# PASSIVE RESTRAINT SYSTEMS

TABLE OF CONTENTS

page

**DESCRIPTION AND OPERATION**
AIRBAG SYSTEM . . . . . 1
DRIVER SIDE AIRBAG MODULE . . . . . 2
PASSENGER SIDE AIRBAG MODULE. . . . . 3
AIRBAG CONTROL MODULE . . . . . 3
CLOCKSPRING . . . . . 4
**DIAGNOSIS AND TESTING**
AIRBAG SYSTEM . . . . . 4
**SERVICE PROCEDURES**
AIRBAG SYSTEM . . . . . 5

page

**REMOVAL AND INSTALLATION**
DRIVER SIDE AIRBAG MODULE . . . . . 6
DRIVER SIDE AIRBAG MODULE TRIM COVER . . . . . 7
PASSENGER SIDE AIRBAG MODULE. . . . . 9
AIRBAG CONTROL MODULE . . . . . 10
CLOCKSPRING . . . . . 12
**ADJUSTMENTS**
CLOCKSPRING CENTERING . . . . . 14
**SPECIAL TOOLS**
PASSIVE RESTRAINT SYSTEMS . . . . . 15

## DESCRIPTION AND OPERATION

### AIRBAG SYSTEM

#### DESCRIPTION

A dual front airbag system is standard factory-installed safety equipment on this model. Both the driver and passenger side airbag modules are certified to new federal regulations, which allows them to deploy with less force than prior airbags. The primary passenger restraints in this vehicle are the standard equipment factory-installed seat belts, which require active use by the vehicle occupants. The airbag system is a supplemental passive restraint that was designed and is intended to enhance the protection for the front seat occupants of the vehicle **only** when used in conjunction with the seat belts. See the owner's manual in the vehicle glove box for more information on the features, use and operation of all of the factory-installed passenger restraints, including the airbag system.

The dual front airbag system consists of the following components:

- Airbag Control Module (ACM)
- Airbag indicator lamp
- Clockspring
- Driver and passenger side airbag modules (including the airbag inflators)
- Driver and passenger side knee blockers
- Wire harness and connections.

This group provides complete service information for the ACM, both airbag modules, and the clockspring. Complete service information for the other airbag system components can be located as follows:

- Refer to **Instrument Cluster** in the proper section of Group 8E - Instrument Panel Systems for complete service information for the airbag indicator lamp.
- Refer to **Steering Column Opening Cover** and **Instrument Panel Steering Column Bracket** in the Removal and Installation section of Group 8E - Instrument Panel Systems for complete service information on the driver side knee blocker.
- Refer to **Glove Box** in the Removal and Installation section of Group 8E - Instrument Panel Systems for complete service information on the passenger side knee blocker.
- Refer to **Airbag System** in the Contents of Group 8W - Wiring Diagrams for complete service information and circuit diagrams for the airbag system wiring components.

See the proper Diagnostic Procedures manual to test or diagnose a problem with any component of the airbag system.

#### OPERATION

The airbag system electrical circuits are continuously monitored and controlled by a microprocessor and software contained within the Airbag Control Module (ACM). The ACM also contains an impact sensor and a safing sensor, which are monitored by the ACM to determine when an impact occurs that is severe enough to require airbag system protection. When a frontal impact is severe enough, the ACM initiates the inflator units of both airbag modules to deploy the airbags.

An airbag indicator lamp in the instrument cluster lights for about six to eight seconds as a bulb test each time the ignition switch is turned to the On

DESCRIPTION AND OPERATION (Continued)

position. Following the bulb test, the airbag indicator lamp is turned on or off by the ACM to indicate the status of the airbag system. If the airbag indicator lamp comes on at any time other than during the bulb test, it indicates that there is a problem in the airbag system circuits. Such a problem may cause the airbags not to deploy when required, or to deploy when not required.

The driver side airbag module includes an inflatable airbag and an inflator unit behind a trim cover in the hub area of the steering wheel. The passenger side airbag module includes a second inflatable airbag and an inflator unit behind an airbag door in the instrument panel above the glove box.

During a frontal vehicle impact, the knee blockers work in concert with properly adjusted seat belts to restrain the driver and front seat passenger in the proper position for an airbag deployment. The knee blockers also work to absorb and distribute the crash energy from the driver and front seat passenger to the structure of the instrument panel. The driver side knee blocker is integral to the instrument panel steering column opening cover, but receives additional support from a stamped and welded metal bracket located directly behind the steering column opening cover and mounted to the instrument panel steering column support bracket. The passenger side knee blocker is integral to the glove box door.

Following are general descriptions of the major components in the airbag system.

