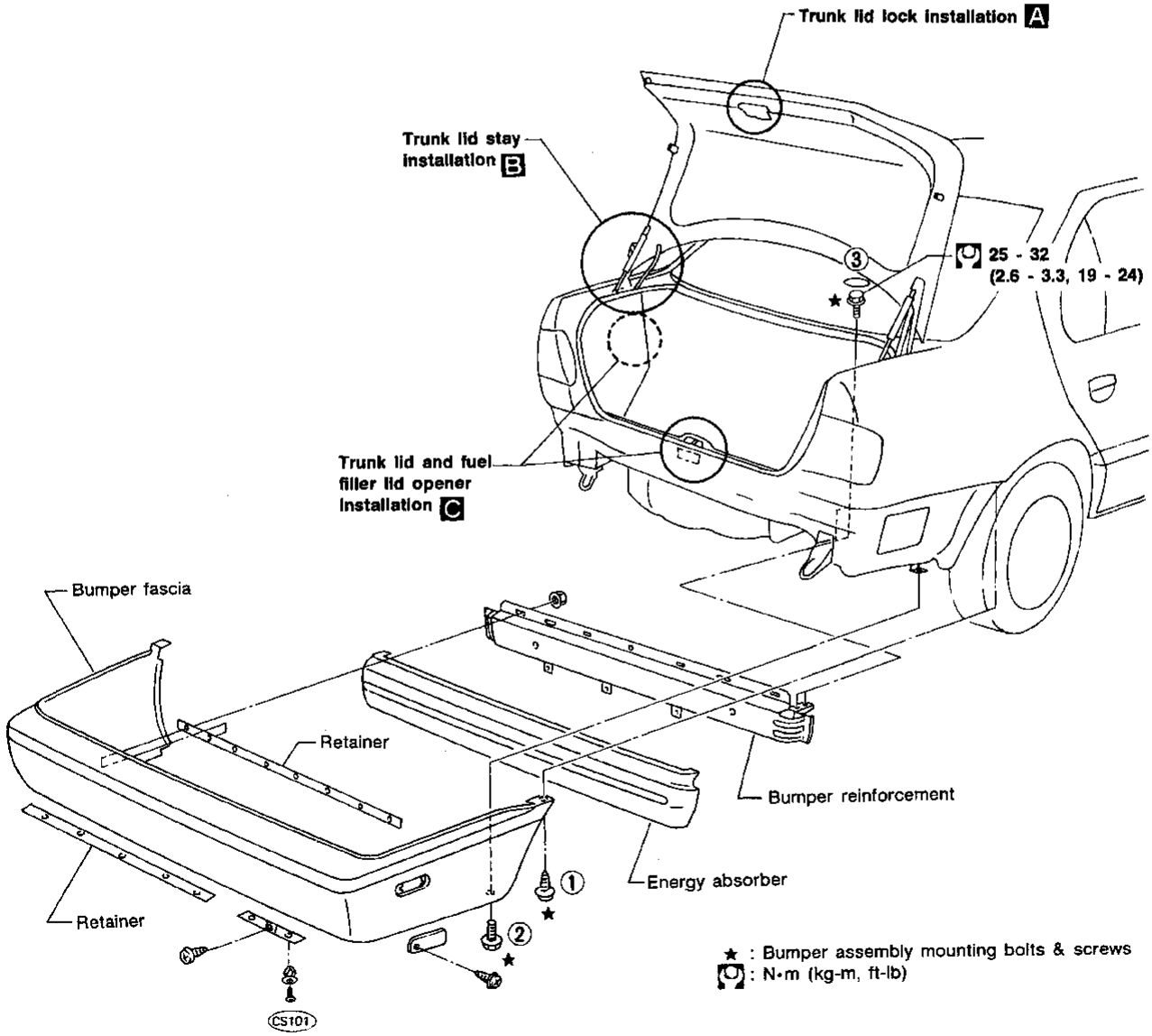
- Trunk door adjustment: Adjust at hinge portion for proper fit.
- Trunk door lock system adjustment: Adjust striker so that it is in the center of the lock. After adjustment, check lock operation.
- Opener cable: Do not attempt to bend cable using excessive force.
- After installation, make sure that trunk lid/back door and fuel filler lid open smoothly.

WARNING:

- **Be careful not to scratch trunk lid stay when installing back door. A scratched stay may cause gas leakage.**
- **The contents of the trunk lid stay are under pressure. Do not take apart, puncture, apply heat or allow fire near it.**

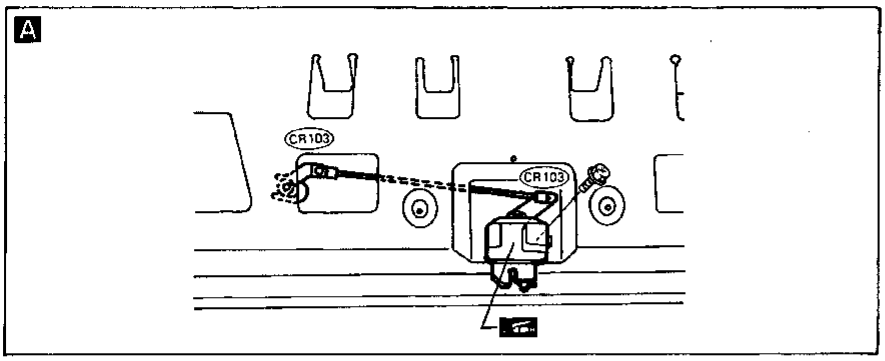
Removal — Rear bumper assembly

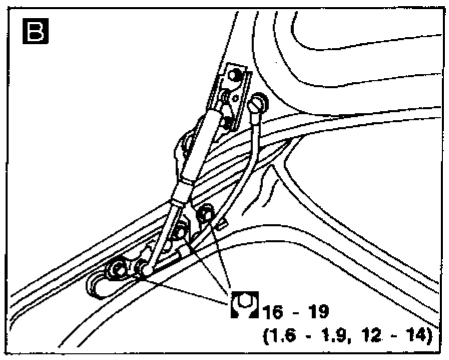
① Remove left and right screws securing bumper fascia to wheelarch.
② Remove left and right bolts securing bumper fascia to bracket.
③ Remove the four left and right bolts securing bumper stay to rear side member.

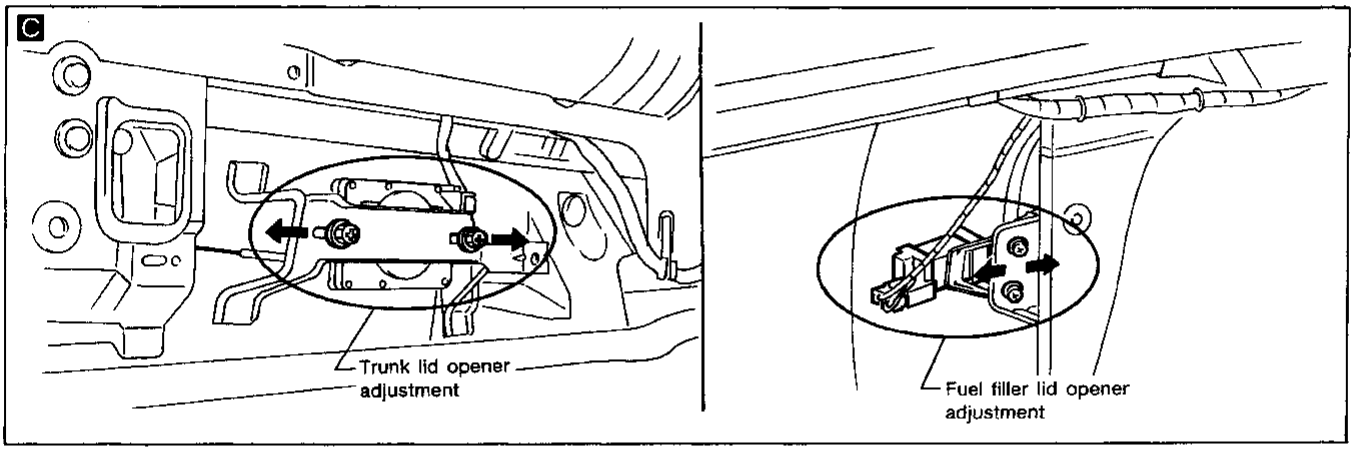


Body Rear End and Opener (Cont'd)

Installation (Refer to figures below.)







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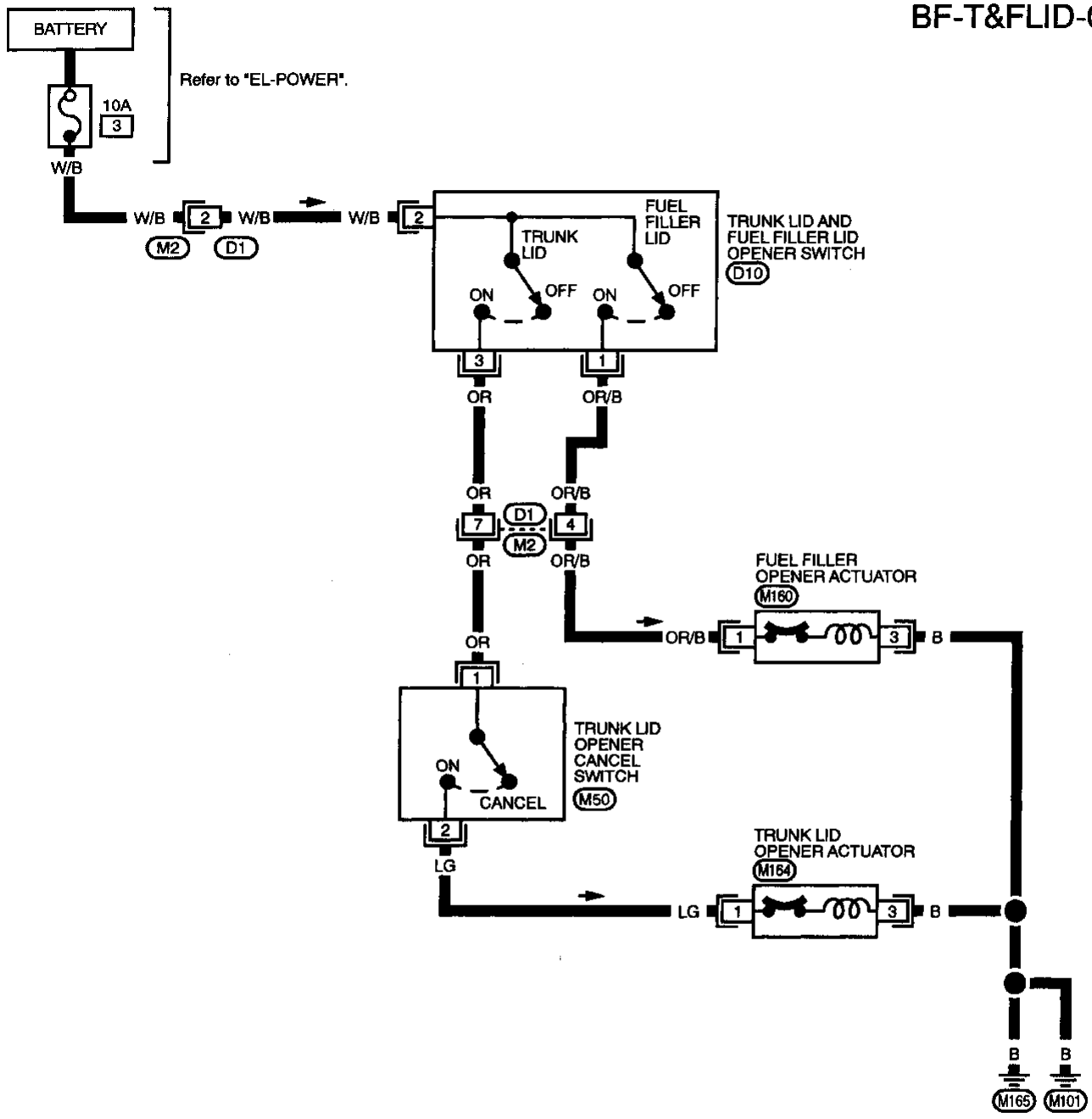
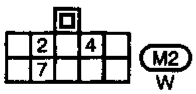
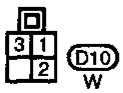
Trunk Lid and Fuel Filler Lid Opener/Wiring Diagram — T & FLID —

BF-T&FLID-01







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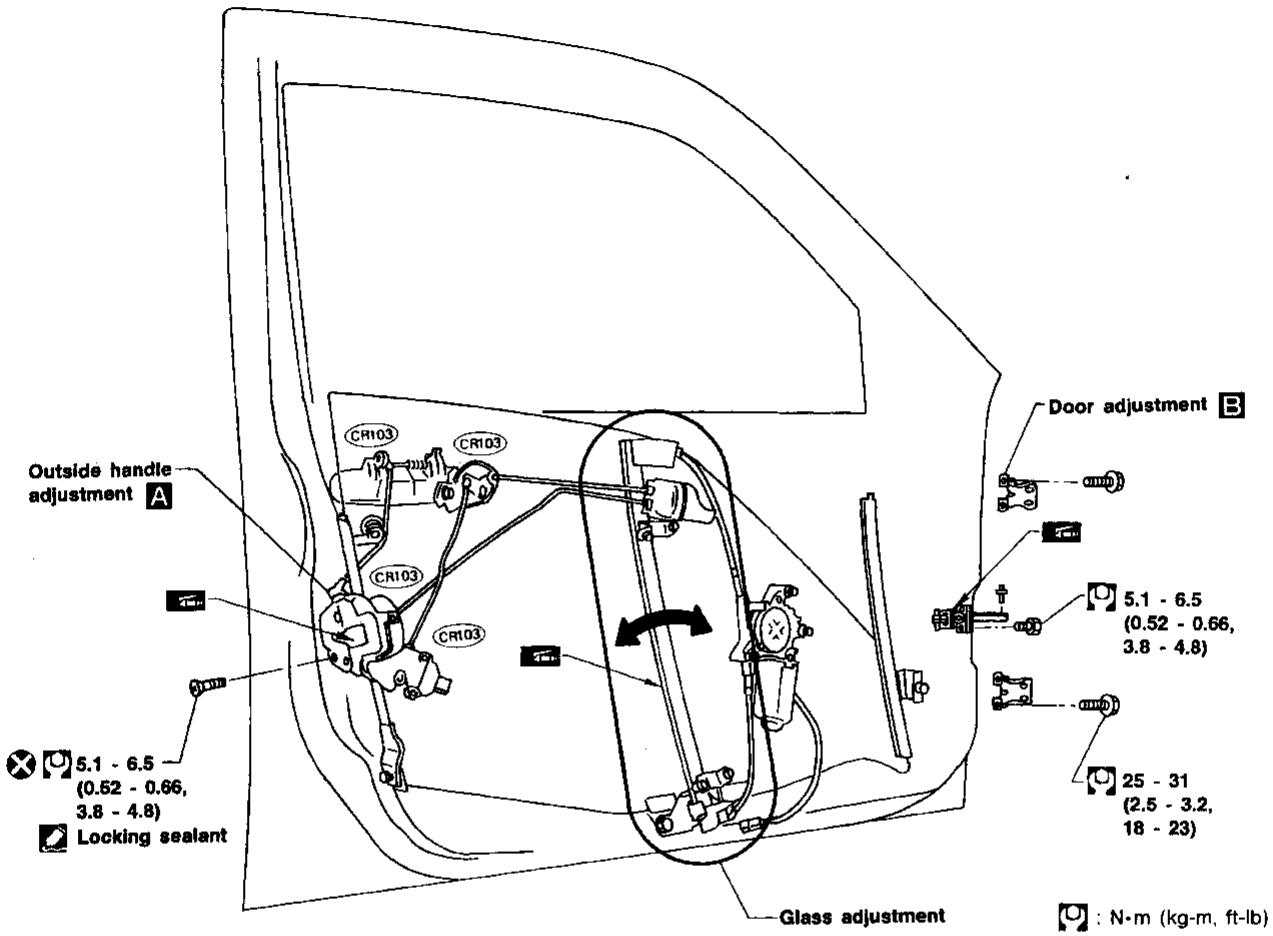
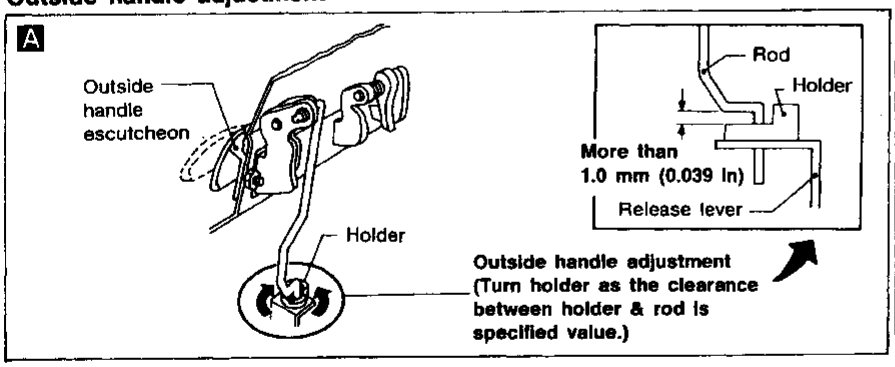
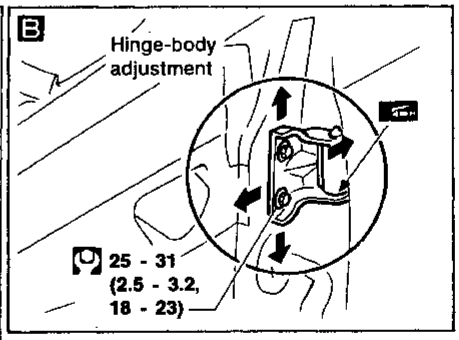
Front Door

- For removal of door trim, refer to "INTERIOR AND EXTERIOR" (BF-53).
- After adjusting door or door lock, check door lock operation.

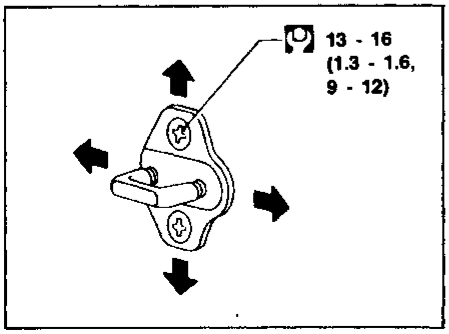


Outside handle adjustment



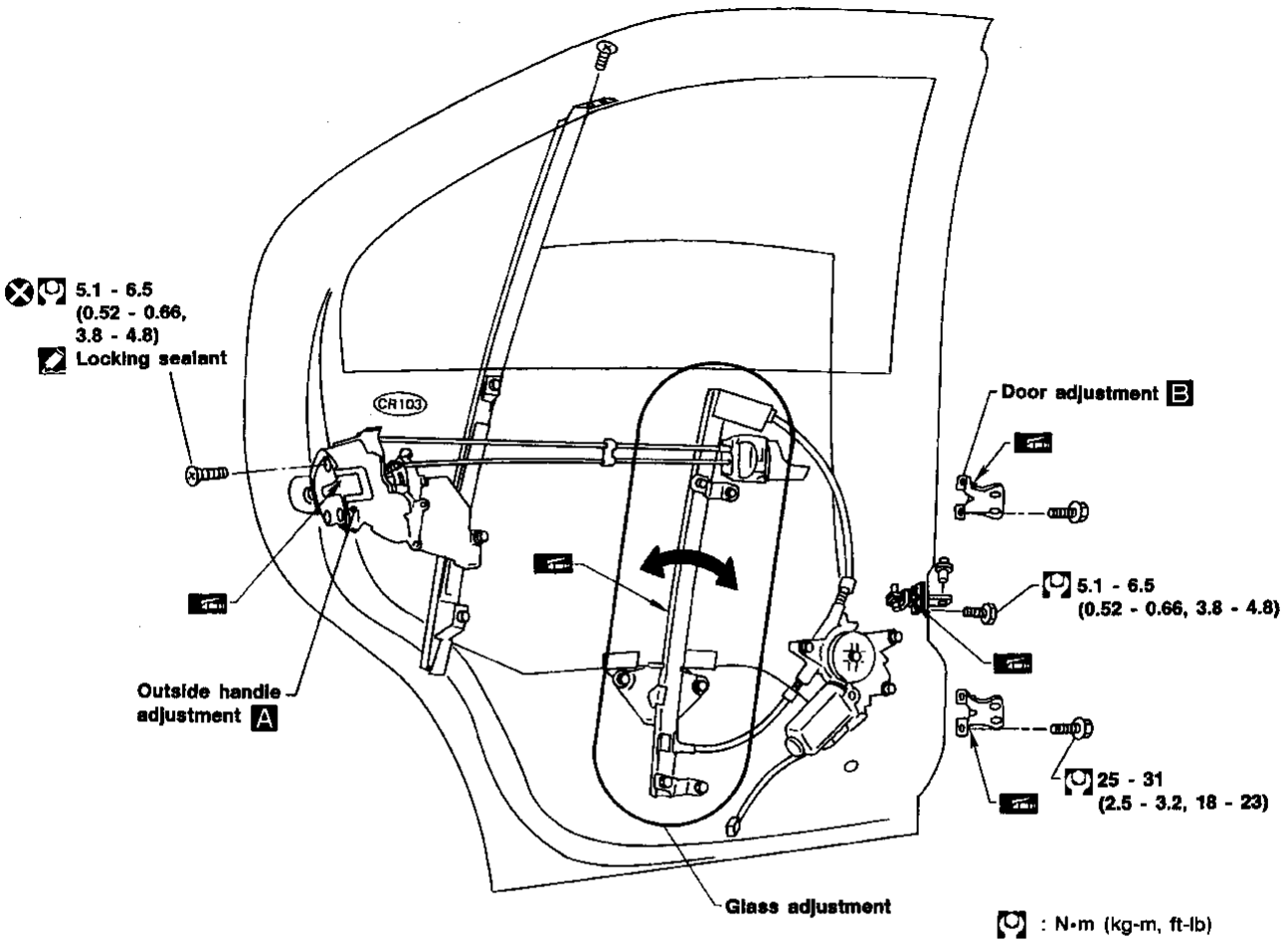


Striker adjustment

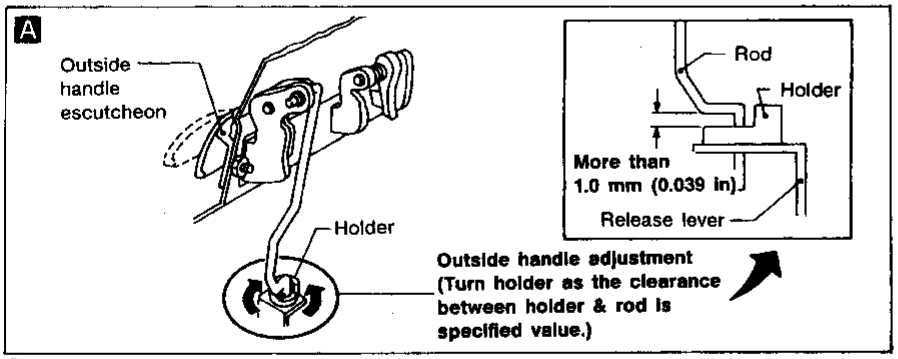


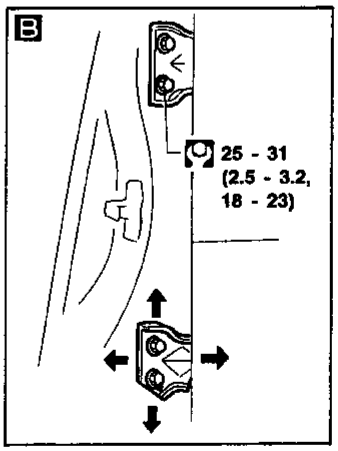
MBF064B

Rear Door

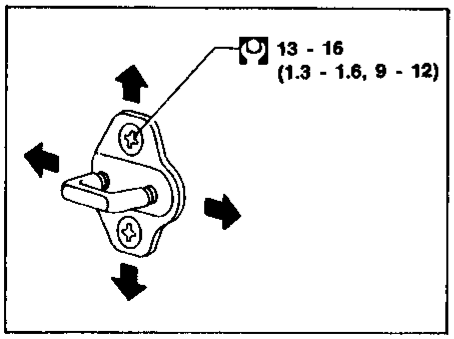


Outside handle adjustment





Striker adjustment



MBF065B

System Description

Power is supplied at all times
- from 30A fusible link (Letter [D] , located in the fuse and fusible link box)
- to ignition switch terminal ①.

Power is also supplied
- from 30A fusible link (Letter [E] , located in the fuse and fusible link box)
- to circuit breaker terminal ①
- through circuit breaker terminal ②
- to power window relay terminal ③.

With ignition switch in ON or START position, power is supplied
- through ignition switch terminal ③
- to power window relay terminal ②.

Ground is supplied to power window relay terminal ①
- through body grounds (M1) and (M60).

The power window relay is energized and power is supplied
- through power window relay terminal ⑤
- to power window main switch LH terminal ①,
- to power window main switch RH terminal ①,
- to front power window sub-switch RH terminal ①,
- to rear power window sub-switch LH terminal ④,
- to rear power window sub-switch RH terminal ④,
- to power window amplifier terminal ③ and
- to power window amplifier terminal ④.

MANUAL OPERATION

Front door LH

Ground is supplied
- to front power window sub-switch LH terminal ① and
- to power window amplifier terminal ⑦
- through body grounds (M1) and (M60).

WINDOW UP

When a front power window sub-switch LH is pressed in the up position, ground signal is supplied
- to power window amplifier terminal ①
- from front power window sub-switch LH terminal ②.

Power is supplied
- to front power window regulator LH terminal ①
- through power window amplifier terminal ⑤.

Ground is supplied
- to front power window regulator LH terminal ②
- through power window amplifier terminal ⑥.

Then, the motor raises the window until the switch is released.

WINDOW DOWN

When a front power window sub-switch LH is pressed in the down position, ground signal is supplied
- to power window amplifier terminal ②
- from front power window sub-switch LH terminal ③.

Power is supplied
- to front power window regulator LH terminal ②
- through power window amplifier terminal ⑥.

Ground is supplied
- to front power window regulator LH terminal ①
- through power window amplifier terminal ⑤.

Then, the motor lowers the window until the switch is released.

Except front LH door

Ground is supplied
- to power window main switch LH terminal ⑤
- through body grounds (M101) and (M165).

System Description (Cont'd)

FRONT DOOR RH

NOTE:

Figures in parentheses ( ) refer to terminal Nos. arranged in order when the UP or DOWN section of power window switch is pressed.

Operation by main switch
Power is supplied
- through power window main switch RH (③, ②)
- to front power window sub-switch RH (②, ③).

The subsequent operations are the same as those outlined under "Operation by sub-switches".
Operation by sub-switches
Power is supplied
- through front power window sub-switch RH (④, ⑤)
- to front power window regulator RH (①, ②).

Ground is supplied
- to front power window regulator RH (②, ①)
- through front power window sub-switch RH (⑤, ④)
- to front power window sub-switch RH (③, ②)
- through power window main switch RH (②, ③)
- to power window main switch RH (⑥, ⑥)
- through power window main switch LH (④, ④).

Then, the motor raises or lowers the window until the switch is released.

REAR DOOR LH

NOTE:

Figures in parentheses ( ) refer to terminal Nos. arranged in order when the UP or DOWN section of power window switch is pressed.

Operation by main switch
Power is supplied
- through power window main switch LH (③, ②)
- to rear power window sub-switch LH (①, ⑤).

The subsequent operations are the same as those outlined under "Operation by sub-switches".
Operation by sub-switches
Power is supplied
- through rear power window sub-switch LH (②, ③)
- to rear power window regulator LH (①, ②).

Ground is supplied
- to rear power window regulator LH (②, ①)
- through rear power window sub-switch LH (③, ②)
- to rear power window sub-switch LH (⑤, ①)
- through power window main switch LH (②, ③).

Then, the motor raises or lowers the window until the switch is released.

REAR DOOR RH

NOTE:

Figures in parentheses ( ) refer to terminal Nos. arranged in order when the UP or DOWN section of power window switch is pressed.

Operation by main switch
Power is supplied
- through power window main switch RH (⑤, ④)
- to rear power window sub-switch RH (①, ⑤).

The subsequent operations are the same as those outlined under "Operation by sub-switches".
Operation by sub-switches
Power is supplied
- through rear power window sub-switch RH (②, ③)
- to rear power window regulator RH (①, ②).

Ground is supplied
- to rear power window regulator RH (②, ①)
- through rear power window sub-switch RH (③, ②)
- to rear power window sub-switch RH (⑤, ①)

System Description (Cont'd)

- through power window main switch RH (④, ⑤)
- to rear power window main switch RH (⑥, ⑥)
- through power window main switch LH (④, ④).

Then, the motor raises or lowers the window until the switch is released.

AUTO OPERATION

The power window AUTO feature enables the driver to lower the driver's window without holding the window switch in the down position.
The AUTO feature only operates on the driver's window downward movement.
When a front power window sub-switch LH is pressed and released in the AUTO position, ground signal is supplied

- to power window amplifier terminal ⑧
- from front power window sub-switch LH terminal ④.

The subsequent operations are the same as front door LH operations outlined under "Manual Operation".
Then, the front door LH window will travel to the fully open position.

POWER WINDOW LOCK

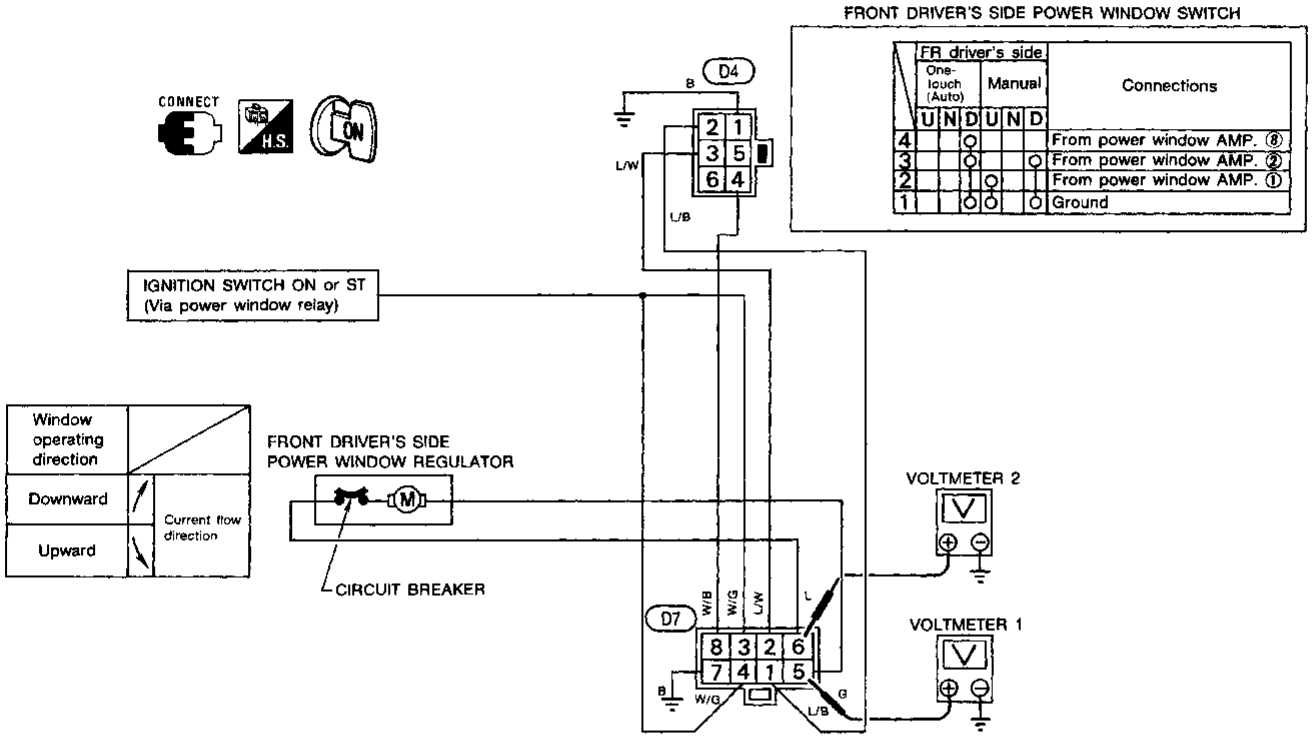
The power window lock is designed to lock-out window operation to all windows except the front door LH window.
When the lock switch is pressed to lock position, ground of the power window main switch LH is disconnected. This prevents the power window motors from operating.

Power Window AMP. Inspection

Carry out the inspections below.

(1) Input signals: Battery voltage should exist between terminal ③, ④ and ground (IGN "ON" or "ST"). Continuity should exist between terminals ⑧, ① or ② and ground in "ON" condition. It should not exist in "OFF" condition.

(2) Output signals: Battery voltage shown in the chart should exist.



AMP. OPERATION

		Connections	Operations					
			Manual operation			One-touch (Auto) operation		
			N	UP	Down	N	Down → N	
4		Power source (IGN)	12V	12V	12V	12V	12V	12V
7		Ground	Ground	Ground	Ground	Ground	Ground	Ground
3	Input signal	From ignition SW (ON or ST)	12V	12V	12V	12V	12V	12V
8	Input signal	To FR driver's side power window SW (AUTO) ④	OFF	OFF	OFF	OFF	ON	OFF
1	Input signal	To FR driver's side power window SW (UP) ②	OFF	ON	OFF	OFF	OFF	OFF
2	Input signal	To FR driver's side power window SW (DOWN) ③	OFF	OFF	ON	OFF	ON	OFF
5	Output signal	FR driver's side regulator (Upward power source) VOLTMETER 1	Approx. 0V	Approx. over 9V	Approx. 0V	Approx. 0V	Approx. 0V	Approx. 0V
6	Output signal	FR driver's side regulator (Downward power source) VOLTMETER 2	Approx. 0V	Approx. 0V	Approx. over 9V	Approx. 0V	Approx. over 9V	Approx. over 9V

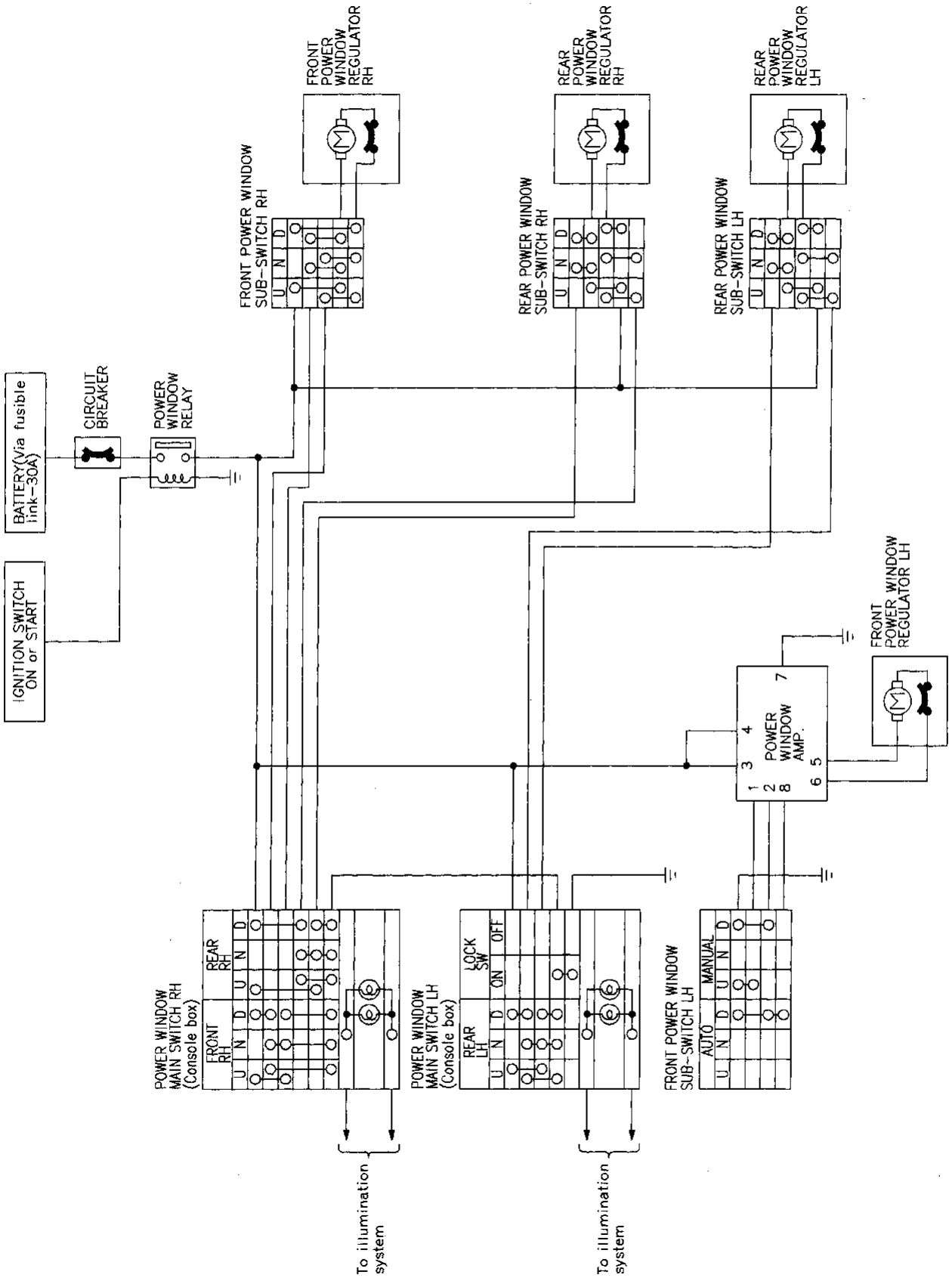
Regulator Operating Condition	Stop	Upward operation	Downward operation	Stop	Starting	Keeping operation until fully open, then stops automatically.
					Downward operation	

Carry out the operation check in this chart from left to right continuously.

POWER WINDOW AMP — Driver's side door

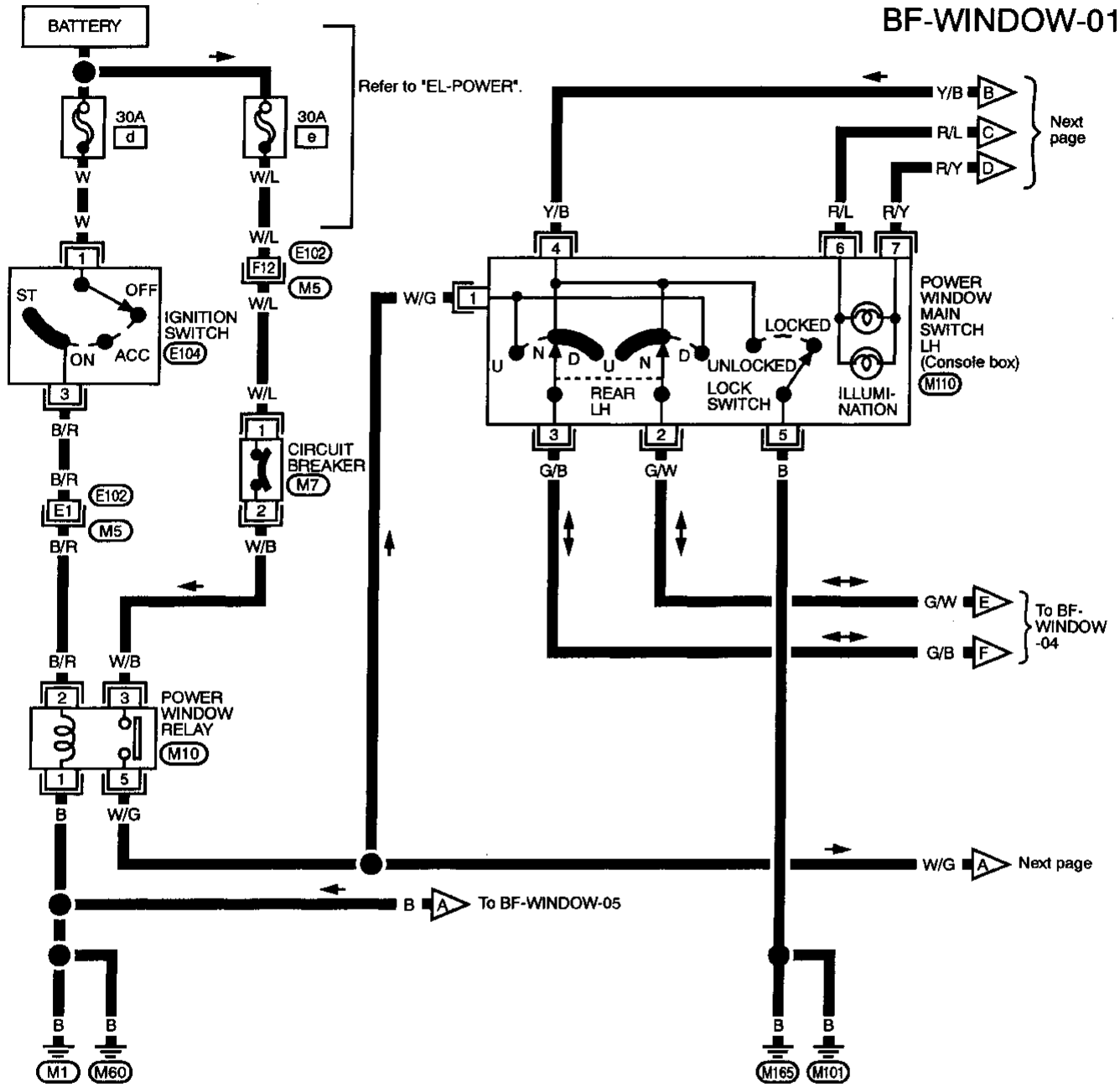
SBF263H

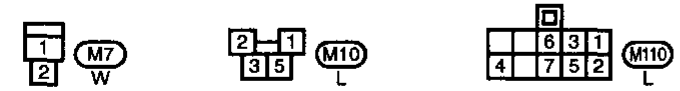
Schematic



MBF401B

Wiring Diagram — WINDOW —



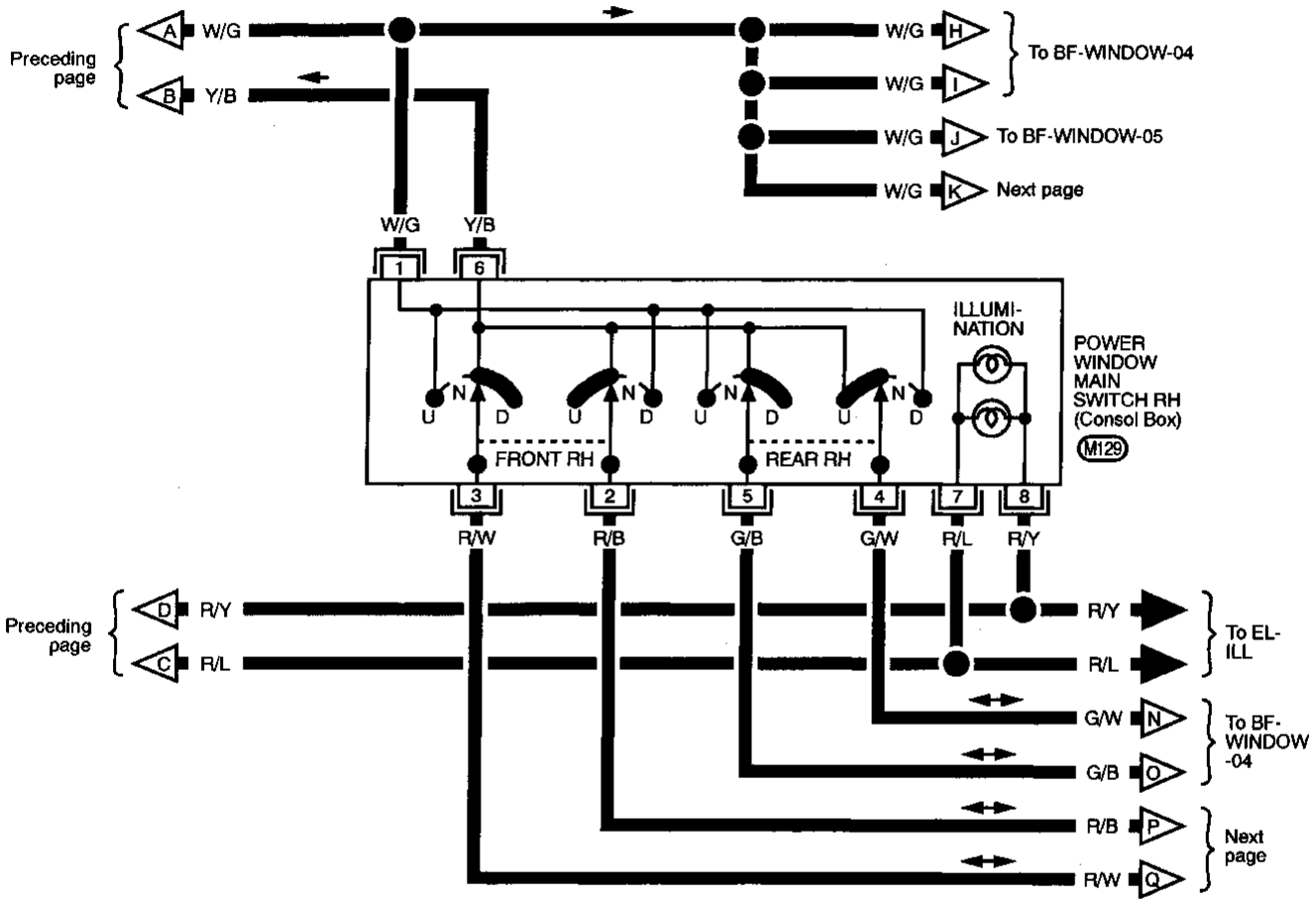


Refer to last page (Foldout page).
M5 , E102

MBF396B

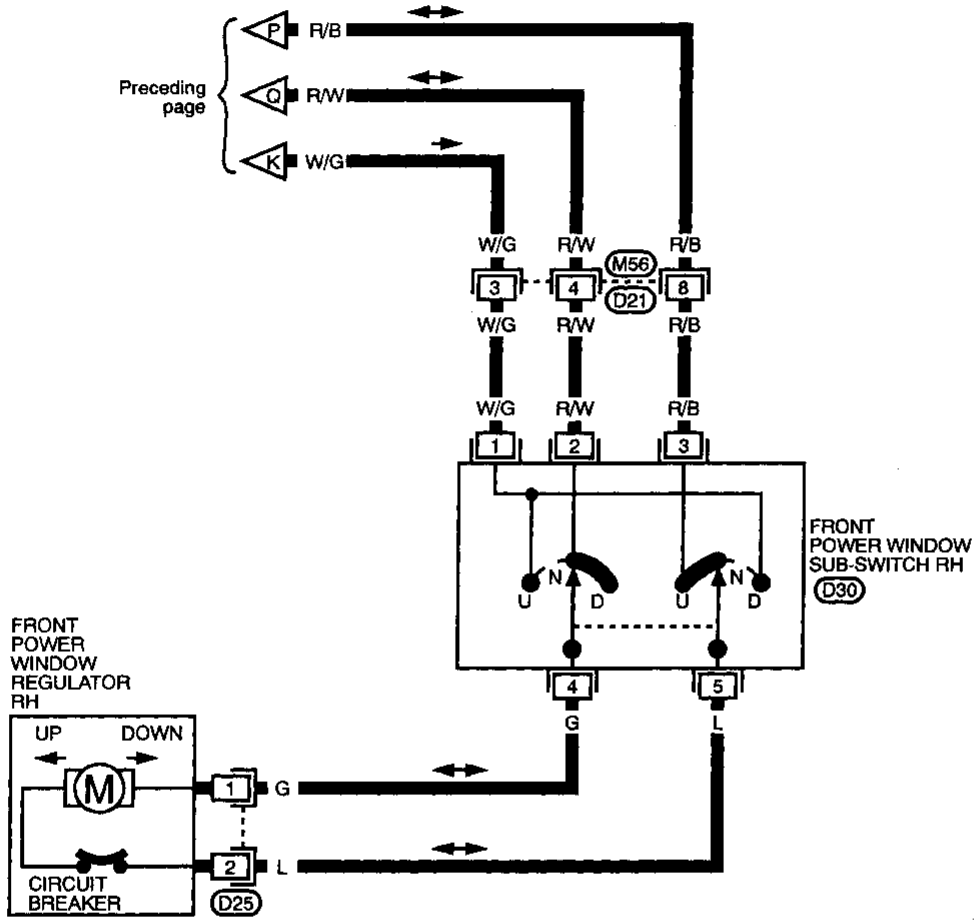
Wiring Diagram — WINDOW — (Cont'd)