**WARNING:**

**• THE AIRBAG SYSTEM IS A SENSITIVE, COMPLEX ELECTROMECHANICAL UNIT. BEFORE ATTEMPTING TO DIAGNOSE OR SERVICE ANY AIRBAG SYSTEM OR RELATED STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENTS YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THEN WAIT TWO MINUTES FOR THE SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.**

**• THE DRIVER SIDE AIRBAG MODULE INFLATOR ASSEMBLY CONTAINS SODIUM AZIDE AND POTASSIUM NITRATE. THESE MATERIALS ARE POISONOUS AND EXTREMELY FLAMMABLE. CONTACT WITH ACID, WATER, OR HEAVY METALS MAY PRODUCE HARMFUL AND IRRITATING GASES (SODIUM HYDROXIDE IS FORMED IN THE PRESENCE OF MOISTURE) OR COMBUSTIBLE COMPOUNDS. THE PASSENGER AIRBAG MODULE CONTAINS ARGON GAS PRESSURIZED TO OVER 2500 PSI. DO NOT ATTEMPT TO DISMANTLE AN AIRBAG MODULE OR TAMPER WITH ITS INFLATOR. DO NOT PUNCTURE, INCINERATE, OR BRING INTO CONTACT WITH ELECTRICITY. DO NOT STORE AT TEMPERATURES EXCEEDING 93° C (200° F).**

**• REPLACE AIRBAG SYSTEM COMPONENTS ONLY WITH PARTS SPECIFIED IN THE CHRYSLER MOPAR PARTS CATALOG. SUBSTITUTE PARTS MAY APPEAR INTERCHANGEABLE, BUT INTERNAL DIFFERENCES MAY RESULT IN INFERIOR OCCUPANT PROTECTION.**

**• THE FASTENERS, SCREWS, AND BOLTS ORIGINALLY USED FOR THE AIRBAG SYSTEM COMPONENTS HAVE SPECIAL COATINGS AND ARE SPECIFICALLY DESIGNED FOR THE AIRBAG SYSTEM. THEY MUST NEVER BE REPLACED WITH ANY SUBSTITUTES. ANY TIME A NEW FASTENER IS NEEDED, REPLACE IT WITH THE CORRECT FASTENERS PROVIDED IN THE SERVICE PACKAGE OR SPECIFIED IN THE CHRYSLER MOPAR PARTS CATALOG.**

**• WHEN A STEERING COLUMN HAS AN AIRBAG MODULE ATTACHED, NEVER PLACE THE COLUMN ON THE FLOOR OR ANY OTHER SURFACE WITH THE STEERING WHEEL OR AIRBAG MODULE FACE DOWN.**

## DRIVER SIDE AIRBAG MODULE

### DESCRIPTION

The driver side airbag module protective trim cover is the most visible part of the driver side airbag system. The driver side airbag module is mounted directly to the steering wheel. Located under the airbag module trim cover are the horn switch, the folded airbag cushion, and the airbag cushion supporting components. The resistive membrane-type horn switch is secured within a plastic tray inserted in a sewn fabric pouch on the airbag cushion retaining strap between the trim cover and the folded airbag cushion.

The driver side airbag module cannot be repaired, and must be replaced if deployed or in any way damaged. The driver side airbag module trim cover and the horn switch are available for service replacement.

### OPERATION

The driver side airbag module includes a stamped metal housing to which the cushion and an inflator unit are attached and sealed. The conventional pyrotechnic-type inflator assembly is mounted to studs on the back of the airbag module housing. The inflator seals the hole in the airbag cushion so it can discharge the gas it produces directly into the cushion when supplied with the proper electrical signal. Following an airbag deployment, the airbag cushion

DESCRIPTION AND OPERATION (Continued)

quickly deflates by venting this gas towards the instrument panel through the porous fabric material used on the steering wheel side of the airbag cushion.

The protective trim cover is fitted to the front of the airbag module and forms a decorative cover in the center of the steering wheel. The inside of the trim cover has locking blocks molded into it that engage a lip on the airbag module metal housing. Two stamped metal retainers then fit over the inflator mounting studs on the back of the airbag module housing and are engaged in slots on the inside of the cover, securely locking the trim cover into place. The trim cover will split at predetermined breakout lines, then fold back out of the way along with the horn switch and tray unit upon airbag deployment.

## PASSENGER SIDE AIRBAG MODULE

### DESCRIPTION

The instrument panel top pad is the most visible part of the passenger side airbag system. Located under the instrument panel top pad are the steel airbag door, the passenger side airbag cushion and the airbag cushion supporting components.

The passenger side airbag module includes an extruded aluminum housing within which the cushion and inflator are mounted and sealed. Two stamped metal brackets, one on each end of the housing, enclose the cushion and inflator and also serve as the mounting brackets for the module.

Following a passenger side airbag deployment, the passenger side airbag module and the instrument panel top pad must be replaced. If inspection reveals that the passenger side airbag module mounting points on the instrument panel structural duct have been cracked or damaged, the instrument panel assembly must also be replaced. The passenger side airbag module cannot be repaired, and must be replaced if deployed or in any way damaged.

### OPERATION

The hybrid-type inflator assembly includes a small canister of highly compressed argon gas. The inflator seals the hole in the airbag cushion so it can discharge the gas it produces directly into the cushion when supplied with the proper electrical signal. Following an airbag deployment, the airbag cushion quickly deflates by venting this gas through the porous fabric material used on each end panel of the airbag cushion.

The passenger side airbag module is secured with screws to the instrument panel structural duct beneath the instrument panel top pad and above the glove box opening. The instrument panel top pad above the glove box opening conceals the steel airbag door and a predetermined hinge line beneath its decorative cover. Upon airbag deployment, the top pad will bend at the hinge line and the door will fold back out of the way onto the top of the instrument panel.

## AIRBAG CONTROL MODULE

### DESCRIPTION

The Airbag Control Module (ACM) is secured with screws to a mount that is welded onto the floor panel transmission tunnel underneath the center floor console in the passenger compartment of the vehicle. The ACM contains an electronic microprocessor, an electronic impact sensor, an electromechanical safing sensor, and an energy storage capacitor.

The ACM cannot be repaired or adjusted and, if damaged or faulty, it must be replaced.

### OPERATION

The microprocessor in the ACM contains the airbag system logic. The airbag system logic includes On-Board Diagnostics (OBD), and the ability to control the airbag indicator lamp by communicating with the instrument cluster circuitry over the Programmable Communication Interface (PCI) data bus. The microprocessor continuously monitors all of the airbag system electrical circuits to determine the system readiness. If the ACM detects a monitored system fault, it sends messages to the instrument cluster over the PCI data bus to turn on the airbag indicator lamp. Refer to **Instrument Cluster** in the proper section of Group 8E - Instrument Panel Systems for more information on the airbag indicator lamp.

One electronic impact sensor is used in this airbag system. The impact sensor is an accelerometer that senses the rate of vehicle deceleration, which provides verification of the direction and severity of an impact. The impact sensor is calibrated for the specific vehicle, and is only serviced as a unit with the ACM. A pre-programmed decision algorithm in the ACM microprocessor determines when the deceleration rate as signaled by the impact sensor indicates an impact that is severe enough to require airbag system protection. When the programmed conditions are met, the ACM sends an electrical signal to deploy the airbags.

In addition to the electronic impact sensor, there is an electromechanical sensor within the ACM called a safing sensor. The safing sensor is a normally open series switch located in the airbag deployment circuit of the ACM. This sensor detects impact energy of a lesser magnitude than the electronic impact sensor, and must be closed in order for the airbags to deploy.

The ACM also contains an energy-storage capacitor. This capacitor stores enough electrical energy to

DESCRIPTION AND OPERATION (Continued)

deploy the airbags for up to one second following a battery disconnect or failure during an impact. The purpose of the capacitor is to provide backup airbag system protection in case there is a loss of battery power supply to the ACM.

## CLOCKSPRING

### DESCRIPTION

The clockspring assembly is mounted with two screws to the multi-function switch mounting housing near the top of the steering column behind the steering wheel. The clockspring is used to maintain a continuous electrical circuit between the fixed instrument panel wire harness connector on the steering column and several electrical components that rotate with the steering wheel. The rotating components include the driver side airbag module, the horn switch, the vehicle speed control switches and, if the vehicle is so equipped, the remote radio switches.

The clockspring cannot be repaired. If the clockspring is faulty, damaged, or if the driver side airbag has been deployed, the clockspring must be replaced.

### OPERATION

The clockspring assembly consists of a plastic case which contains a flat, ribbon-like, electrically conductive tape that winds and unwinds like a clockspring with the steering wheel rotation. The electrically conductive tape consists of several fine gauge copper wire leads sandwiched between two narrow strips of plastic film.

Like the clockspring in a timepiece, the clockspring tape has travel limits and can be damaged by being wound too tightly. To prevent this from occurring, the clockspring is centered when it is installed on the steering column. Centering the clockspring indexes the clockspring tape to other steering components so that it can operate within its designed travel limits. However, if the clockspring is removed for service or if the steering column is disconnected from the steering gear allowing the clockspring tape to change position relative to the other steering components, it must be re-centered following completion of the service or it may be damaged. Refer to **Clockspring Centering** in the Adjustments section of this group for the proper centering procedures.

Service replacement clocksprings are shipped precentered and with a locking pin installed. This locking pin should not be removed until the clockspring has been installed on the steering column. If the locking pin is removed before the clockspring is installed on a steering column, the locking pin cannot be reinstalled and the clockspring centering procedure must be performed.

## DIAGNOSIS AND TESTING

## AIRBAG SYSTEM

A DRBIII® scan tool is required for diagnosis of the airbag system. See the proper Diagnostic Procedures manual for more information.

(1) Connect the DRBIII® scan tool to the 16-way data link wire harness connector. The connector is located on the driver side lower edge of the instrument panel, outboard of the steering column (Fig. 1).

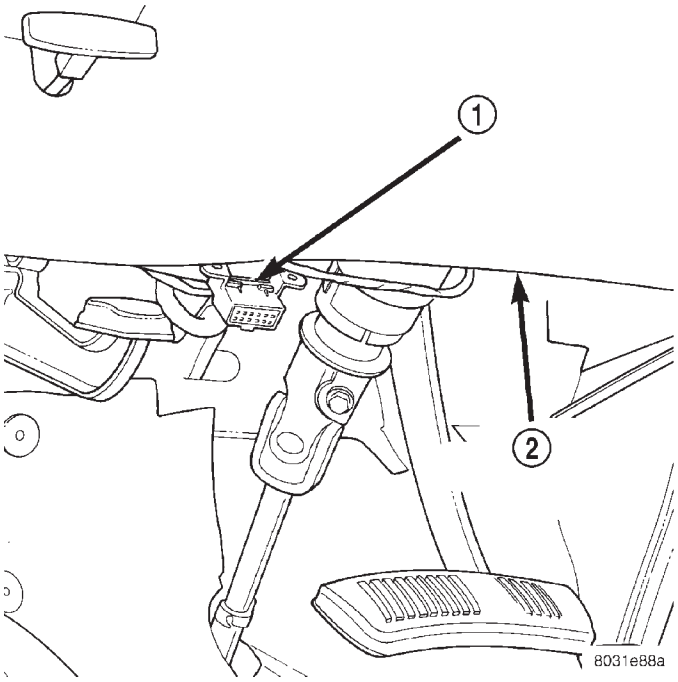



***Fig. 1 16-Way Data Link Connector - Typical***

1 – 16–WAY DATA LINK CONNECTOR
2 – BOTTOM OF INSTRUMENT PANEL

(2) Turn the ignition switch to the On position. Exit the vehicle with the DRBIII®. Be certain that the DRBIII® contains the latest version of the proper DRB software.