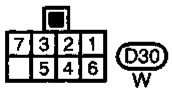
BF-WINDOW-02

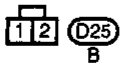


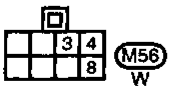
MBF397B

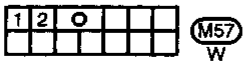
BF-WINDOW-03





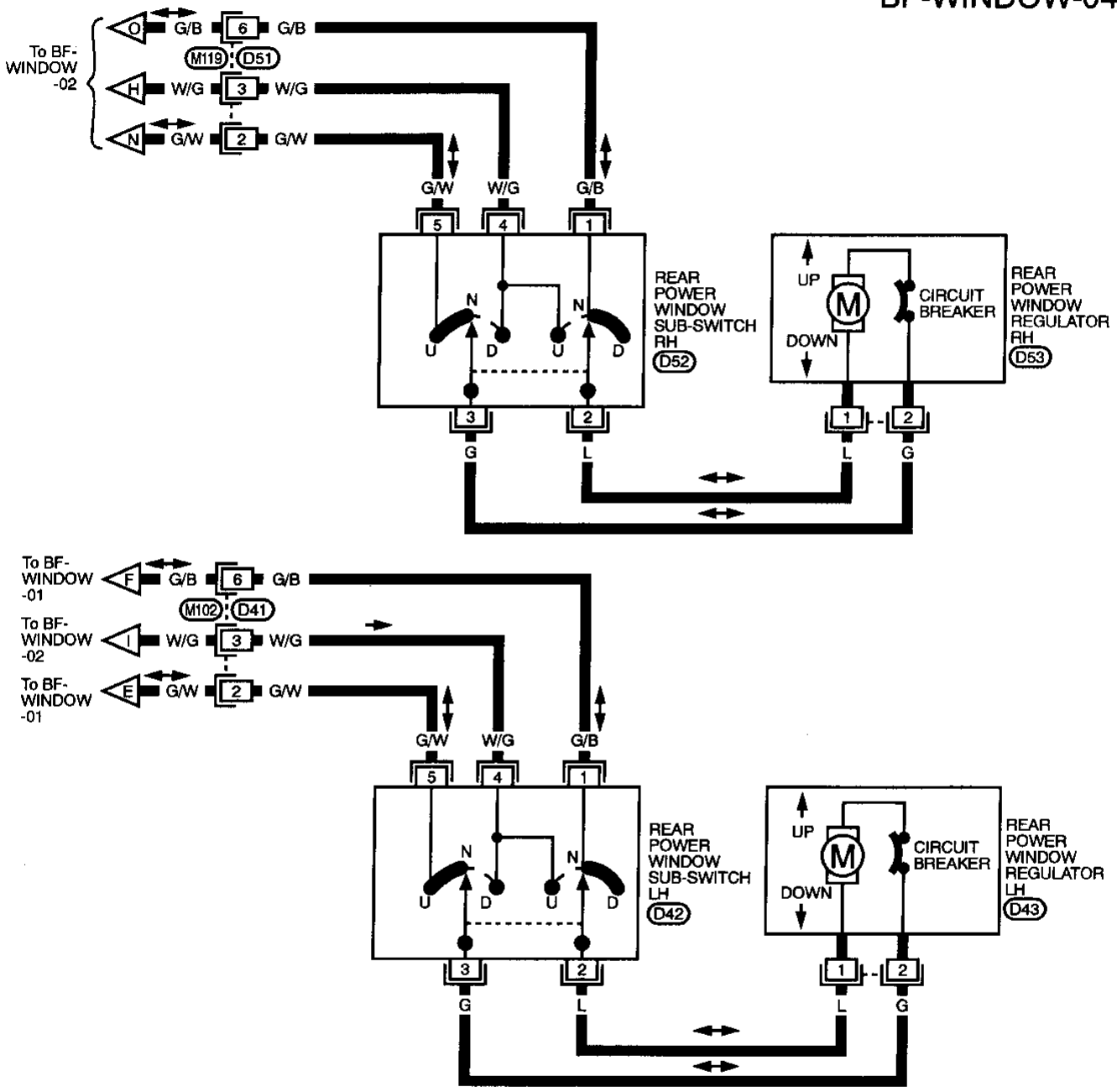


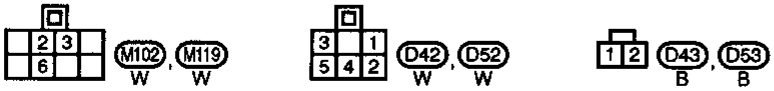




MBF398B

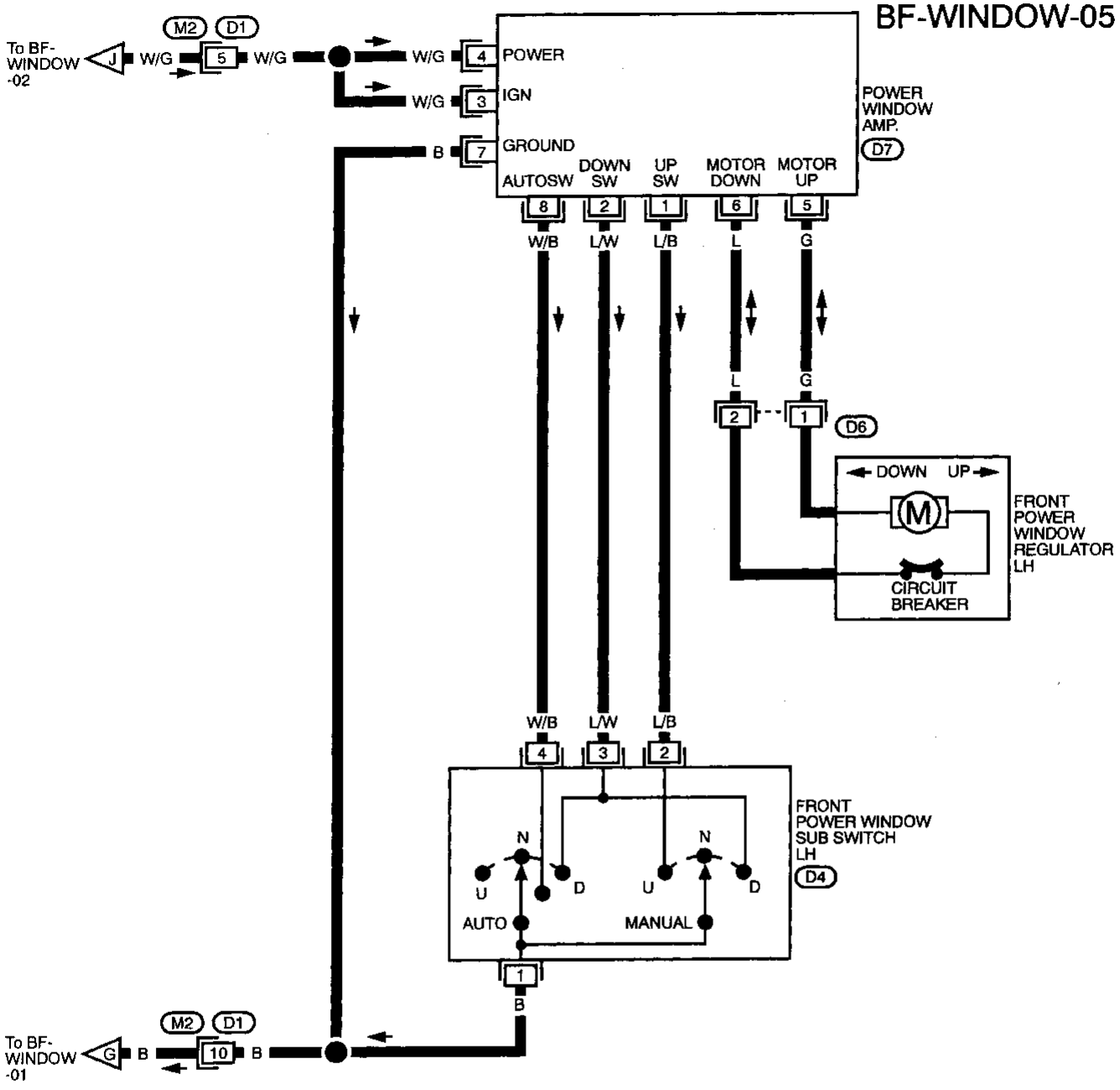
BF-WINDOW-04

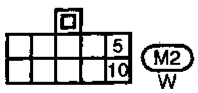


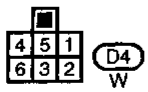


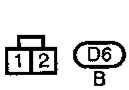
MBF399B

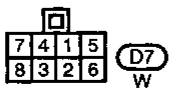
Wiring Diagram — WINDOW — (Cont'd)











MBF400B

System Description

Power is supplied at all times
- through 30A fusible link (Letter E , located in the fuse and fusible link box)
- to circuit breaker terminal ①
- through circuit breaker terminal ②
- to door lock timer terminal ①.

Power is also supplied
- through 10A fuse (No.25 located in the fuse block)
- to key switch terminal ①.

INPUT

When the key switch is in ON position (ignition key is inserted in the key cylinder), power is supplied
- through key switch terminal ②
- to door lock timer terminal ⑦.

When the front door LH is open, ground signal is supplied
- to door lock timer terminal ④
- through front door switch LH terminal ①
- to front door switch LH terminal ③
- through body grounds M101 and M165.

When the front door RH is open, ground signal is supplied
- to door lock timer terminal ⑫
- through front door switch terminal ①
- to front door switch terminal ③
- through body grounds M101 and M165.

When the door lock & unlock switch is in LOCK position, ground signal is supplied
- to door lock timer terminal ⑯
- through door lock & unlock switch terminal ⑩
- to door lock & unlock switch terminal ⑫
- through body grounds M101 and M165.

When the door lock & unlock switch is in UNLOCK position, ground signal is supplied
- to door lock timer terminal ⑮
- through door lock & unlock switch terminal ⑪
- to door lock & unlock switch terminal ⑫
- through body grounds M101 and M165.

When the door lock knob or door key is turned to UNLOCK position, then door lock actuator (door unlock sensor) is in UNLOCK position.
Ground signal is supplied
- to door lock timer terminal ⑩
- through front door lock actuator LH (door unlock sensor) terminal ④
- to front door lock actuator LH (door unlock sensor) terminal ②
- through body grounds M1 and M60, and
- to door lock timer terminal ⑨
- through front door lock actuator RH (door unlock sensor) terminal ④
- to front door lock actuator RH (door unlock sensor) terminal ②
- through body grounds M1 and M60.

With door key turned to UNLOCK position, continuity exists between Full Stroke and Neutral of the front key cylinder switch (unlock switch).
A ground signal is then sent
- to door lock timer terminal ⑭
- through front door key cylinder switches LH and RH (unlock switch) terminal ②
- to front door key cylinder switches LH and RH (unlock switch) terminal ④
- through body grounds M1 and M60.

OUTPUT

Unlock

Ground is supplied
- to front door lock actuator LH terminal ①,

System Description (Cont'd)

- to front door lock actuator RH terminal ①,
- to rear door lock actuator LH terminal ① and
- to rear door lock actuator RH terminal ①
- through door lock timer terminal ②.

FRONT DOOR LH
Power is supplied to front door lock actuator LH terminal ③

- through door lock timer terminal ⑥.

OTHER DOORS
Power is supplied

- to front door lock actuator RH terminal ③,
- to rear door lock actuator LH terminal ③ and
- to rear door lock actuator RH terminal ③
- through door lock timer terminal ③.

Then, the door is unlocked.

Lock

Ground is supplied

- to front door lock actuator LH terminal ③
- through door lock timer terminal ⑥, and
- to front door lock actuator RH terminal ③,
- to rear door lock actuator LH terminal ③ and
- to rear door lock actuator RH terminal ③
- through door lock timer terminal ③.

Power is supplied

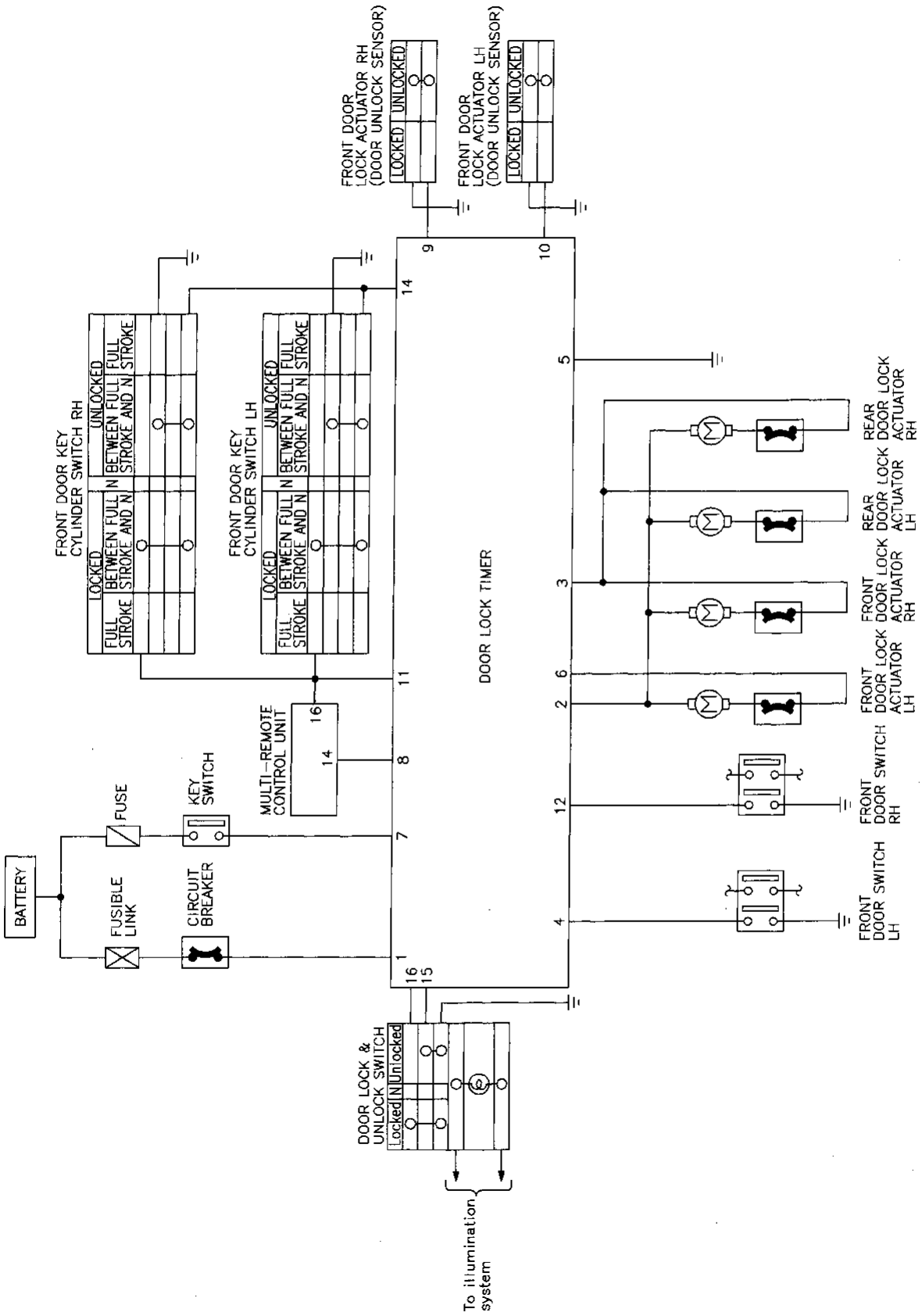
- to front door lock actuator LH terminal ①,
- to front door lock actuator RH terminal ①,
- to rear door lock actuator LH terminal ① and
- to rear door lock actuator RH terminal ①
- through door lock timer terminal ②.

Then, the door is locked.
For details concerning input and output conditions, refer to "DOOR LOCK TIMER INSPECTION".

OPERATION BY MULTI-REMOTE CONTROL SYSTEM

Multi-remote control unit sends a signal to terminal ⑧ (Unlock signal) or terminal ⑪ (Lock signal). Door lock timer will operate the same when it receives a lock or unlock signal from other switches.

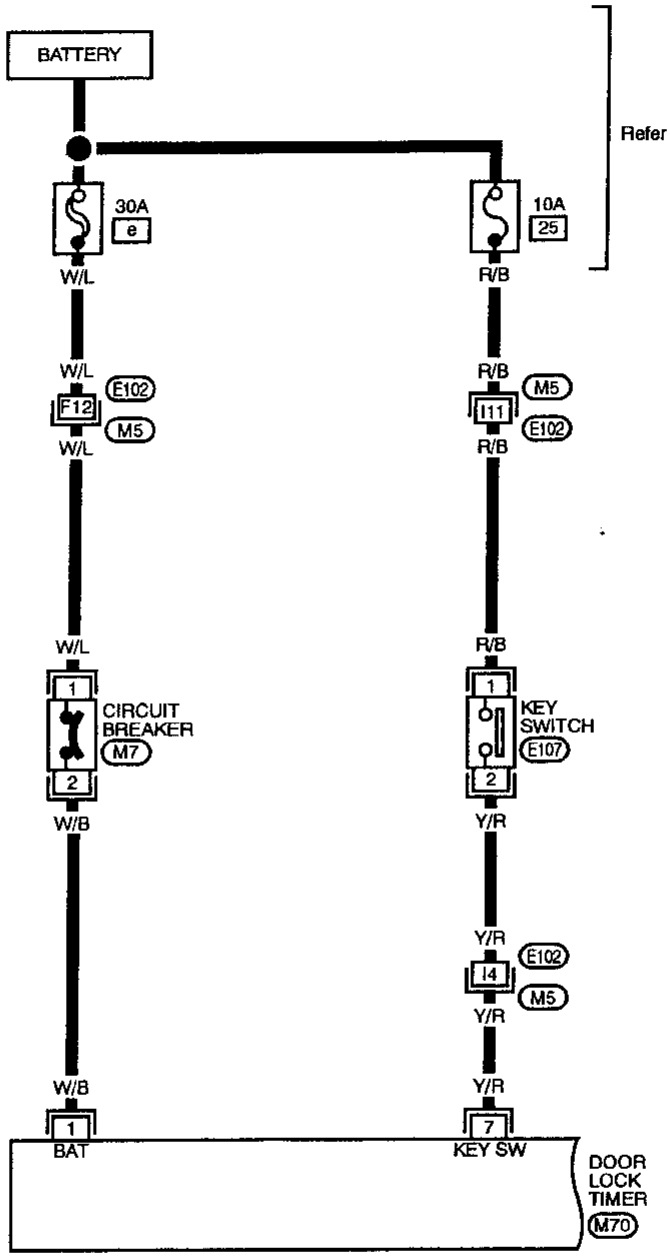
Schematic



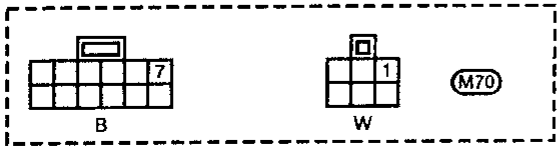
MBF389B

Wiring Diagram — D/LOCK —

BF-D/LOCK-01



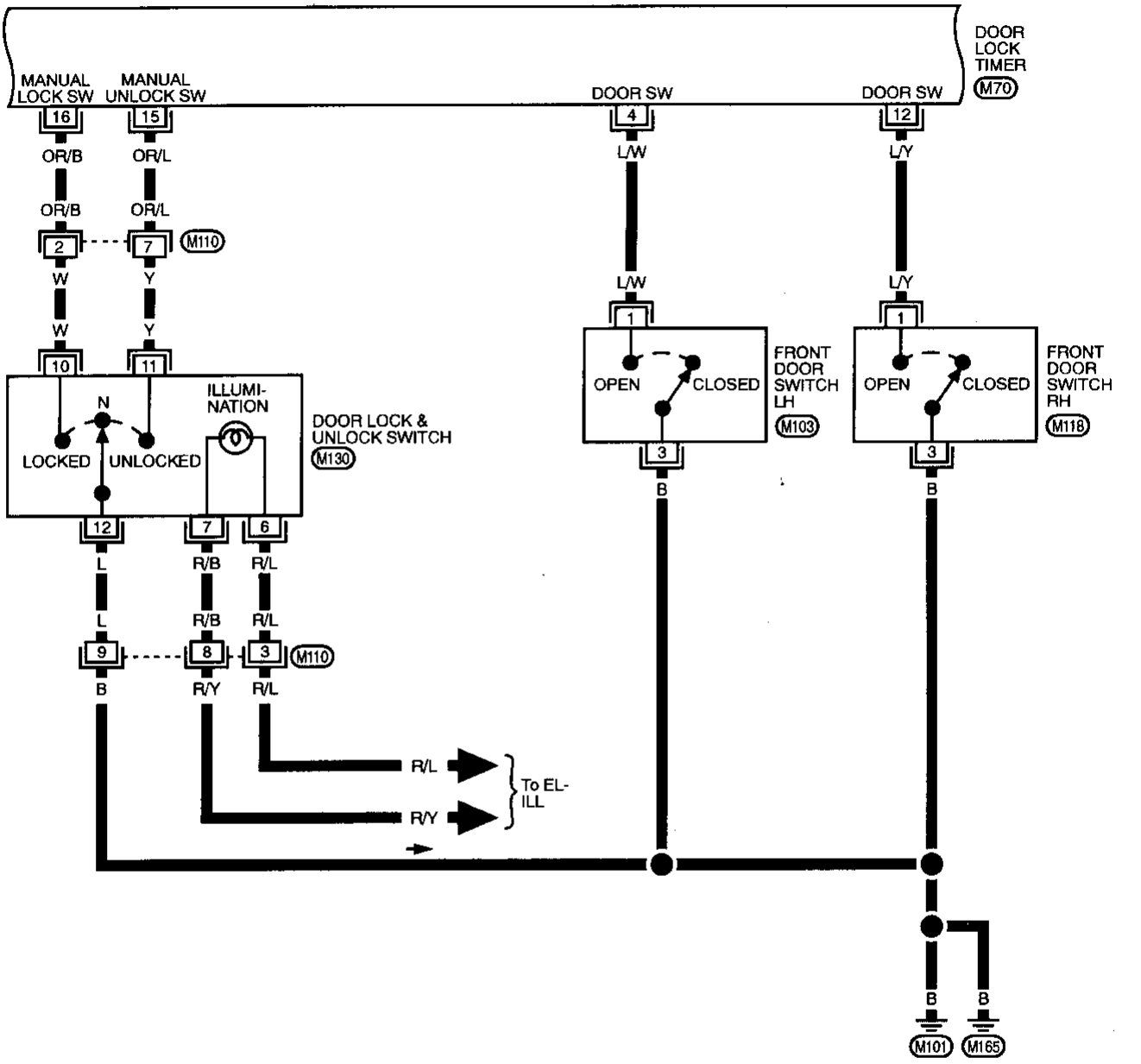
Refer to last page (Foldout page).
E102 , M5

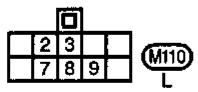


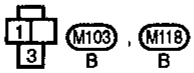
SBF432H

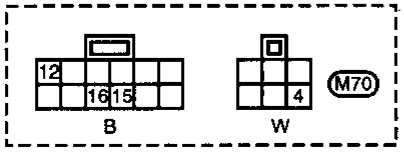
Wiring Diagram — D/LOCK — (Cont'd)

BF-D/LOCK-02





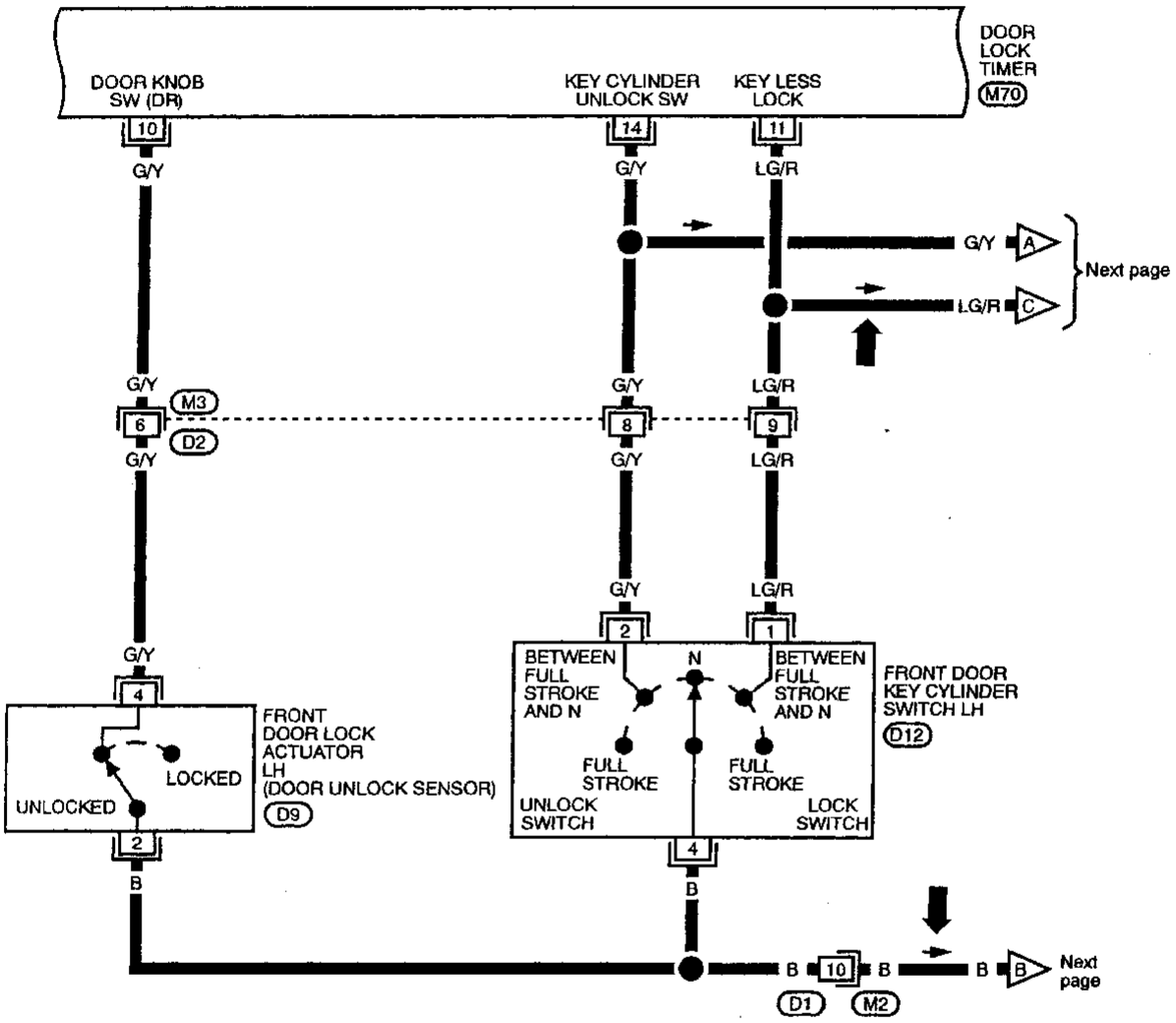


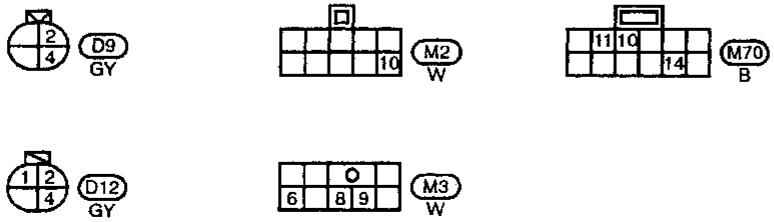


MBF385B

Wiring Diagram — D/LOCK — (Cont'd)

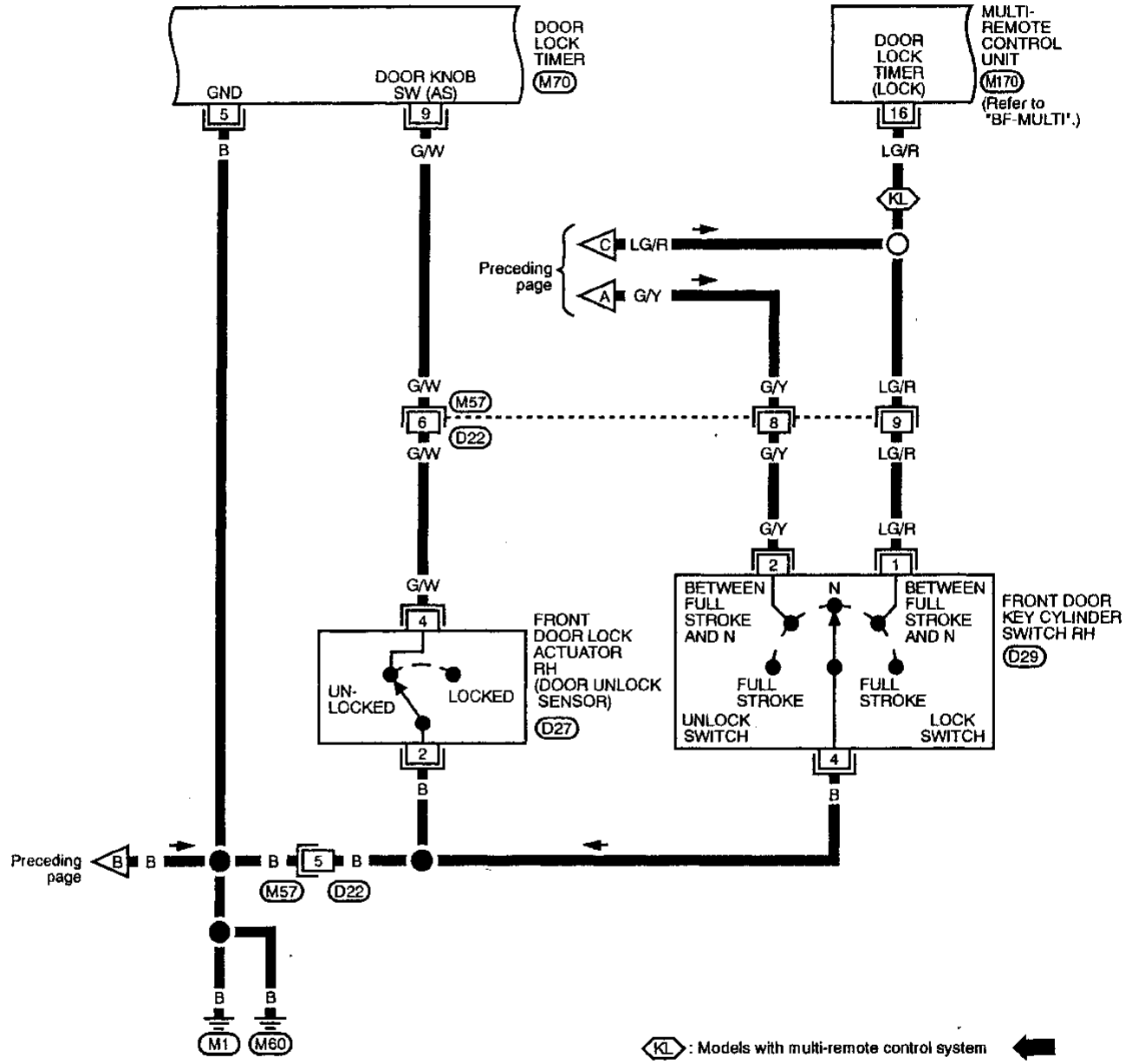
BF-D/LOCK-03

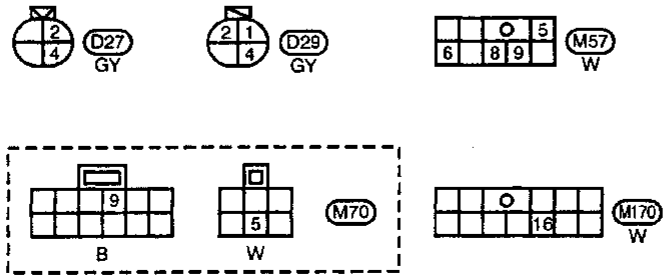




Wiring Diagram — D/LOCK — (Cont'd)

BF-D/LOCK-04

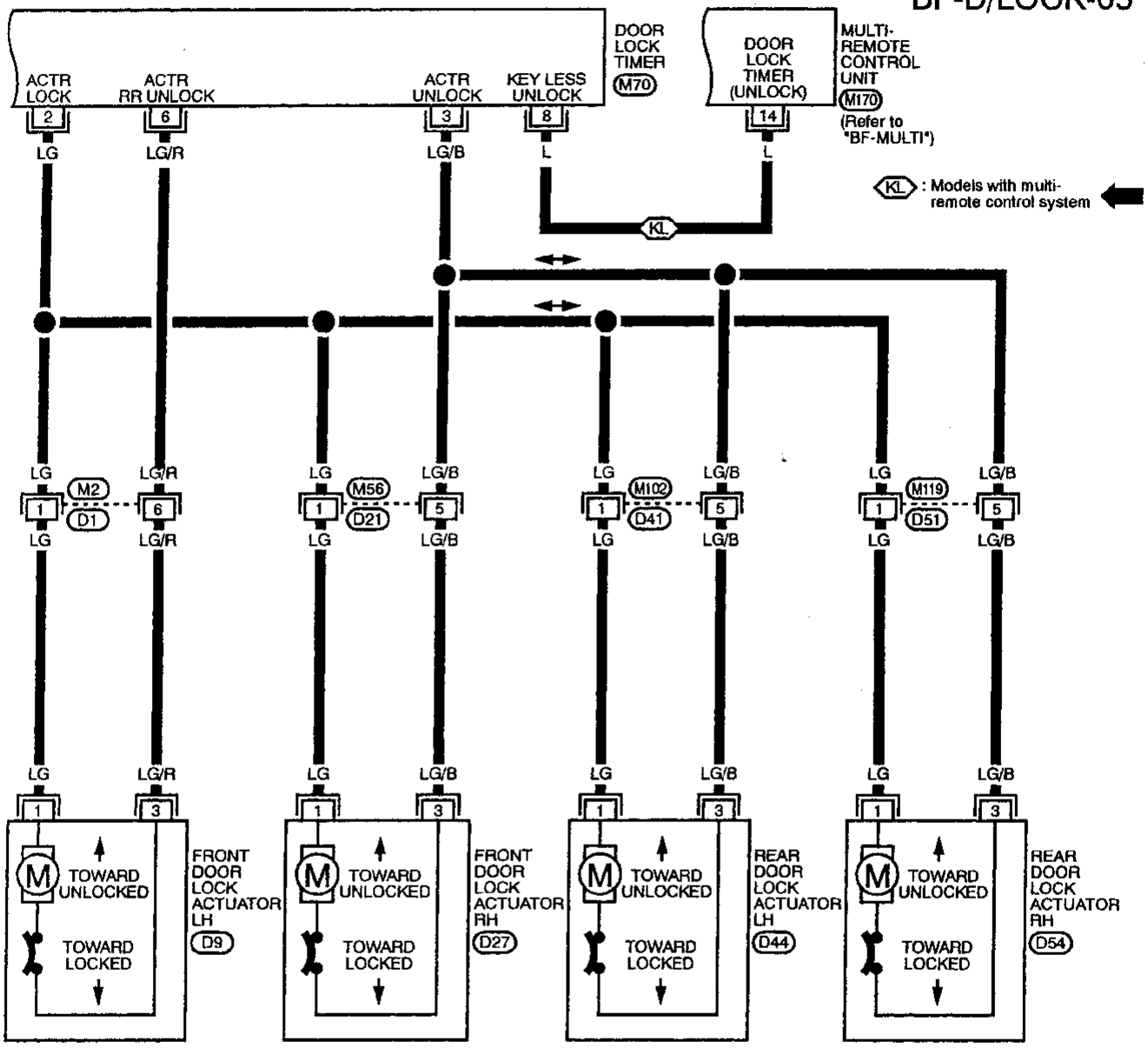


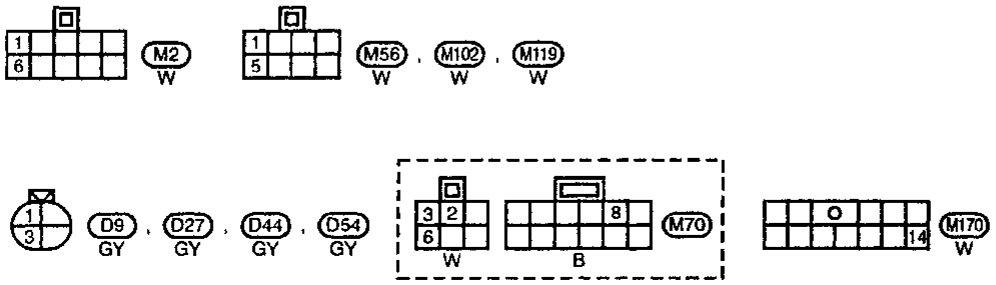


SBF435H

Wiring Diagram — D/LOCK — (Cont'd)

BF-D/LOCK-05





SBF436H

Door Lock Timer Inspection

- Carry out the following inspections:

(1) Check power source and ground.
(2) Check input signals.
If the input signal is NG, check corresponding components.
(3) Check output signals.
If the output signal is OK, check the door lock actuator.

Lock & unlock operation by lock knob or lock & unlock switch

	Connections		Operations			
			Lock knob LH	Lock knob RH	Lock & unlock switch	
			Unlock → Lock	Unlock → Lock	N → Unlock	N → Lock
1	Power source		12V	12V	12V	12V
5	Ground		Ground	Ground	Ground	Ground
7	Input signals	Key switch	Either key switch or door switches are off. (Key is not in the ignition or all doors are closed.)			
4		Door switch (Front LH)				
12		Door switch (Front RH)				
10		Door unlock sensor (Front LH)	ON (Ground) → OFF (Open)	—	—	—
9		Door unlock sensor (Front RH)	—	ON (Ground) → OFF (Open)	—	—
14		Door lock key switch (Front LH)	—	—	—	—
16		Lock & unlock switch (Lock)	—	—	—	OFF (Open) → ON (Ground)
15		Lock & unlock switch (Unlock)	—	—	OFF (Open) → ON (Ground)	—
2	Output signals	Door lock actuator (Lock power source)	0V → 12V → 0V (Approx. 1.0 sec.)	0V → 12V → 0V (Approx. 1.0 sec.)	0V	0V → 12V → 0V (Approx. 1.0 sec.)
6		Door lock actuator (Front LH) (Unlock power source)	0V	0V	0V → 12V → 0V (Approx. 1.0 sec.)	0V
3		Door lock actuator (Except Front LH) (Unlock power source)	0V	0V	0V → 12V → 0V (Approx. 1.0 sec.)	0V

- The voltage values are approximate.

Door Lock Timer Inspection (Cont'd)

Unlock operation by door lock key switch

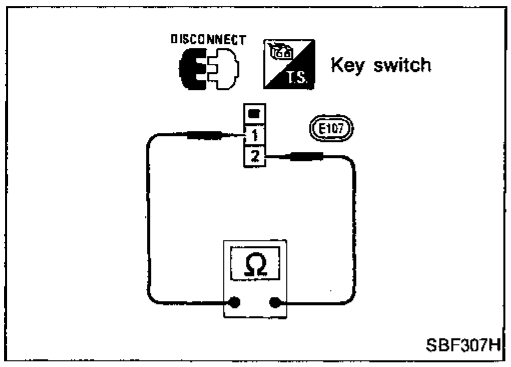
	Connections		Operations		
			Door lock key switch LH		
			N → Unlock → N → Unlock		Unlock → Lock
1	Power source		12V	12V	12V
5	Ground		Ground	Ground	Ground
7	Input signal	Key switch	Either key switch or door switches are off. (Key is not in the ignition or all doors are closed.)		
4		Door switch (Front LH)			
12		Door switch (Front RH)			
10		Door unlock sensor (Front LH)	—	—	ON (Ground) → OFF (Open)
9		Door unlock sensor (Front RH)	—	—	—
14		Door lock key switch (Front LH)	OFF → ON → OFF → ON → OFF (Open) (Ground) (Open) (Ground) (Open)		OFF (Open)
16		Lock & unlock switch	—	—	—
15		Lock & unlock switch	—	—	—
2	Output signal	Door lock actuator (Lock power source)	0V	0V	0V → 12V → 0V (Approx. 1.0 sec.)
6		Door lock actuator (Front LH) (Unlock power source)	0V → 12V → 0V (Approx. 1.0 sec.)	0V → 12V → 0V (Approx. 1.0 sec.)	0V
3		Door lock actuator (Except Front LH) (Unlock power source)	0V	0V → 12V → 0V (Approx. 1.0 sec.)	0V

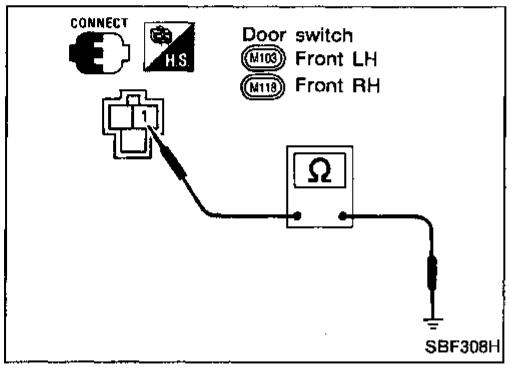
- The second unlock signal of the door lock key switch is counted within 4 seconds of the first.
- Lock operation by key is mechanically transmitted to the lock knob switch.
- Operation of door lock key switch RH is the same as LH.

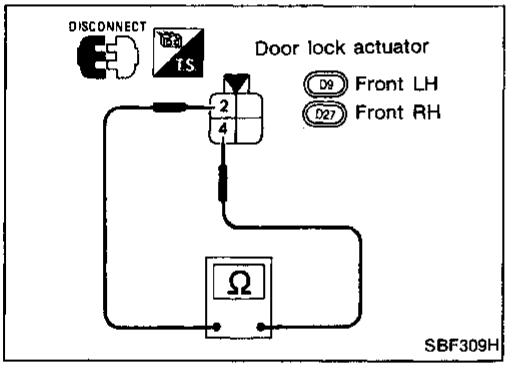
Key reminder operation

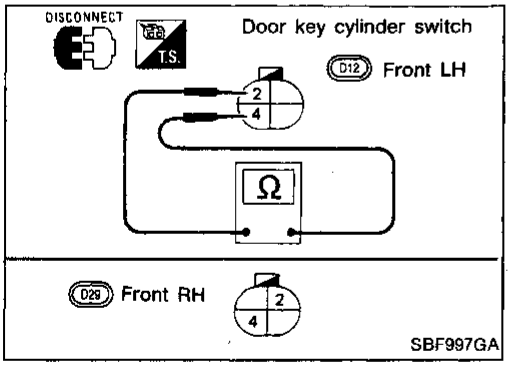
	Connections		Operations	
			Lock knob LH	Lock & unlock switch
			Unlock → Lock → Automatically Unlocked	N → Lock → Automatically Unlocked
1	Power source		12V	12V
5	Ground		0V	0V
7	Input signal	Key switch	ON (12V) — Key is in the ignition.	
4		Door switch (Front LH)	ON (Ground) — Door is open.	
12		Door switch (Front RH)	ON (Ground) — Door is open.	
10		Door unlock sensor (Front LH)	ON → OFF → ON (Ground) (Open) (Ground)	—
9		Door unlock sensor (Front RH)	—	—
14		Door lock key switch (Front LH)	—	—
16		Lock & unlock switch (Lock)	—	OFF → ON → OFF (Open) (Ground) (Open)
15		Lock & unlock switch	—	—
2	Output signal	Door lock actuator (Lock power source)	0V → 12V → 0V (Approx. 0.3 sec.)	0V → 12V → 0V (Approx. 0.3 sec.)
6		Door lock actuator (Front LH) (Unlock power source)	0V → 12V → 0V (Approx. 1.4 sec.)	0V → 12V → 0V (Approx. 1.4 sec.)
3		Door lock actuator (Except Front LH) (Unlock power source)	0V → 12V → 0V (Approx. 1.4 sec.)	0V → 12V → 0V (Approx. 1.4 sec.)

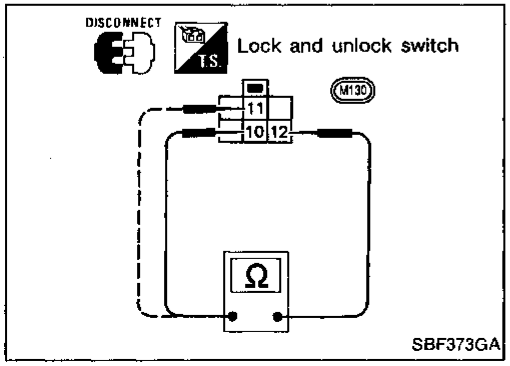
- Operation of lock knob switch RH is the same as LH.











Electrical Components Inspection

Key switch

Terminals	Condition	Continuity
① - ②	Key is in the ignition.	Yes
	Key is not in the ignition.	No

Door switch

Terminals	Condition	Continuity
① - Ground	Door is closed.	No
	Door is open.	Yes

Door unlock sensor

Terminals	Lock knob condition	Continuity
② - ④	Lock	No
	Unlock	Yes

Door lock key switch

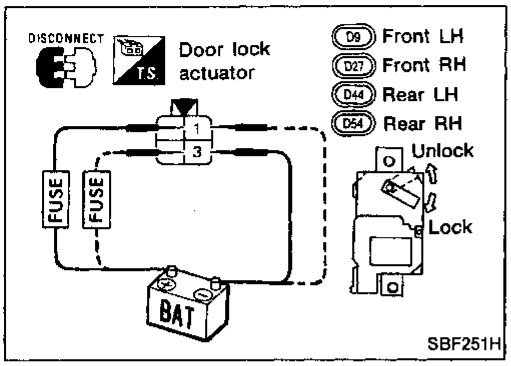
Terminals	Operation	Continuity
② - ④	Key is turned toward unlock	Yes
	Except above	No

Lock and unlock switch

Terminals	Operation	Continuity
⑩ - ⑫	Lock	Yes
	Neutral and unlock	No
⑪ - ⑫	Unlock	Yes
	Neutral and unlock	No

Electrical Components Inspection (Cont'd)

Door lock actuator



Terminals		Operation
⊕	⊖	
①	③	Lock
③	①	Unlock

System Description

Power is supplied at all times
- to multi-remote control unit terminal ②
- through 10A fuse (No. 3 located in the fuse block).

Power is supplied at all times
- to multi-remote control unit terminal ① and
- to key switch terminal ①
- through 10A fuse (No. 25 located in the fuse block).

Terminal ⑧ of the multi-remote control unit is grounded through body grounds (M101) and (M165).

INPUTS

When the key switch is ON (ignition key is inserted in key cylinder), power is supplied
- through key switch terminal ②
- to multi-remote control unit terminal ⑨ and
- to door lock timer terminal ⑦.

When any of the four door switches are set to OPEN position, ground is provided
- to multi-remote control unit terminal ⑬
- through door switches body grounds.

When the trunk room lamp switch is in OPEN position (trunk lid is open), ground is supplied
- to multi-remote control unit terminal ④
- through body grounds (M101) and (M165).

When the front door lock actuator LH (door unlock sensor) is in UNLOCK position, ground is supplied
- to multi-remote control unit terminal ⑩
- through front door lock actuator LH (door unlock sensor) terminal ④
- to front door lock actuator LH (door unlock sensor) terminal ②
- through body grounds (M1) and (M60).

When the front door lock actuator RH (door unlock sensor) is in UNLOCK position, ground is supplied
- to multi-remote control unit terminal ⑪
- through front door lock actuator RH (door unlock sensor) terminal ④
- to front door lock actuator RH (door unlock sensor) terminal ②
- through body grounds (M1) and (M60).

When the rear door lock actuator LH and/or RH (door unlock sensor) is in UNLOCK position, ground is supplied
- to multi-remote control unit terminal ⑫
- through rear door lock actuator LH (door unlock sensor) terminal ④ and/or
- through rear door lock actuator RH (door unlock sensor) terminal ④
- to rear door lock actuator LH (door unlock sensor) terminal ② and/or
- to rear door lock actuator RH (door unlock sensor) terminal ②
- through body grounds (M101) and (M165).

Remote controller signal input
- through window antenna
- to multi-remote control unit terminal ㉒.