(3) Using the DRBIII®, read and record the active Diagnostic Trouble Code (DTC) data.

(4) Read and record any stored DTC data.

(5) See the proper Diagnostic Procedures manual if any DTC is found in Step 3 or Step 4.

(6) After completing the necessary repairs, try to erase the stored DTC data. If any problems remain, the stored DTC data will not erase. See the proper Diagnostic Procedures manual for the procedures to diagnose any active/stored DTC that will not erase.

(7) With the ignition switch still in the On position, check to be certain that nobody is in the vehicle.

(8) From outside of the vehicle (away from the airbags in case of an accidental deployment) turn the ignition switch to the Off position for about ten sec-

DIAGNOSIS AND TESTING (Continued)

onds, and then back to the On position. Observe the airbag indicator lamp in the instrument cluster. It should light for six to eight seconds, and then go out. This indicates that the airbag system is functioning normally.

**NOTE: If the airbag indicator lamp fails to light, or lights and stays on, there is an airbag system malfunction. See the proper Diagnostic Procedures manual to diagnose the problem.**

## SERVICE PROCEDURES

### AIRBAG SYSTEM

#### NON-DEPLOYED

At no time should any source of electricity be permitted near the inflator on the back of an airbag module. When carrying a non-deployed airbag module, the trim cover or airbag side of the module should be pointed away from the body to minimize injury in the event of an accidental deployment. If the module is placed on a bench or any other surface, the trim cover or airbag side of the module should be face up to minimize movement in the event of an accidental deployment.

In addition, the airbag system should be disarmed whenever any steering wheel, steering column, or instrument panel components require diagnosis or service. Failure to observe this warning could result in accidental airbag deployment and possible personal injury. Refer to **Group 8E - Instrument Panel Systems** for additional service procedures on the instrument panel components. Refer to **Group 19 - Steering** for additional service procedures on the steering wheel and steering column components.

##### DISPOSAL OF NON-DEPLOYED AIRBAG MODULES

All damaged or faulty and non-deployed driver side or passenger side airbag modules which are replaced on vehicles are to be returned. If an airbag module assembly is faulty or damaged and non-deployed, refer to the parts return list in the current Chrysler Corporation Warranty Policies and Procedures manual for the proper handling and disposal procedures.

#### DEPLOYED

Any vehicle which is to be returned to use after an airbag deployment, must have both airbag modules, the clockspring, and the instrument panel top pad replaced. These components will be damaged or weakened as a result of an airbag deployment, which may or may not be obvious during a visual inspection, and are not intended for reuse.

Other vehicle components should be closely inspected, but are to be replaced only as required by the extent of the visible damage incurred.

#### STORAGE

An airbag module must be stored in its original, special container until used for service. Also, it must be stored in a clean, dry environment; away from sources of extreme heat, sparks, and high electrical energy. Always place or store an airbag module on a surface with its trim cover or airbag side facing up, to minimize movement in case of an accidental deployment.

#### CLEANUP PROCEDURE

Following an airbag system deployment, the vehicle interior will contain a powdery residue. This residue consists primarily of harmless particulate by-products of the small pyrotechnic charge used to initiate the airbag deployment propellant. However, this residue will also contain traces of sodium hydroxide powder, a chemical by-product of the propellant material that is used to generate the nitrogen gas that inflates the airbag. Since sodium hydroxide powder can irritate the skin, eyes, nose, or throat, be sure to wear safety glasses, rubber gloves, and a long-sleeved shirt during cleanup (Fig. 2).

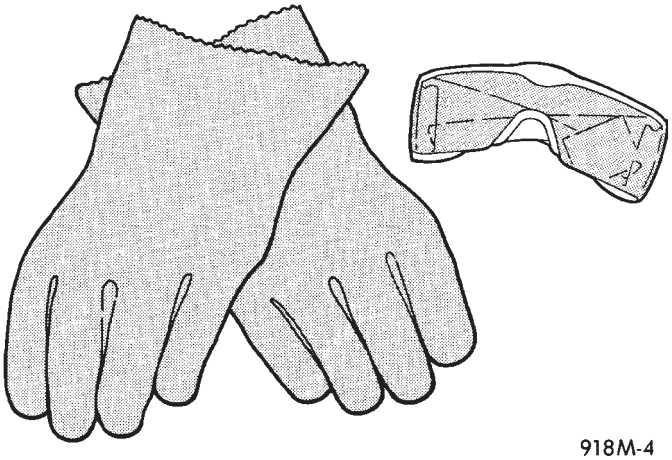



*Fig. 2 Wear Safety Glasses and Rubber Gloves - Typical*

**WARNING: IF YOU EXPERIENCE SKIN IRRITATION DURING CLEANUP, RUN COOL WATER OVER THE AFFECTED AREA. ALSO, IF YOU EXPERIENCE IRRITATION OF THE NOSE OR THROAT, EXIT THE VEHICLE FOR FRESH AIR UNTIL THE IRRITATION CEASES. IF IRRITATION CONTINUES, SEE A PHYSICIAN.**

Begin the cleanup by removing the airbag modules from the vehicle. Refer to **Driver Side Airbag Module** and **Passenger Side Airbag Module** in the

SERVICE PROCEDURES (Continued)

Removal and Installation section of this group for the procedures.