The multi-remote control system controls operation of the
- power door lock
- trunk lid opener
- interior lamp
- panic alarm
- hazard lamp
- ID code entry

OPERATED PROCEDURE

Power door lock operation

- Key switch OFF signal (key not in cylinder)
- Door switch CLOSE signal (all doors closed)

The two above signals are already input into multi-remote control unit. At this point, multi-remote control receives a LOCK signal from remote controller. Multi-remote control unit will then send a signal
- from its terminal ⑯

System Description (Cont'd)

- to door lock timer terminal ⑪ and
- to theft warning control unit terminal ⑦.

Door lock timer now locks all doors and activates theft warning system.

With key switch in OFF position (key not in cylinder), multi-remote control unit receives an UNLOCK signal from remote controller. Remote controller will then send a signal

- from its terminal ⑭
- to door lock timer terminal ⑧
- from multi-remote control unit terminal ⑳
- to theft warning control unit terminal ⑪.

Door lock timer now unlocks all doors and deactivates theft warning system.

Refer to "Power Door Lock" in BF section and "THEFT WARNING SYSTEM" in EL section.

Trunk lid opener operation

With key switch in OFF position (key not in cylinder), multi-remote control unit receives an OPEN signal from remote controller. Power is then supplied

- from multi-remote control unit terminal ③
- to trunk lid opener cancel switch terminal ①.

With trunk lid opener cancel switch in ON position, a signal is sent

- through trunk lid opener cancel switch terminal ②
- to trunk lid opener actuator terminal ①.

Ground is supplied

- to trunk lid opener actuator terminal ③
- through body grounds (M101) and (M165).

When power and ground are provided, trunk lid opener actuator activates to open trunk lid. At this point, with signals door switch CLOSE (all doors closed) and door lock actuator (door unlock sensor) LOCK (all doors locked) inputted, an OPEN signal and a signal are sent

- from multi-remote control unit terminal ⑳
- to theft warning control unit terminal ⑪
- from multi-remote control unit terminal ⑯
- to door lock timer terminal ⑪.

Theft warning system now deactivates.

Refer to "THEFT WARNING SYSTEM" in EL section.

Interior lamp operation

Multi-remote control system turns interior lamp ON or OFF according to various inputs received.

Operating conditions

- Key switch in OFF position (key not in cylinder)
- Door switch in CLOSE position (all doors closed)

With interior lamp OFF under the above conditions, an ON signal is sent to remote controller.

- Interior lamp then comes on for 30 seconds.

An ON or LOCK signal is sent from remote controller with interior lamp on.

- Interior lamp will turn off.

An UNLOCK signal is sent from remote controller with interior lamp ON or OFF.

- Interior lamp will turn on for 30 seconds.

For detailed description, refer to "Interior, Spot and Trunk Room Lamps" in EL section.

Panic alarm operation

Multi-remote control system activates horn and headlamps intermittently under the following conditions:

- Key switch OFF (key not in cylinder)
- An alarm signal is sent from remote controller to multi-remote control system.

For detailed description, refer to "THEFT WARNING SYSTEM" in EL section.

Hazard lamp operation

Multi-remote control system receives a LOCK signal from remote controller with the following signals already entered.

- Key switch OFF signal (key not in cylinder)
- Door switch CLOSE signal (all doors closed)
- Door lock actuator (door unlock sensor) LOCK (all doors locked)

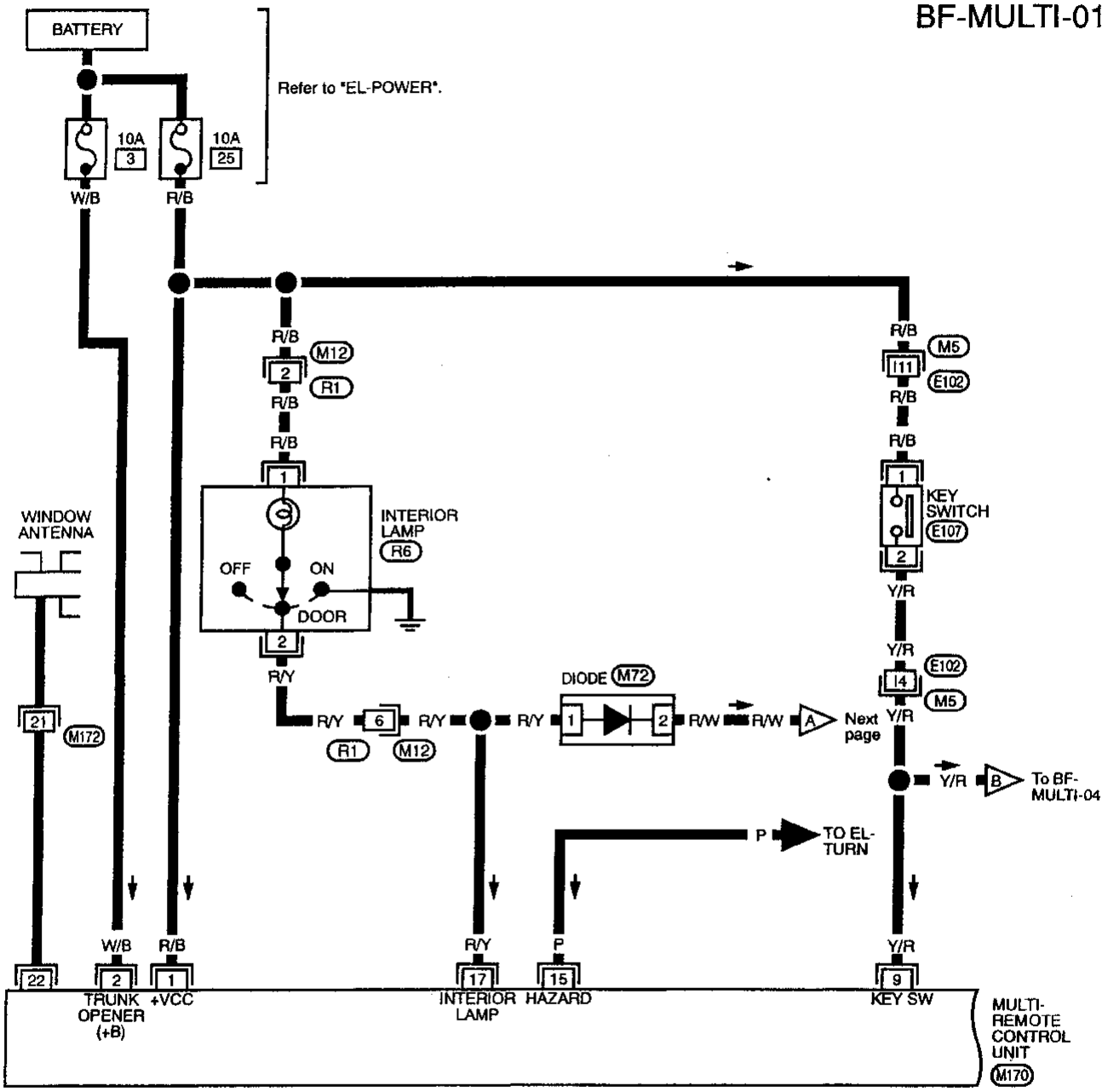
System Description (Cont'd)

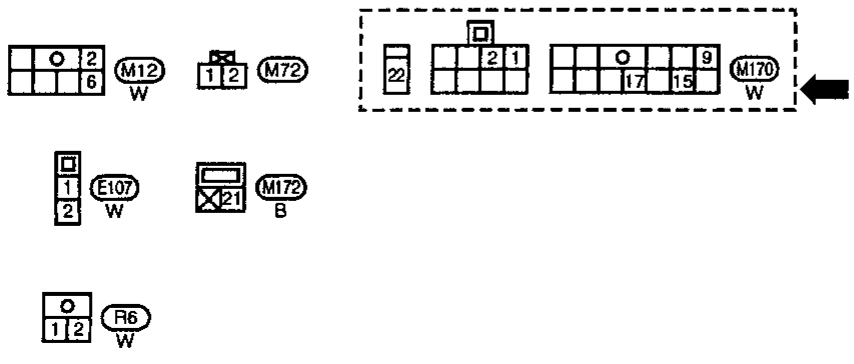
Multi-remote control system will then send a ground signal

- to its relay terminal ②
- through multi-remote control unit terminal ⑮.

Multi-remote control relay is now energized and hazard warning lamps flash.

Wiring Diagram — MULTI —



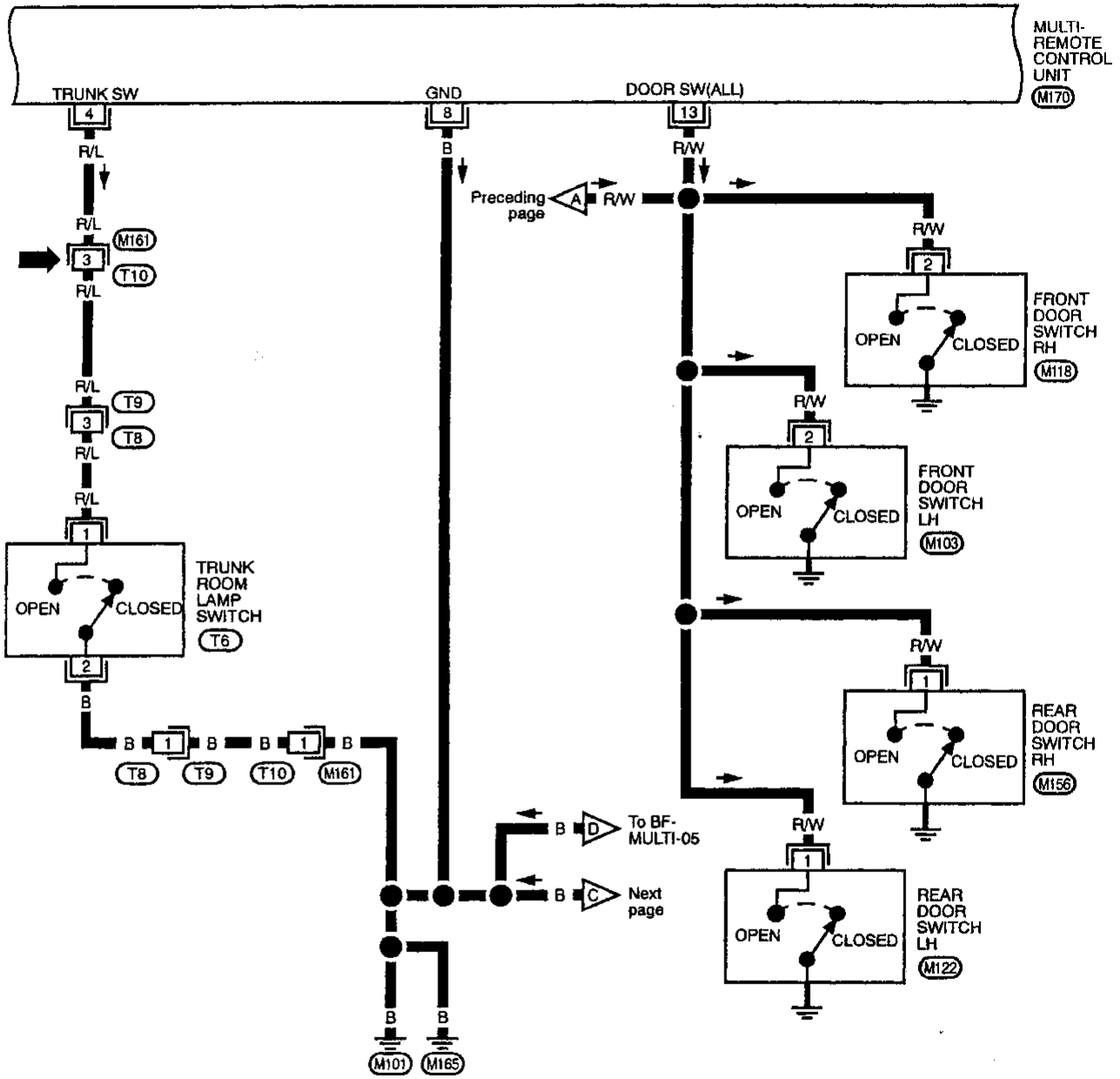


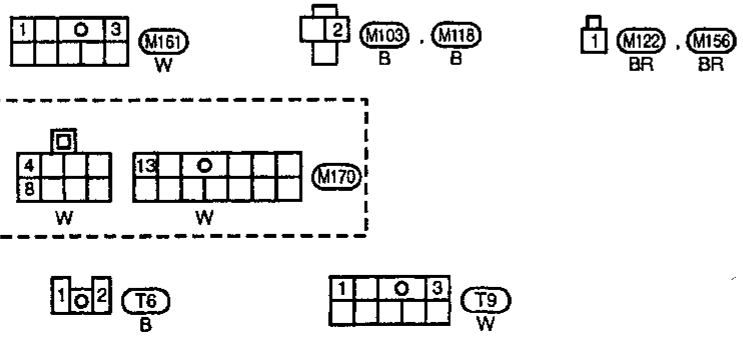
Refer to last page (Foldout page).
M5 , E102

SBF437H

Wiring Diagram — MULTI — (Cont'd)

BF-MULTI-02





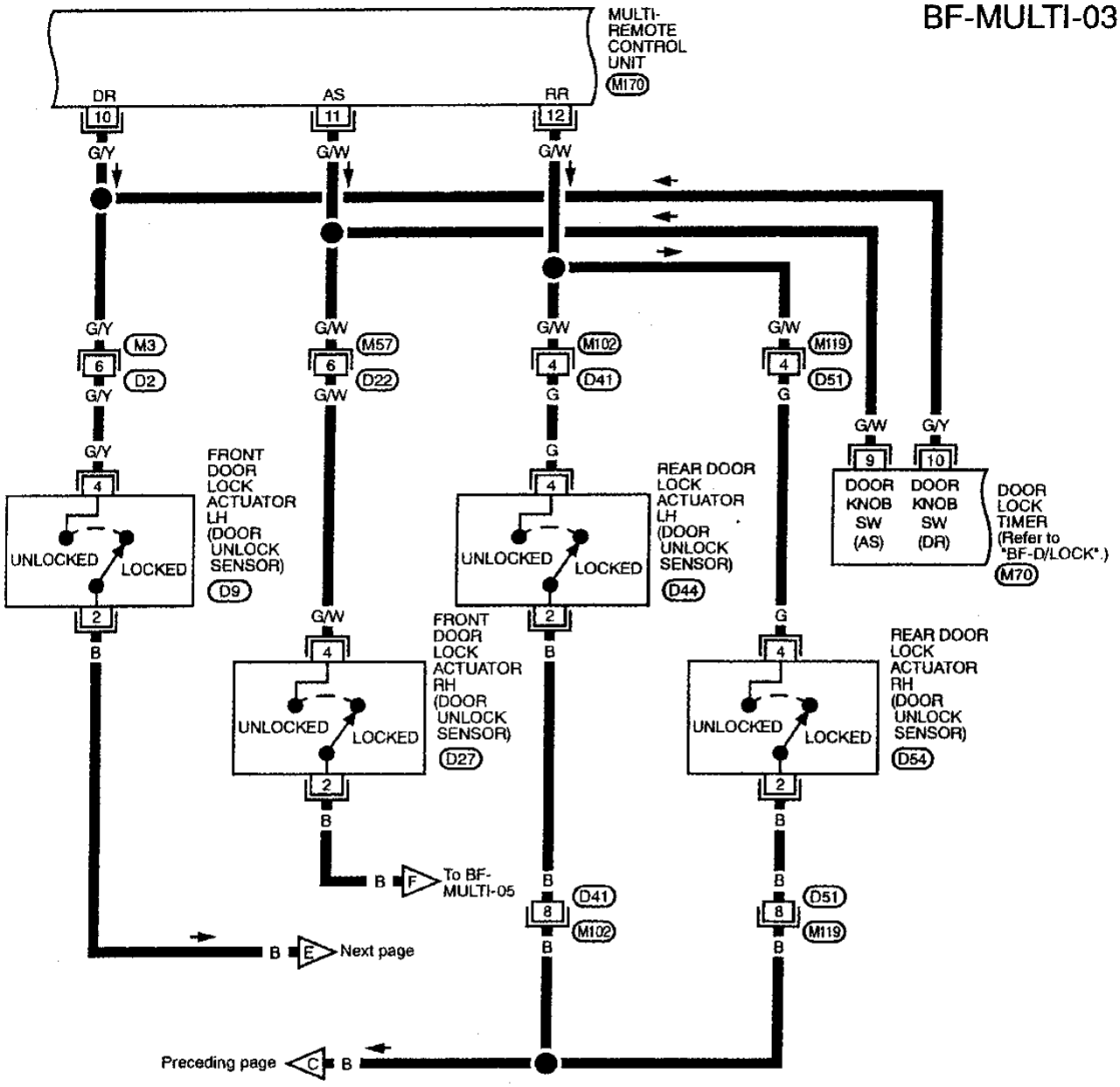
SBF438H

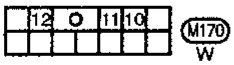
SMA95-516	'95 G20	Dec 1993 (04)	SM4E-0P10U0

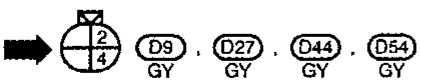
➡ Arrow Indicates Amended Information

Wiring Diagram — MULTI — (Cont'd)

BF-MULTI-03





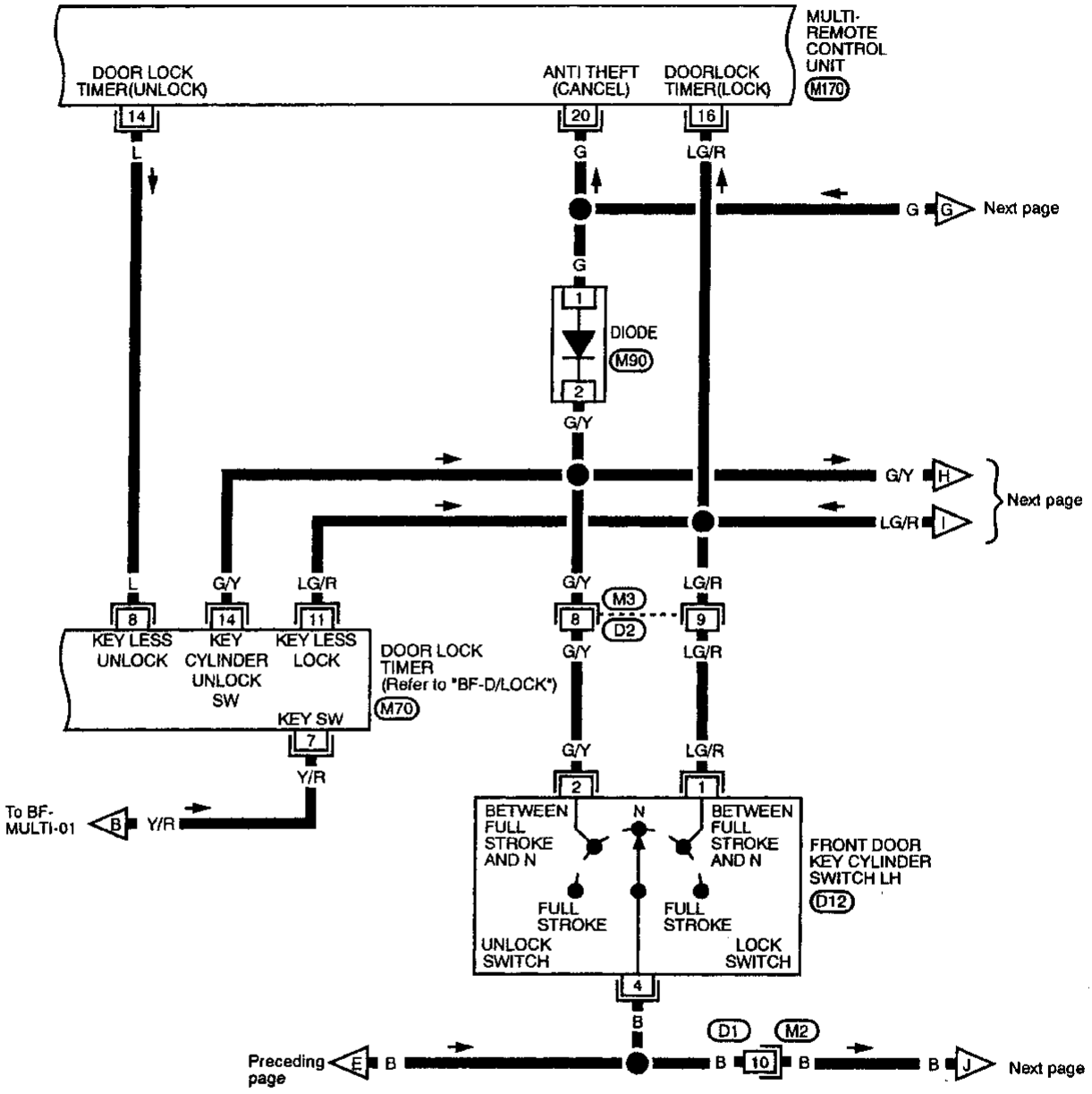


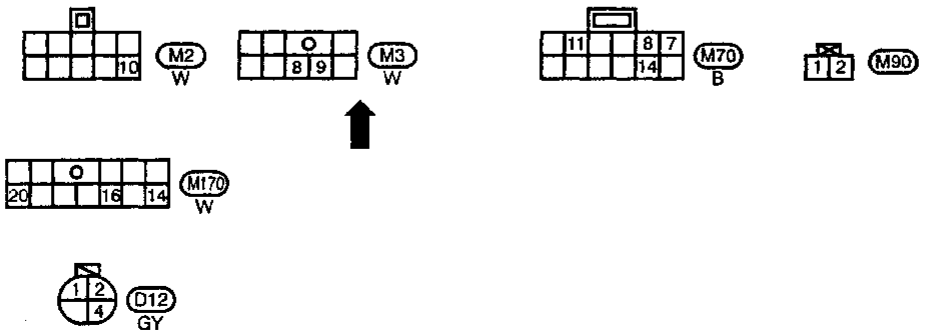
SBF439H

SMA95-517	'95 G20	Dec 1993 (04)	SM4E-0P10U0
➡ Arrow Indicates Amended Information			

Wiring Diagram — MULTI — (Cont'd)

BF-MULTI-04

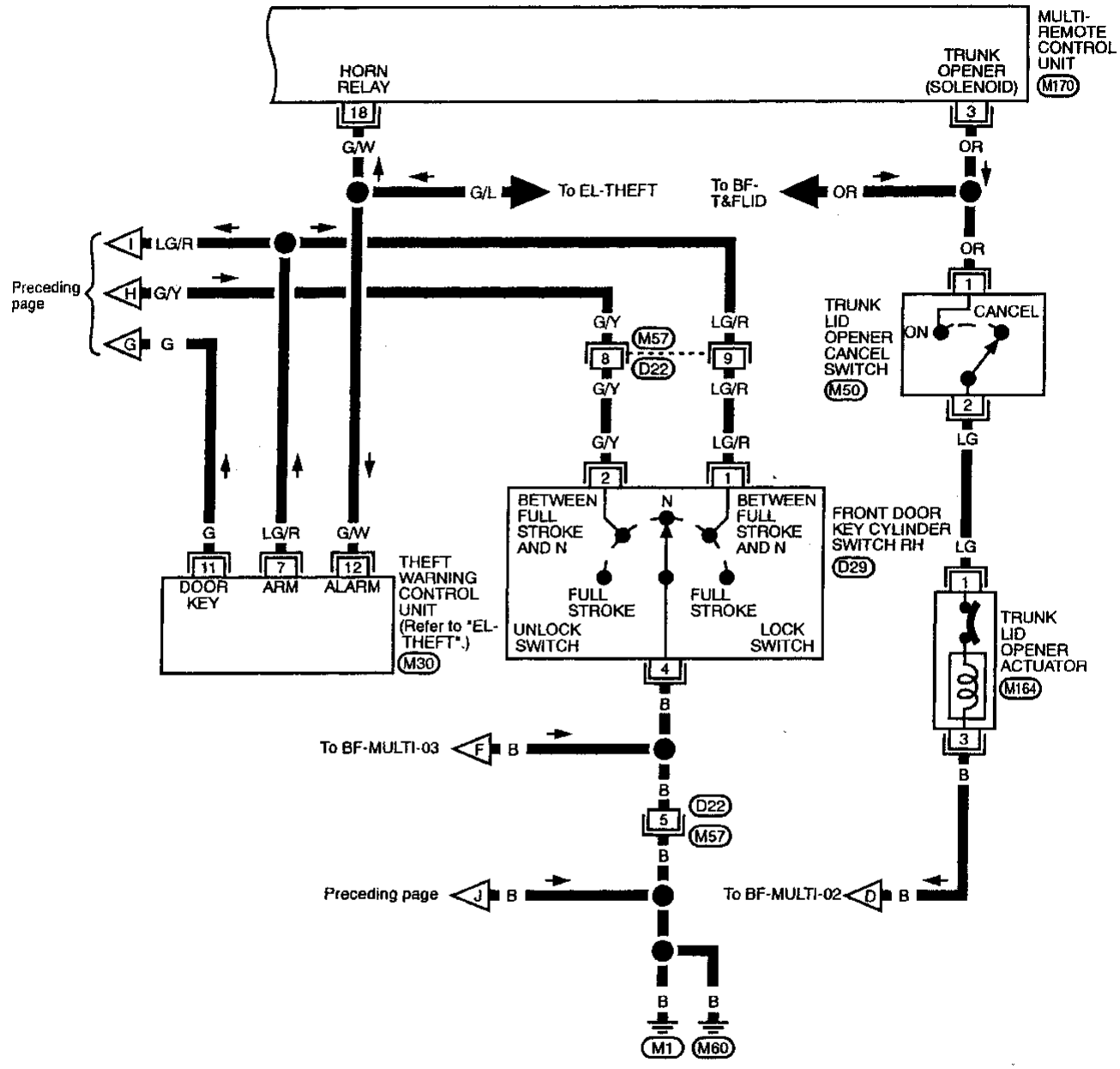


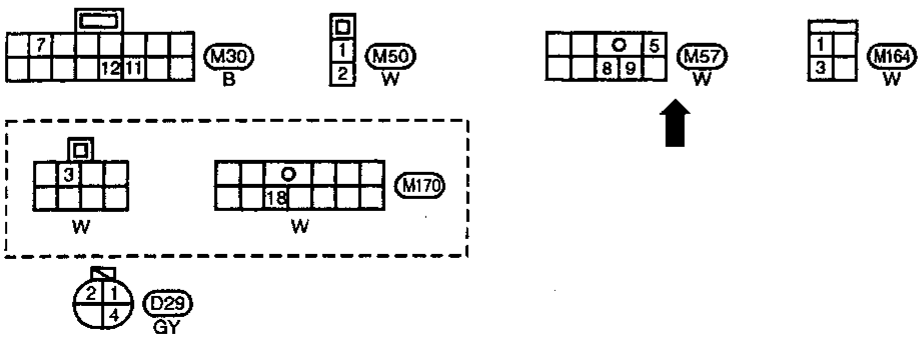


SBF440H

Wiring Diagram — MULTI — (Cont'd)

BF-MULTI-05

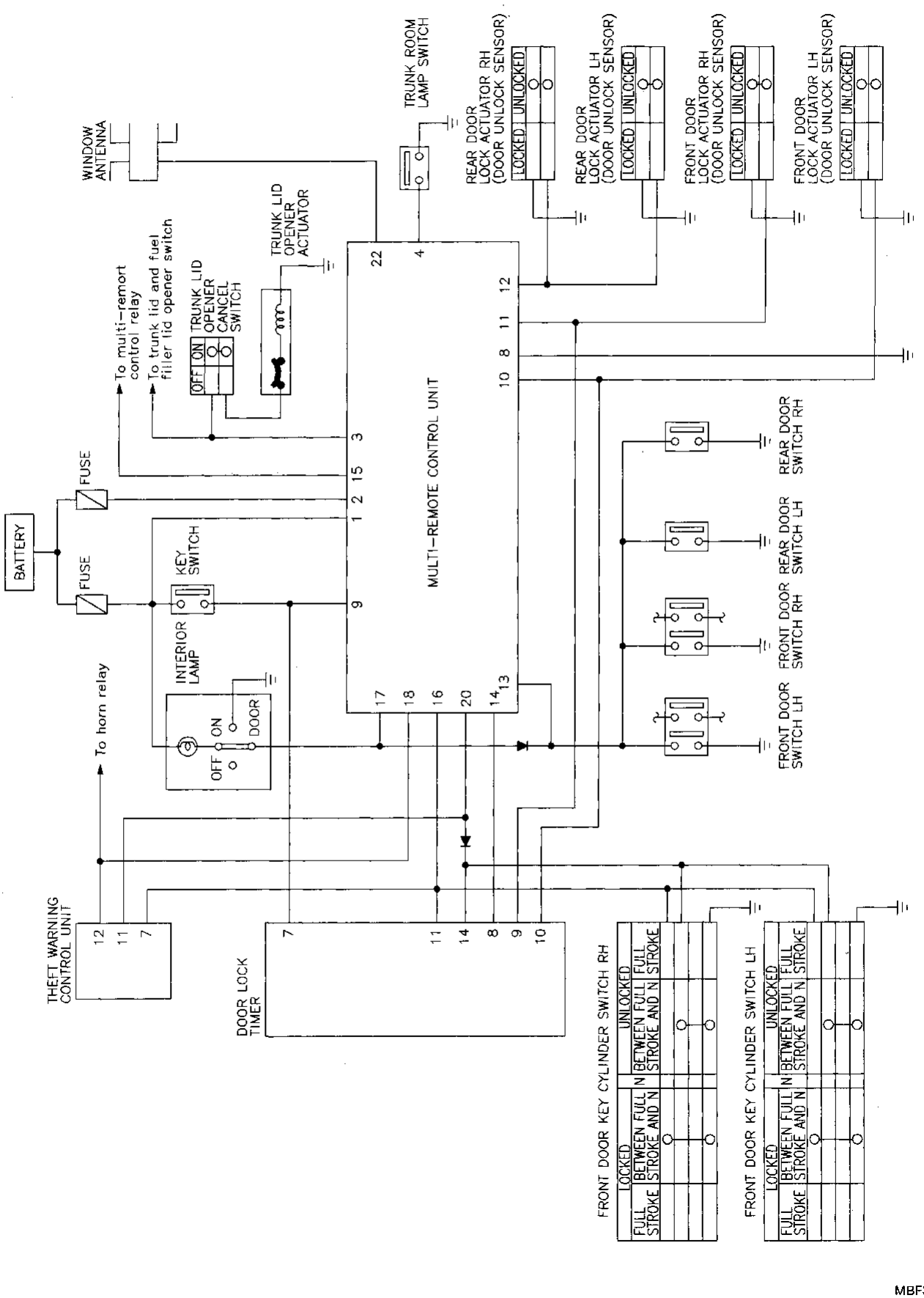




SBF441H

SMA95-519	'95 G20	Dec 1993 (04)	SM4E-0P10U0
➡ Arrow Indicates Amended Information			

Schematic

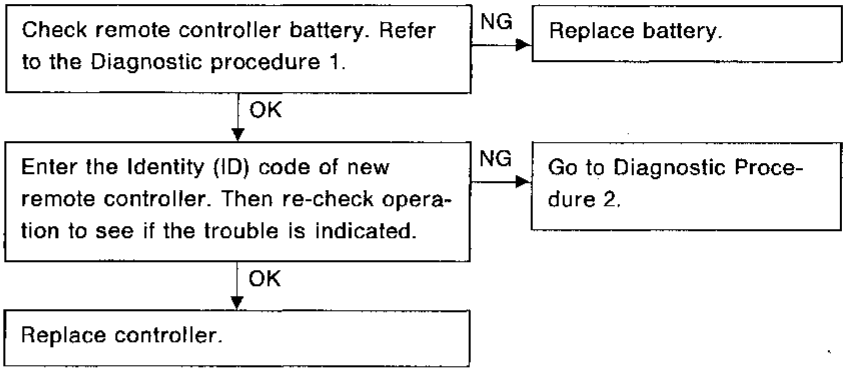


MBF395B

Trouble Diagnoses Preliminary Inspection

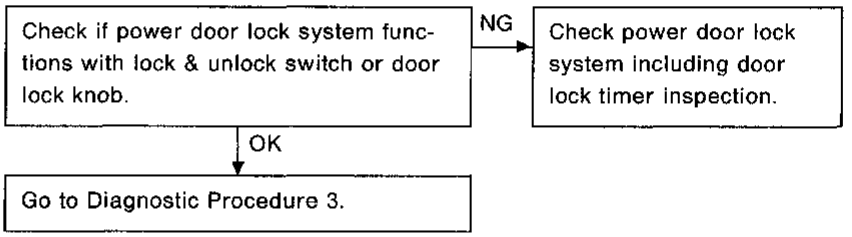
PRELIMINARY INSPECTION PROCEDURE 1

All functions of multi remote control system do not function.



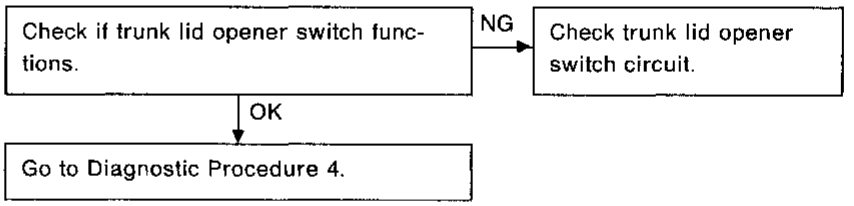
PRELIMINARY INSPECTION PROCEDURE 2

Door lock and unlock do not function.



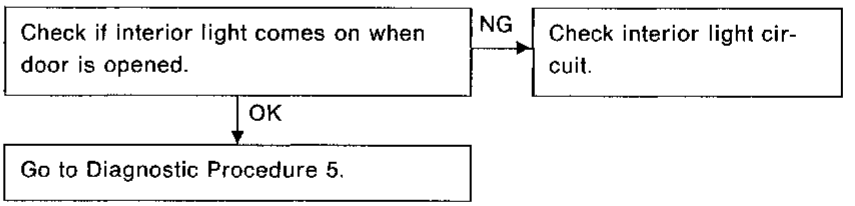
PRELIMINARY INSPECTION PROCEDURE 3

Trunk lid open function does not function.



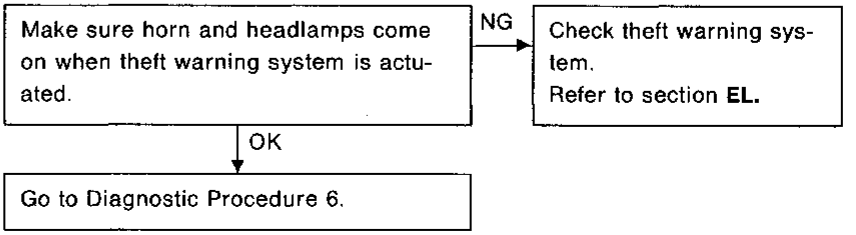
PRELIMINARY INSPECTION PROCEDURE 4

Interior light does not function.

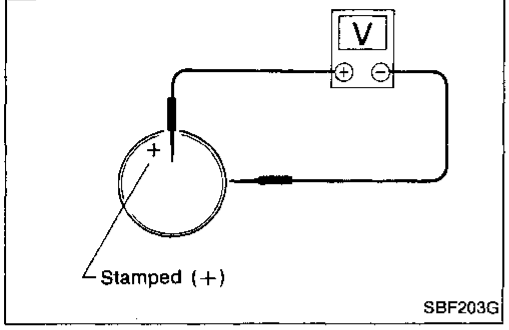


PRELIMINARY INSPECTION PROCEDURE 5

Panic alarm does not function.



A



Trouble Diagnoses

DIAGNOSTIC PROCEDURE 1

Check remote controller battery.

A

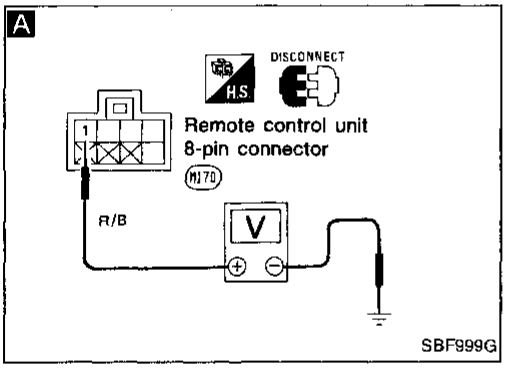
CHECK VOLTAGE OF REMOTE CONTROLLER BATTERY.

Remove battery and measure voltage across battery positive and ground terminals ⊕ and ⊖.

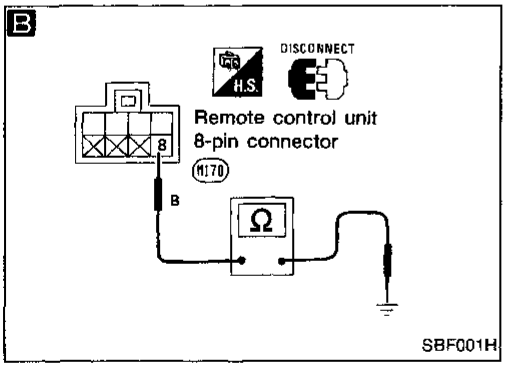
Measuring terminal		Standard value
⊕	⊖	
Battery positive terminal ⊕	Battery negative terminal ⊖	3V or more

Note:
Remote controller does not function if battery is not set correctly.

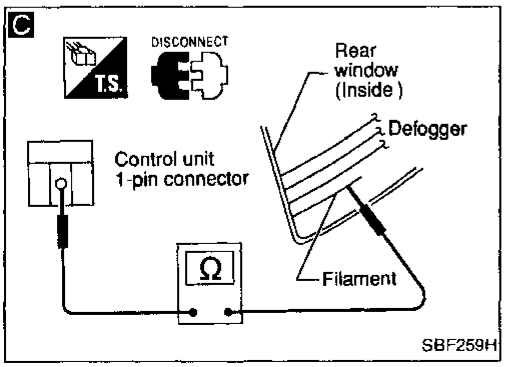
A



B



C



DIAGNOSTIC PROCEDURE 2

All remote control systems do not function even if remote controller does.

A

CHECK MAIN POWER SUPPLY AND GROUND CIRCUIT.

1) Remove key from ignition.
2) Disconnect 8-pin connector from control unit. Check voltage across remote control unit terminal ① and GND.
Battery voltage should exist.

NG → Check power supply harness.

OK ↓

B

Check continuity between terminal ⑧ and GND.
Continuity should exist.

NG → Check GND harness.

OK ↓

C

CHECK ANTENNA CIRCUIT.

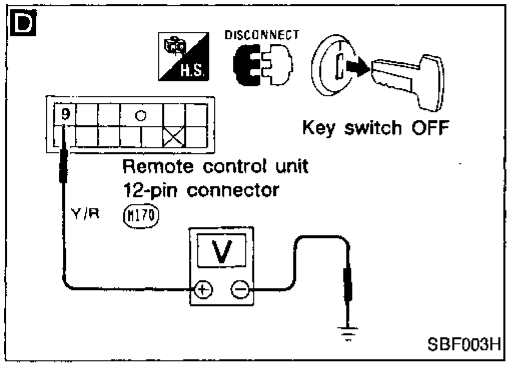
Disconnect 1-pin connector from control unit.
Check continuity between a terminal and filament on the rear window.
Continuity should exist.

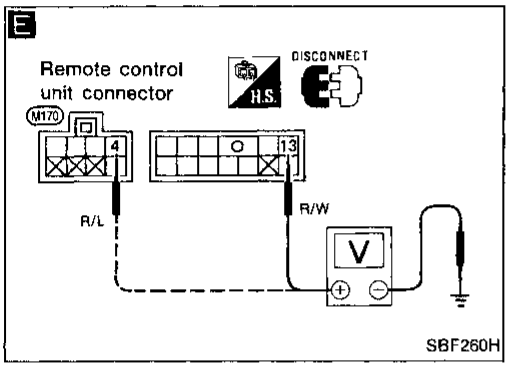
NG → Check antenna circuit. (Refer to REAR WINDOW DEFOGGER "Filament Repair" in EL section.)

OK ↓

Ⓐ

Trouble Diagnoses (Cont'd)





Ⓐ

D

CHECK IGNITION KEY SWITCH CIRCUIT.
Disconnect 12-pin connector from control unit.
Check voltage across remote control unit terminal ⑨ and GND.
Does battery voltage exist?

Yes → Check ignition key switch.

No ↓

E

CHECK DOOR SWITCH CIRCUIT.
Close all doors.
Check voltage between terminals ⑬ and GND.
Does battery voltage should exist?

No → Check door switch circuit.

Yes ↓

E

CHECK TRUNK ROOM LAMP SWITCH CIRCUIT.
Open trunk lid.
Check voltage between terminal ④ and GND.

Terminal	Voltage
④ - GND	Approx. 0V

NG → Check trunk room lamp switch circuit.

OK ↓

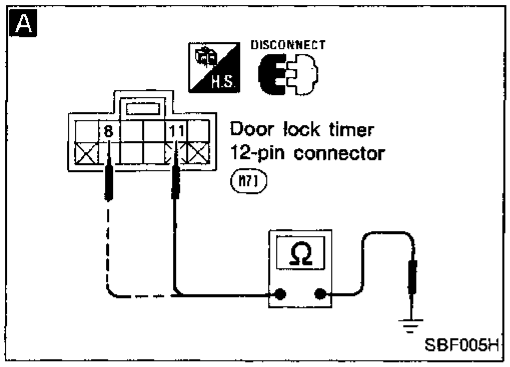
Replace control unit.

Trouble Diagnoses (Cont'd)

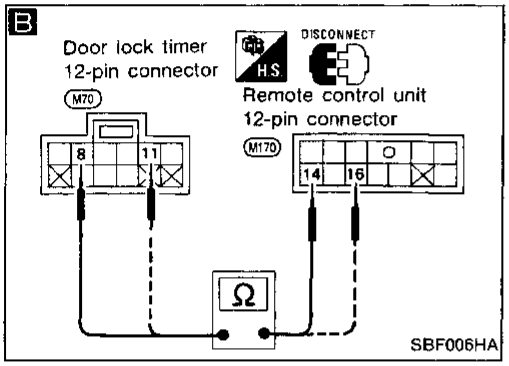
DIAGNOSTIC PROCEDURE 3

Door lock and unlock remote control do not function. Everything else does function.

A



B



A

CHECK DOOR LOCK AND UNLOCK SIGNAL FOR DOOR LOCK TIMER.

1) Remove key from ignition.
2) Close all doors and trunk lid.
3) Remove door lock timer 12-pin connector.
   Push remote controller buttons and check continuity between terminals ⑪ and GND, ⑧ and GND.

Terminals	Operation	Continuity
⑪ - GND	Lock	Yes
	Unlock	No
⑧ - GND	Unlock	Yes
	Lock	No

OK → Check power door lock system.

NG ↓

Does continuity exist continually?

Yes → Repair harness. (There might be incorrect grounding.)

No ↓

B

Remove remote control unit 12-pin connector.
Check continuity between remote control unit terminals and door lock timer.

Terminals	
Remote control	Door lock timer
⑭	⑧
⑮	⑪

Continuity should exist.

NG → Repair harness.

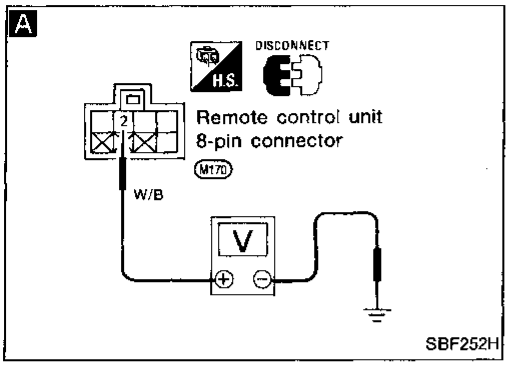
OK ↓

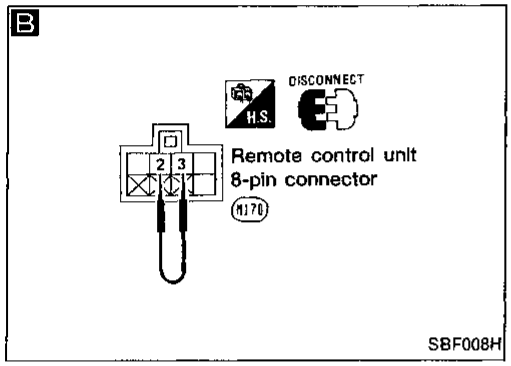
Replace multi remote control unit.

Trouble Diagnoses (Cont'd)

DIAGNOSTIC PROCEDURE 4

Trunk lid open remote control does not function. Everything else does function.





A

CHECK POWER SUPPLY CIRCUIT FOR TRUNK OPEN FUNCTION.
Disconnect 8-pin connector from remote control unit.
Check voltage between terminal ② and ground.
Battery voltage should exist.

NG → Repair harness.

OK ↓

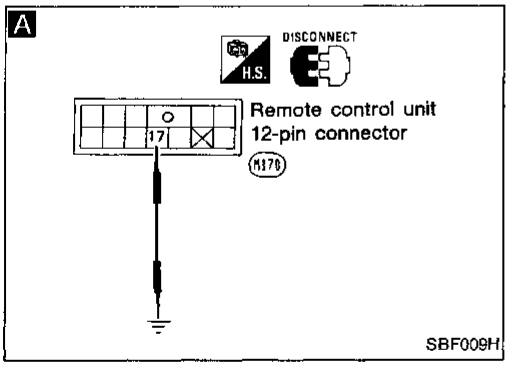
B

Connect remote control unit connector terminal ② to ③.
Does trunk lid opener function?

No → Check trunk lid opener circuit.

Yes ↓

Replace control unit.



DIAGNOSTIC PROCEDURE 5

Interior light does not function. Everything else does function.

A

CHECK INTERIOR LIGHT CIRCUIT.
Disconnect remote control unit 12-pin connector.
Ground remote control unit connector terminal ⑰.
Does interior light function?

No → Check interior light circuit.

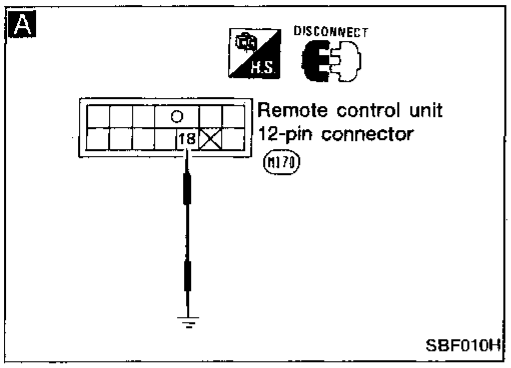
Yes ↓

Replace control unit.

Trouble Diagnoses (Cont'd)

DIAGNOSTIC PROCEDURE 6

Panic alarm function does not function. Everything else does function.

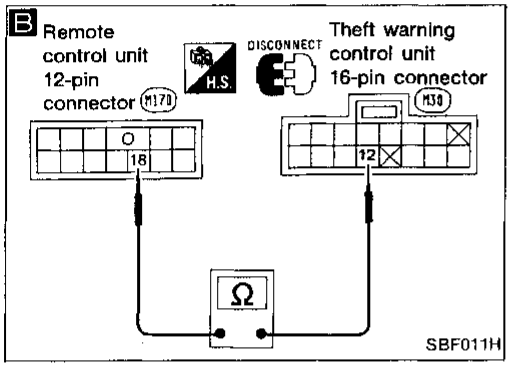


A

CHECK PANIC ALARM CIRCUIT.
Disconnect 12-pin connector from remote control unit.
Ground remote control unit connector terminal ⑱.
Does panic alarm function function?

Yes → Replace control unit.

No ↓



B

Disconnect 16-pin connector from theft warning control unit.
Check continuity between terminals ⑱ of remote control unit connector and ⑫ of theft warning control unit.
Does continuity exist?

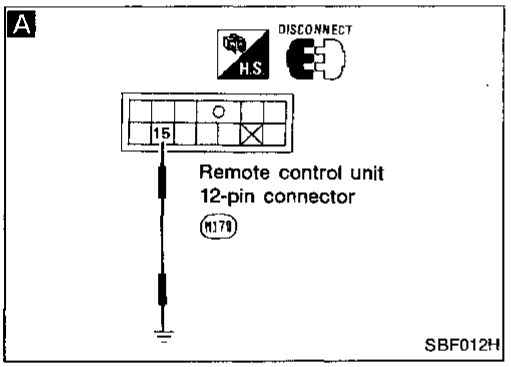
Yes → Check theft warning system. Refer to section **EL**.