Use a vacuum cleaner to remove any residual powder from the vehicle interior. Clean from outside the vehicle and work your way inside, so that you avoid kneeling or sitting on a non-cleaned area.

Be sure to vacuum the heater and air conditioning outlets as well (Fig. 3). Run the heater and air conditioner blower on the lowest speed setting and vacuum any powder expelled from the outlets. You may need to vacuum the interior of the vehicle a second time to recover all of the powder.

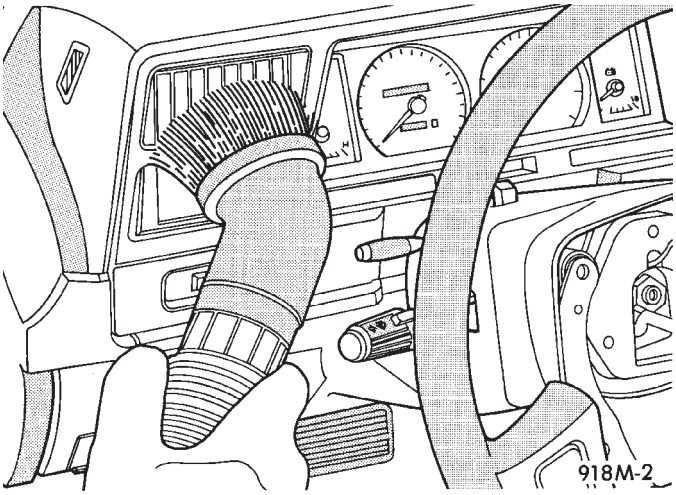



*Fig. 3 Vacuum Heater and A/C Outlets - Typical*

Place the deployed airbag modules in your vehicular scrap pile.

## REMOVAL AND INSTALLATION

### DRIVER SIDE AIRBAG MODULE

The following procedure is for replacement of a faulty or damaged driver side airbag module. If the driver side airbag has been deployed, the clockspring must also be replaced. Refer to **Clockspring** in the Removal and Installation section of this group for the additional service procedures for the clockspring.

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**• WHEN REMOVING A DEPLOYED AIRBAG MODULE, RUBBER GLOVES, EYE PROTECTION, AND A LONG-SLEEVED SHIRT SHOULD BE WORN. THERE MAY BE DEPOSITS ON THE AIRBAG MODULE AND OTHER INTERIOR SURFACES. IN LARGE DOSES, THESE DEPOSITS MAY CAUSE IRRITATION TO THE SKIN AND EYES.**

#### REMOVAL

(1) Disconnect and isolate the battery negative cable. If either of the airbags has not been deployed, wait two minutes for the system capacitor to discharge before further service.

(2) From the underside of the steering wheel, remove the two screws that secure the driver side airbag module to the steering wheel (Fig. 4).

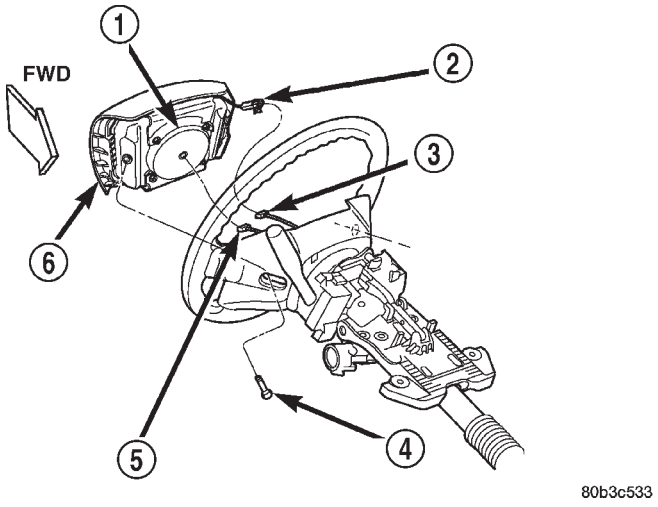



*Fig. 4 Driver Side Airbag Module Remove/Install*

1 – INFLATOR
2 – HORN SWITCH FEED WIRE CONNECTOR
3 – STEERING WHEEL WIRE HARNESS CONNECTOR
4 – SCREW (2)
5 – CLOCKSPRING WIRE HARNESS CONNECTOR
6 – DRIVER SIDE AIRBAG MODULE

(3) Pull the airbag module away from the steering wheel far enough to access the two wire harness connectors on the back of the airbag module.

(4) Disconnect the steering wheel wire harness connector from the horn switch feed wire connector, which is secured to the upper trim cover retainer on the back of the airbag module.