No ↓

Repair harness.

DIAGNOSTIC PROCEDURE 7

Hazard indicator flashing does not function. Everything else does function.

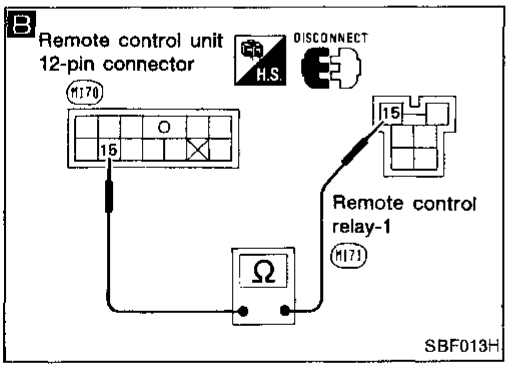


A

CHECK HAZARD INDICATOR FLASHING CIRCUIT.
Disconnect 12-pin connector from remote control unit.
Ground remote control unit connector terminal ⑮.
Does hazard indicator flashing function function?

Yes → Replace control unit.

No ↓



B

Disconnect remote control relay-1 connector.
Check continuity between terminals ⑮ of remote control unit connector and remote control relay-1.
Does continuity exist?

Yes → Check remote control relay-1 and harness.

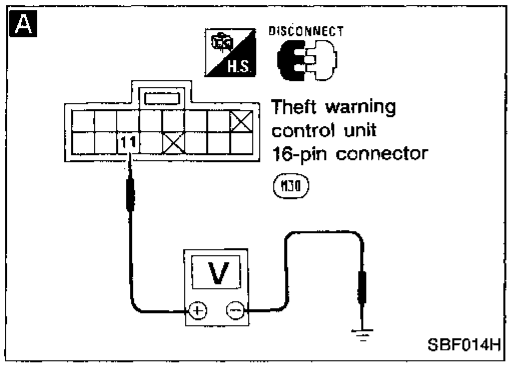
No ↓

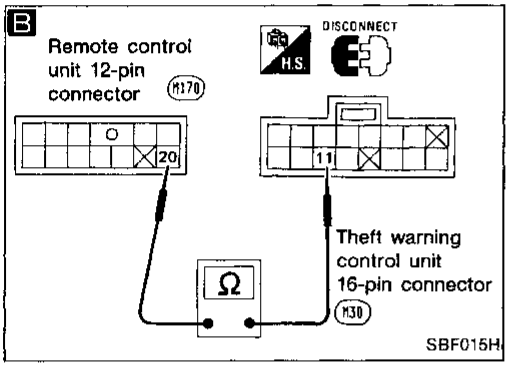
Repair harness.

Trouble Diagnoses (Cont'd)

DIAGNOSTIC PROCEDURE 8

Theft warning is actuated when door is unlocked or trunk lid is opened with remote control.





A

CHECK THEFT WARNING CANCEL SIGNAL CIRCUIT.

1) Disconnect theft warning control unit 16-pin connector.
2) Remove key from ignition.
3) Close all doors and trunk lid.
   Check voltage between terminal ⑪ and GND when door unlock remote control function is operated.

Terminal	Operation	Voltage
⑪ - GND	Door is unlocked	12V → 0V → 12V

Does voltmeter gauge move when door is unlocked?

Yes → Check theft warning system. Refer to section **EL**.

No ↓

B

Disconnect 12-pin connector from remote control unit.
Check continuity between terminals ⑳ of remote control unit and ⑪ of theft warning control unit.
Does continuity exist?

Yes → Replace remote control unit.

No ↓

Repair harness.

Replacing Remote Controller or Control Unit

Enter the ID manually when:

- **Remote controller or controller unit needs to be replaced.**
- **An additional remote controller needs to be installed.**

ID Code Entry Procedure

To enter the ID code, follow this procedure.

"Setting mode".

Three steps must be followed to establish the "setting mode".

(1) Open the trunk.
(2) Close and lock all doors.
(3) Insert and remove the key from the ignition more than six times within 10 seconds.

- **At this time, the original ID codes are eliminated.**

ID code entry:

(4) Unlock and lock the driver's door inside lock lever once.
(5) Push lock button on the new remote controller once (for example, if door is locked using the remote controller during this ID code entry enable state, a new ID code can be entered).

- **At this time, the new ID code is entered.**

(6) If you need to enter additional remote controllers, repeat steps (4) and (5) for each controller.
(7) This ID code entry enable state and setting mode remain until any one of the doors is opened.

Note

- **If the same ID code that exists in the memory is input, the entry is canceled.**
- **Entry of maximum four ID codes is allowed and any attempt to enter more will be ignored.**
- **Any ID codes entered after termination of the "setting" mode will not be accepted. Additionally remote control signals will be inhibited when an ID code has not been entered during the "setting" mode.**

CAUTION:

- **Disconnect ground terminal from battery in advance.**
- **Disconnect air bag system line in advance.**
- **Never tamper with or force air bag lid open, as this may adversely affect air bag performance.**
- **After an air bag inflates, the instrument panel assembly should be replaced.**
- **Be careful not to scratch pad and other parts.**

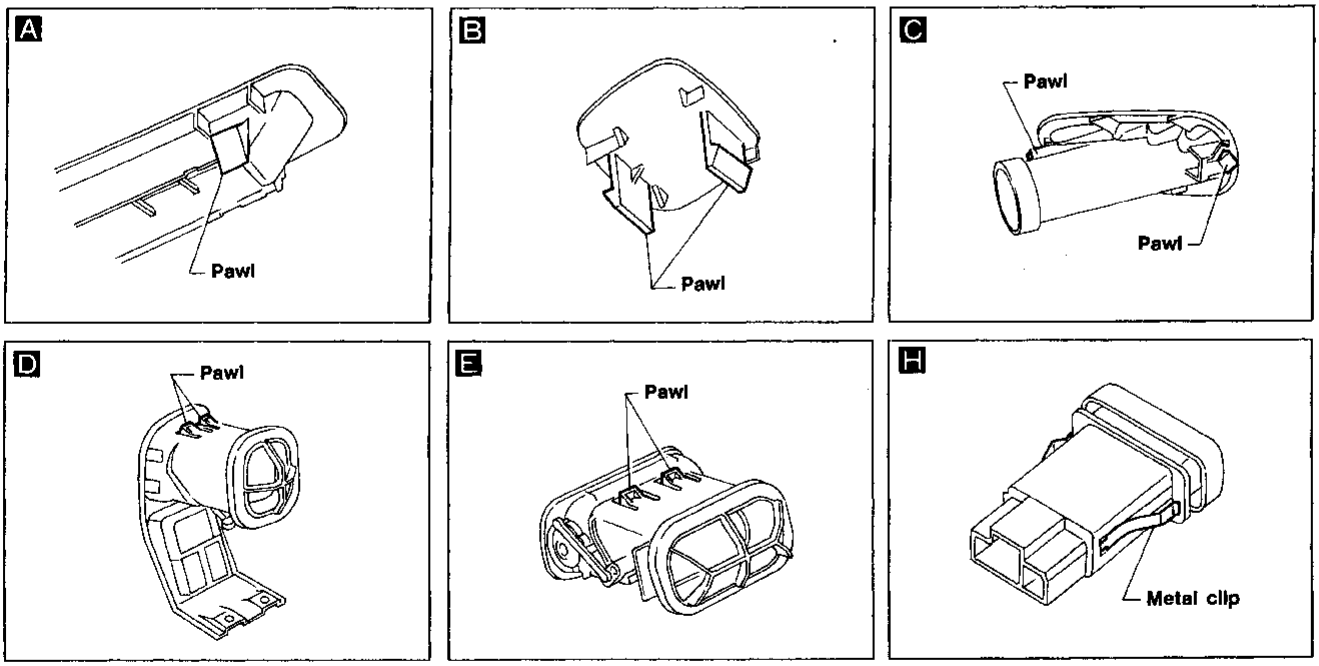
REMOVAL — Instrument panel assembly

Pay attention so as not to scratch the parts (plastic). During installation, fit the ducting parts precisely.

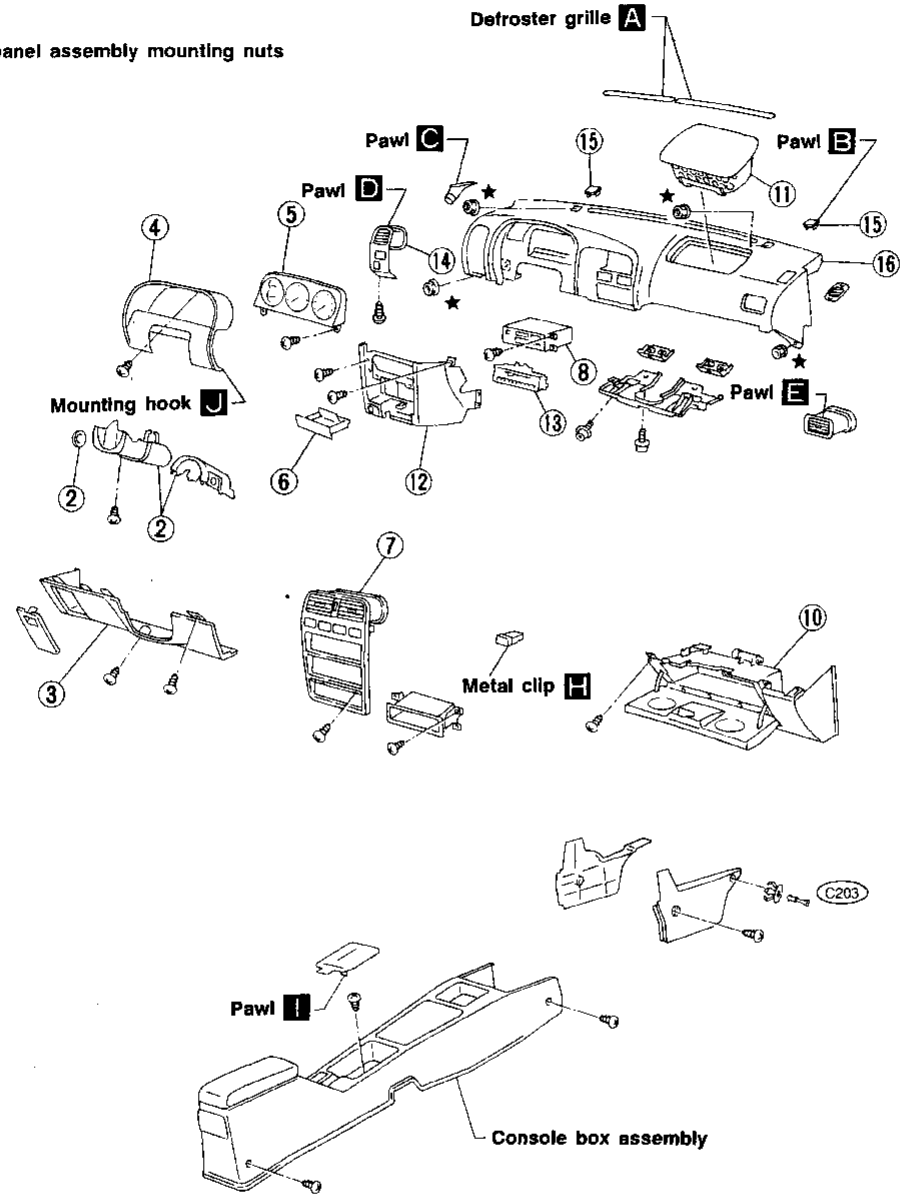
① Remove steering wheel. Disengage air bag system in advance.
② Remove lower and upper column cover.
③ Remove lower instrument panel on driver side.
④ Remove cluster lid A.
⑤ Remove meters.
⑥ Remove ashtray inner case.
⑦ Remove cluster lid C.
⑧ Remove audio system parts.
⑨ Remove front passenger air bag module harness connector.
⑩ Remove glove box.
⑪ Remove front passenger air bag module.
⑫ Remove center lower instrument panel.
⑬ Remove heater control unit.
⑭ Remove ventilator on the driver's side.
⑮ Remove mask instrument RH/LH.
⑯ Remove instrument panel.

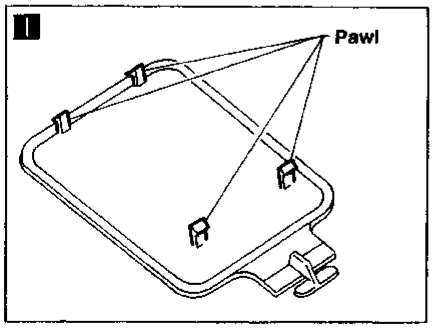
INSTALLATION

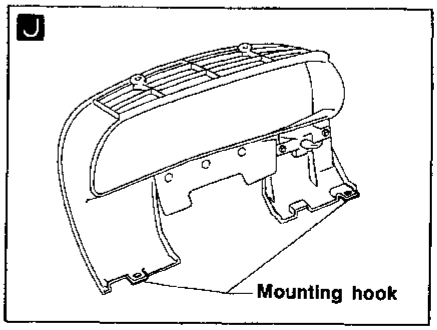
Reverse the procedures described above.



★ : Instrument panel assembly mounting nuts







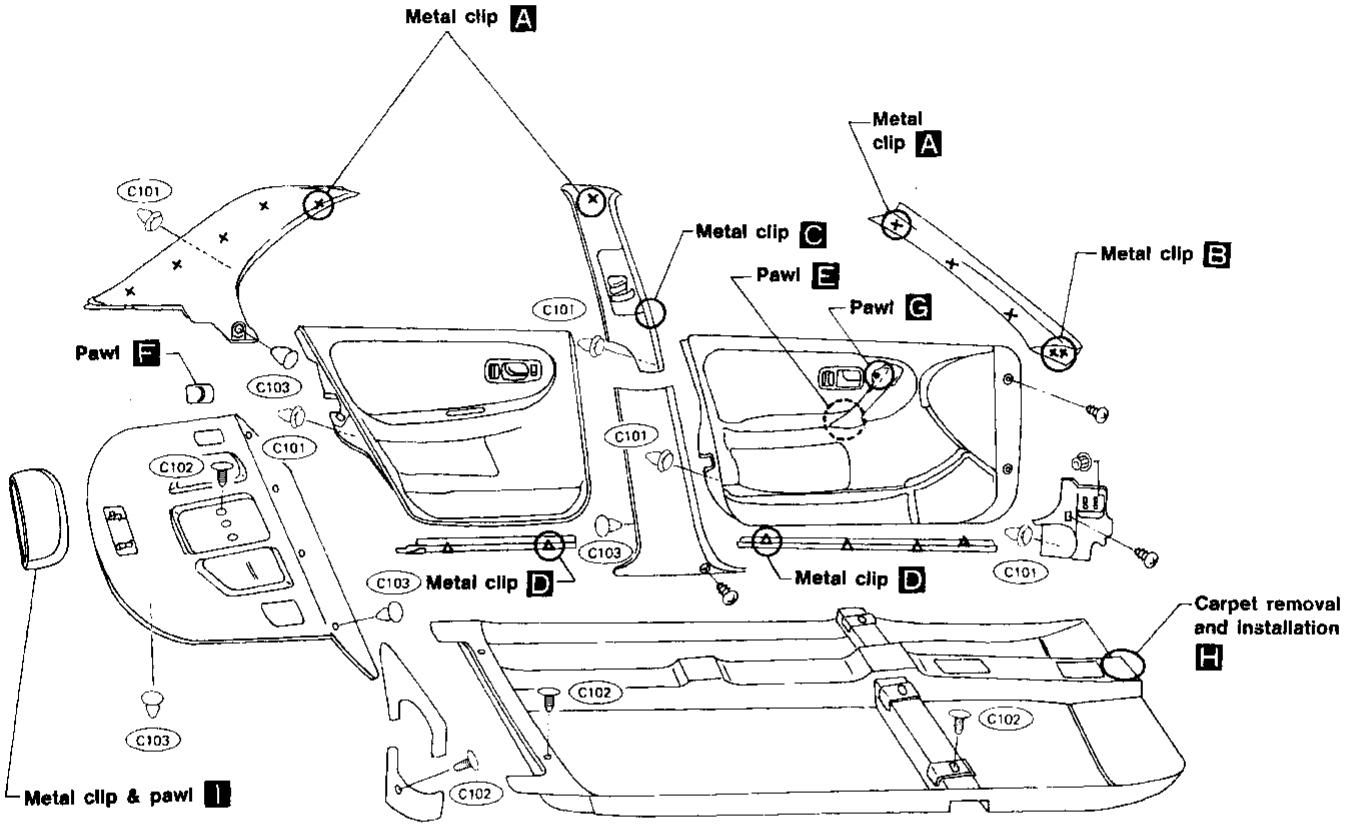
MBF374B

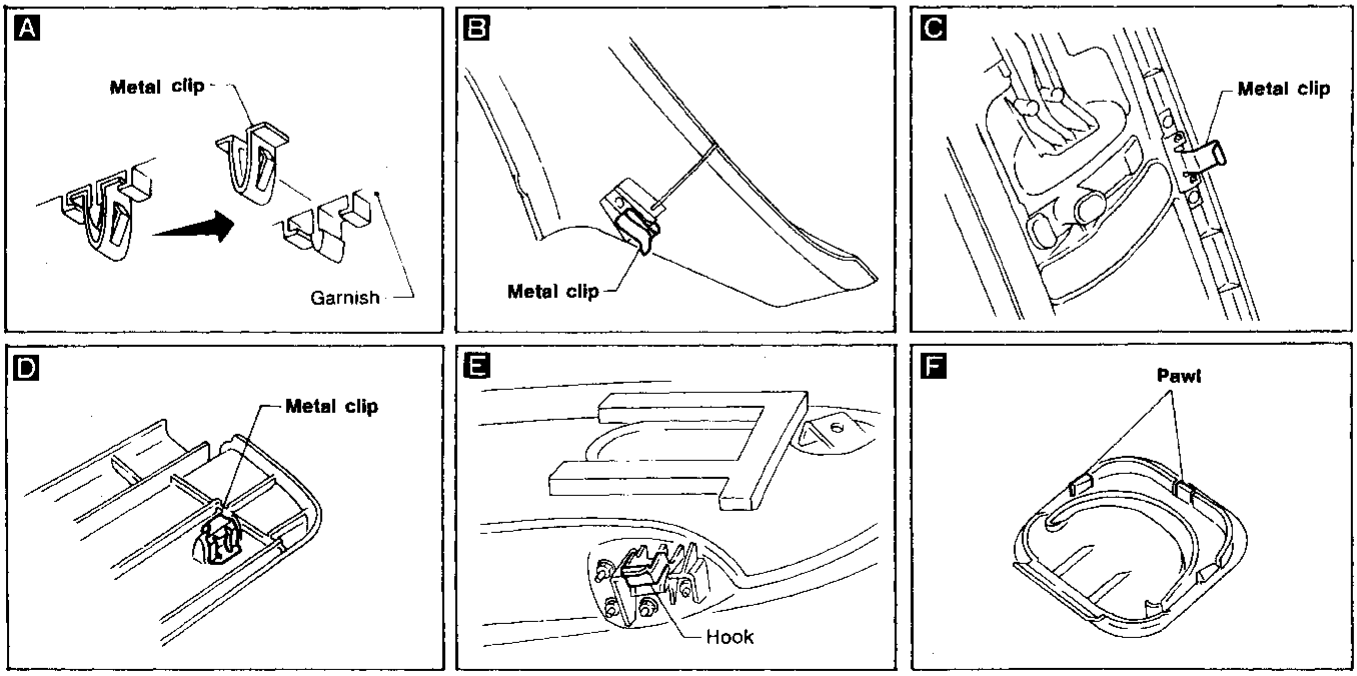
Interior

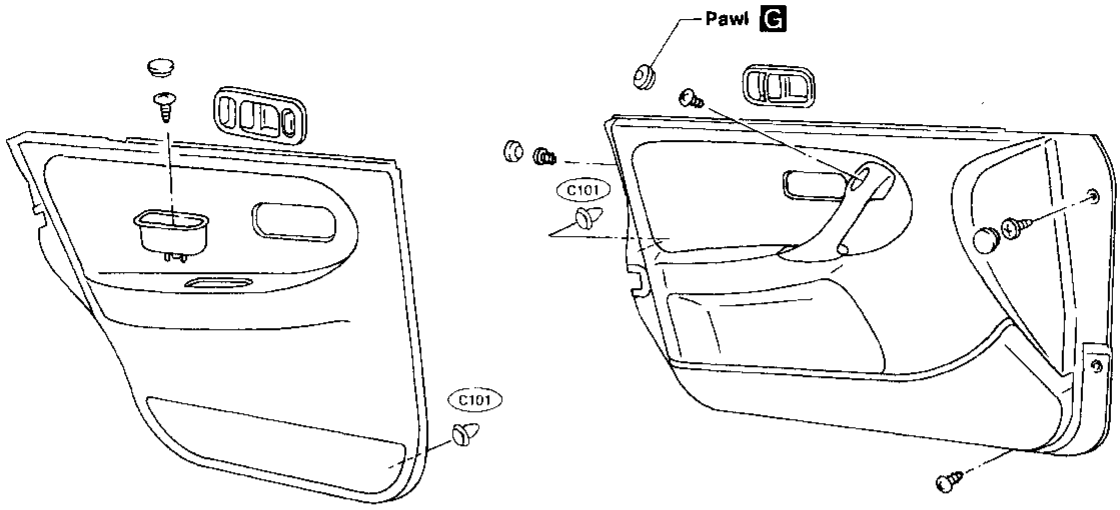
SIDE AND FLOOR TRIM — Passenger room

CAUTION:

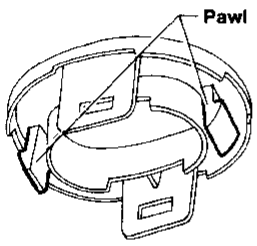
- **Be sure to remove front, center and rear pillar garnishes by pulling them straight out. Use a long flat-bladed screwdriver when removing metal clips from rear pillar garnish Ⓐ.**
- **Wrap the tip of flat-bladed screwdriver with a cloth when removing metal clips from garnishes.**



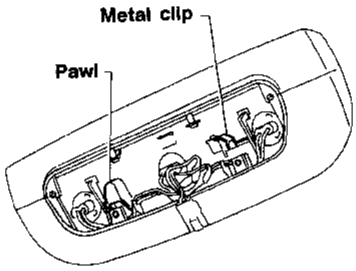




G Power window switch

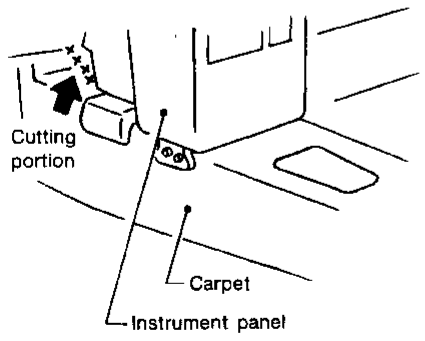


I



H

When removing or installing carpet, instrument panel has to be removed or carpet has to be cut at the portion shown by arrow, as carpet is a one-piece design.



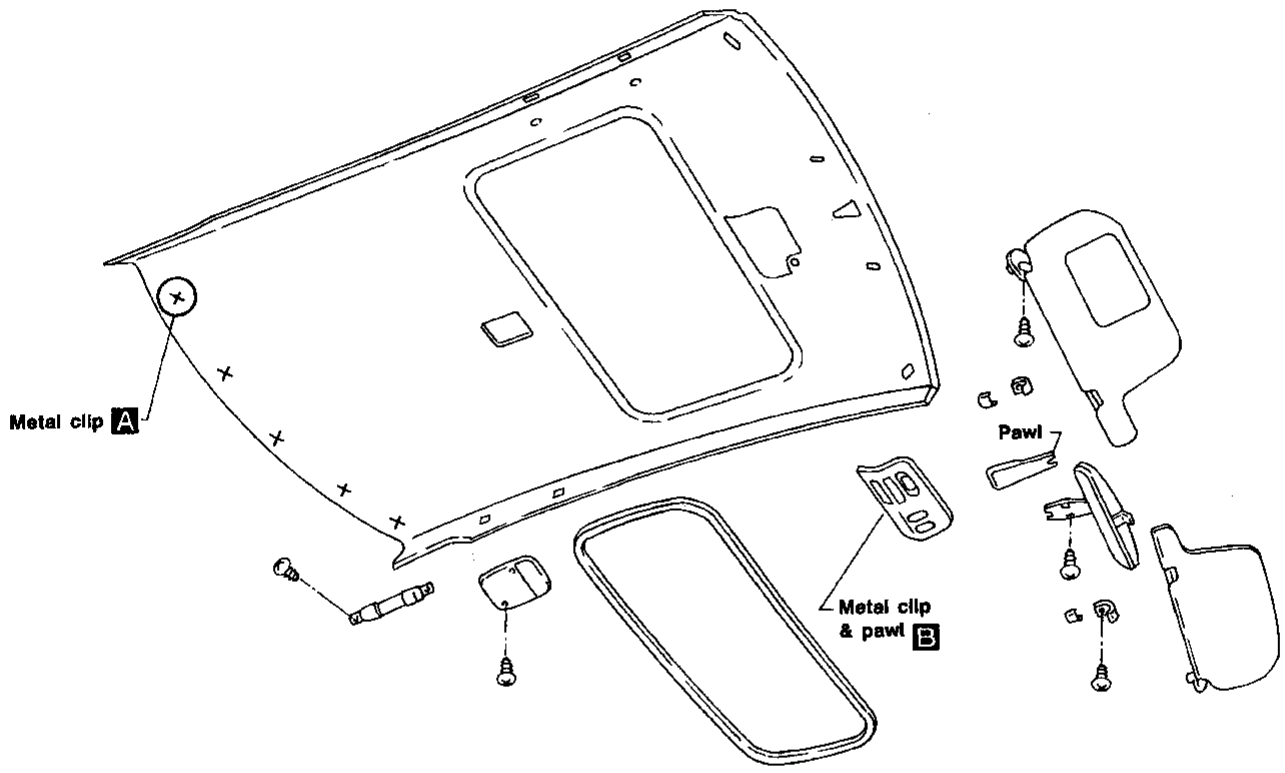
MBF066B

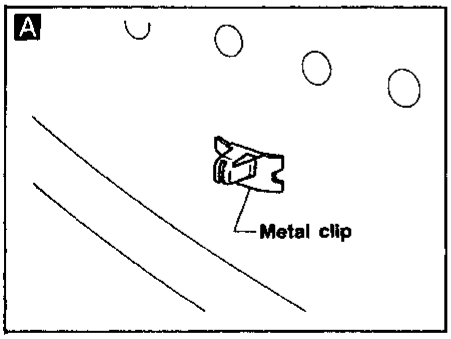
ROOF TRIM

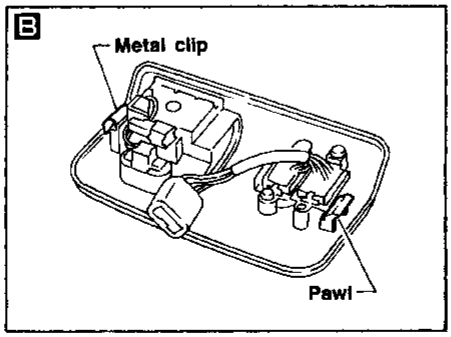
Removal — headlining cloth

- Fully recline both front seats for easy access. Remove headlining through front passenger door.

1. Remove sunvisor, assist straps, room lamps and inside mirror.
2. Remove body side welts.
3. Remove front pillar garnishes, center pillar garnishes, rear quarter garnishes and roof finishers.
4. Remove clips and headlining cloth.



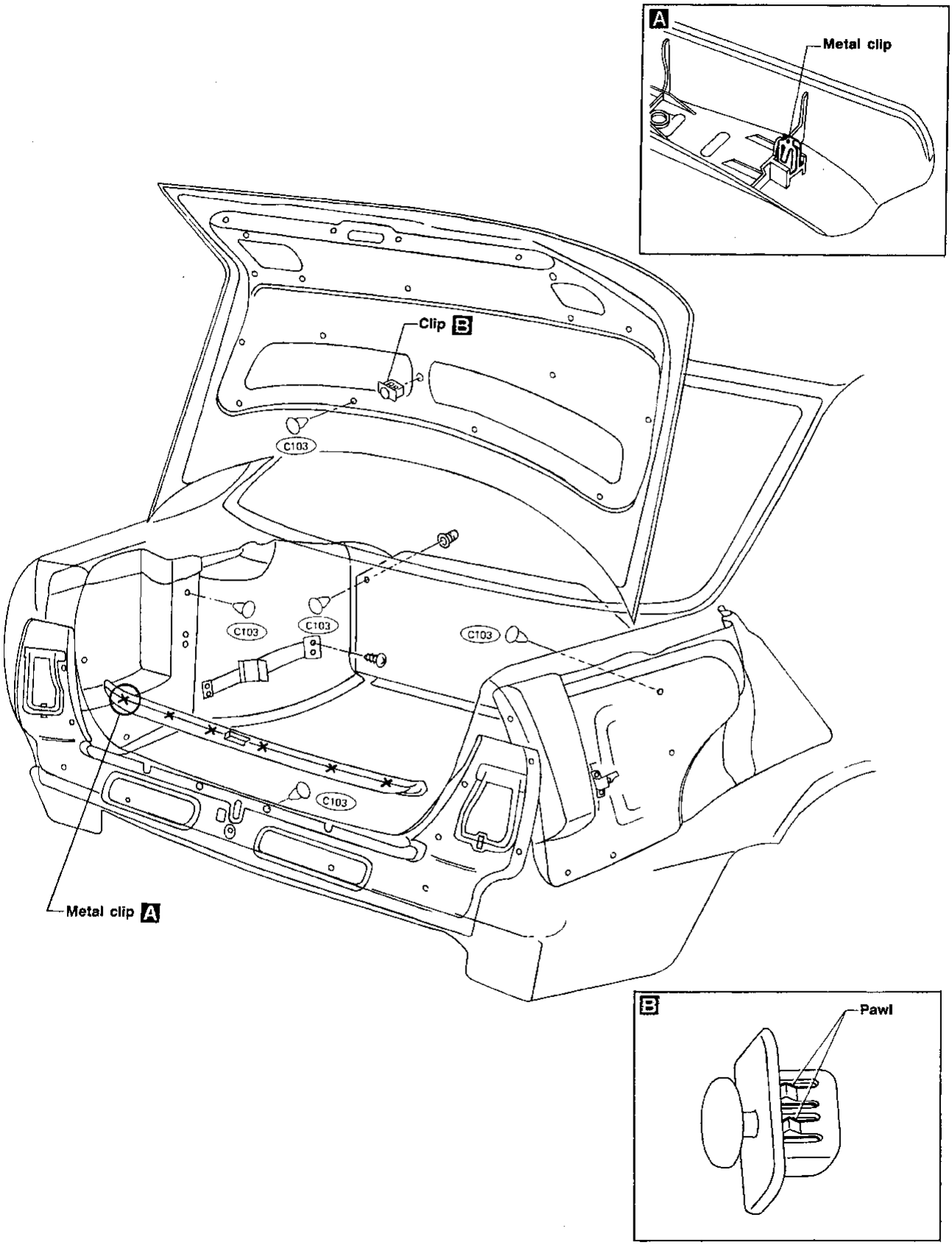




MBF067B

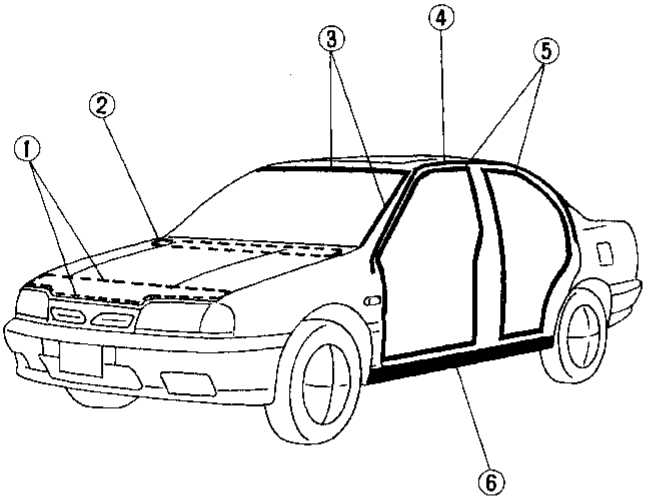
Interior (Cont'd)

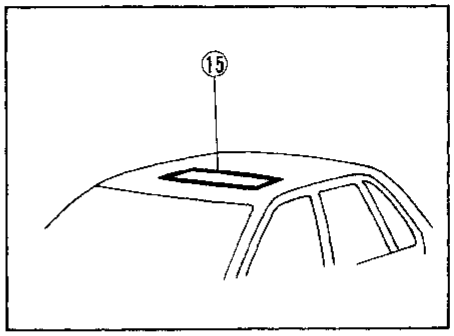
LUGGAGE COMPARTMENT TRIM

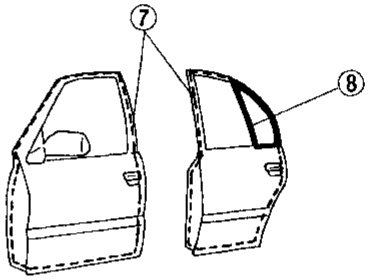


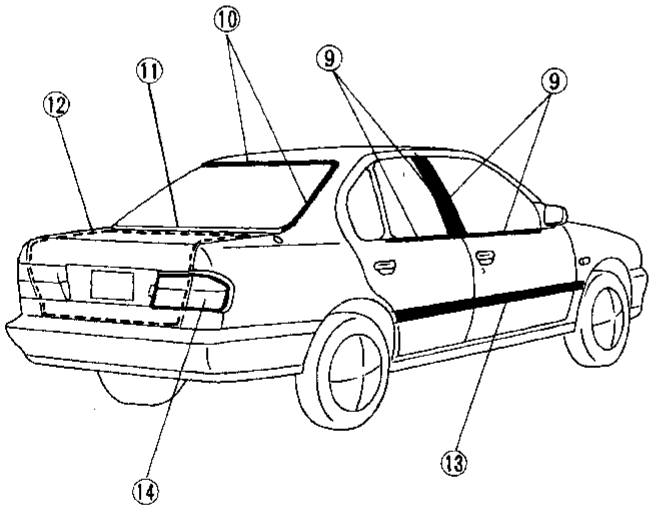
MBF904A

Exterior





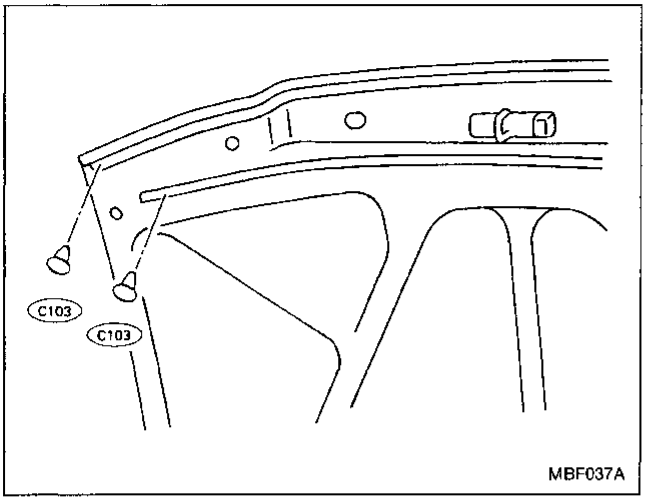




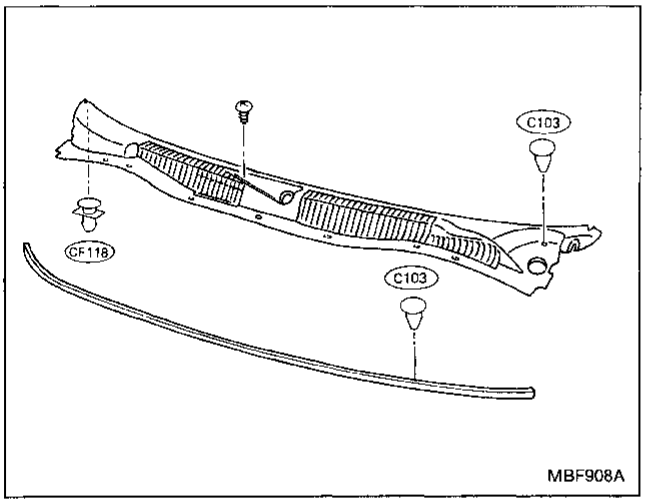
MBF194A

Exterior (Cont'd)

① Hood front seal



② Cowl top seal and cowl top grille

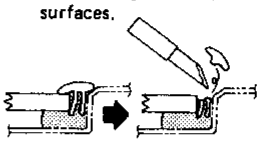


③ Windshield upper molding and side molding

- **Upper molding**

Method 1

Cut off top portion of molding and clean glass and panel surfaces.



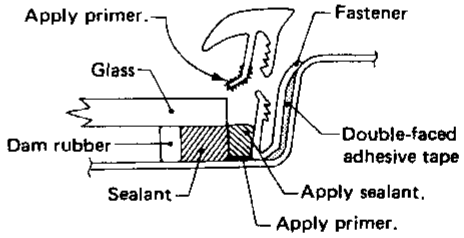
Apply sealant to top portion of molding.

Cut off lower portion of new molding.

Finish well to give it a good appearance.

Method 2

1. Cut off sealant at glass end.
2. Clean the side on which panel was mounted.
3. Set molding fastener and apply sealant to body panel, and apply primer to molding and body.



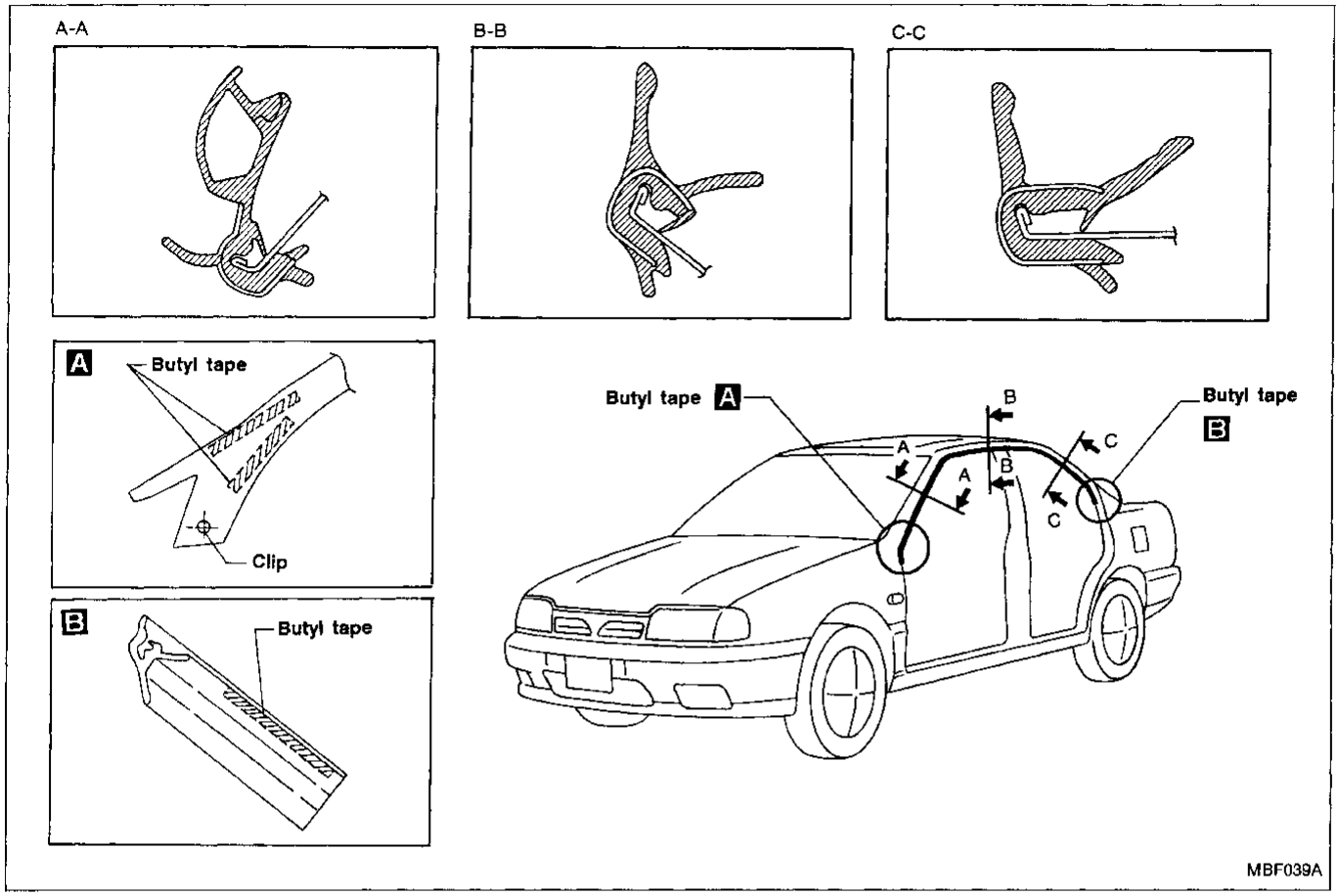
4. Install molding by aligning the molding mark located on center with vehicle center.
   Be sure to install tightly so that there is no gap around the corner.

SBF161E

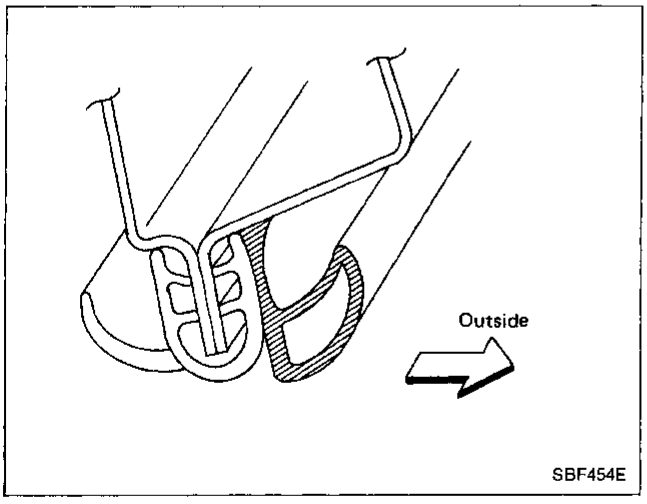
- **Side molding**
  Mounted with screws

Exterior (Cont'd)

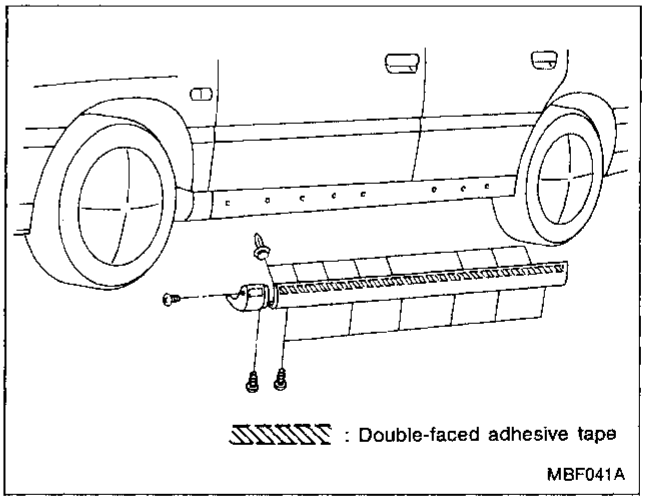
④ Drip molding and opera window lower molding



⑤ Body side welt

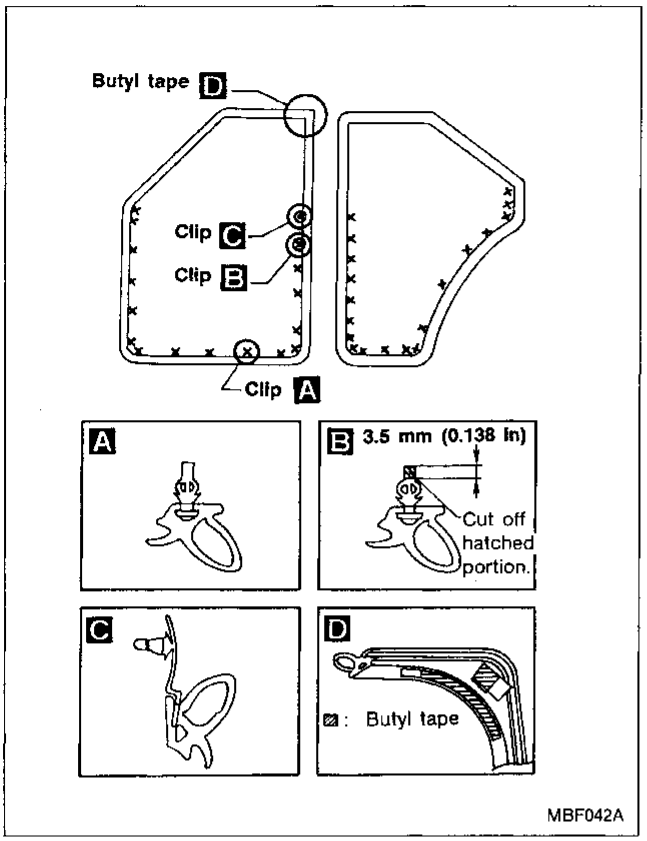


⑥ Center mudguard

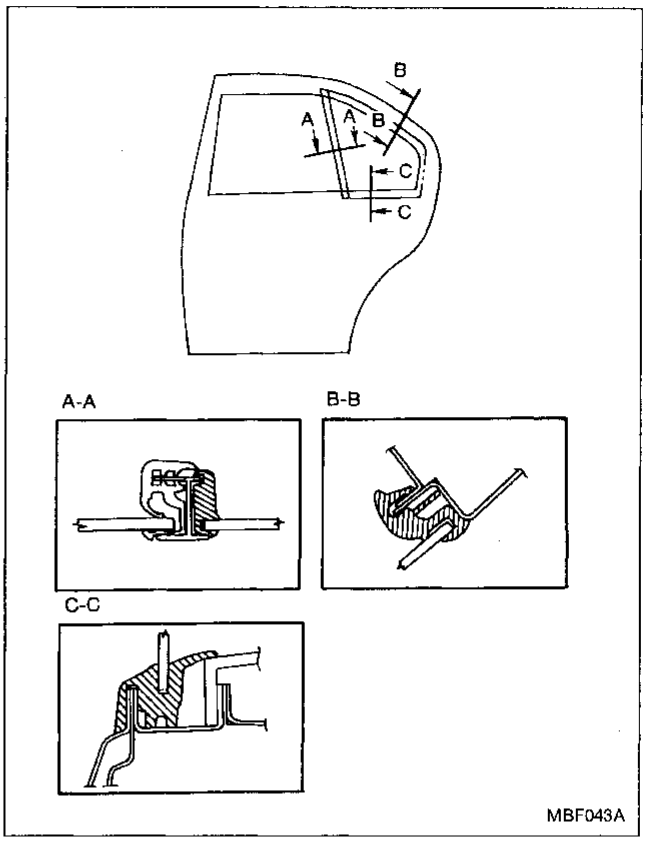


Exterior (Cont'd)

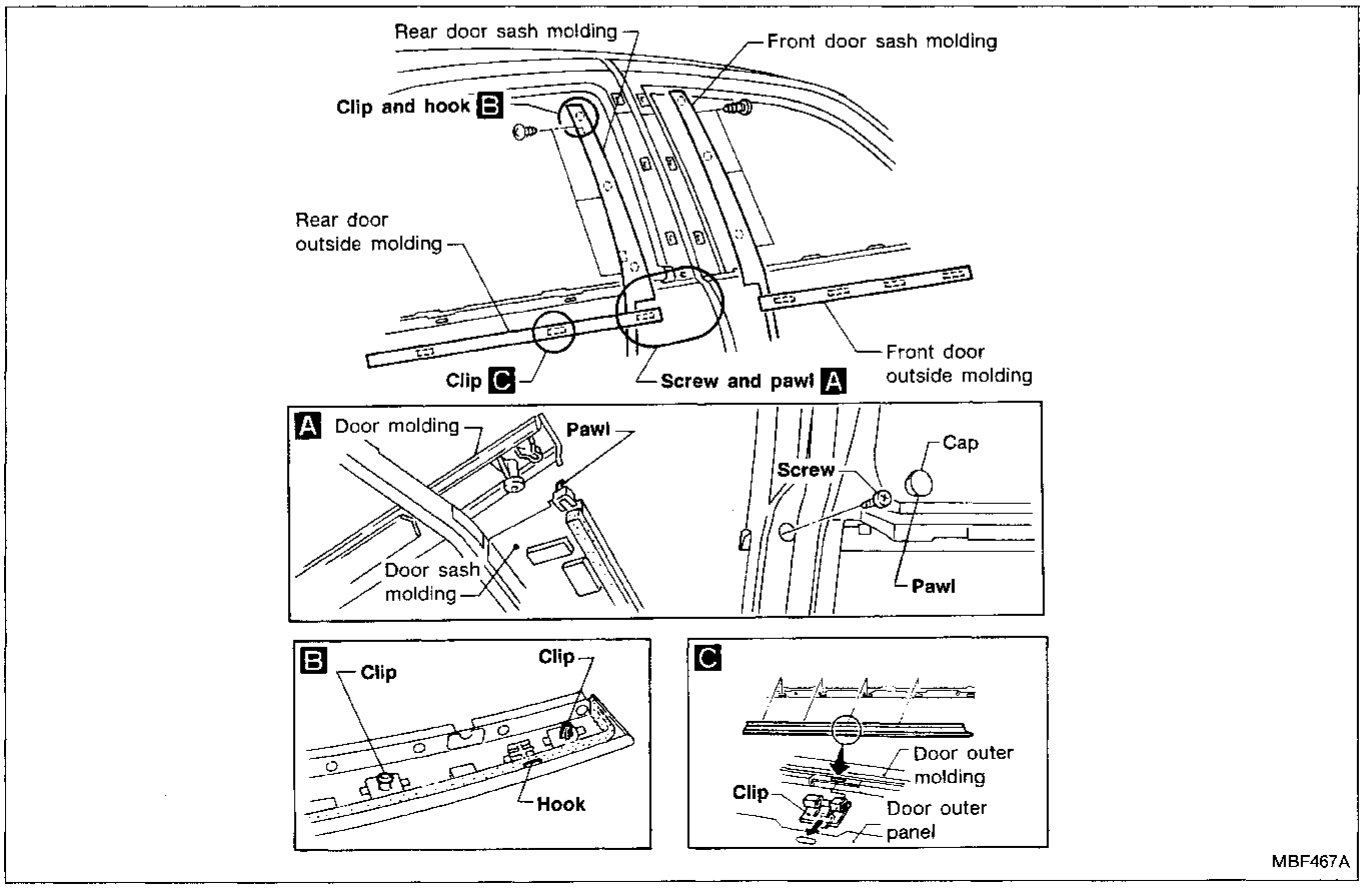
⑦ Door weatherstrip



⑧ Rear door partition weatherstrip



⑨ Door outside molding and door sash molding



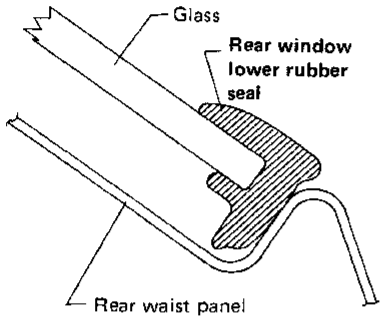
Exterior (Cont'd)

⑩ Rear window upper molding and side molding

Basically the same as windshield upper molding and side molding.

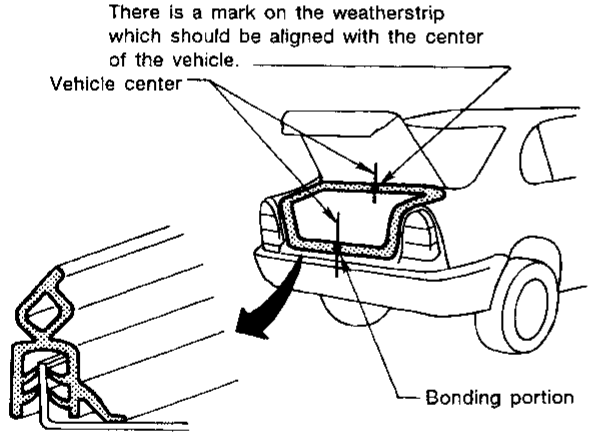
Refer to ③ Windshield upper molding and side molding.

⑪ Rear window lower rubber seal



MBF066A

⑫ Trunk lid weatherstrip



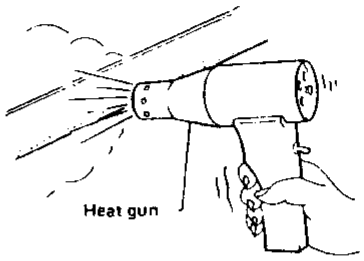
MBF045A

⑬ Side guard molding

▨ : Double-faced adhesive tape

- **Removal:**

1. Heat molding portion to 30 to 40°C (86 to 104°F) with a heat gun.



SBF455A

2. Raise end of molding and, while cutting off bonding agent, detach molding.

- **Installation:**

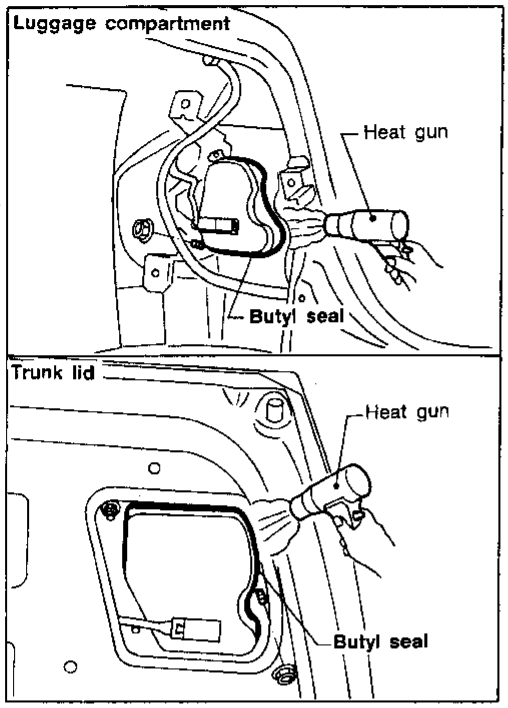
1. Remove all traces of bonding agent from body panel. Then clean contact face of body.
2. Heat body panel and molding to 30 to 40°C (86 to 104°F) with a heat gun. Then install molding.

MBF047A

Exterior (Cont'd)

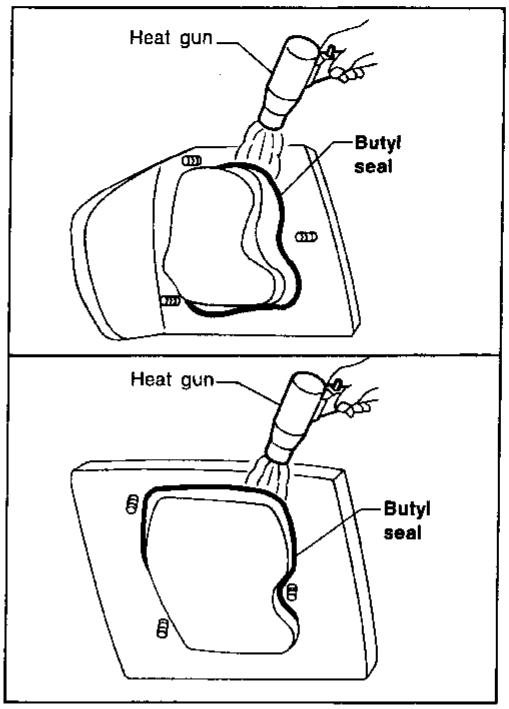
⑭ Rear combination lamp

Removal



- Warm up lamp assembly area to temperature of a little below 60°C (140°F).

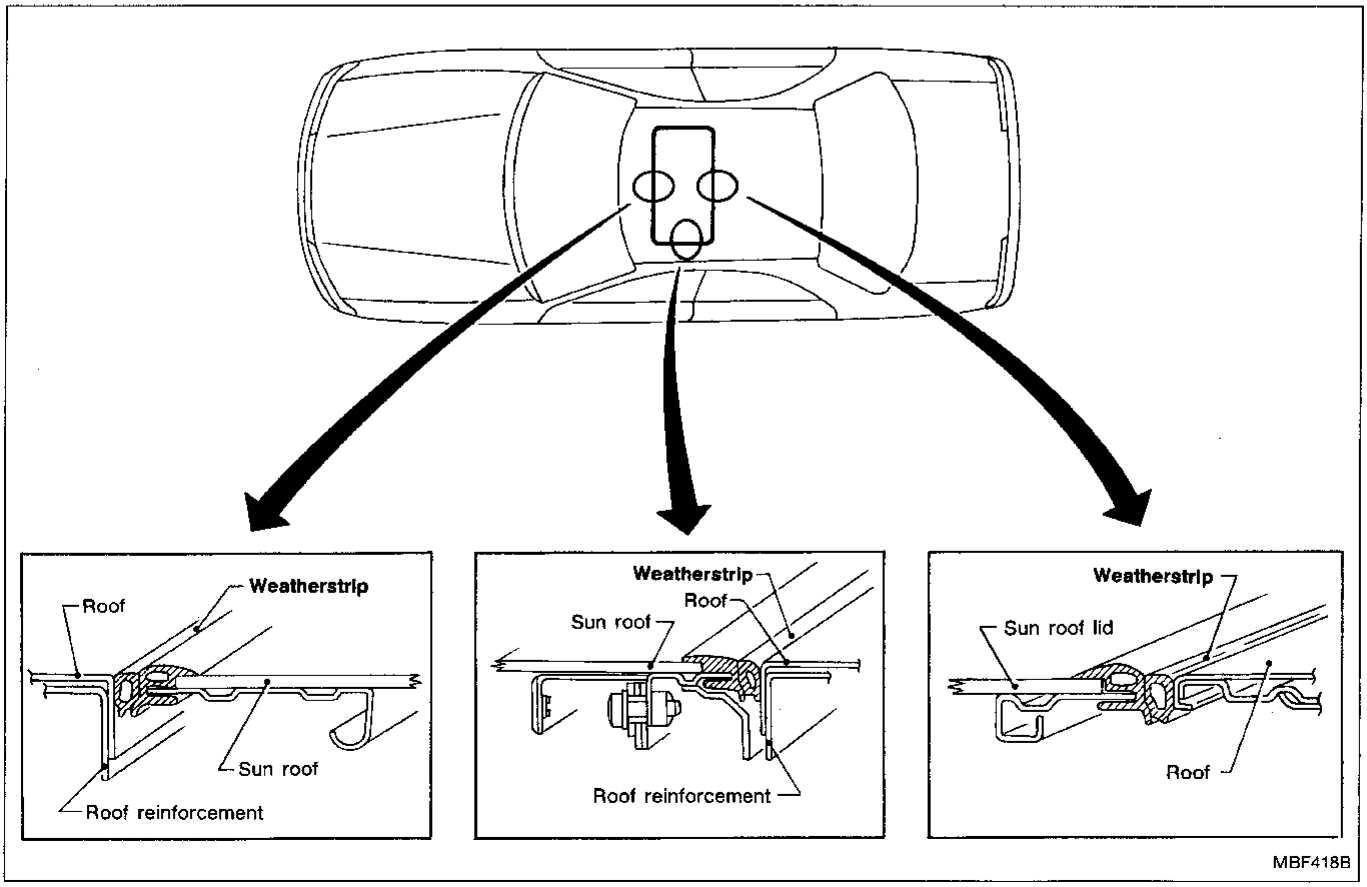
Installation



- Apply butyl seal evenly as it tends to become thin in the corners.
- Warm up lamp assembly area to temperature of a little below 60°C (140°F).

MBF050A

⑮ Sun roof lid weatherstrip

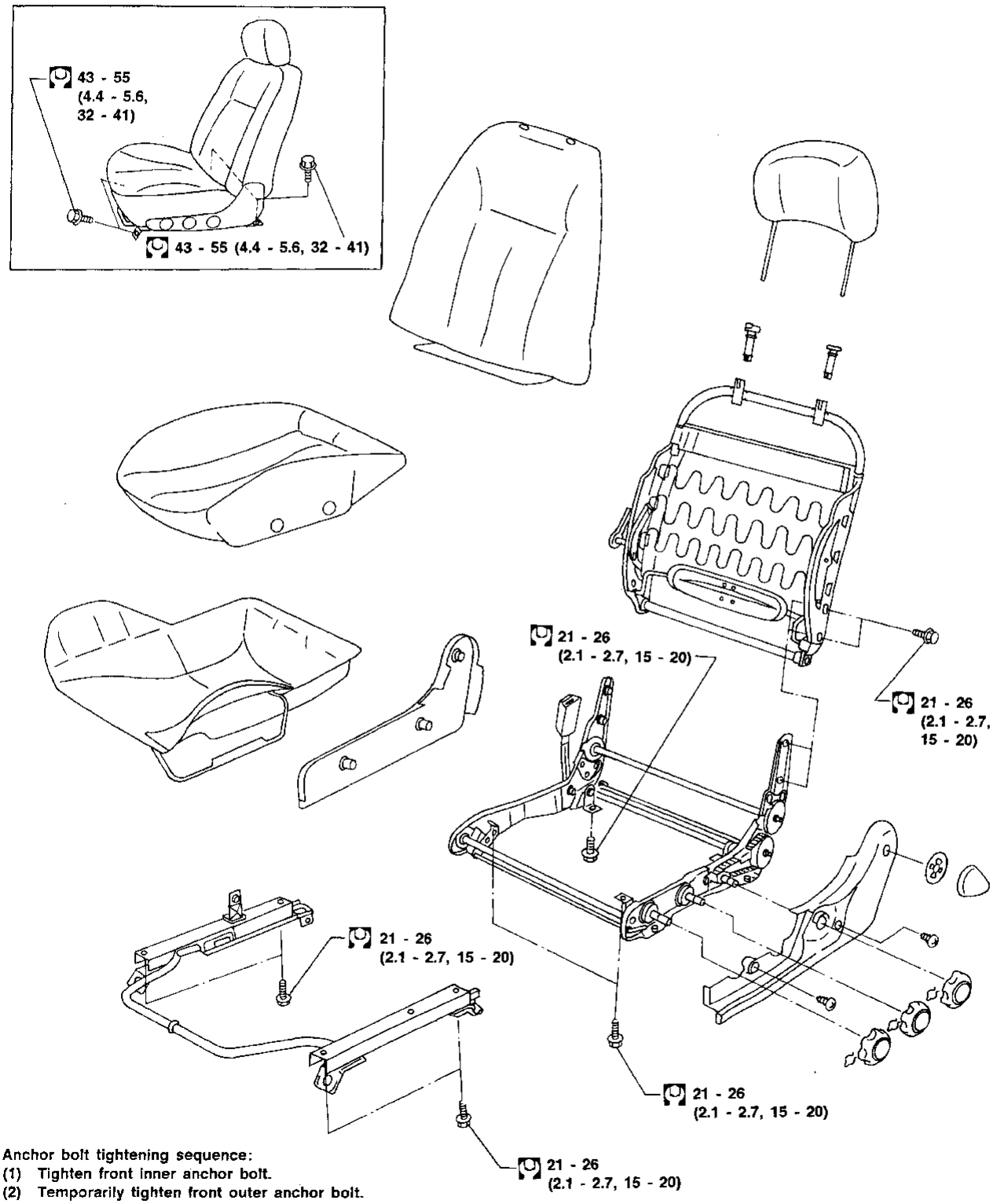


MBF418B

- When removing or installing the seat trim, carefully handle it to keep dirt out and avoid damage.

Front Seat

MANUAL SEAT



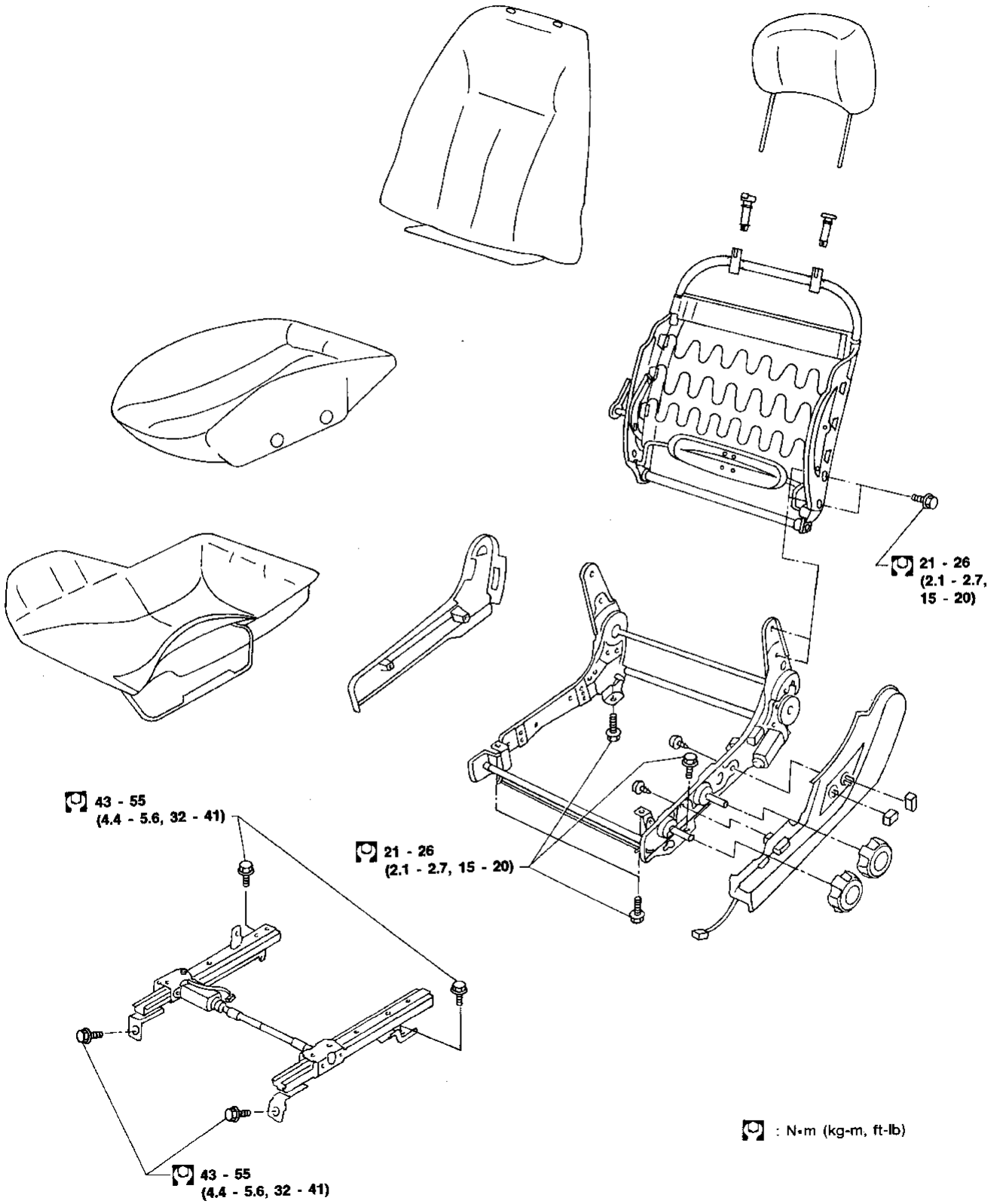
Anchor bolt tightening sequence:
(1) Tighten front inner anchor bolt.
(2) Temporarily tighten front outer anchor bolt.
(3) Tighten rear inner anchor bolt.
(4) Tighten rear outer anchor bolt.
(5) Tighten front outer anchor bolt.

: N•m (kg-m, ft-lb)

MBF195A

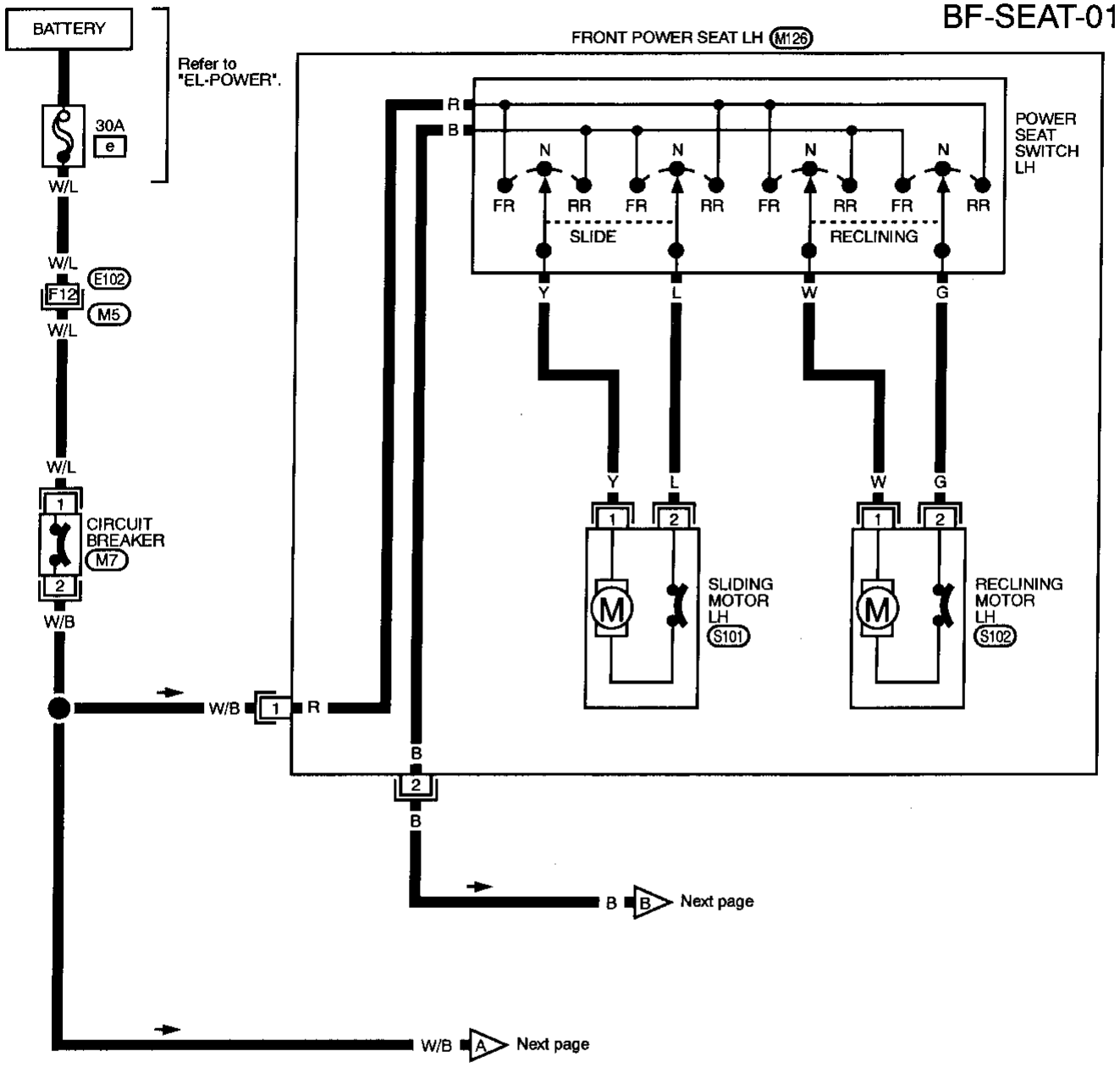
Front Seat (Cont'd)

POWER SEAT



MBF068B

Wiring Diagram — SEAT —



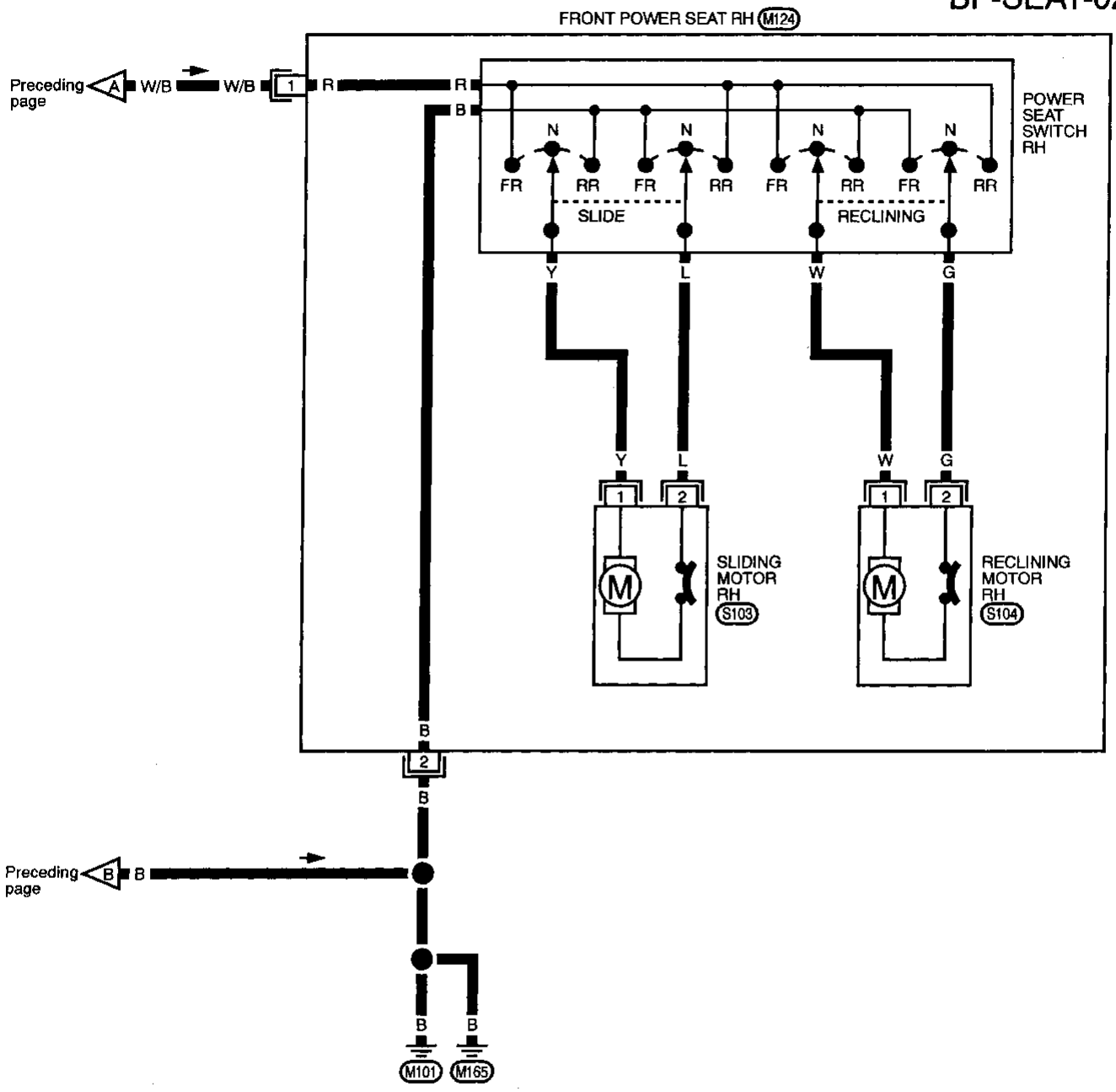
Refer to last page (Foldout page).
E102, M5

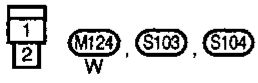
1
2
M7 W, M126 W, S101, S102

MBF402B

Wiring Diagram — SEAT — (Cont'd)

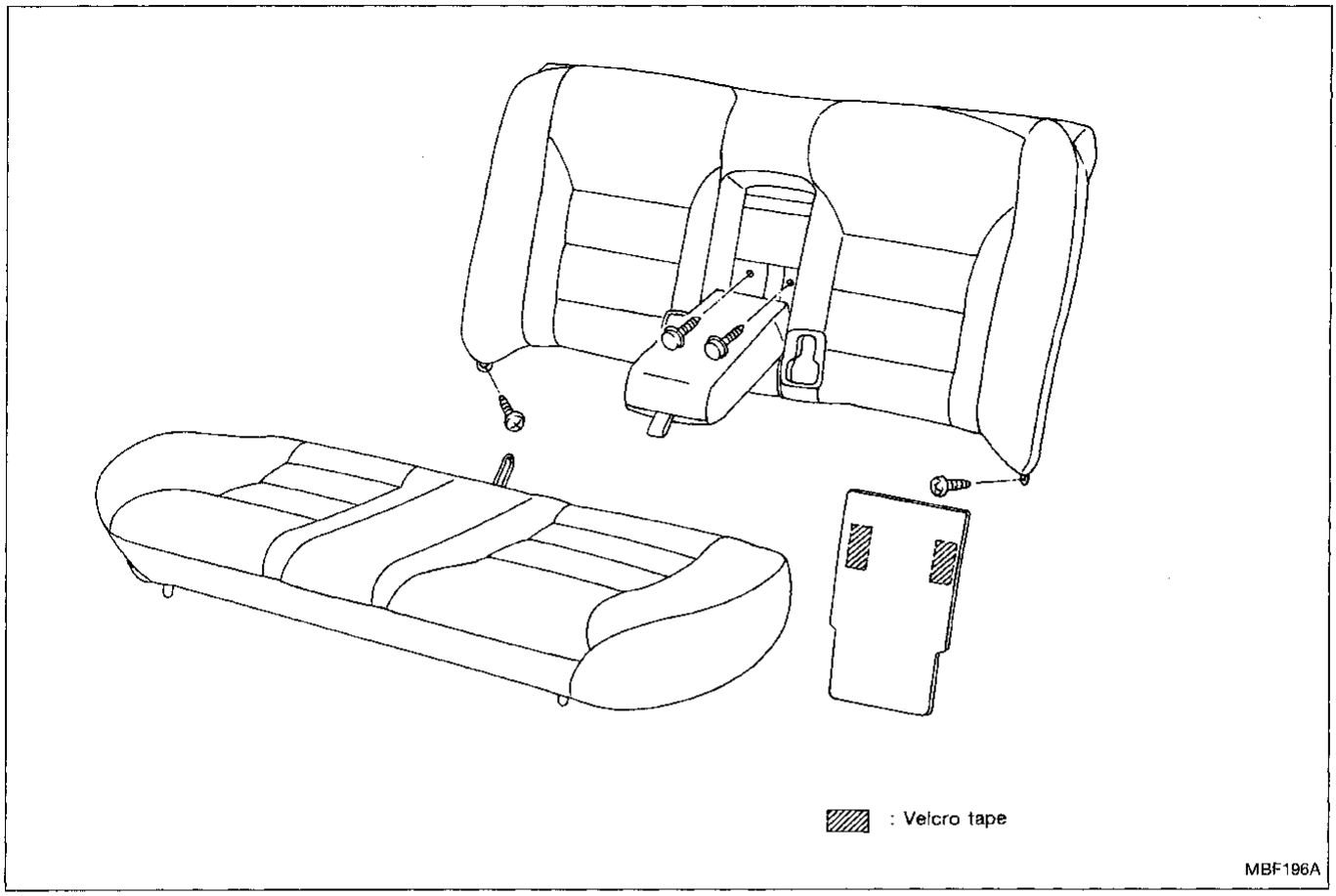
BF-SEAT-02





MBF403B

Rear Seat



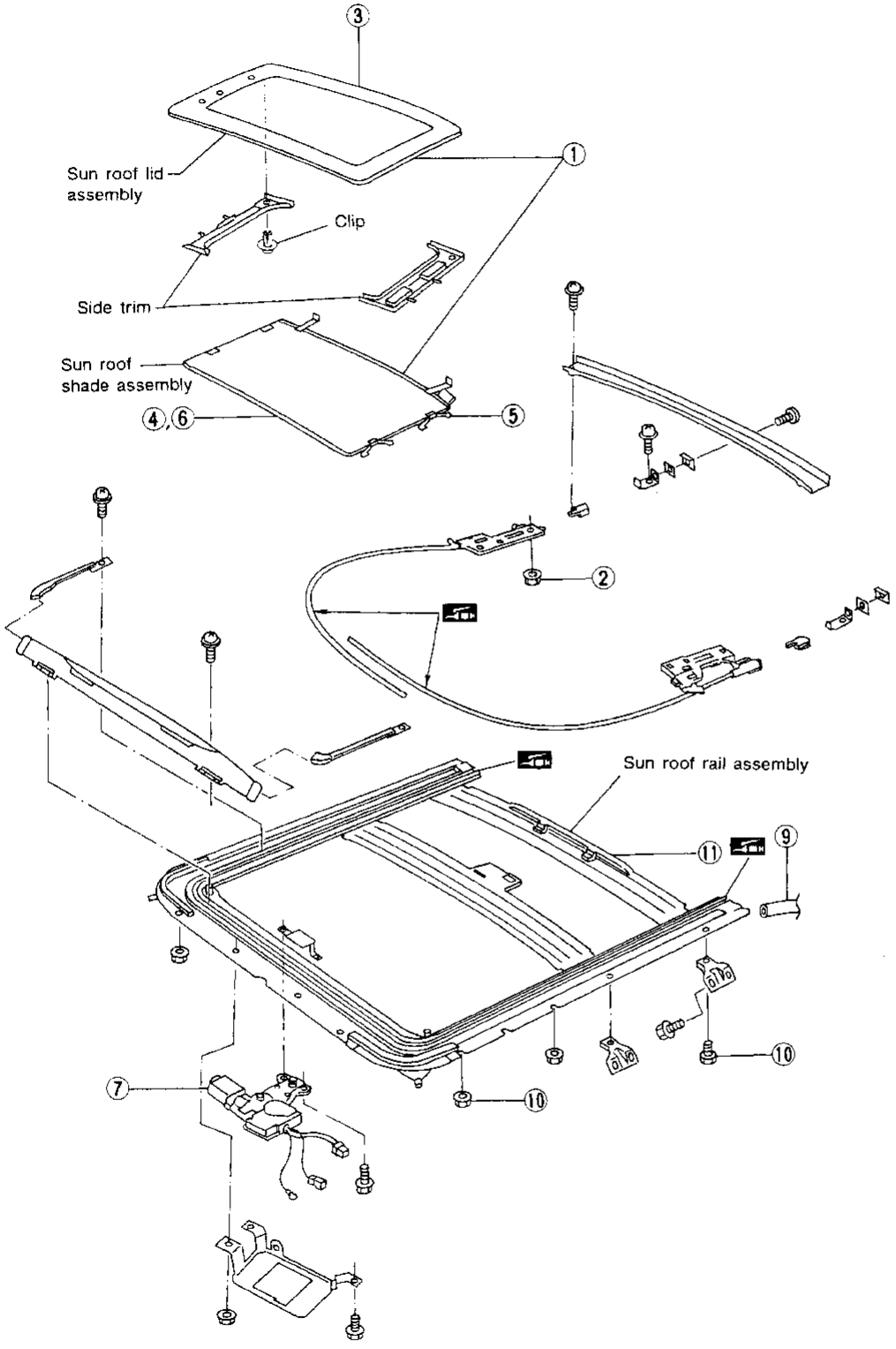
Electric Sun Roof

- After any adjustment, check sun roof operation and lid alignment.
- Handle finisher plate and glass lid with care so not to damage it.
- It is desirable for easy installation to mark each point before removal.

REMOVAL — Sun roof assembly

① Fully close or tilt up sun roof lid assembly. Fully open sun roof shade assembly. Remove clips and side trim.
② Close sun roof lid, and remove the six nuts from the back of the sun roof lid.
③ Lift out sun roof away from roof.
④ Pull sun roof shade forward.
⑤ Remove the four shade locks located beside sun roof shade.
⑥ Remove sun roof shade.
⑦ Remove sun roof motor assembly.
⑧ Disconnect interior lamp harness.
⑨ Disconnect front and rear drain hoses.
⑩ Remove nuts and bolts securing sun roof rails.
⑪ Remove sun roof rail assembly.

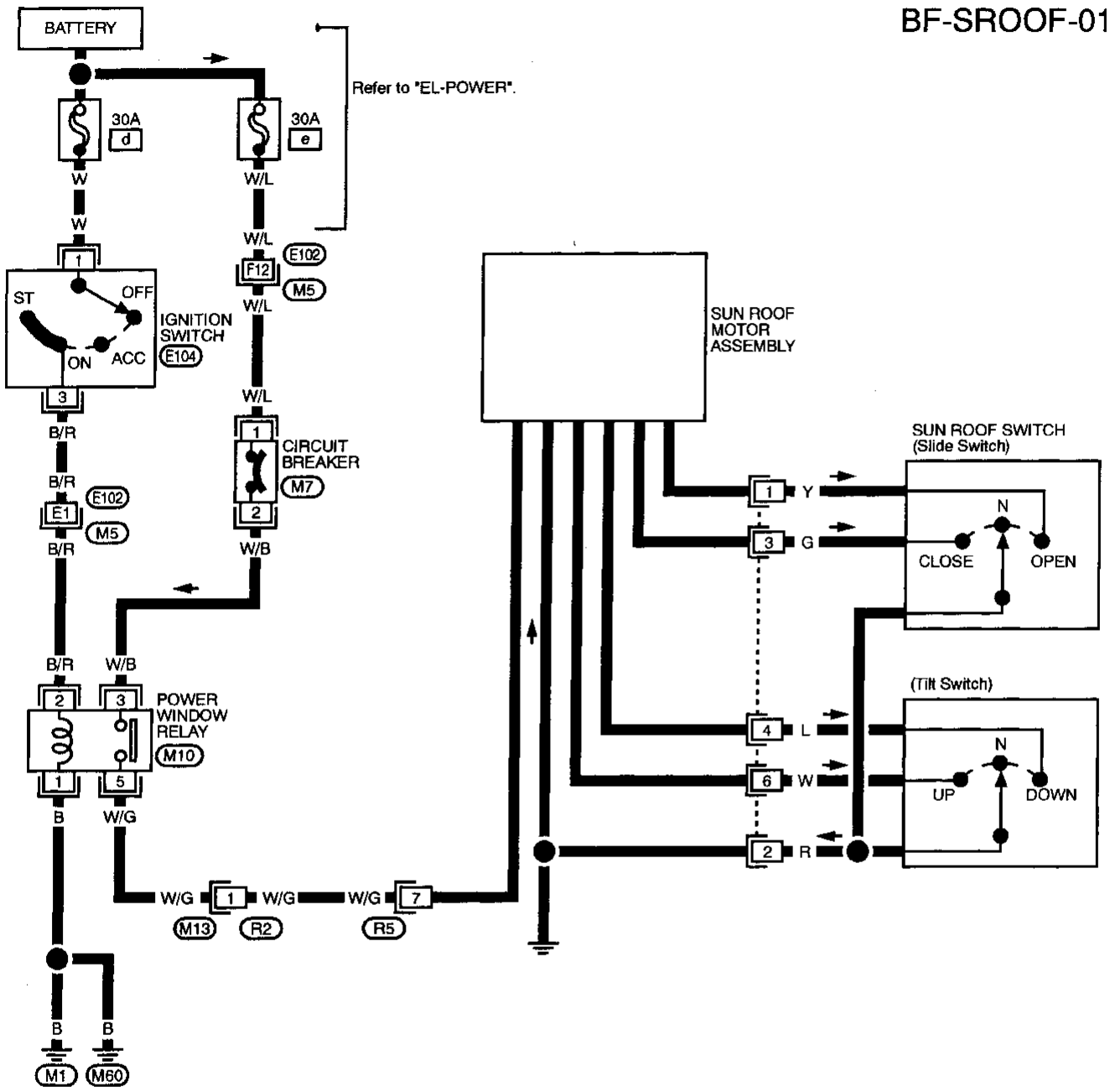
Electric Sun Roof (Cont'd)



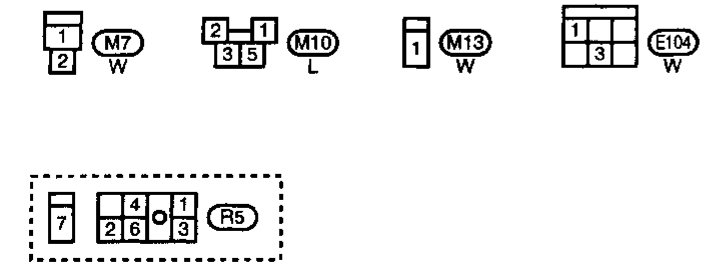
MBF125A

Wiring Diagram — SROOF —

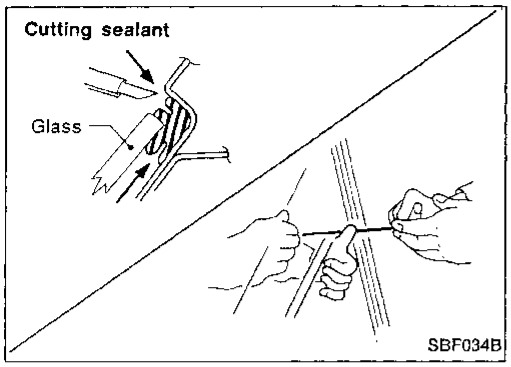
BF-SROOF-01



Refer to last page (Foldout page).
M5 , E102



MBF417B



REMOVAL

After removing moldings, remove glass.

CAUTION:

Be careful not to scratch glass when removing.

INSTALLATION

- **Use genuine Nissan Sealant kit or equivalent. Follow instructions furnished with it.**
- **After installing the glass, the vehicle should remain stationary until the sealant hardens.**

WARNING:

Keep heat and open flames away as primers are flammable.

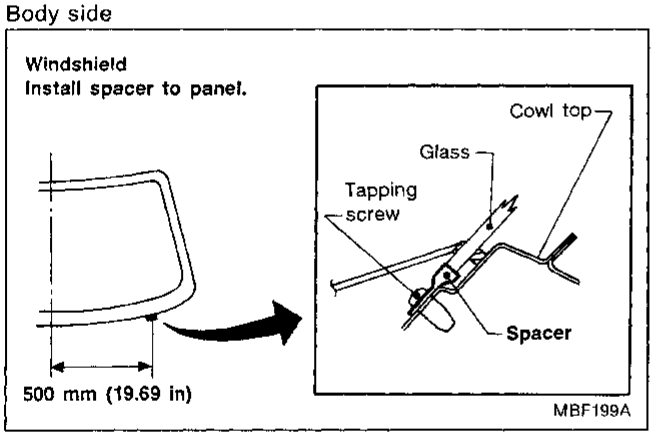
CAUTION:

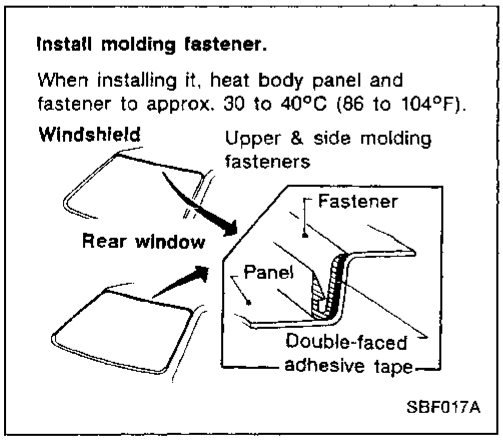
Advise users not to drive the vehicle on rough roads until sealant has properly vulcanized.

- **Do not use sealant which is past its usable term.**
- **Do not leave cartridge unattended with its cap open.**
- **Keep primers and sealant in a cool, dry place. Ideally, they should be stored in a refrigerator.**
- **Molding must be installed securely so that it is in position and leaves no gap.**

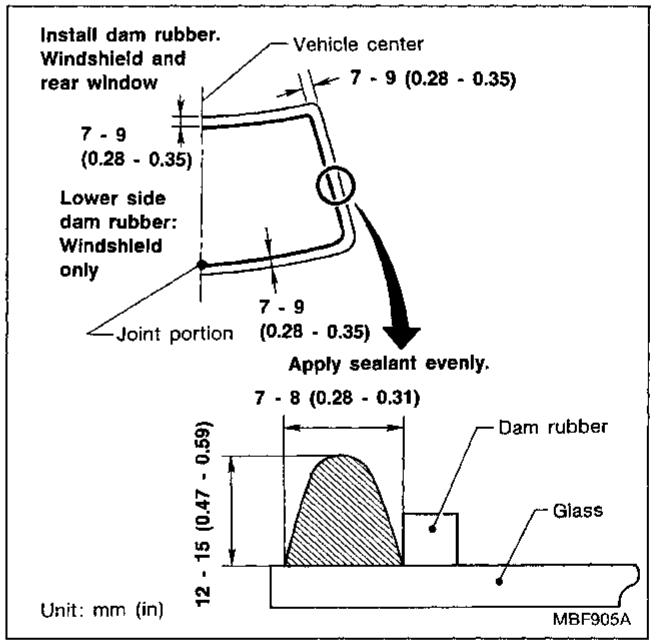
Windshield and Rear Window

Body side





Glass side



REPAIRING WATER LEAKS FOR WINDSHIELD

Leaks can be repaired without removing and reinstalling glass.

If water is leaking between caulking material and body or glass, determine the extent of leakage. This can be determined by applying water while pushing glass outward.

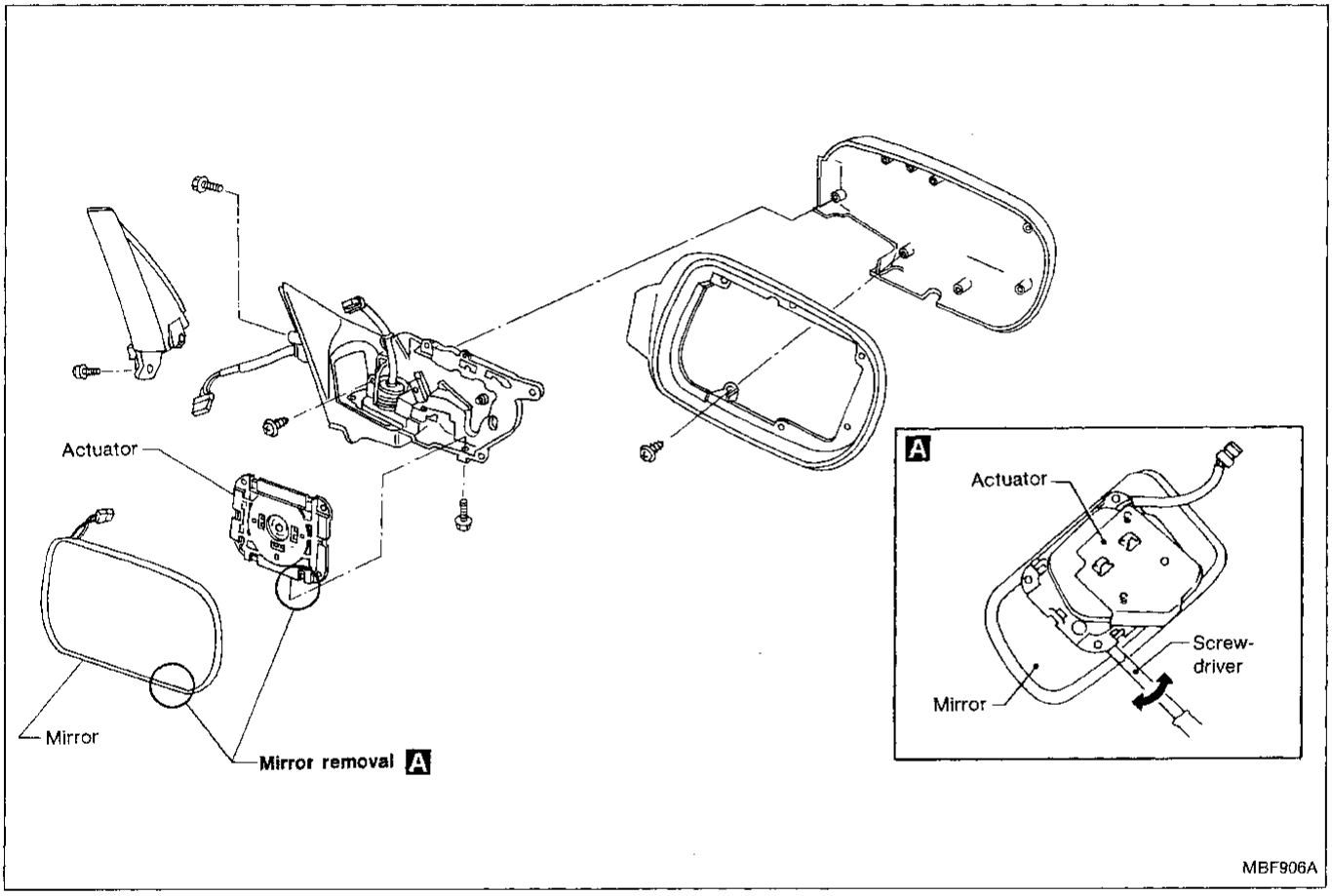
To stop the leak, apply primer (if necessary) and then sealant to the leak point.