(5) The clockspring airbag wire harness connector is a tight snap-fit into the airbag module connector receptacle, which is located on the airbag inflator on the back of the airbag module. Firmly grasp and pull or gently pry on the clockspring airbag wire harness connector to disconnect it from the airbag module.

REMOVAL AND INSTALLATION (Continued)

**Do not pull on the clockspring wire harness to disengage the connector from the airbag module connector receptacle.**

(6) Remove the driver side airbag module from the steering wheel.

(7) If the driver side airbag has been deployed, the clockspring must be replaced. Refer to **Clockspring** in the Removal and Installation section of this group for the clockspring service procedures.

## INSTALLATION

**WARNING:**

**• USE EXTREME CARE TO PREVENT ANY FOREIGN MATERIAL FROM ENTERING THE DRIVER SIDE AIRBAG MODULE, OR BECOMING ENTRAPPED BETWEEN THE AIRBAG CUSHION AND THE DRIVER SIDE AIRBAG TRIM COVER. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN OCCUPANT INJURIES UPON AIRBAG DEPLOYMENT.**

**• THE DRIVER SIDE AIRBAG MODULE TRIM COVER MUST NEVER BE PAINTED. REPLACEMENT TRIM COVERS ARE SERVICED IN THE ORIGINAL COLORS. PAINT MAY CHANGE THE WAY IN WHICH THE MATERIAL OF THE TRIM COVER RESPONDS TO AN AIRBAG DEPLOYMENT. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN OCCUPANT INJURIES UPON AIRBAG DEPLOYMENT.**

(1) When installing the driver side airbag module, reconnect the clockspring airbag wire harness connector to the airbag module connector receptacle by pressing straight in on the connector. You can be certain that the connector is fully engaged by listening carefully for a distinct audible click as the connector snaps into place.

(2) Reconnect the steering wheel wire harness connector to the horn switch feed wire connector, which is secured to the upper trim cover retainer on the back of the airbag module.

(3) Carefully position the driver side airbag module in the steering wheel. Be certain that the steering wheel and clockspring wire harnesses in the steering wheel hub area are not pinched between the airbag module and the steering wheel.

(4) From the underside of the steering wheel, install and tighten the two driver side airbag module mounting screws. Tighten the screws to 10.2 N·m (90 in. lbs.).

(5) Do not reconnect the battery negative cable at this time. Refer to **Airbag System** in the Diagnosis and Testing section of this group for the proper procedures.

# DRIVER SIDE AIRBAG MODULE TRIM COVER

**WARNING:**

**• THE AIRBAG SYSTEM IS A SENSITIVE, COMPLEX ELECTROMECHANICAL UNIT. BEFORE ATTEMPTING TO DIAGNOSE OR SERVICE ANY AIRBAG SYSTEM OR RELATED STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENTS YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THEN WAIT TWO MINUTES FOR THE SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.**

**• THE HORN SWITCH IS INTEGRAL TO THE DRIVER SIDE AIRBAG MODULE. SERVICE OF THIS COMPONENT SHOULD BE PERFORMED ONLY BY CHRYSLER-TRAINED AND AUTHORIZED DEALER SERVICE TECHNICIANS. FAILURE TO TAKE THE PROPER PRECAUTIONS OR TO FOLLOW THE PROPER PROCEDURES COULD RESULT IN ACCIDENTAL, INCOMPLETE, OR IMPROPER AIRBAG DEPLOYMENT AND POSSIBLE OCCUPANT INJURIES.**

## REMOVAL

(1) Disconnect and isolate the battery negative cable. If either of the airbags has not been deployed, wait two minutes for the system capacitor to discharge before further service.

(2) Remove the driver side airbag module from the steering wheel. Refer to **Driver Side Airbag Module** in the Removal and Installation section of this group for the procedures.

(3) Remove the four nuts that secure the upper and lower trim cover retainers to the studs on the back of the driver side airbag housing (Fig. 5).

(4) Remove the upper and lower trim cover retainers from the airbag housing studs (Fig. 6).

(5) Disengage the horn switch feed wire connector retainer from the mounting hole in the upper trim cover retainer.

(6) Remove the horn switch ground wire eyelet from the upper airbag housing stud.

(7) Disengage the four trim cover locking blocks from the lip around the outside edge of the driver side airbag housing and remove the housing from the cover (Fig. 7).

REMOVAL AND INSTALLATION (Continued)

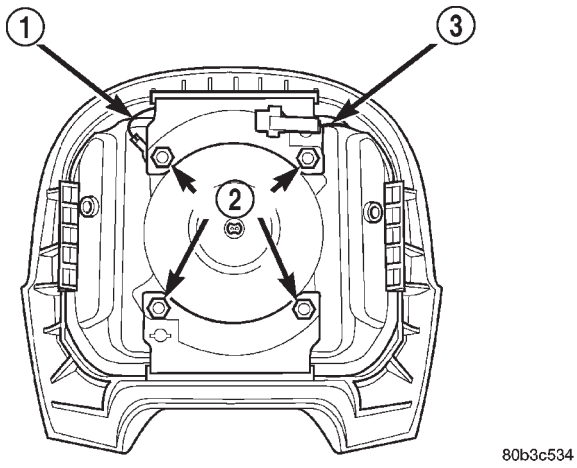



***Fig. 5 Driver Side Airbag Trim Cover Retainer Nuts Remove/Install***

1 – HORN SWITCH GROUND WIRE
2 – NUTS
3 – HORN SWITCH FEED WIRE

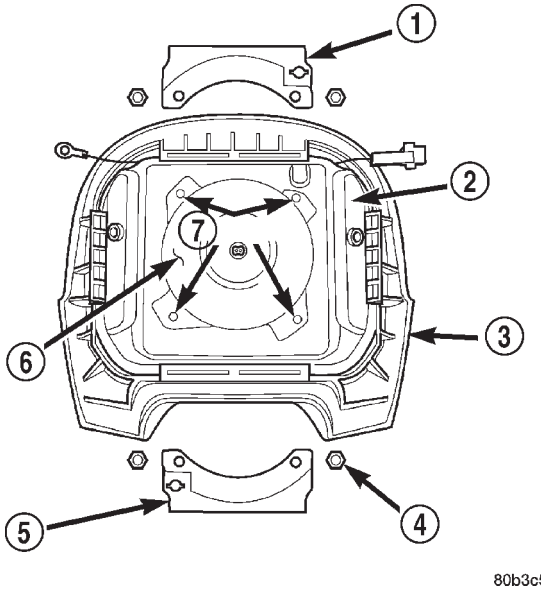



***Fig. 6 Driver Side Airbag Trim Cover Retainers Remove/Install***

1 – UPPER RETAINER
2 – AIRBAG HOUSING
3 – TRIM COVER
4 – NUT (4)
5 – LOWER INFLATOR
6 – INFLATOR
7 – STUDS

## INSTALLATION

**WARNING:**

**• USE EXTREME CARE TO PREVENT ANY FOREIGN MATERIAL FROM ENTERING THE DRIVER SIDE AIRBAG MODULE, OR BECOMING ENTRAPPED BETWEEN THE AIRBAG CUSHION AND THE DRIVER SIDE AIRBAG TRIM COVER. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN OCCUPANT INJURIES UPON AIRBAG DEPLOYMENT.**

**• THE DRIVER SIDE AIRBAG MODULE TRIM COVER MUST NEVER BE PAINTED. REPLACEMENT TRIM COVERS ARE SERVICED IN THE ORIGINAL COLORS. PAINT MAY CHANGE THE WAY IN WHICH THE MATERIAL OF THE TRIM COVER RESPONDS TO AN AIRBAG DEPLOYMENT. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN OCCUPANT INJURIES UPON AIRBAG DEPLOYMENT.**

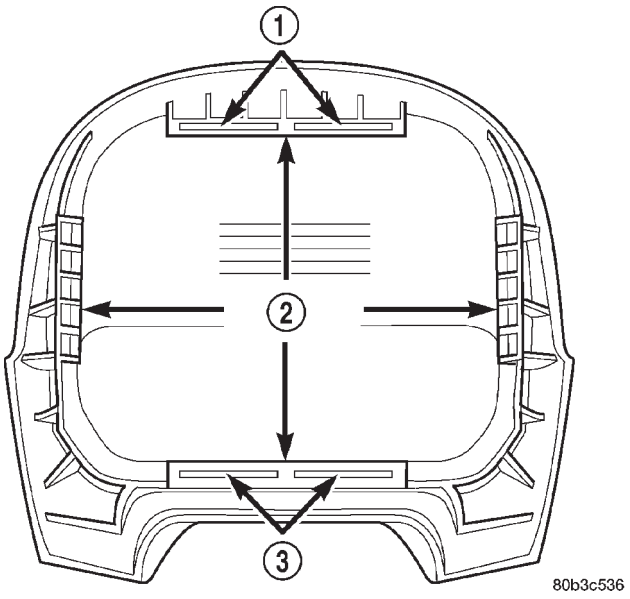



***Fig. 7 Driver Side Airbag Trim Cover Remove/Install***

1 – RETAINER SLOTS
2 – LOCKING BLOCKS
3 – RETAINER SLOTS

**NOTE: If the horn switch and tray have been removed from the sewn pouch in the airbag cushion retaining strap, be certain that they are properly reinstalled with the horn switch feed wire and ground wire properly oriented before assembling the trim cover onto the airbag module. Refer to Horn Switch in the Removal and Installation section of Group 8G - Horn Systems for more information.**

(1) Carefully position the driver side airbag module in the trim cover. Be certain that the horn switch feed and ground wires are not pinched between the airbag housing and the trim cover locking blocks.

(2) Engage the upper and lower trim cover locking blocks with the lip of the driver side airbag housing, then engage the locking blocks on each side of the

REMOVAL AND INSTALLATION (Continued)

trim cover with the lip of the housing. Be certain that each of the locking blocks is fully engaged on the lip of the airbag housing (Fig. 8).