Door Mirror

CAUTION:
Be careful not to scratch door rearview mirror body.

REMOVAL — Door mirror

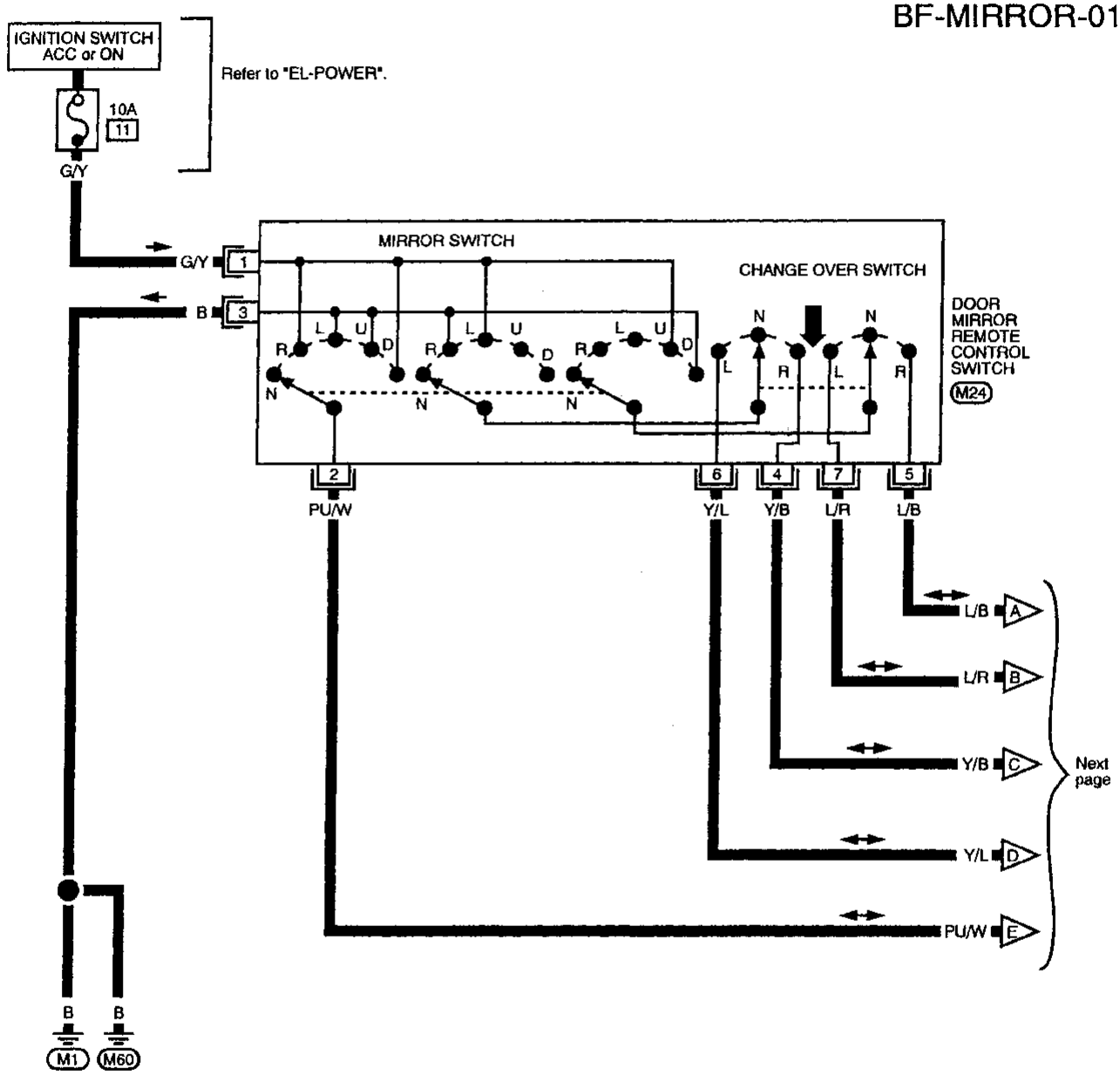
1. Remove door trim. Refer to "INTERIOR AND EXTERIOR" (BF-53) for details.
2. Remove inner cover front corner of door.
3. Disconnect door mirror harness connector.
4. Remove harness clips.
5. Remove three bolts securing door mirror.

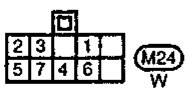


Wiring Diagram — MIRROR —

Without heated mirror

BF-MIRROR-01

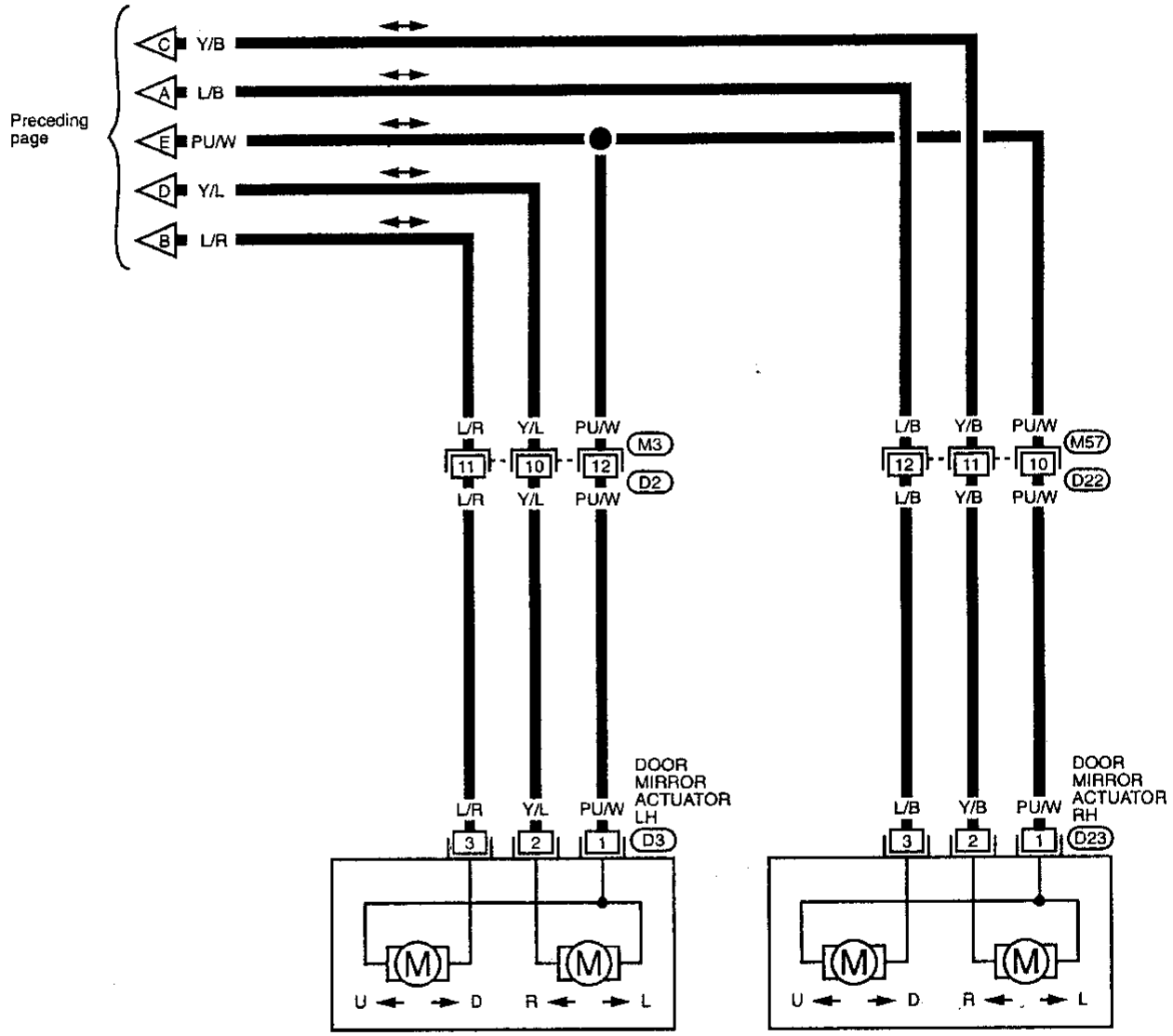




SBF442H

Wiring Diagram — MIRROR — (Cont'd)

BF-MIRROR-02



➡ 11 12 10 M3 W, M57 W

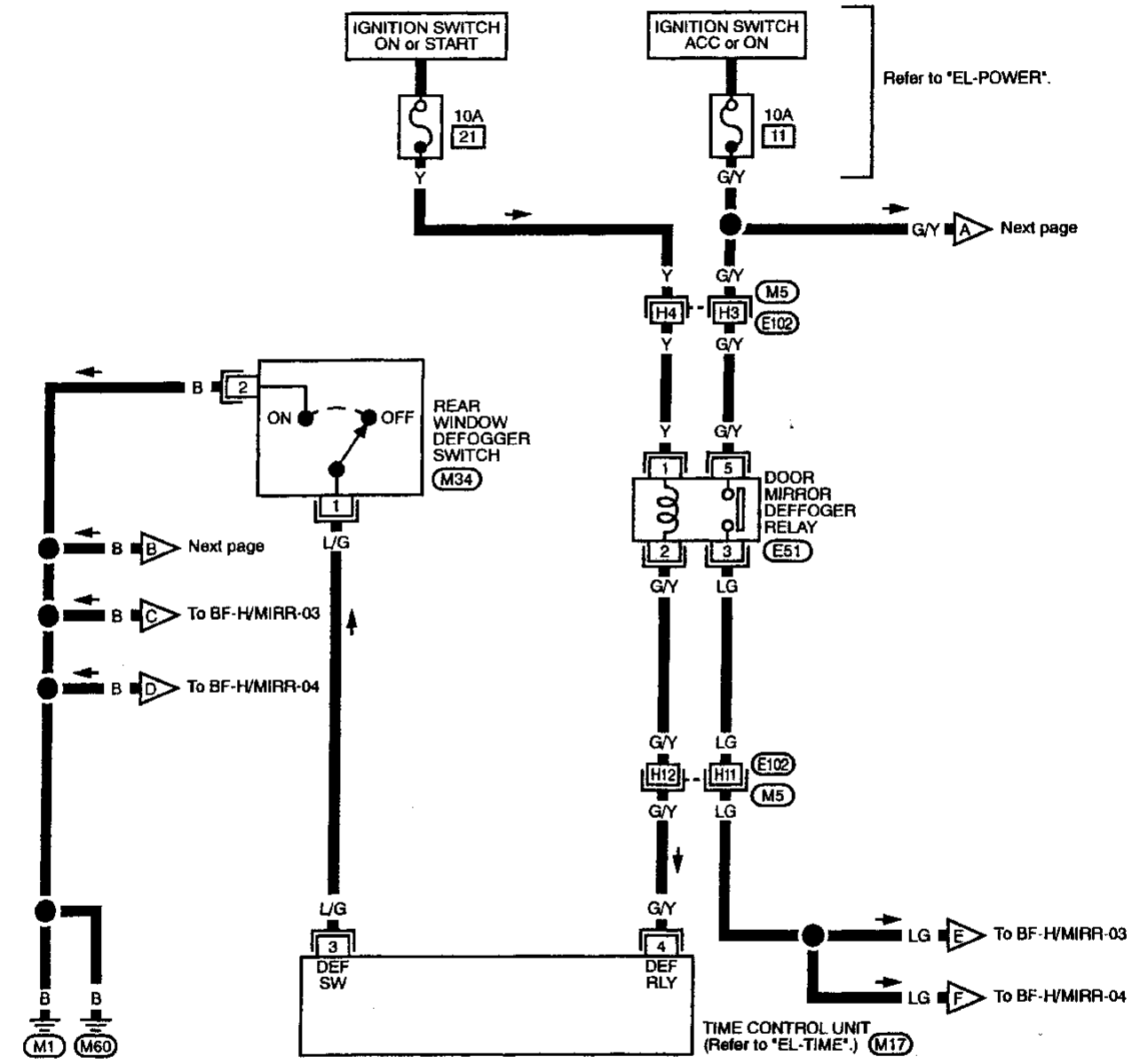
1 2 3 D3 W, D23 W

SBF443H

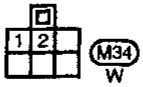
Wiring Diagram — H/MIRR —

With heated mirror

BF-H/MIRR-01



Refer to last page (Foldout page).
E102 , M5

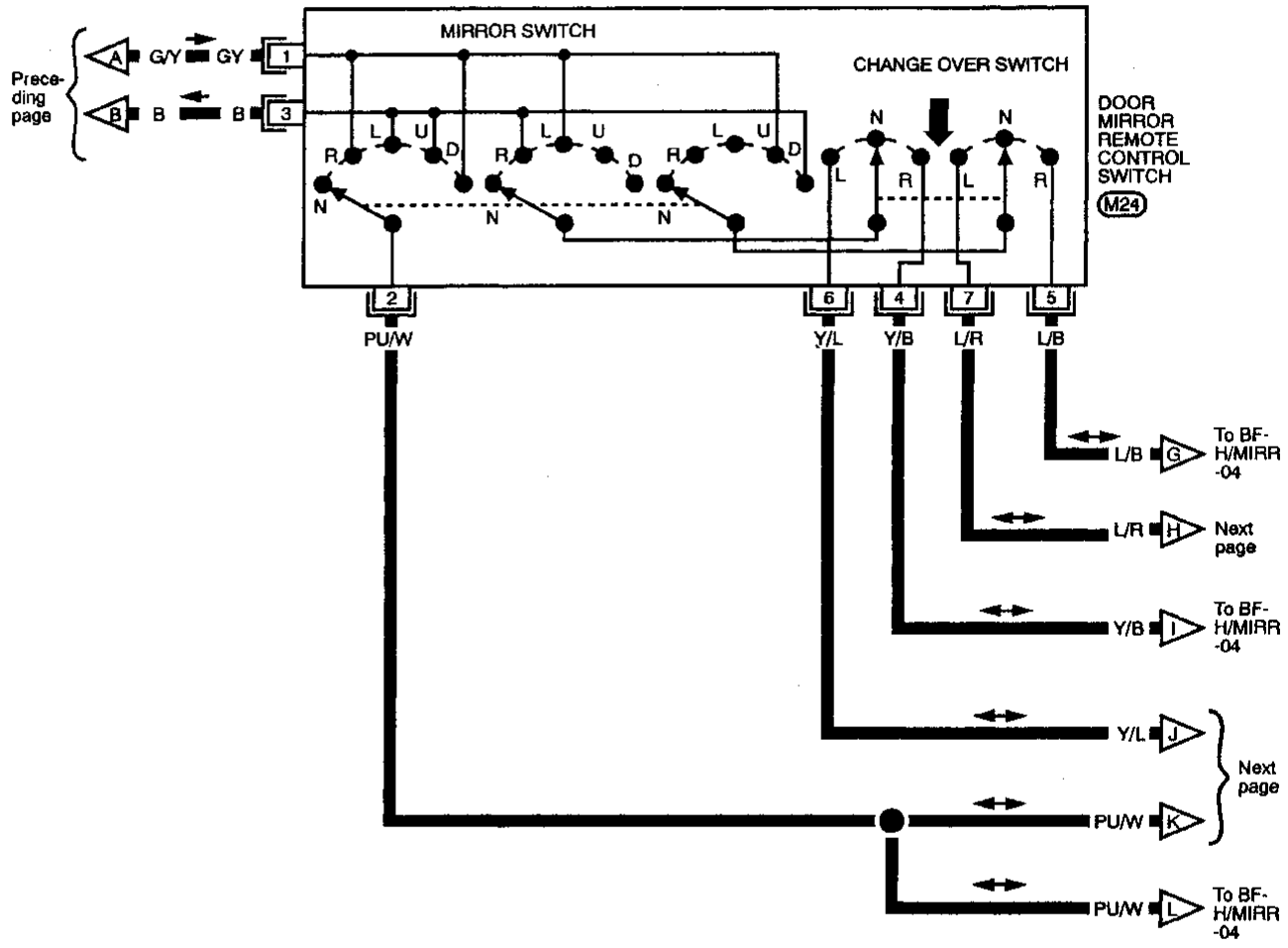


SBF444H

SMA95-522	'95 G20	Dec 1993 (04)	SM4E-0P10U0
➡ Arrow Indicates Amended Information			

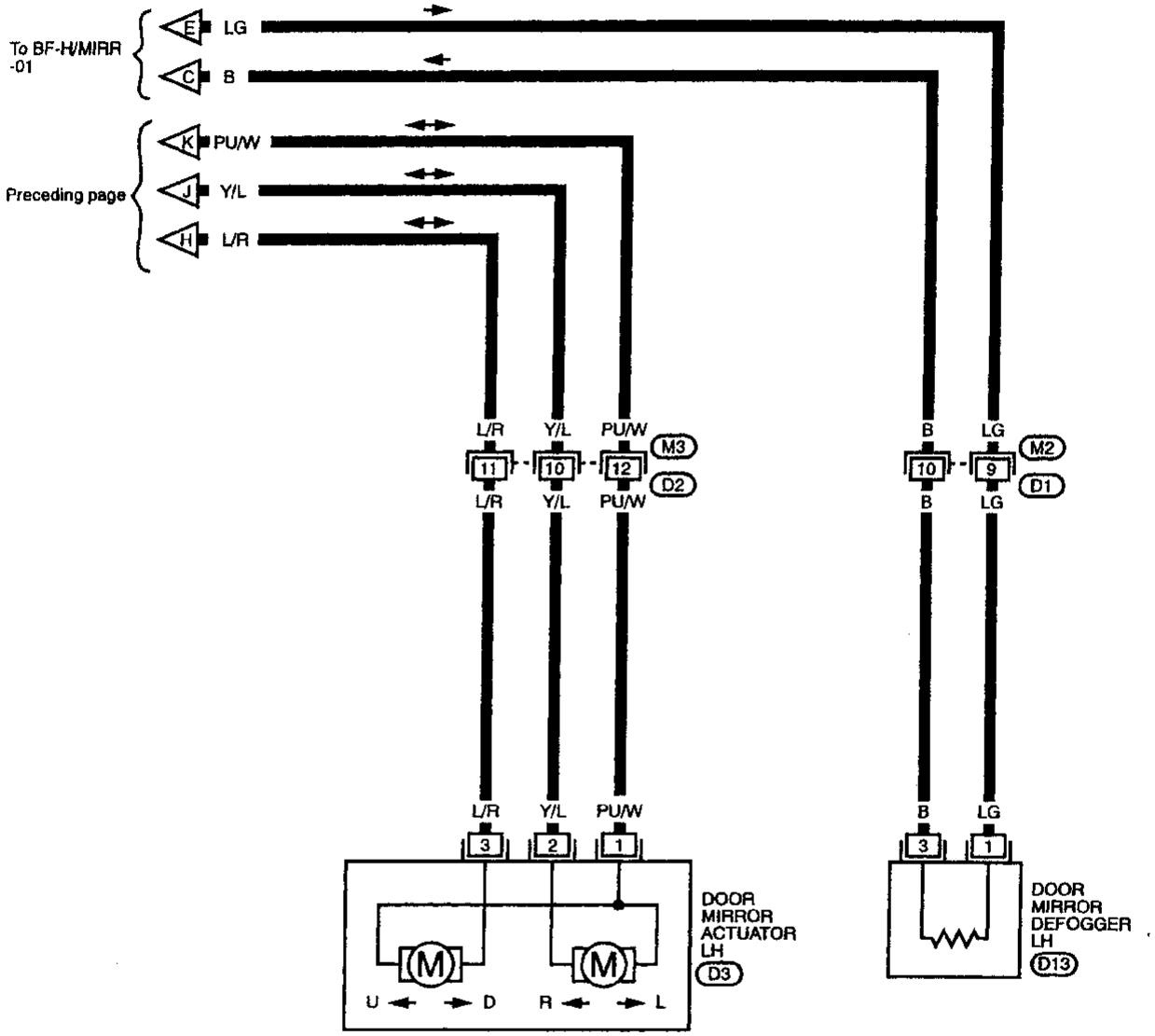
Wiring Diagram — H/MIRR — (Cont'd)

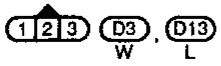
BF-H/MIRR-02



Wiring Diagram — H/MIRR — (Cont'd)

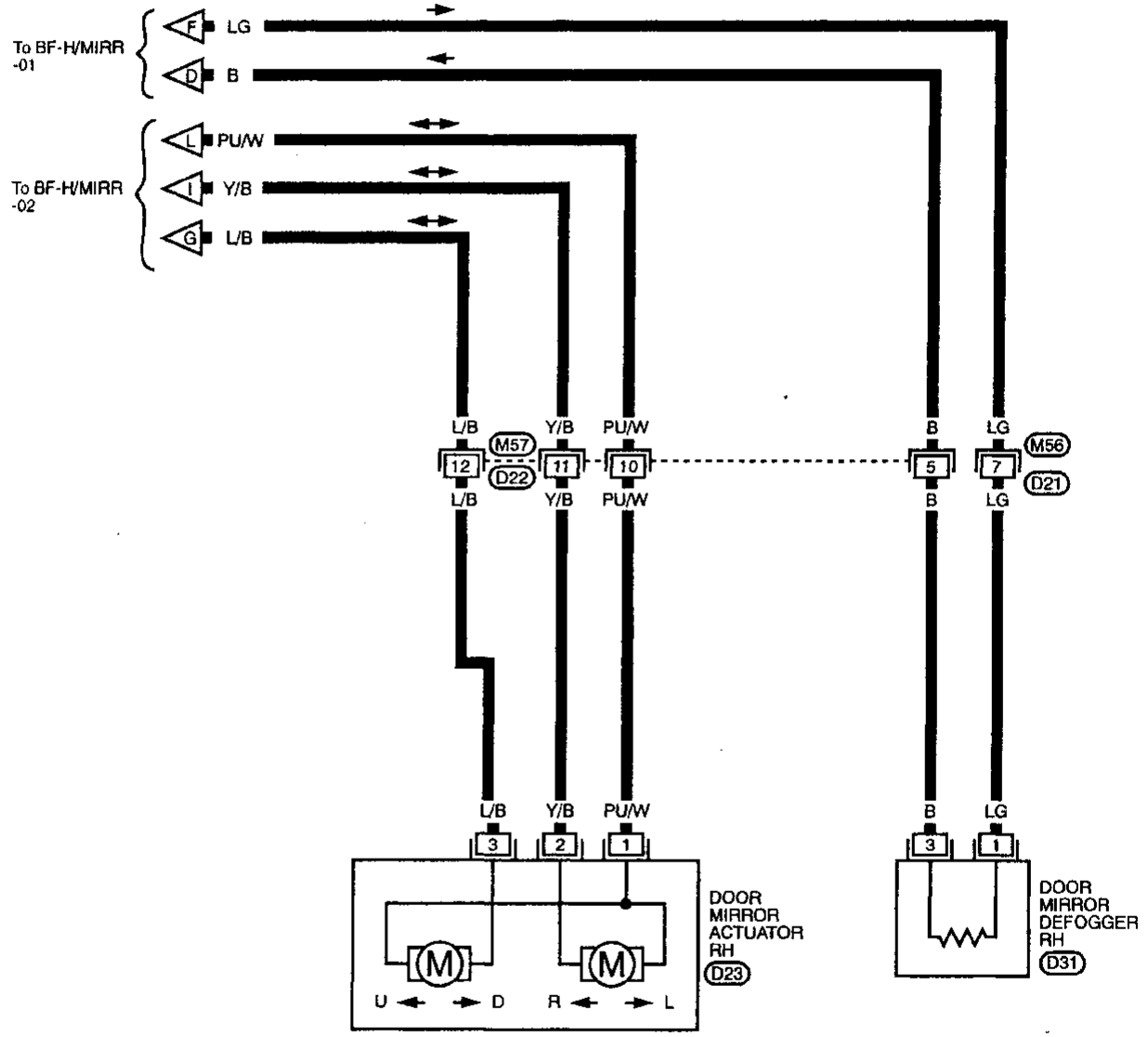
BF-H/MIRR-03

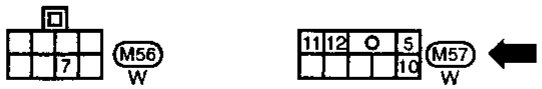


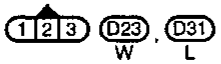


Wiring Diagram — H/MIRR — (Cont'd)

BF-H/MIRR-04



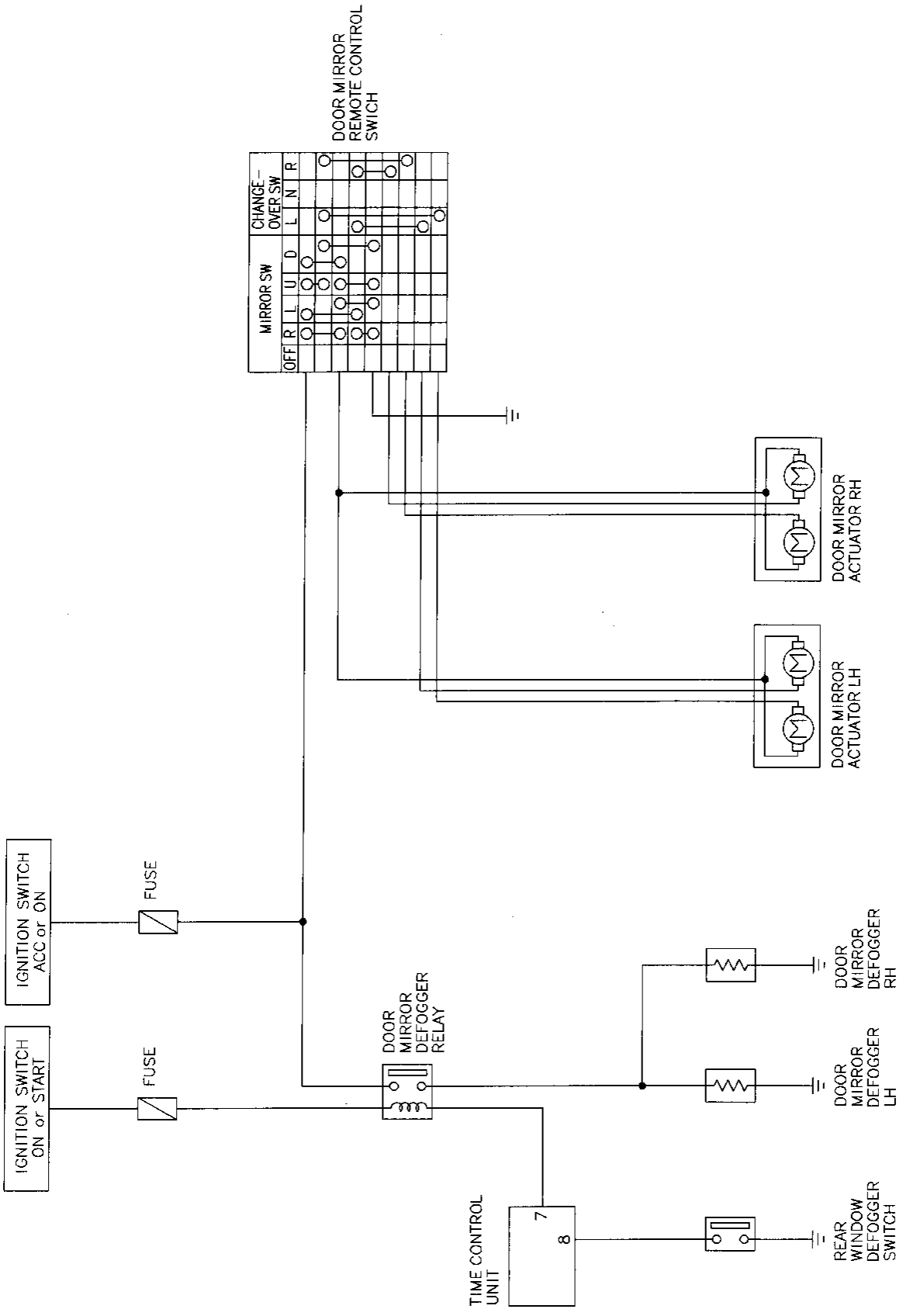




SBF447H

SMA95-525	'95 G20	Dec 1993 (04)	SM4E-0P10U0
➡ Arrow Indicates Amended Information			

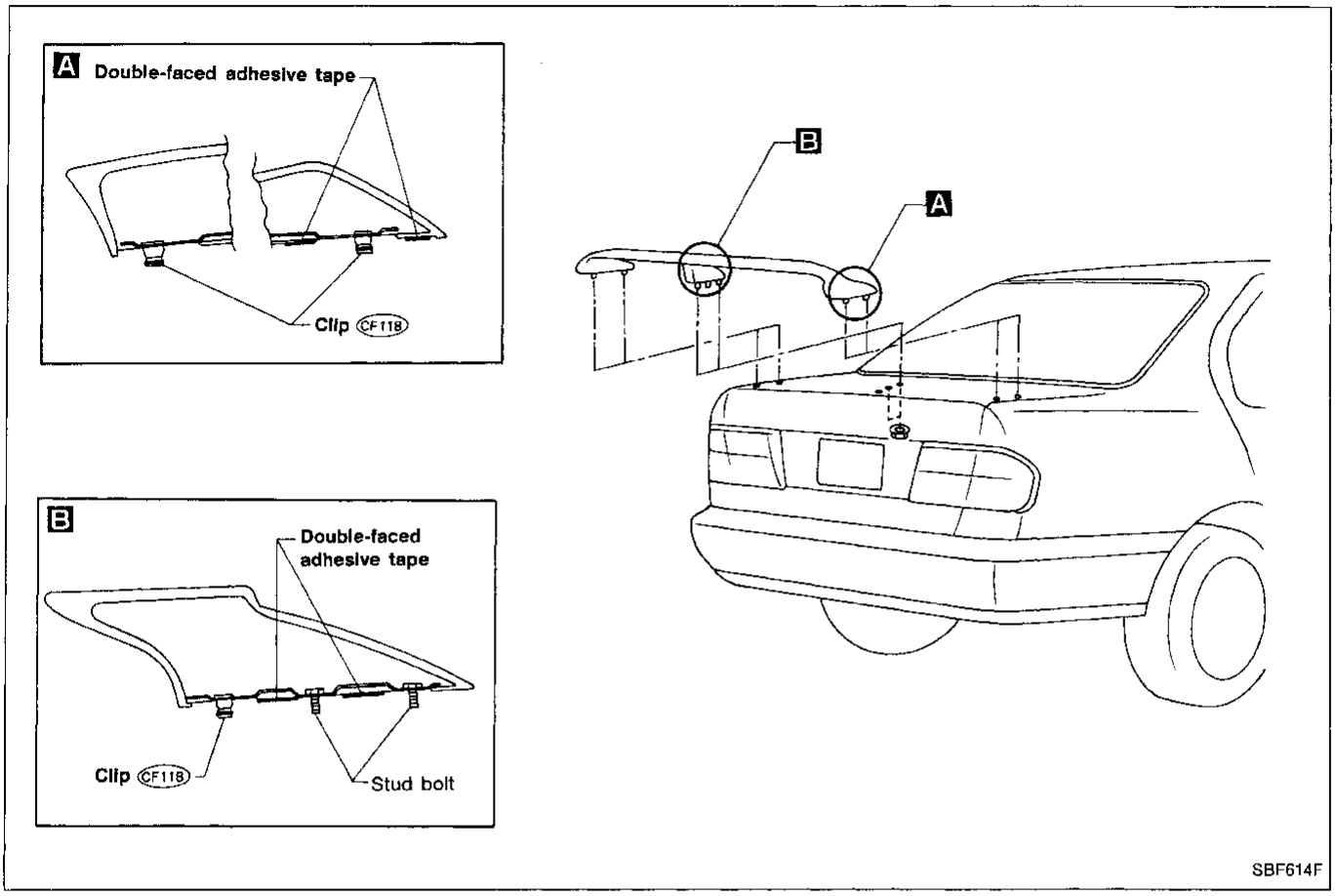
Schematic



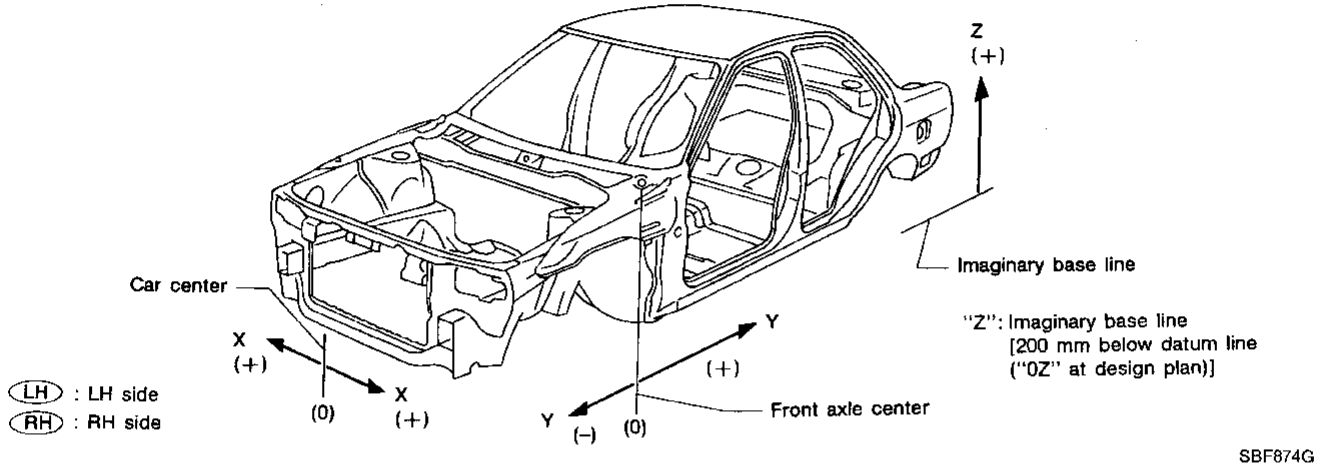
MBF413B

- When installing, make sure that there are not gaps or waves at ends of air spoiler.
- Before installing spoiler, clean and remove oil from surface where spoiler will be mounted.

REAR AIR SPOILER



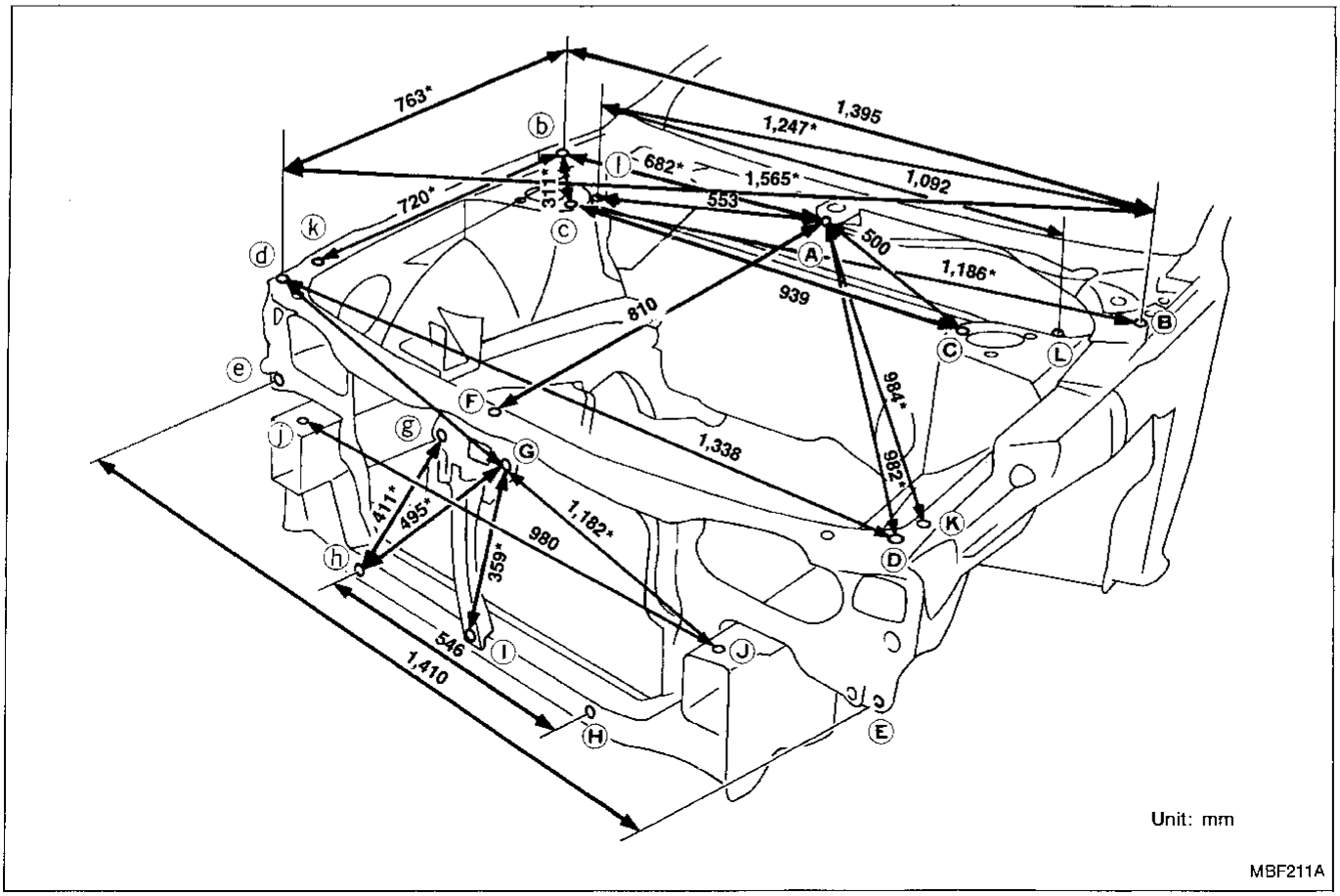
- All dimensions indicated in figures are actual ones.
- When using a tracking gauge, adjust both pointers to equal length. Then check the pointers and gauge itself to make sure there is no free play.
- When a measuring tape is used, check to be sure there is no elongation, twisting or bending.
- Measurements should be taken at the center of the mounting holes.
- An asterisk (*) following the value at the measuring point indicates that the measuring point on the other side is symmetrically the same value.
- The coordinates of the measurement points are the distances measured from the standard line of "X", "Y" and "Z".



SBF874G

Engine Compartment

MEASUREMENT

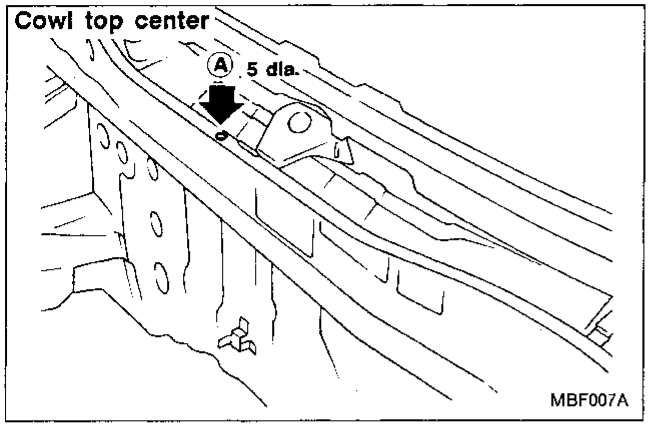


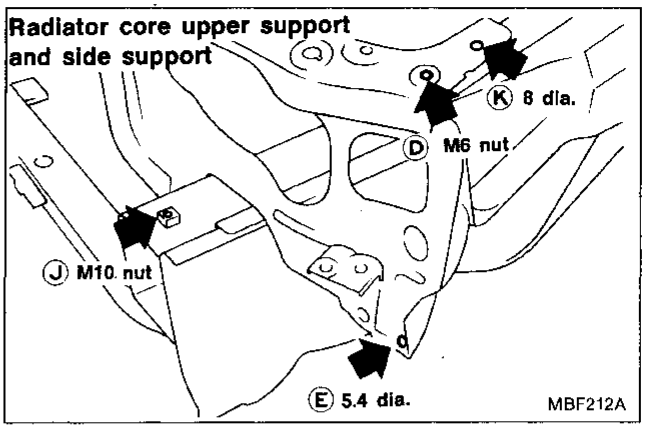
MBF211A

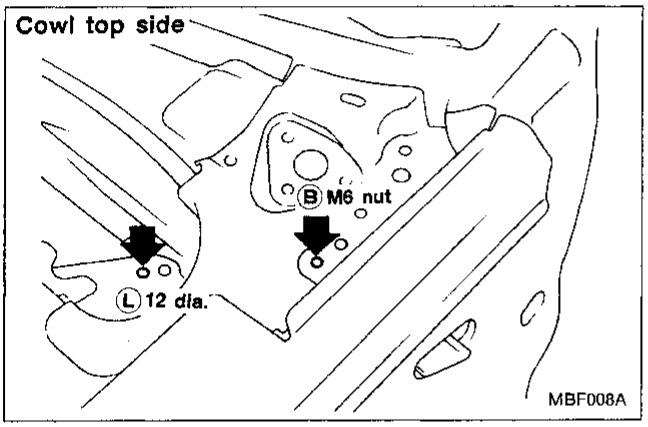
Engine Compartment (Cont'd)

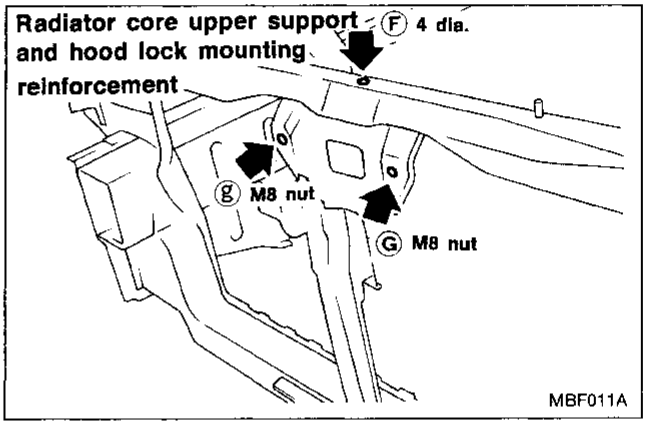
MEASUREMENT POINTS

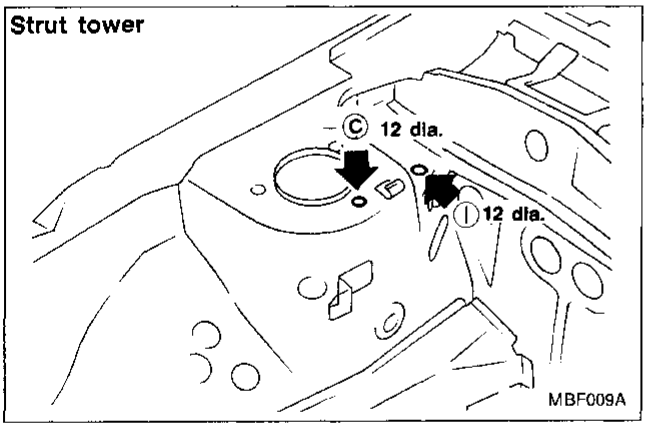
Unit: mm

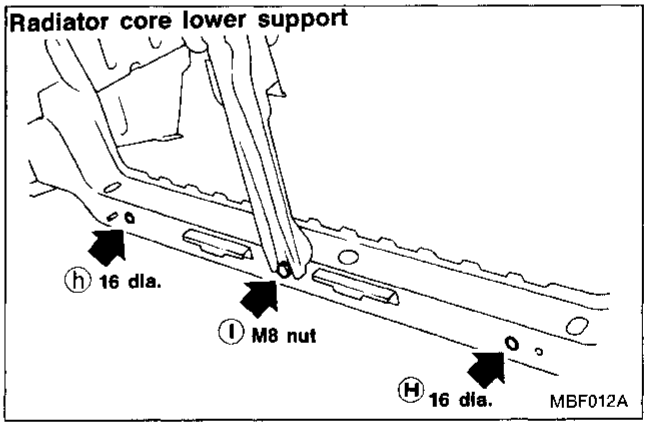






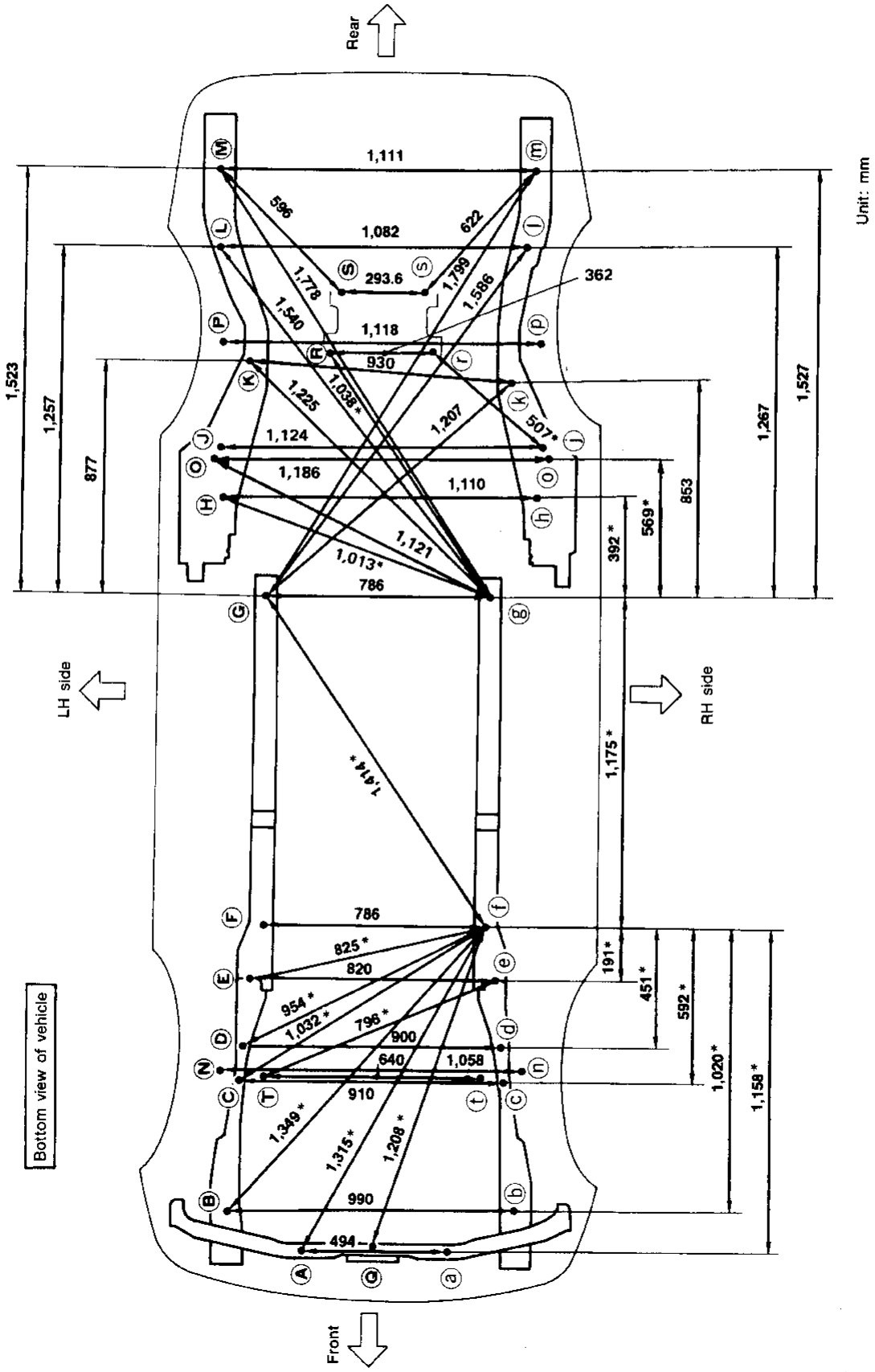






Underbody

MEASUREMENT

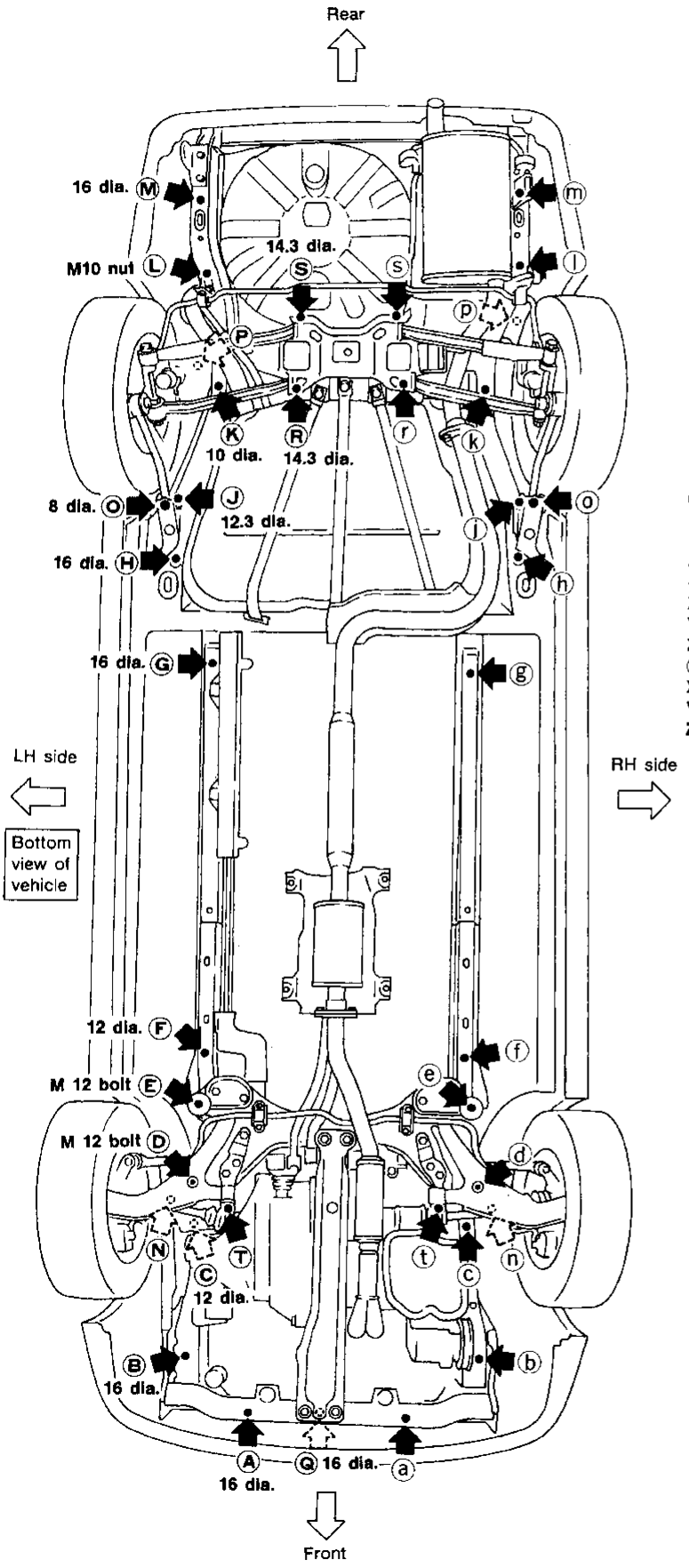


All dimensions indicated in this figure are actual ones.
(There are no projected dimensions.)

MBF002AA

Underbody (Cont'd)

MEASUREMENT POINTS



Coordinates:

Ⓐ, ⓐ
X: 247
Y: –645
Z: 225

Ⓑ, ⓑ
X: 495
Y: –490
Z: 355

Ⓒ, ⓒ
X: 455
Y: –35
Z: 376

Ⓓ, ⓓ
X: 450
Y: 70
Z: 254

Ⓔ, ⓔ
X: 410
Y: 310
Z: 131.8

Ⓕ, ⓕ
X: 393
Y: 500
Z: 130

Ⓖ, ⓖ
X: 393
Y: 1,675
Z: 157

Ⓗ, ⓗ
X: 555
Y: 2,025
Z: 228.6

Ⓙ, ⓙ
Radius rod bracket mounting hole
X: 561.8
Y: 2,203
Z: 236

Ⓚ
X: 465
Y: 2,530
Z: 338.1

ⓚ
X: 465
Y: 2,505
Z: 338.1

Ⓛ
X: 503.2
Y: 2,914.4
Z: 336.9

Ⓜ
X: 536
Y: 3,180
Z: 340

ⓜ
X: 575
Y: 3,180
Z: 340

Ⓞ, ⓞ
X: 593.1
Y: 2,206
Z: 191.8

Ⓠ
X: 0
Y: –638
Z: 226

Ⓡ, ⓡ
X: 181
Y: 2,535.9
Z: 235.6

Ⓢ, ⓢ
X: 146.8
Y: 2,751.2
Z: 199.3

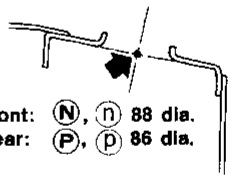
Ⓣ, ⓣ
Transverse link bush pin
X: 320
Y: –7
Z: 158

Front and rear strut tower centers

Coordinates:

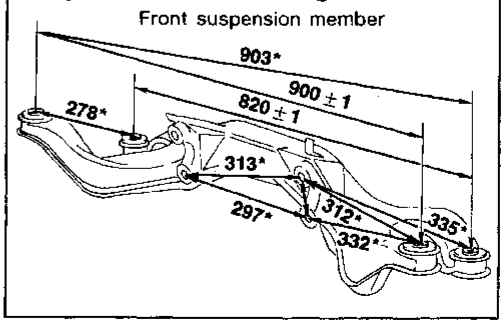
Ⓝ, ⓝ
X: 529
Y: –5
Z: 770

Ⓟ, ⓟ
X: 559.2
Y: 2,567.7
Z: 779.8



Front: Ⓝ, ⓝ 88 dia.
Rear: Ⓟ, ⓟ 86 dia.

Suspension link mounting hole



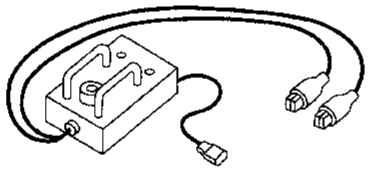
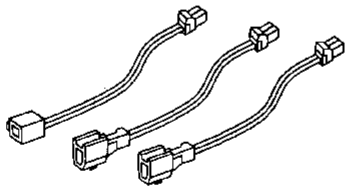
Unit: mm

MBF907AA

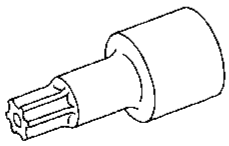
Precautions for SRS "Air Bag" and "Seat Belt Pre-tensioner" Service

- Do not use a circuit tester to check SRS circuits.
- Before servicing the SRS, turn ignition switch "OFF", disconnect battery ground cable and wait for at least 10 minutes.
  For approximately ten minutes after the cables are removed, it is still possible for the air bag to inflate. Therefore, do not work on any air bag system connectors or wires until at least ten minutes have passed.
- SRS sensors must always be installed with their arrow marks " ⇦" facing the front of the vehicle for proper operation. Also check sensors for cracks, deformities or rust before installation and replace as required.
- The spiral cable must be aligned with the neutral position since its rotations are limited. Do not attempt to turn steering wheel or column after removal of steering gear.
- Handle air bag module carefully. Always place it with the pad side facing upward.
- After removing any SRS parts, discard old bolts and replace with new ones. Conduct self-diagnosis to check entire SRS for proper function.
- If front of vehicle is damaged in a collision, always check the crash zone sensor and the wiring harness.
- After air bag inflates, the front instrument panel assembly should be replaced.
- When laying aside a single pre-tensioner (belt assembly), make sure cylinder tip does not point towards a person. Always place pre-tensioner in a box if possible. (If pre-tensioner should go off accidentally, rubber cap will jump out of cylinder tip, blowing out high temperature gas.)

Special Service Tools

Tool number (Kent-Moore No.) Tool name	Description
KV99106400 (J38381) Deployment tool	 NT219 Disposing of air bag module
KV991065S0 (J38381-30) Deployment tool adapters	 NT634

Commercial Service Tool

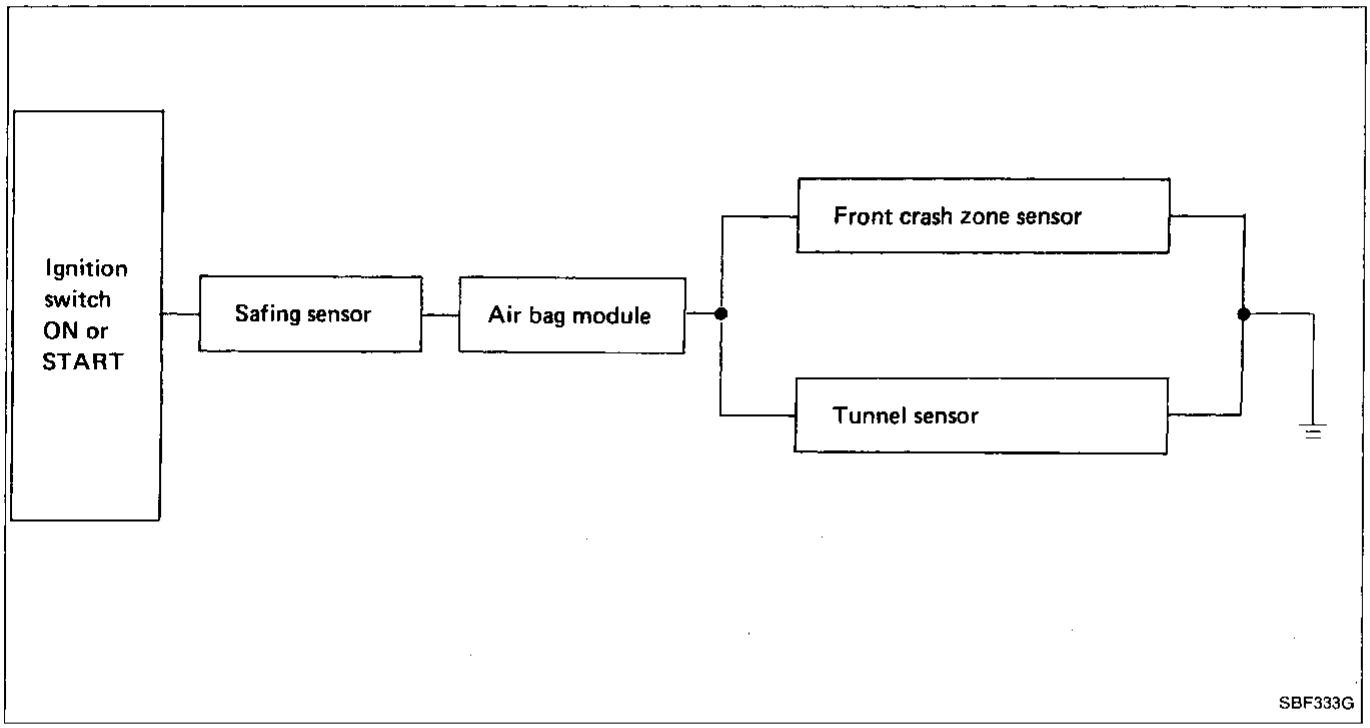
Tool name	Description
Special torx bit	 NT220 Use for special bolts (tamper resistant screw)

Description

With the ignition switch "ON", the air bag deploys when:

- Front crash zone sensor and safing sensor simultaneously activate, or
- Tunnel sensor and safing sensor simultaneously activate.

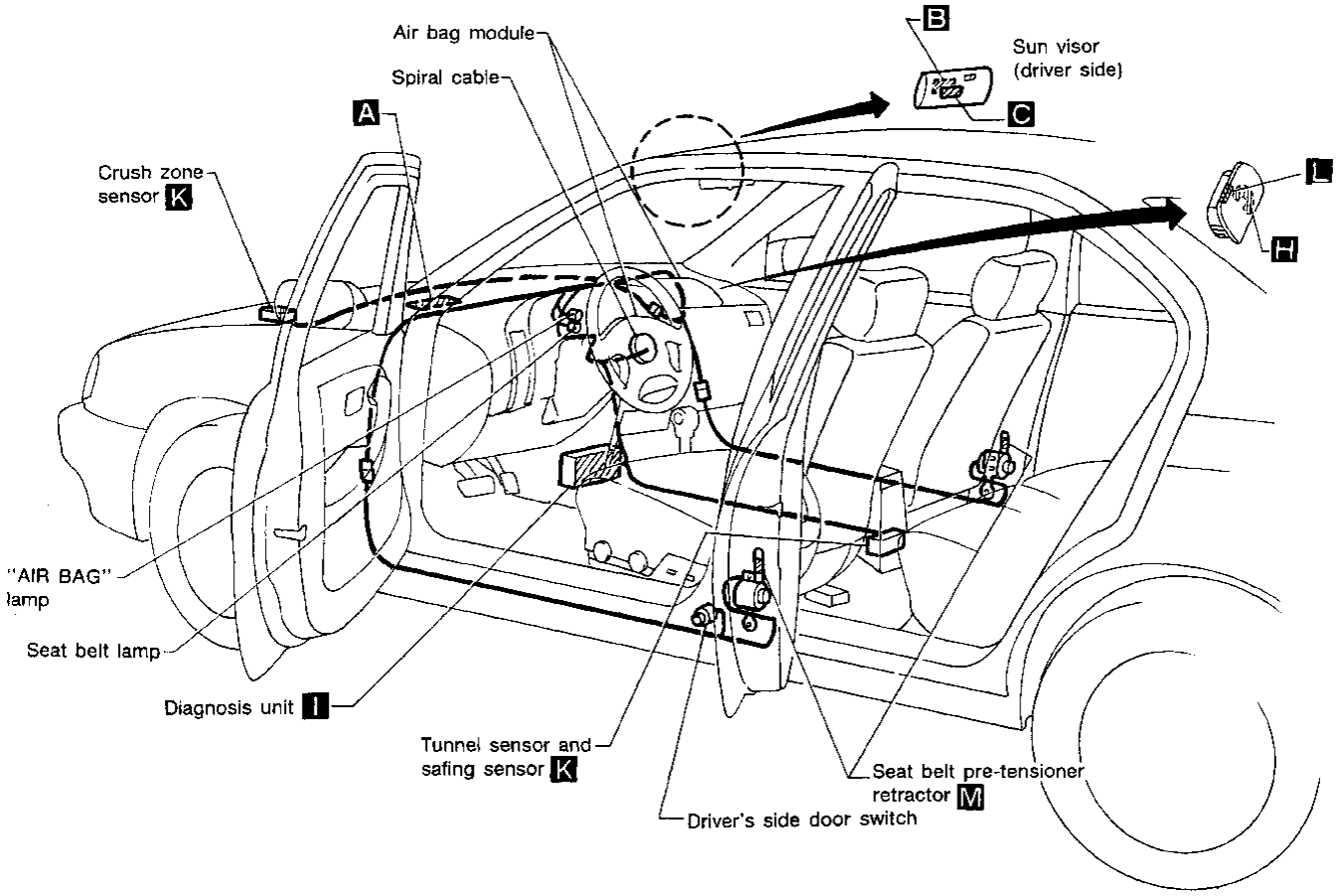
Ignition	Front crash zone sensor	Tunnel sensor	Safing sensor	Air bag signal
ON	ON		ON	ON
ON		ON	ON	ON

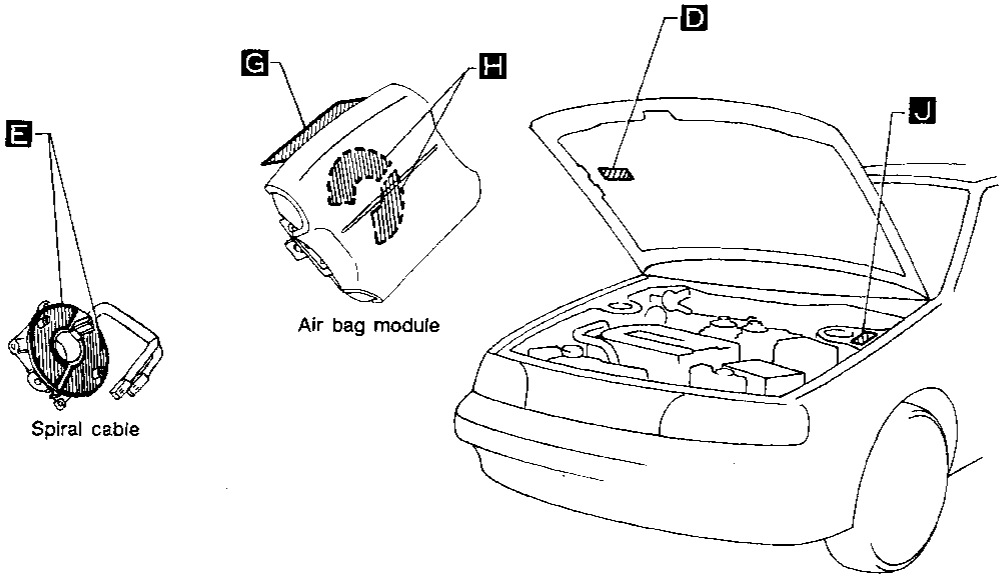


Self-diagnosis

The diagnosis unit diagnoses the SRS circuit. When the ignition key is in "ON" or "START" positions, the "AIR BAG" warning lamp will illuminate. The lamp will turn off in about 7 seconds. This means that the system is operational.

SRS Component Parts Location and Caution Labels





SBF258H

SRS Component Parts Location and Caution Labels (Cont'd)

The CAUTION LABELS are important when servicing air bags in the field. If they are dirty or damaged, replace them with new ones.

A

SRS AIRBAG

B

INFORMATION SRS AIRBAG

- THIS CAR IS EQUIPPED WITH AIR BAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.) TO HELP PROTECT FRONT OCCUPANTS IN A FRONTAL COLLISION.
- ALWAYS USE SEAT BELTS OR CHILD SEAT.
- THE SYSTEM MUST BE INSPECTED 10 YEARS AFTER DATE OF MANUFACTURE, AS NOTED ON THE CERTIFICATION LABEL LOCATED ON THE LEFT FRONT DOOR.
- IF ANY OF THE FOLLOWING CONDITIONS OCCUR, THE SYSTEM MUST BE SERVICED: THE "AIR BAG" LAMP DOES NOT GO ON, FLASHES INTERMITTENTLY OR REMAINS ON.
- SEE YOUR OWNER'S MANUAL FOR DETAILS ABOUT THE FUNCTIONING, SERVICE AND DISPOSAL PROCEDURES FOR THE SYSTEM.

C

NOTICE SRS AIRBAG

- THIS CAR IS EQUIPPED WITH AIR BAGS TO SUPPLEMENT THE SEAT BELTS.
- ALWAYS USE SEAT BELTS OR CHILD SEAT.
- CHILD SEATS: USE IN REAR SEAT. IF USED IN PASSENGER SEAT, SET CHILD SEATS FORWARD FACING AND MOVE AS FAR FROM DASH AS POSSIBLE.
- READ THE INFORMATION ON THE REVERSE SIDE.

D

WARNING SRS AIRBAG

- THIS CAR IS EQUIPPED WITH SRS AIR BAG SYSTEM TO SUPPLEMENT THE SEAT BELT(S).
- ALL SRS ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
- DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
- TAMPERING WITH OR DISCONNECTING THE SRS WIRING AND CONNECTORS COULD RESULT IN ACCIDENTAL DEPLOYMENT OF THE AIR BAGS OR MAKE THE SYSTEM INOPERATIVE, WHICH MAY RESULT IN SERIOUS INJURY.

E

CAUTION SRS AIRBAG

- BEFORE ASSEMBLY;
  - — LINE UP THE FRONT WHEELS STRAIGHT AHEAD.
  - — ALIGN THE ARROW WITH THE YELLOW MARK ON THE SIDE GEAR.
  - — READ SERVICE MANUAL.
- NO SERVICEABLE PARTS INSIDE.
- DO NOT DISASSEMBLE OR TAMPER.

SRS Component Parts Location and Caution Labels (Cont'd)

G

WARNING SRS AIRBAG

- THIS AIRBAG MODULE CAN NOT BE REPAIRED. SEE SERVICE MANUAL FOR INSTRUCTIONS. (ON DIAGNOSIS AND REPLACEMENT.)
- DO NOT DIAGNOSE USING ELECTRICALLY POWERED TEST EQUIPMENT OR PROBING DEVICES.
- TAMPERING OR MISHANDLING CAN RESULT IN PERSONAL INJURY.
- STORE THE REMOVED AIRBAG MODULE WITH THE PAD SURFACE UP (REFER TO SERVICE MANUAL FOR SPECIAL HANDLING OR STORAGE.)

H

DANGER

CONTENTS ARE POISONOUS AND EXTREMELY FLAMMABLE. DO NOT DISMANTLE, INCINERATE OR BRING INTO CONTACT WITH ELECTRICITY OR STORE AT TEMPERATURES EXCEEDING 200°F.

I

CAUTION SRS AIRBAG

- NO SERVICEABLE PARTS INSIDE.
- DO NOT DISASSEMBLE OR TAMPER.
- DO NOT DROP: KEEP DRY.
- WHILE REMOVED, STORE IN A CLEAN AND DRY AREA.
- IF WET CONDITION OCCURS. THIS UNIT MUST BE SERVICED.

J

CAUTION SRS AIRBAG

- TO AVOID DAMAGING THE S.R.S. SPIRAL CABLE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING LOWER JOINT.

K

WARNING SRS AIRBAG

- DO NOT DISASSEMBLE OR TAMPER.
- DISMANTLING AND INSTALLATION SHOULD ONLY BE PERFORMED BY TRAINED PERSONNEL.

L

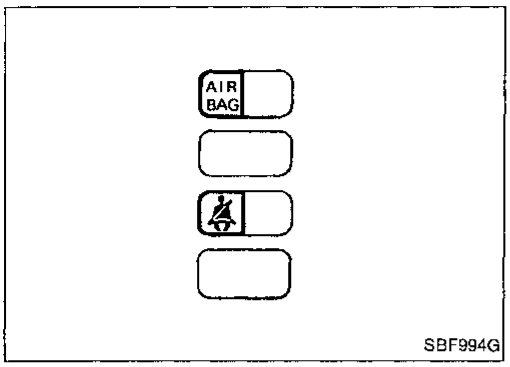
WARNING SRS AIRBAG

- THIS AIRBAG MODULE CANNOT BE REPAIRED. SEE SERVICE MANUAL FOR INSTRUCTIONS (ON DIAGNOSIS AND REPLACEMENT).
- DO NOT DIAGNOSE ELECTRICALLY POWERED TEST EQUIPMENT OR PROBING DEVICES.
- TAMPERING OR MISHANDLING CAN RESULT IN PERSONAL INJURY.
- STORE THE REMOVED AIRBAG MODULE WITH THE PAD OR COVER SURFACE UP. (REFER TO SERVICE MANUAL FOR SPECIAL HANDLING OR STORAGE.)

M

DANGER

- DO NOT REMOVE, IMPACT OR DISASSEMBLE.



Maintenance Items

1. Check "AIR BAG" and "Seat belt" warning lamps.
(1) Fasten the seat belt.
(2) Ignition key is in the "ON" or "START" position.
(3) The "AIR BAG" and "SEAT BELT" warning lamps will illuminate for about 7 seconds and then turn off.
This means that the systems are operational.
When a warning lamp flashes, check and correct cause of the problem.
2. Visually check SRS components
(1) Sensors
- Check sensors to ensure the arrow marks face the front of the vehicle.
- Check body and sensor brackets for deformities or rust.
- Check sensor case for dents, cracks, deformities or rust.
- Check sensor harness for binds, connector for damage, and terminals for deformities.

(2) Diagnosis unit — Airbag
- Check case and bracket for dents, cracks or deformities.
- Check connectors for damage, and terminals for deformities.

(3) Main harness
- Check connectors for poor connections.
- Check harnesses for binds, connectors for damage, and terminals deformities.

(4) Spiral cable
- Visually check lock (engagement) pins and combination switch for damage.
- Check connectors, flat cable and protective tape for damage.
- Check steering wheel for noise, binds or difficult operation.

(5) Steering wheel
- Check harness (built into steering wheel) and connectors for damage, and terminals for deformities.
- Install air bag module to check fit or alignment with steering wheel.
- Check steering wheel for excessive free play.

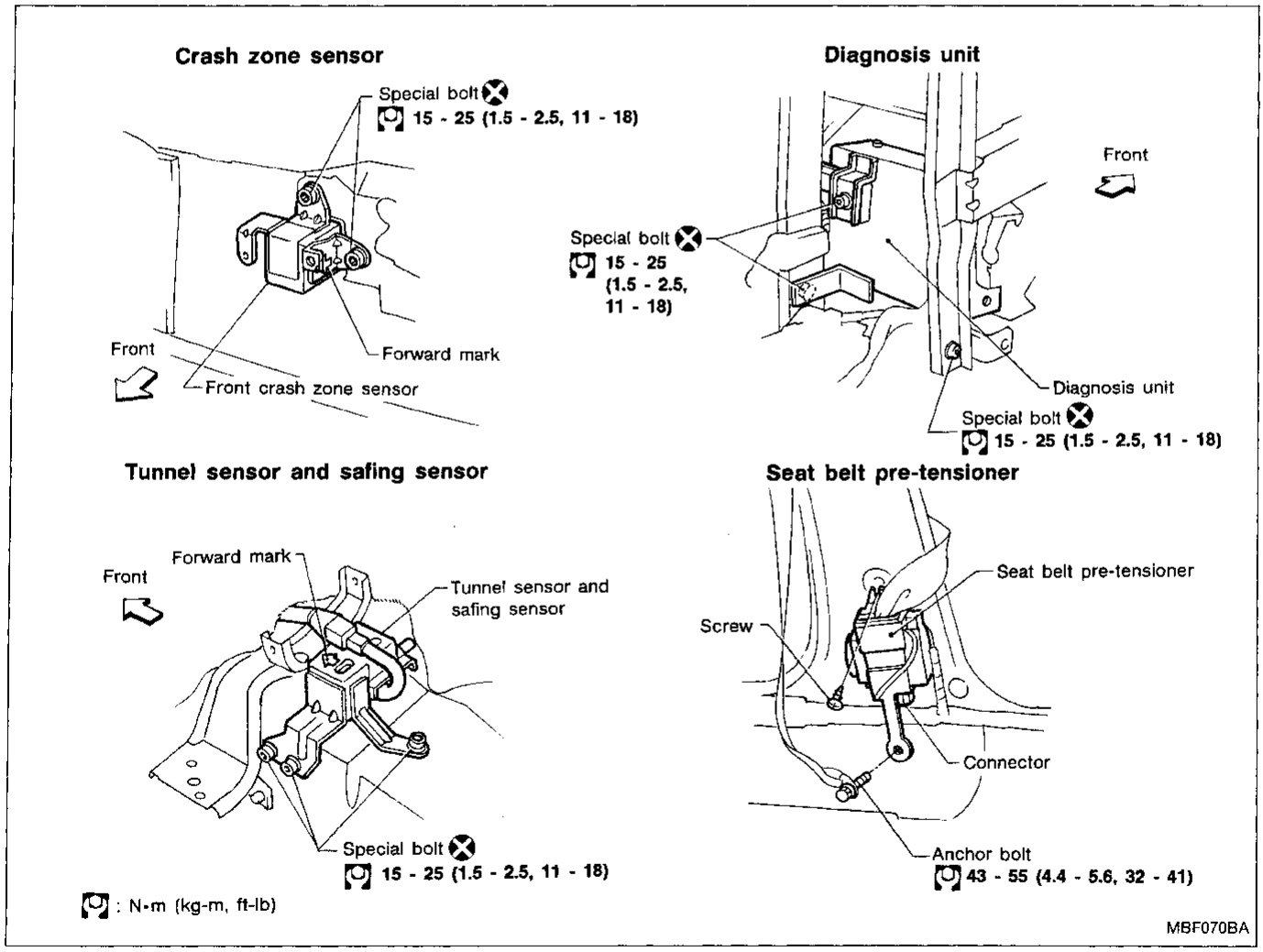
(6) Air bag module — Driver and passenger side
- Check harness cover and connectors for damage, terminals for deformities, and harness for binds.
- Install air bag module to steering wheel to check fit or alignment with the wheel.

CAUTION:
Replace previously used screws with new ones.

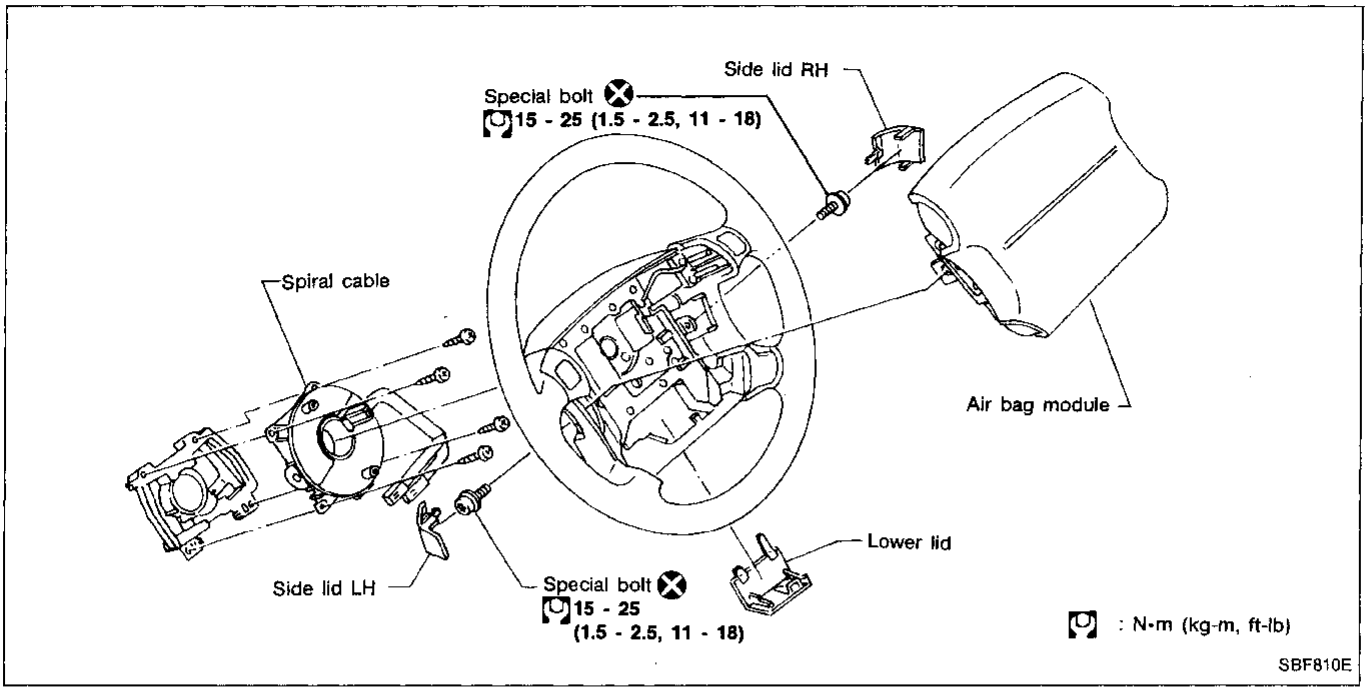
Removal and Installation — Diagnosis Unit, Sensors and Seat Belt Pre-tensioner

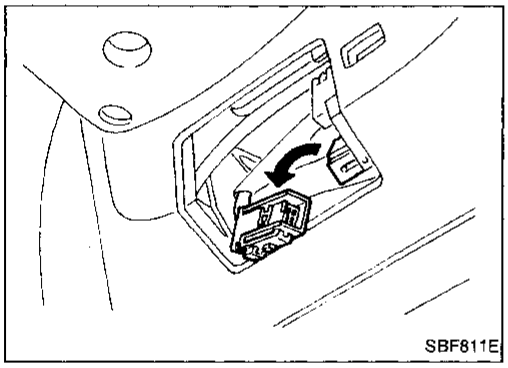
CAUTION:

- **Before servicing SRS, turn the ignition switch off, disconnect battery ground cable and wait for at least 10 minutes.**
- **Do not attempt to disassemble seat belt pre-tensioner.**
- **Do not drop or impact seat belt pre-tensioner. If any portion is damaged, replace the seat belt pre-tensioner.**
- **Do not expose seat belt pre-tensioner to temperatures exceeding 80°C (176°F).**
- **Whenever seat belts (equipped with pre-tensioner) are moved, ensure that cylinder faces down. Do not hold cylinder.**
- **The special bolts are coated with bonding agent. Discard old ones after removal; replace with new ones.**
- **Check all sensors for proper installation.**
- **Check all sensors to ensure they are free of deformities, dents, cracks or rust. If they show any visible signs of damage, replace them with new ones.**
- **Check sensor brackets to ensure they are free of deformities or rust.**



Removal — Air Bag Module and Spiral Cable

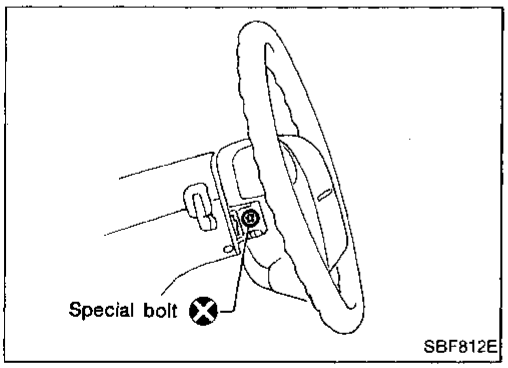




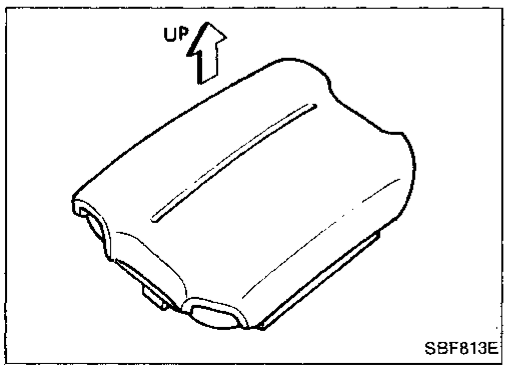
CAUTION:

- **Before servicing SRS, turn the ignition switch off, disconnect battery ground cable and wait for at least 10 minutes.**
- **Always service the air bag module from the side.**

1. Remove lower lid from steering wheel, and disconnect air bag module connector.



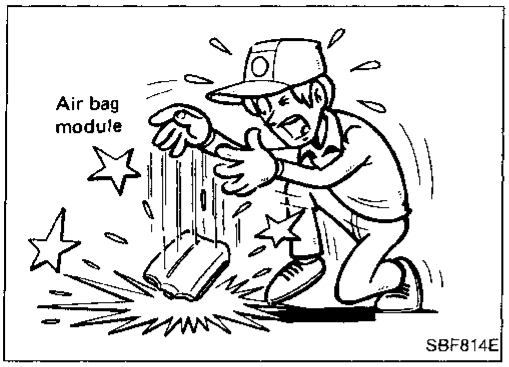
2. Remove side lid. Using the T50H torx bit, remove left and right special bolts. Air bag module can then be removed.



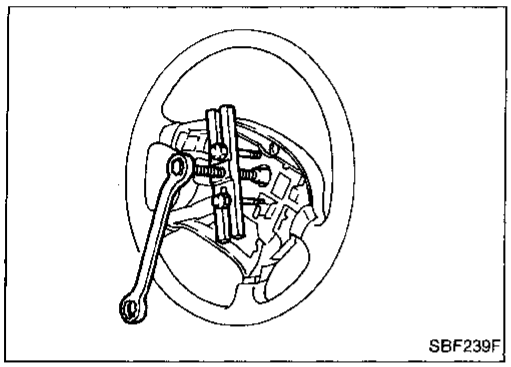
CAUTION:

- **Always place air bag module with pad side facing upward.**
- **Do not attempt to disassemble air bag module.**
- **The special bolts are coated with bonding agent. Discard old ones after removal; replace with new ones.**
- **Do not insert an alien item (screwdriver, etc.) into the air bag module connector.**
- **Do not use a circuit tester to check the air bag module harness connector.**

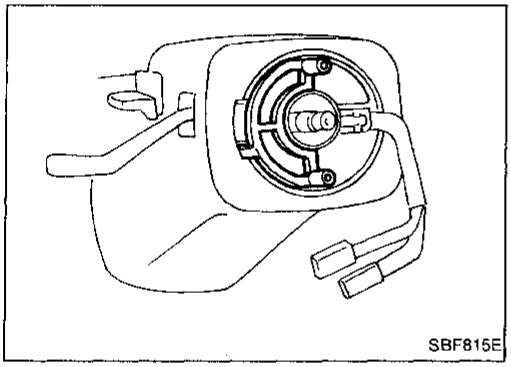
Removal — Air Bag Module and Spiral Cable (Cont'd)



- **Do not drop or impact air bag module. If any portion is deformed or cracked, replace the module.**
- **Do not expose the air bag module to temperatures exceeding 100°C (212°F).**
- **Do not allow oil, grease or water to come in contact with the air bag module.**



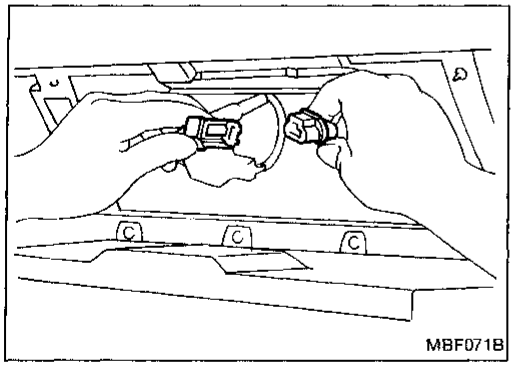
3. Set steering wheel in the neutral position.
4. Disconnect horn connector and remove nuts.
5. Using steering wheel puller, remove steering wheel. Be careful not to over-tighten puller bolt on steering wheel.



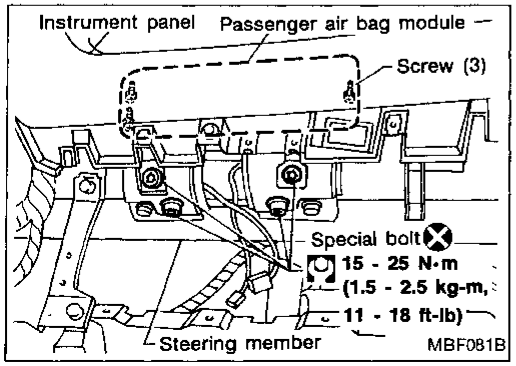
6. Attach spiral cable stopper.
   (The spiral cable stopper is offered with spiral cable service parts.)
7. Remove steering column cover.
8. Disconnect connector and remove the four screws. The spiral cable can then be removed.

Removal — Front Passenger Air Bag Module

CAUTION:
Before servicing SRS, turn the ignition switch off, disconnect battery ground cable and wait for at least 10 minutes.

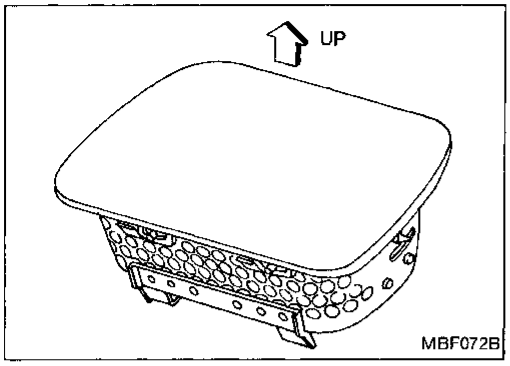


1. Remove lid glove box (connector lid).
2. Remove connector bracket from lid glove box (connector lid) and inflator connector from air bag harness on body side.



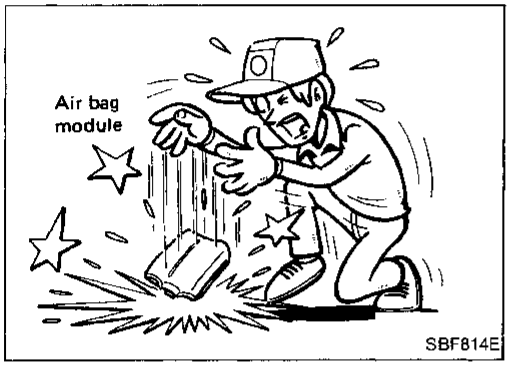
3. Remove cluster lid C.
4. Remove audio system parts.
5. Remove lower side of instrument panel (including glove box and lid).
6. Remove two special bolts (one on each side of front passenger air bag module). Then, remove four screws securing air bag module to instrument panel. Last of all remove air bag module.

Removal — Front Passenger Air Bag Module (Cont'd)



CAUTION:

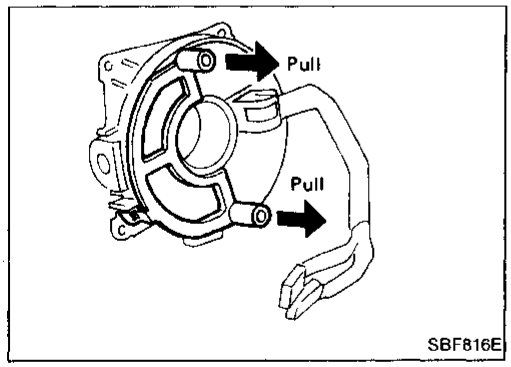
- **Always place air bag module with pad side facing upward.**
- **Do not attempt to disassemble air bag module.**
- **The special bolts are coated with bonding agent. Discard old ones after removal; replace with new ones.**



- **Do not drop or impact air bag module. If any portion is deformed or cracked, replace the module.**
- **Do not expose the air bag module to temperatures exceeding 100°C (212°F).**
- **Do not allow oil, grease or water to come in contact with the air bag module.**

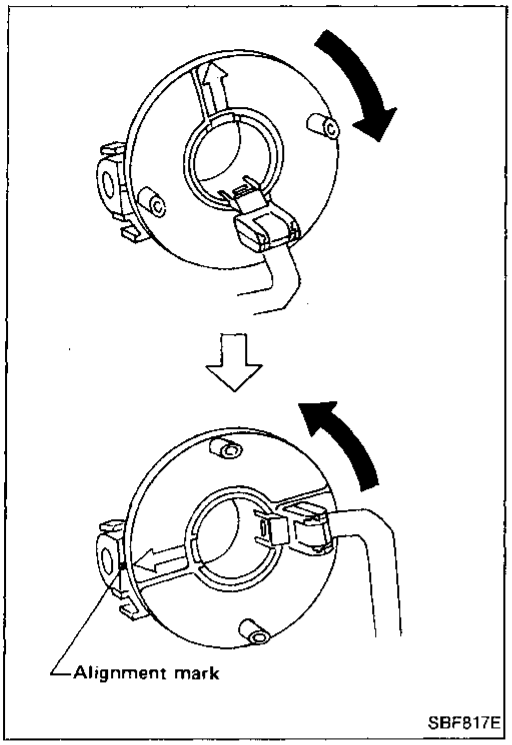
Installation — Air Bag Module and Spiral Cable

1. Connect spiral cable connector and tighten with screws. Install steering column cover.

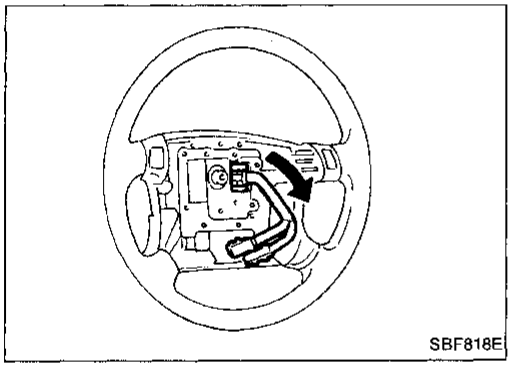


2. Remove stopper by pulling two pin guides.

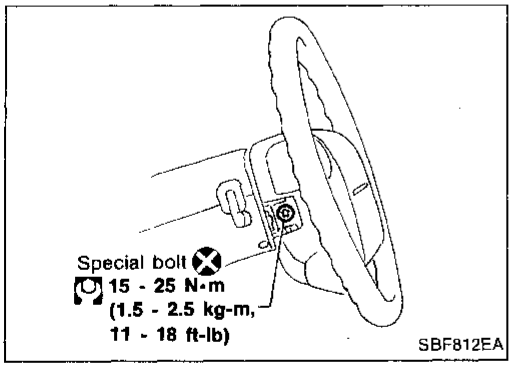
Installation — Air Bag Module and Spiral Cable (Cont'd)



- Alignment of spiral cable with neutral position
  If stopper is not used, align spiral cable with neutral position as follows:
  Turn spiral cable clockwise until it catches stopper. Then, back spiral cable off approximately two turns until yellow alignment mark appears on left gear. Align arrow mark "⇦" of spiral cable with this yellow mark.

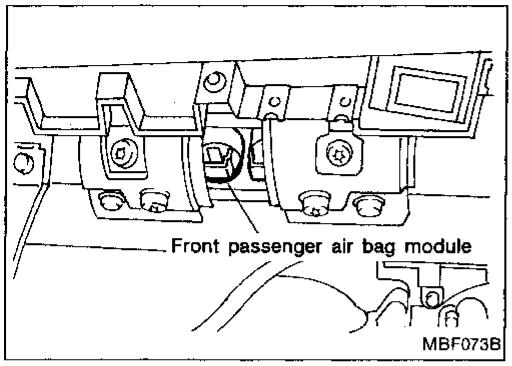


3. Install steering wheel setting spiral cable pin guides, and pull spiral cable through.
4. Connect horn connector and engage spiral cable with pawls in steering wheel.
5. Tighten nuts.



6. Position air bag module and tighten with new special bolts.
7. Connect air bag module connector.
8. Install all lids.

9. Conduct self-diagnosis to ensure entire SRS operates properly. (Use CONSULT or warning lamp check.)

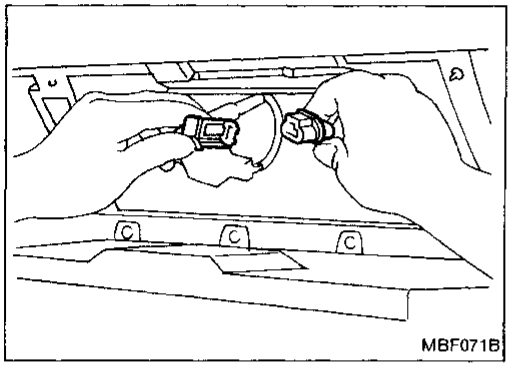


Installation — Front Passenger Air Bag Module

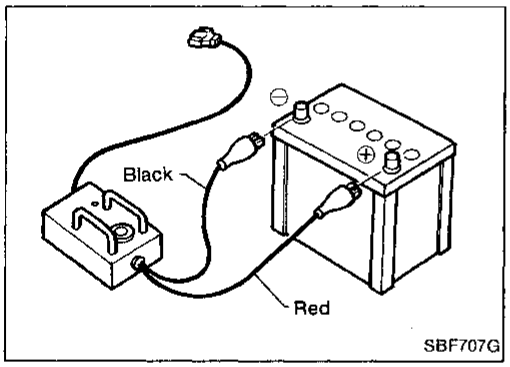
1. Install air bag module to steering member and instrument panel.

CAUTION:
Make sure harness is not caught between rear of air bag module and steering member.

2. Install lower side of instrument panel (including glove box and lid).



3. Install connector to connector bracket.
4. Secure connector bracket to lid glove box (connector lid), then glove box lid to glove box.



Scrapping Air Bag and Seat Belt Pre-tensioners

Make sure to deactivate air bag modules or seat belt pre-tensioners before scrapping them. The same applies to a vehicle equipped with an SRS system.

CONNECTING TO BATTERY

- Place the vehicle outdoors with an open space of at least 6 m (20 ft) on all sides.
- Use a voltmeter to make sure the vehicle battery is fully charged.

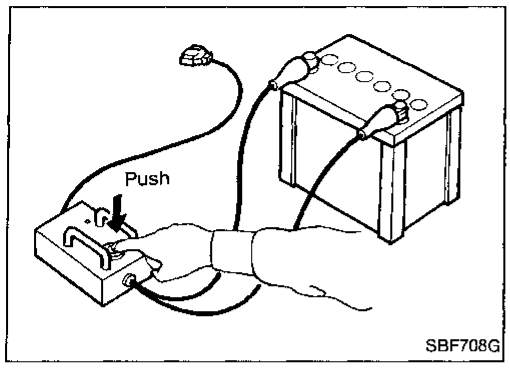
CAUTION:
The battery must show voltage of 9.6V or more.

Remove the battery from the vehicle and place it on dry wood blocks approximately 5 m (16 ft) away from the vehicle.

- Wait 10 to 12 minutes after the vehicle battery is disconnected before proceeding.
- Connect deployment tool to the battery.

CAUTION:
Make sure the polarity is correct. The right side lamp in the tool, marked "deployment tool power", should glow with a green light. If the right side lamp glows red, reverse the connections to the battery.

Scrapping Air Bag and Seat Belt Pre-tensioners (Cont'd)



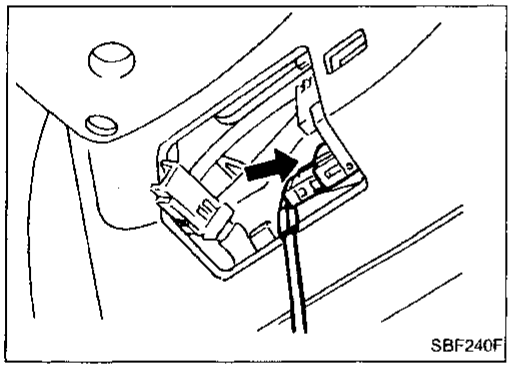
DEPLOYMENT TOOL CHECK

Press the deployment tool switch to the "ON" position. The left side lamp in the tool, marked "air bag connector voltage" should illuminate. If it does not illuminate, replace the tool.

AIR BAG DEPLOYMENT TOOL LAMP ILLUMINATION CHART (Battery connected)

Switch operation	Left side lamp, green* "AIR BAG CONNECTOR VOLTAGE"	Right side lamp, green* "DEPLOYMENT TOOL POWER"
OFF	OFF	ON
ON	ON	ON

*: If this lamp glows red, the tool is connected to the battery incorrectly. Reverse the connections and make sure the lamp glows green.



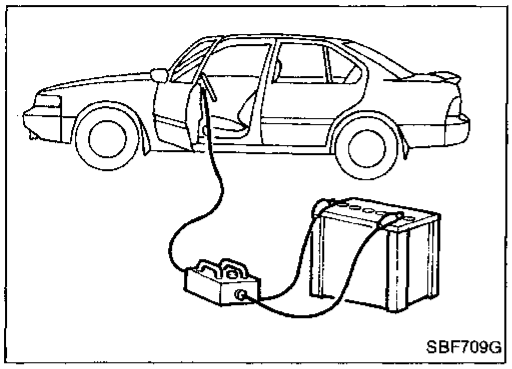
CONNECTING TO AIR BAG OR SEAT BELT PRE-TENSIONER

- Disconnect the prepared battery cable.
- Also disconnect the vehicle battery ground cable and wait 10 minutes.
- Disconnect air bag module and seat belt pre-tensioner connector.
- Connect deployment tool connector to air bag module or seat belt pre-tensioner.
  For front passenger air bag and seat belt pre-tensioners, attach the adapters to the tool connector.

CAUTION:
Make sure the deployment tool is disconnected from the battery before you make this connection.

- Reconnect the battery cable to the prepared battery.
- The lamp on the right side of the tool, marked "deployment tool power", should glow green, not red.

Scrapping Air Bag and Seat Belt Pre-tensioners (Cont'd)


SBF709G

DEPLOYMENT

Press the button on the deployment tool. The left side lamp on the tool, marked "air bag connector voltage", will illuminate and the air bag will deploy.

DISPOSAL

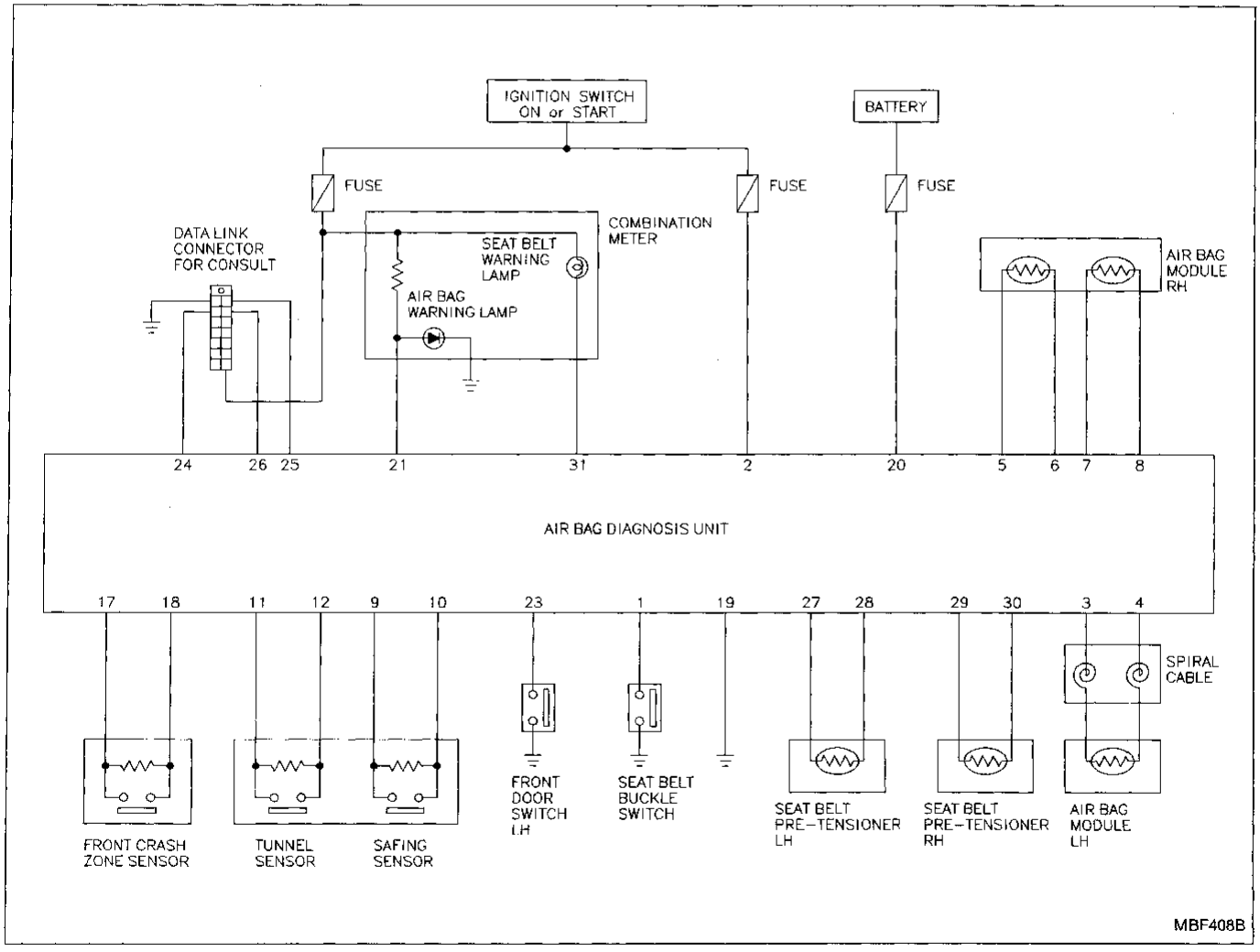
- Remove steering wheel side lids. Use the special "torx" bit to remove the air bag module from the steering wheel. Place it into a sealed vinyl bag for disposal.

CAUTION:

- **When deploying air bag, ensure vehicle is empty.**
- **No poisonous gas is produced upon air bag deployment. However, be careful not to inhale gas since it irritates throat and can cause choking.**
- **Due to heat, leave air bag module unattended for more than 30 minutes after deployment.**
  Also leave seat belt pre-tensioner unattended for more than 10 minutes after deployment.
- **Do not attempt to disassemble air bag module and seat belt pre-tensioner.**
- **Air bag module and seat belt pre-tensioner can not be re-used.**
- **Never apply water to a deployed air bag module.**
- **Be sure to wear gloves when handling a deployed air bag module.**
- **Wash your hands clean after finishing work.**

Contents

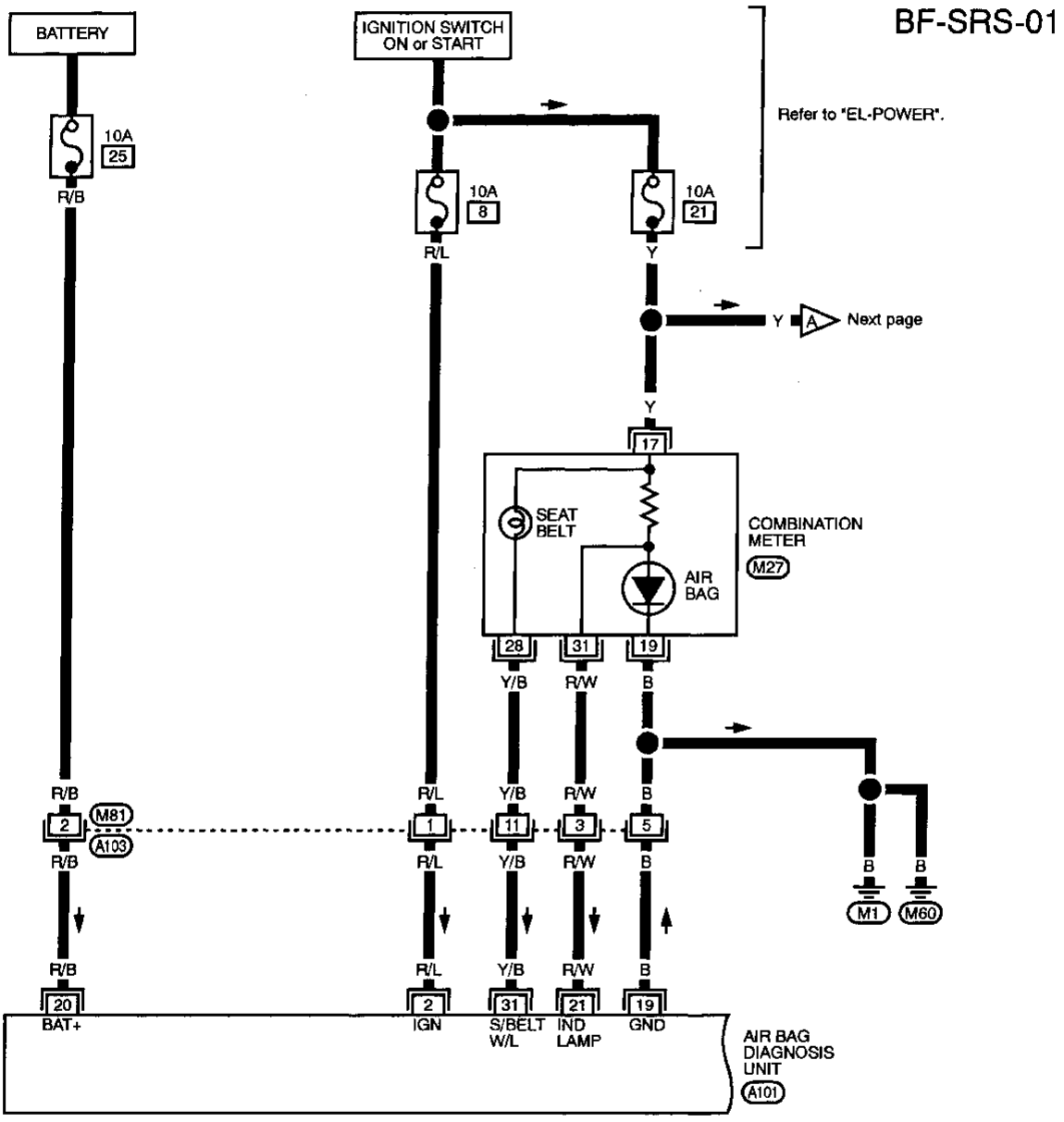
Schematic

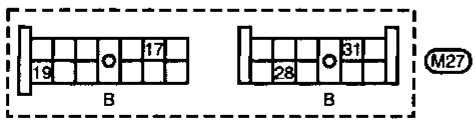


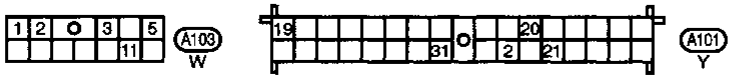
Wiring Diagram — SRS —

CAUTION:

- **Do not use a circuit tester to check SRS "Air Bag" harness connectors. The wiring harness and connectors have yellow outer insulation for easy identification.**
- **Do not attempt to repair, splice or modify the SRS "Air Bag" wiring harness. If the harness is damaged, replace it with a new one.**
- **Keep ground portion clean.**



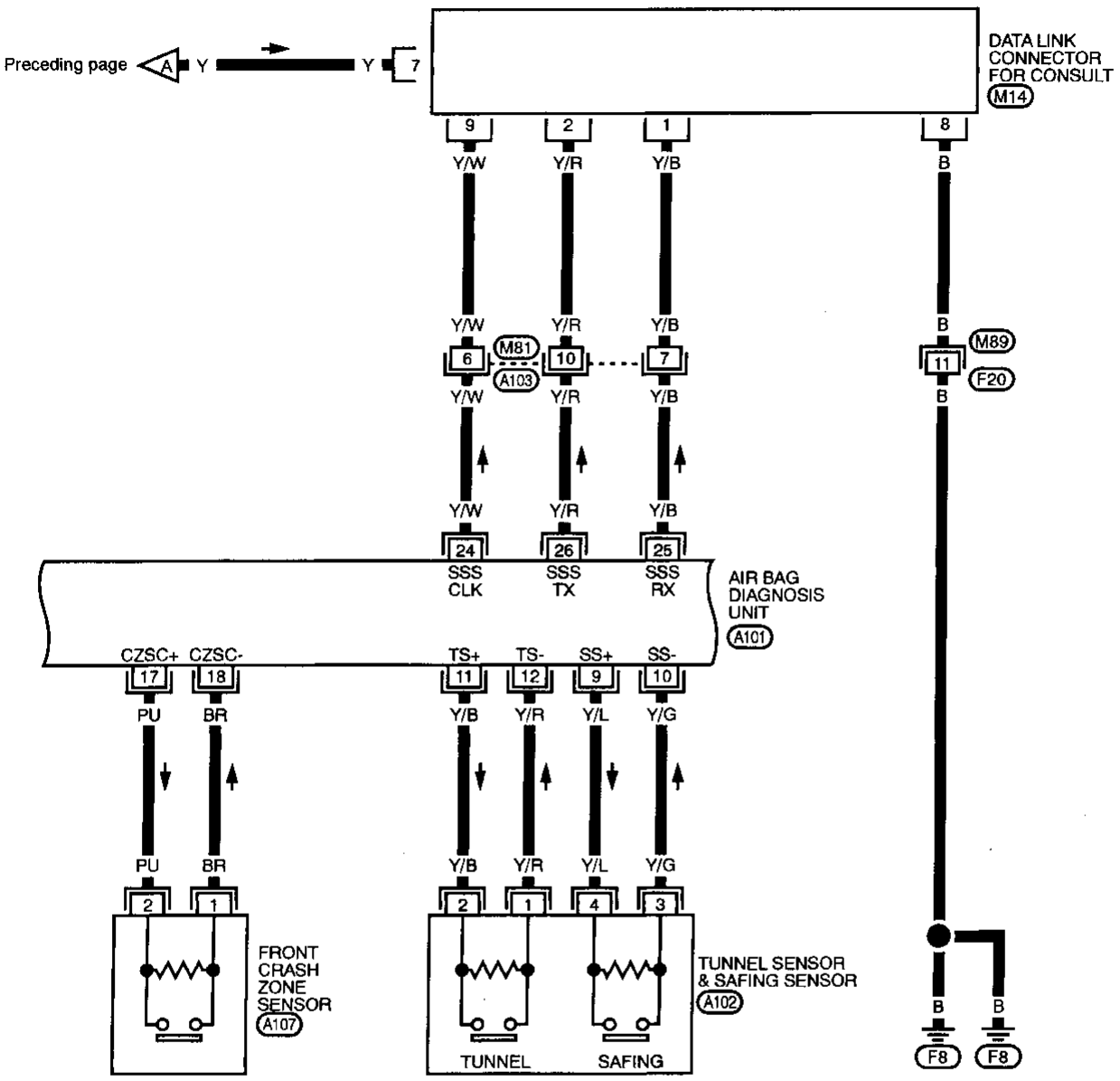


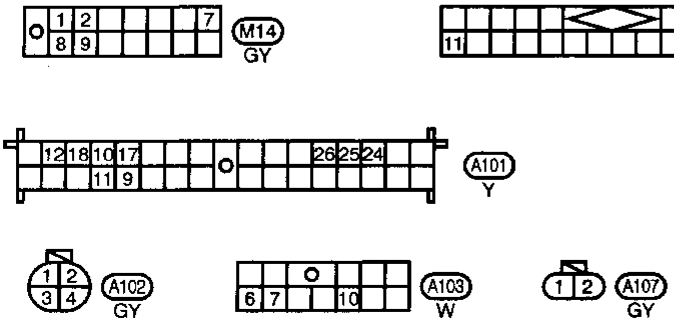


MBF404B

Wiring Diagram — SRS — (Cont'd)

BF-SRS-02

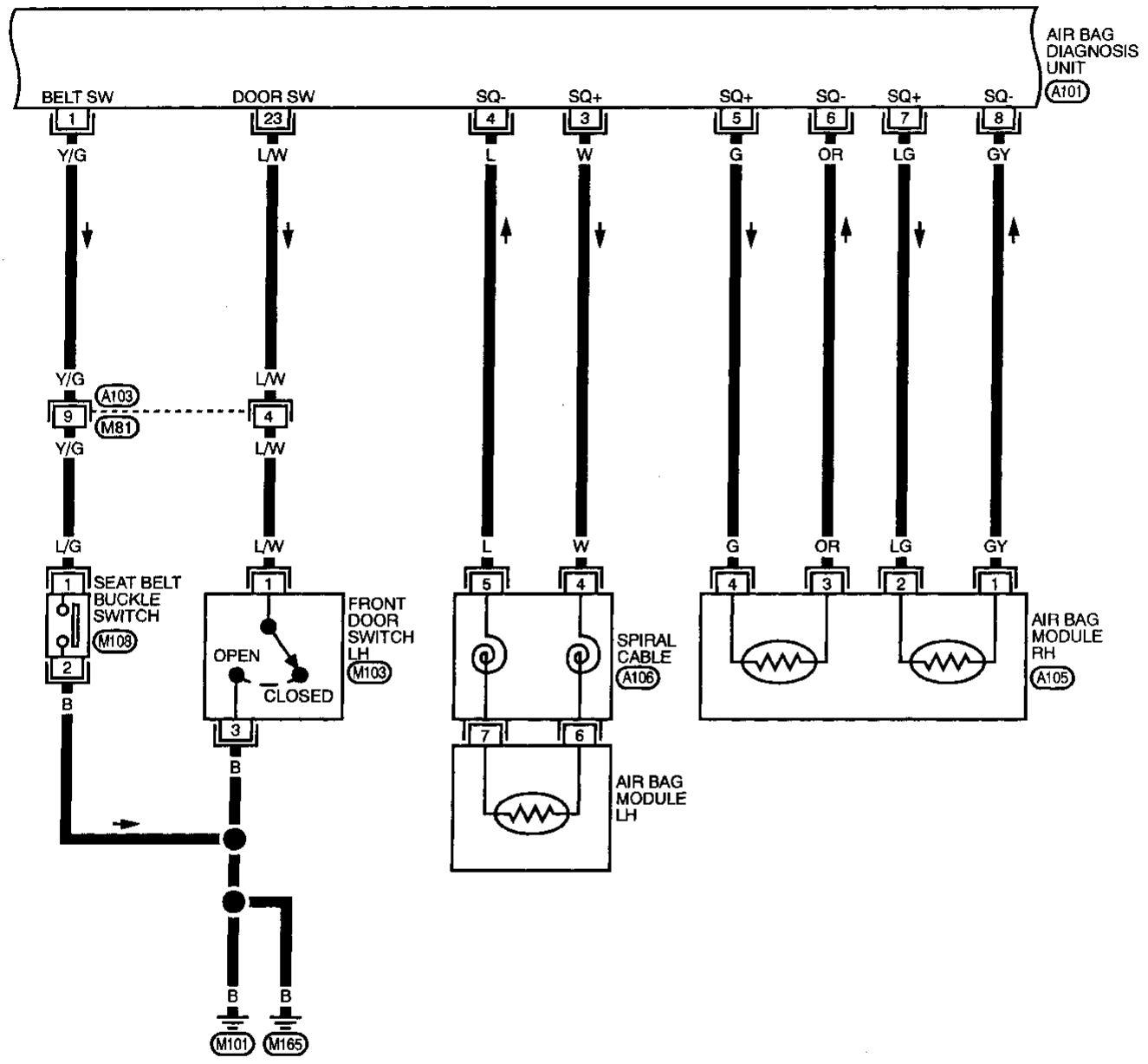


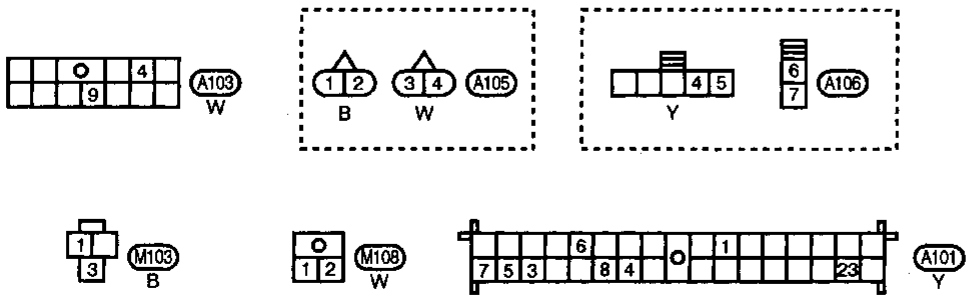


MBF405B

Wiring Diagram — SRS — (Cont'd)

BF-SRS-03





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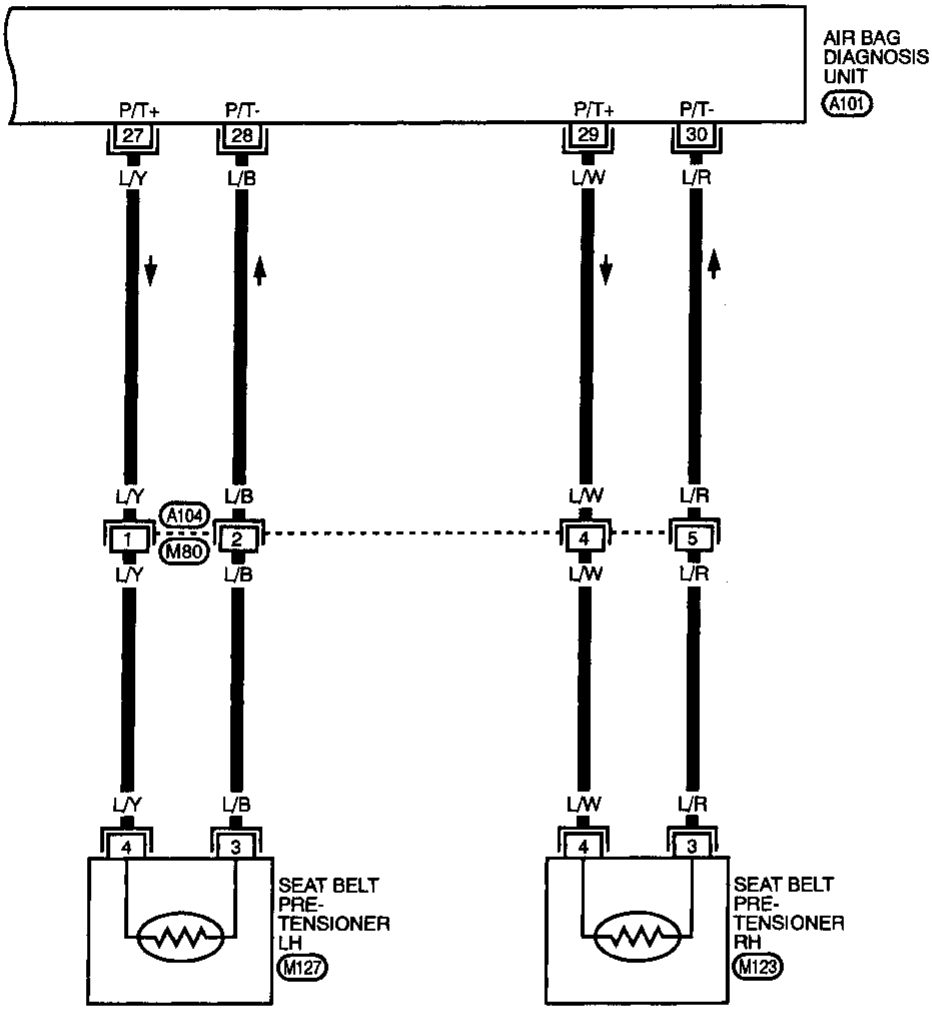
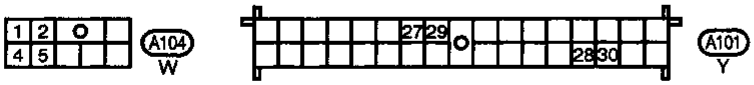
Wiring Diagram — SRS — (Cont'd)

BF-SRS-04





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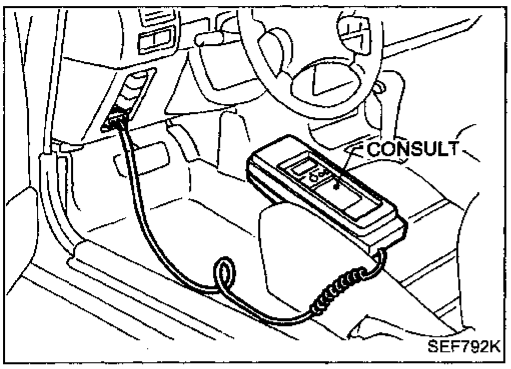


Self-diagnosis

USING CONSULT

The self-diagnosis results can be read by CONSULT, as follows:

1. Connect "CONSULT" to data link connector for CONSULT. (Data link connector for CONSULT is located in the fuse box.)
2. Turn ignition switch to "ON". (When CONSULT is connected, the "AIR BAG" warning lamp will be turned to present diagnosis mode.)

⬇

3. Touch "START" to operate "CONSULT".

⬇

4. Touch "AIR BAG" to choose air bag system.

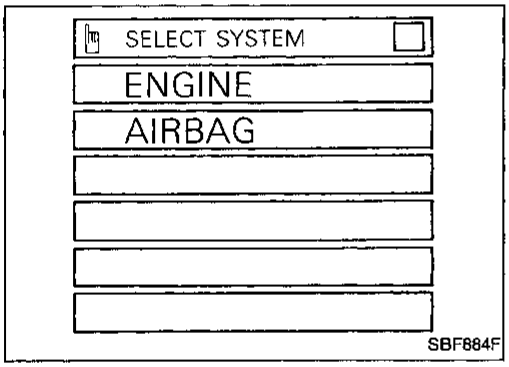
⬇

5. Touch "SELF DIAG RESULTS" to read self-diagnosis results.

⬇

6. Problem codes are displayed on "SELF-DIAG RESULTS".

⬇



7. When "PRINT" is pressed, information displayed on "SELF-DIAG RESULTS" is printed out.

⬇

8. After repairing malfunctioning parts, press "ERASE" to clear self-diagnosis results.

- **If malfunctioning parts are not completely repaired, "AIR BAG" warning lamp will blink every 0.5 seconds.**

⬇

9. Push Back Key of CONSULT until SELECT SYSTEM mode appears to make "SELF-DIAGNOSIS" user mode.

⬇

10. Push the power off switch.

⬇

11. Turn off ignition switch, disconnect CONSULT.
12. Turn ignition switch to "ON".

- **"AIR BAG" warning lamp should come on for about 7 seconds and then go off.**

Self-diagnosis (Cont'd)

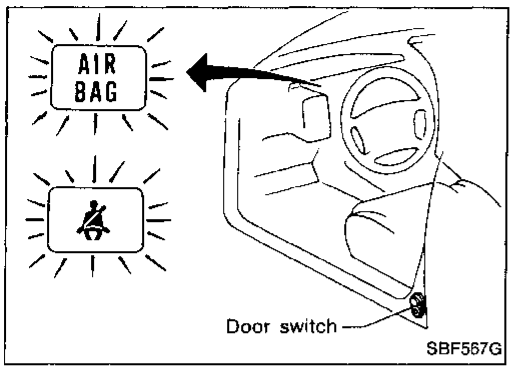
Self-diagnosis results

Diagnostic item	Explanation	Repair order * Recheck SRS at each replacement.
NO SELF DIAGNOSTIC FAILURE INDICATED.	Normal. The SRS system is in good order.	—
SAFING SENSOR [OPEN/UPR-VB-SHORT]	• The circuit for the safing sensor is open, or • The wire from the diagnosis (control) unit (terminal No. 9) to the safing sensor is shorted to some power supply circuit.	1. Visually check the wiring harness connections. 2. Replace the safing sensor. (safing sensor and tunnel sensor unit) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
SAFING SENSOR [SHORT/UPR-GND-SHORT]	• Both the wires for the safing sensor are shorted, or • The wire from the diagnosis (control) unit (terminal No. 9) to the safing sensor is shorted to the ground.	
AIRBAG MODULE [OPEN]	The circuit for driver's air bag module is open. (including the spiral cable)	1. Visually check the wiring harness connections. 2. Replace the spiral cable. 3. Replace driver's air bag module. (Before disposing of it, it must be deployed.) 4. Replace the diagnosis (control) unit. 5. Replace the main harness.
AIRBAG MODULE [VB-SHORT]	The circuit for driver's air bag module is shorted to some power supply circuit. (including the spiral cable)	
AIRBAG MODULE [GND-SHORT]	The circuit for driver's air bag module is shorted to ground. (including the spiral cable)	
AIRBAG MODULE [SHORT]	The circuits for driver's air bag module are shorted to each other.	
ASSIST A/B MODULE 1 [OPEN]	The circuit for front passenger air bag module 1 is open.	1. Visually check the wiring harness connections. 2. Replace front passenger air bag module. (Before disposing of it, it must be deployed.) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
ASSIST A/B MODULE 1 [VB-SHORT]	The circuit for front passenger air bag module 1 is shorted to some power supply circuit.	
ASSIST A/B MODULE 1 [GND-SHORT]	The circuit for front passenger air bag module 1 is shorted to ground.	
ASSIST A/B MODULE 1 [SHORT]	The circuits for front passenger air bag module 1 are shorted to each other.	
ASSIST A/B MODULE 2 [OPEN]	The circuit for front passenger air bag module 2 is open.	1. Visually check the wiring harness connections. 2. Replace front passenger air bag module. (Before disposing of it, it must be deployed.) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
ASSIST A/B MODULE 2 [VB-SHORT]	The circuit for front passenger air bag module 2 is shorted to some power supply circuit.	
ASSIST A/B MODULE 2 [GND-SHORT]	The circuit for front passenger air bag module 2 is shorted to ground.	
ASSIST A/B MODULE 2 [SHORT]	The circuits for front passenger air bag module 2 are shorted to each other.	

Self-diagnosis (Cont'd)

Diagnostic item	Explanation	Repair order * Recheck SRS at each replacement.
TUNNEL SENSOR [OPEN/UPR-VB-SHORT]	• The circuit for the tunnel sensor is open, or • The wire from the diagnosis (control) unit (terminal No. 11) to the tunnel sensor is shorted to some power supply circuit.	1. Visually check the wiring harness connections. 2. Replace the tunnel sensor. (safing sensor and tunnel sensor unit) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
TUNNEL SENSOR [SHORT/UPR-GND-SHORT]	• Both the wires for the tunnel sensor are shorted, or • The wire from the diagnosis (control) unit (terminal No. 11) to the tunnel sensor is shorted to ground.	
CRASH ZONE SEN-CTR [OPEN/UPR-VB-SHORT]	• The circuit for the crash zone sensor is open, or • The wire from the diagnosis (control) unit (terminal No. 17) to the crash zone sensor is shorted to some power supply circuit.	1. Visually check the wiring harness connections. 2. Replace the crash zone sensor. 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
CRASH ZONE SEN-CTR [SHORT/UPR-GND-SHORT]	• Both the wires for the crash zone sensor are shorted, or • The wire from the diagnosis (control) unit (terminal No. 17) to the crash zone sensor is shorted to ground.	
DRIVE PRE-TENSION [OPEN/VB-SHORT]	The circuit for the driver's pre-tensioner is open or shorted to some power supply circuit.	1. Visually check the wiring harness connections. 2. Replace the driver's seat belt. (Before disposing, it must be deactivated.) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
DRIVE PRE-TENSION [GND-SHORT]	The circuit for the driver's pre-tensioner is shorted to ground.	
ASSIST PRE-TENSION [OPEN/VB-SHORT]	The circuit for the front passenger pre-tensioner is open or shorted to some power supply circuit.	1. Visually check the wiring harness connections. 2. Replace the front passenger seat belt. (Before disposing, it must be deactivated.) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
ASSIST PRE-TENSION [GND-SHORT]	The circuit for the front passenger pre-tensioner is shorted to ground.	
CONTROL UNIT	The diagnosis unit (control unit) is out of order.	1. Visually check the wiring harness connections. 2. Replace the diagnosis (control) unit. 3. Replace the main harness.
INDEFINITE FAILURES [AIR BAG]	A problem which cannot be specified is occurring. This is because more than two parts except seat belt pre-tensioners are out of order.	1. See the SELF-DIAGNOSIS RESULT 2 diagnostic item [Initial], then repair as necessary. 2. Visually check the wiring harness connections. 3. Replace the diagnosis (control) unit. 4. Replace all sensors, spiral cable and air bag modules and seat belts. 5. Replace the main harness.
INDEFINITE FAILURES [PRE-TENSIONER]	Driver's and front passenger seat belt pre-tensioners are out of order.	1. Visually check the wiring harness connections. 2. Replace the driver's and front passenger seat belts. (Before disposing, they must be deactivated.) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.

Self-diagnosis (Cont'd)

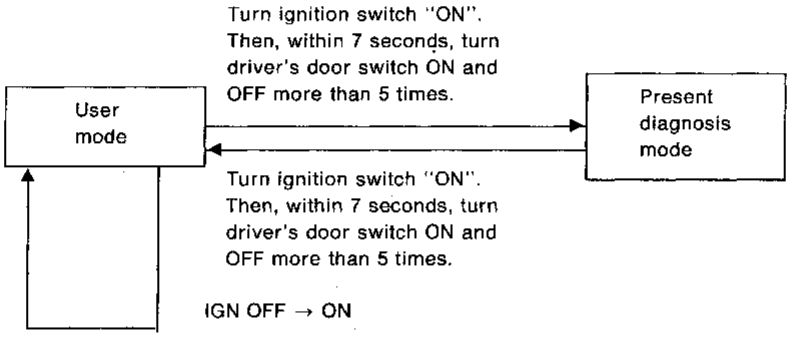


USING THE WARNING LAMP

SRS self-diagnosis results, excluding seat belt pre-tensioner, can also be read by using the "AIR BAG" warning lamp.
When "seat belt" warning lamp flashes, check seat belt pre-tensioner system.
The "Air bag" warning lamp operates as shown below:

WARNING:
When the "AIR BAG" warning lamp is flashing, compare the flash time to the chart below.

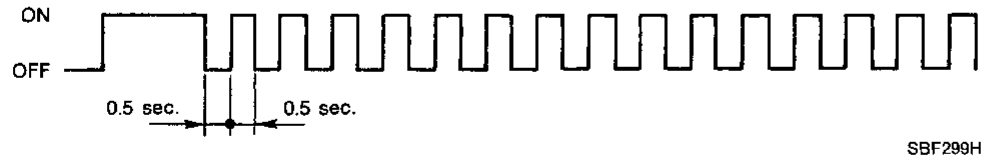
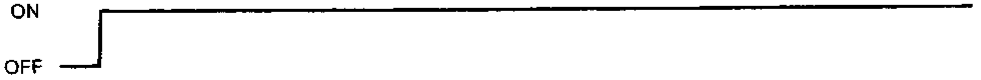
How to alternate self-diagnosis



Problem codes are displayed in present diagnosis mode (self-diagnosis results).

After the malfunctioning parts have been repaired, return the system to the user mode. This will clear the present diagnosis mode information displayed as self-diagnosis results.

- **After repairing malfunctioning part, attempt to clear self-diagnosis results from memory.**
- **If a malfunctioning part is not completely repaired, information stored in memory will not be cleared.**

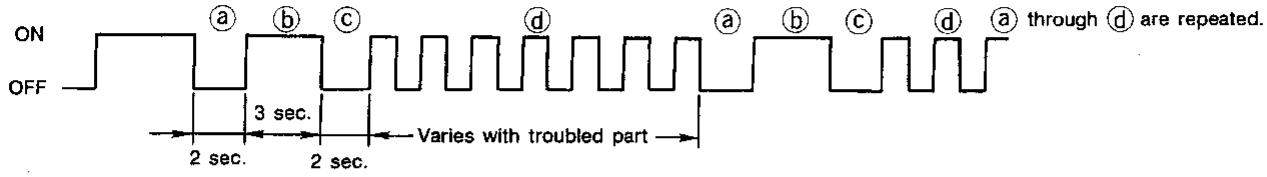
User mode	
① Normal (OFF)  SBF298H	No problem
② Malfunction (flashing)  SBF299H	The system has a problem. Perform self-diagnosis.
③ Air bag is deployed or diagnosis (control) unit is malfunctioning and continuously sends an "ON" signal.  SBF284H	The system has a problem.

Self-diagnosis (Cont'd)

Present diagnosis mode (Self-diagnosis results)

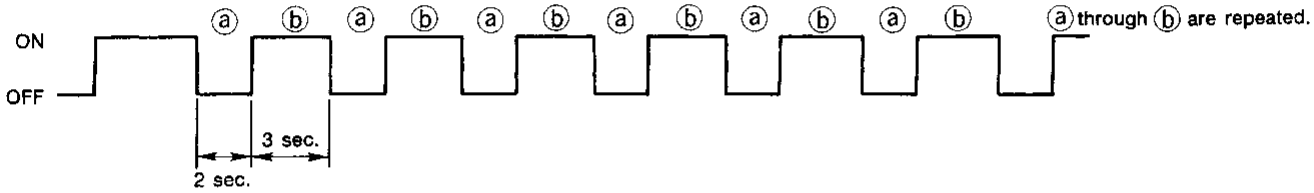
● Malfunction

ⓑ Start signal: Start signal identifies display modes.



SBF310H

● No malfunctioning (or intermittent trouble/repair completion)



WARNING: After the *malfunctioning* parts have been repaired, return the system to the user mode.

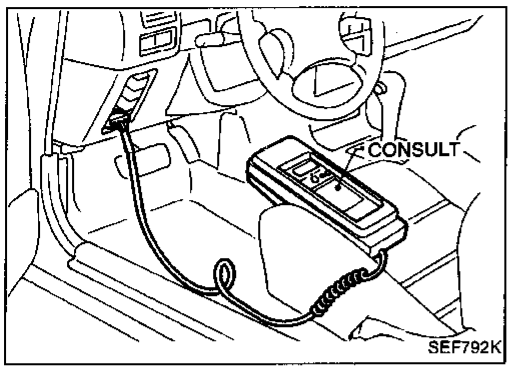
SBF285H

Self-diagnosis results in Present diagnosis mode can be identified by number of flashes ⓓ. Refer to Table on next page for troubled parts.

Self-diagnosis (Cont'd)

Warning lamp flashing times and repair

Warning lamp	Flash code ⓓ (# of flashes)	Explanation	Repair order * Recheck SRS at each replacement.
"AIR BAG" warning lamp	0	Normal. The SRS "Air Bag" is in good order.	—
	1	The circuit for the safing sensor is out of order.	1. Visually check the wiring harness connections. 2. Replace the safing sensor. (safing sensor and tunnel sensor unit) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
	2	The circuit for the driver's air bag module is out of order.	1. Visually check the wiring harness connections. 2. Replace the spiral cable. 3. Replace the driver's air bag module. (Before disposing of it, it must be deployed.) 4. Replace the diagnosis (control) unit. 5. Replace the main harness.
	3	The circuit for the tunnel sensor is out of order.	1. Visually check the wiring harness connections. 2. Replace the tunnel sensor. (safing sensor and tunnel sensor unit) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
	6	The circuit for the center crash zone sensor is out of order.	1. Visually check the wiring harness connections. 2. Replace the center crash zone sensor. 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
	7	The diagnosis unit (control unit) is out of order.	1. Visually check the wiring harness connections. 2. Replace the diagnosis (control) unit. 3. Replace the main harness.
	8	The circuit for the front passenger air bag module is out of order.	1. Visually check the wiring harness connections. 2. Replace the front passenger air bag module. (Before disposing of it, it must be deployed.) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
	9	More than two parts groups are out of order.	1. Visually check the wiring harness connections. 2. Replace the diagnosis (control) unit. 3. Replace all sensors, spiral cable and air bag module. 4. Replace the main harness.



Diagnostic Procedure 1

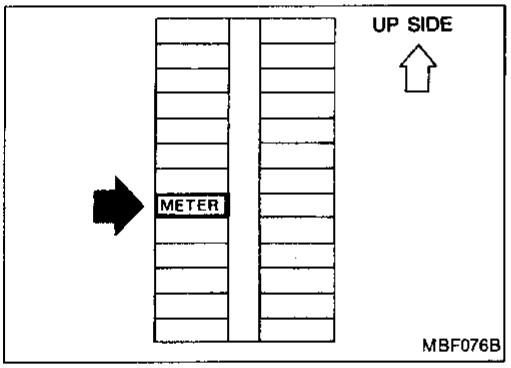
SYMPTOM: Warning lamp flashes.

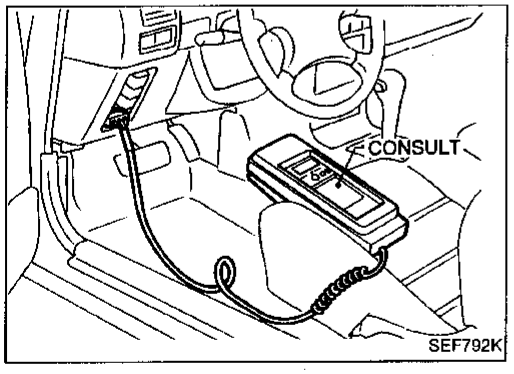
WARNING:
Determine if the flash rate is every 0.5 seconds, or 3 seconds "ON" and 2 seconds "OFF".
If every 0.5 seconds, perform self-diagnosis. If 3 seconds "ON" and 2 seconds "OFF", the system is in Present diagnosis mode, refer to page BF-104 or BF-107 for instructions.

Connect the CONSULT and operate it. Refer to SELF-DIAGNOSIS using CONSULT. → Read the SELF-DIAGNOSIS RESULTS (BF-105) and repair.

OR

Check the warning lamp self-diagnosis. → Refer to the number of warning lamp flashes (BF-109). Repair as necessary.

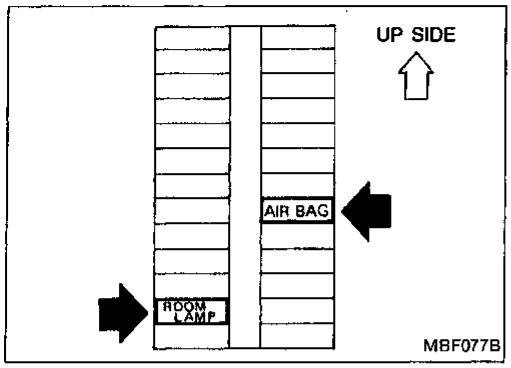


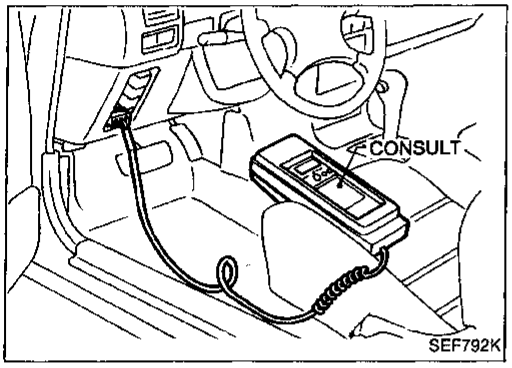


Diagnostic Procedure 2

SYMPTOM: Warning lamp does not come on.

1. Check the warning lamp fuse. — NG → Replace the fuse.
   OK ↓
2. Connect the CONSULT unit and begin diagnosis.
   • Is "AIR BAG" displayed on the CONSULT screen? — NG → Replace the diagnosis (control) unit.
   OK ↓
3. Read the SELF-DIAGNOSIS RESULTS. — NG → Refer to SELF-DIAGNOSIS RESULTS and repair.
   OK ↓
4. Check the warning lamp bulb. — NG → Replace the warning lamp bulb.
   OK ↓
5. Check the warning lamp harness connection. — NG → Replace the harness.
   OK ↓
6. Replace the diagnosis (control) unit.





Diagnostic Procedure 3

SYMPTOM: Warning lamp does not go off.

1. Is the air bag module deployed?
   - Yes → Replace the air bag module.
   - No ↓
2. Check the fuses used for the SRS "Air Bag" and "ROOM LAMP".
   - NG → Replace the fuse.
   - OK ↓
3. Connect the CONSULT unit and operate it.
   - Is "AIR BAG" displayed on the CONSULT?
   - NG → Replace the diagnosis (control) unit.
   - OK ↓
4. Read the SELF-DIAGNOSIS RESULTS.*
   - NG → Refer to SELF-DIAGNOSIS RESULTS and repair.

   OR

   Refer to the warning lamp self-diagnosis.*
   - NG → Refer to the warning lamp flashing times and repair as necessary.
   - OK ↓
5. Check the harness connection between the warning lamp and the control unit.
   - NG → Replace the harness.
   - OK ↓
6. Replace the diagnosis (control) unit.

* Recheck SRS after each replacement.

Collision Diagnosis

To repair the SRS "AIR BAG", perform the following steps.

When air bag deploys in a collision:

① Replace the diagnosis (control) unit.
② Remove the air bag module.
③ Check the SRS components using the table shown below:
- If any damage is visible (such as dents, cracks or deformation), replace the damaged component.

④ Conduct self-diagnosis using CONSULT or "AIR BAG" warning lamp. Ensure the entire SRS operates properly except open circuits of air bag module and seat belt pre-tensioners.
⑤ Install new air bag module and seat belt pre-tensioners.
⑥ Conduct self-diagnosis again.

When air bag does not deploy in a collision:

① Check the SRS components using the table shown below:
- If any damage is visible (such as dents, cracks or deformation), replace the damaged component.

② Conduct self-diagnosis using CONSULT or "AIR BAG" warning lamp to ensure entire SRS operates properly.

Collision Diagnosis (Cont'd)

SRS inspection

Part	Air bag deployed	Air bag did NOT deploy
Air bag module (driver and passenger side)	REPLACE Install with new bolts.	1. Remove air bag module. Check harness cover and connectors for damage, terminals for deformities, and harness for binding. 2. Install air bag module into the steering wheel to check fit and alignment with the wheel. 3. No damage found, reinstall with new bolts. 4. If damaged—REPLACE. Air bag must be deployed before discarding.
Instrument panel	REPLACE Install with new bolts.	1. Check instrument panel for bending, deformities, or cracks. 2. If no damage is found, reinstall with new bolts. 3. If damaged—REPLACE.
Seat belt pre-tensioner assembly	REPLACE Install with new bolts.	1. Remove seat belt pre-tensioners. Check harness cover and connectors for damage, terminals for deformities, and harness for binding. 2. Check belts for damage and anchors for loose mounting. 3. Check retractor for smooth operation. 4. If no damage is found, reinstall with new bolts. 5. If damaged—REPLACE.
Diagnosis unit	REPLACE Install with new bolts.	1. Check case and bracket for dents, cracks or deformities. 2. Check connectors for damage, and terminals for deformities. 3. If no damage is found, reinstall with new bolts. 4. If damaged—REPLACE.
Sensors	1. Check body and sensor brackets for deformities or rust. 2. Check sensor case for dents, cracks, scratches, deformities or rust. 3. Check sensor harness, connector, and terminals for binding, damage, or deformities. 4. If no damage is found, reinstall with new bolts. 5. If damaged—REPLACE.	
Steering wheel	1. Check harness (built into steering wheel) and connectors for damage, and terminals for deformities. 2. Install air bag module to check fit or alignment with steering wheel. 3. Check steering wheel for excessive free play. 4. If no damage is found, reinstall with new bolts. 5. If damaged—REPLACE.	
Spiral cable	1. Visually check lock (engagement) pins and combination switch for damage. 2. Check connectors, flat cable and protective tape for damage. 3. Check steering wheel for noise, binding or heavy operation. 4. If no damage is found, reinstall with new bolts. 5. If damaged—REPLACE.	
Harness and Connectors	1. Check connectors for poor connection, damage, and terminals for deformities. 2. Check harness for binding, chafing, cuts, or deformities. 3. If no damage is found, reinstall 4. Damaged—REPLACE damaged section of harness. Do not attempt to repair, splice or modify any SRS harness.	