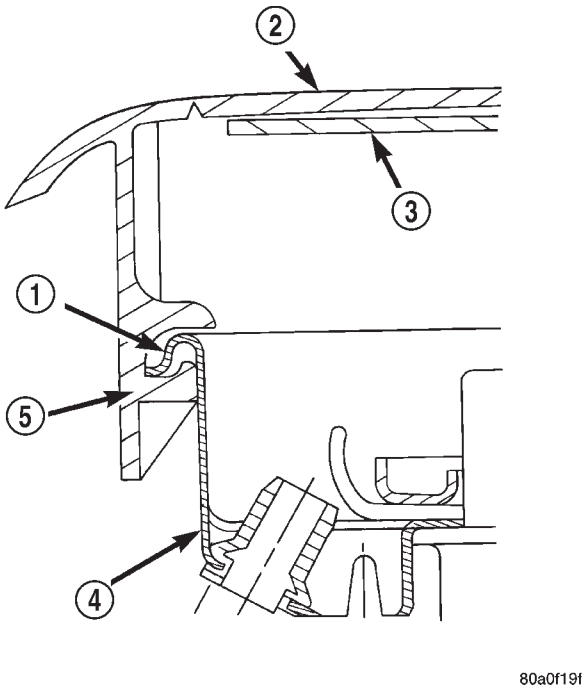



***Fig. 8 Driver Side Airbag Trim Cover Locking Blocks Engaged***

1 – LIP
2 – TRIM COVER
3 – HORN SWITCH
4 – AIRBAG HOUSING
5 – LOCKING BLOCK

(3) Install the horn switch ground wire eyelet over the upper airbag housing stud.

(4) Install the upper and lower airbag trim cover retainers over the airbag housing studs. Be certain that the tabs on each retainer are engaged in the retainer slots of the upper and lower trim cover locking blocks (Fig. 7).

(5) Install and tighten the trim cover retainer mounting nuts on the airbag housing studs. Tighten the nuts to 6.8 N·m (60 in. lbs.).

(6) Install the horn switch feed wire connector retainer into the mounting hole in the upper trim cover retainer.

(7) Install the driver side airbag module onto the steering wheel. Refer to **Driver Side Airbag Module** in the Removal and Installation section of this group for the procedures.

## PASSENGER SIDE AIRBAG MODULE

The following procedure is for replacement of a faulty or damaged passenger side airbag module. If the passenger side airbag has been deployed, the instrument panel structural duct must be inspected and the instrument panel top pad must be replaced. Refer to **Instrument Panel Top Pad** in the Removal and Installation section of Group 8E - Instrument Panel Systems for the additional service procedures for the instrument panel top pad. If inspection of the instrument panel structural duct reveals any damage around the mounting points for the passenger side airbag module, the instrument panel assembly must be replaced. Refer to **Instrument Panel Assembly** in the Removal and Installation section of Group 8E - Instrument Panel Systems for the additional service procedures for the instrument panel assembly.

**WARNING:**

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**• WHEN REMOVING A DEPLOYED AIRBAG MODULE, RUBBER GLOVES, EYE PROTECTION, AND A LONG-SLEEVED SHIRT SHOULD BE WORN. THERE MAY BE DEPOSITS ON THE AIRBAG MODULE AND OTHER INTERIOR SURFACES. IN LARGE DOSES, THESE DEPOSITS MAY CAUSE IRRITATION TO THE SKIN AND EYES.**

### REMOVAL

(1) Disconnect and isolate the battery negative cable. If either of the airbags has not been deployed, wait two minutes for the system capacitor to discharge before further service.

(2) Remove the top pad from the instrument panel. Refer to **Instrument Panel Top Pad** in the Removal and Installation section of Group 8E - Instrument Panel Systems for the procedures.

(3) Disconnect the instrument panel wire harness connector from the passenger side airbag module wire harness connector, which is secured to the outside of the outboard airbag module end bracket.

(4) Remove the two screws that secure the two airbag module end bracket front mounting tabs to the front of the instrument panel structural duct (Fig. 9).

(5) Remove the two screws that secure the two airbag module end bracket rear mounting tabs to the

REMOVAL AND INSTALLATION (Continued)

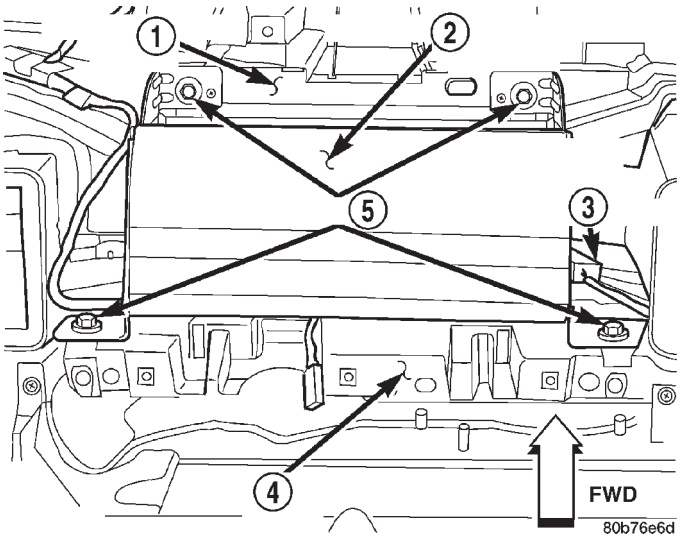



***Fig. 9 Passenger Side Airbag Module Remove/Install***

1 – STRUCTURAL DUCT
2 – PASSENGER SIDE AIRBAG MODULE
3 – WIRE HARNESS CONNECTOR
4 – STRUCTURAL DUCT
5 – SCREWS

rear of the structural duct, just above the instrument panel upper glove box opening reinforcement.

(6) Remove the passenger side airbag module from the instrument panel.

## INSTALLATION

**WARNING:**

**• USE EXTREME CARE TO PREVENT ANY FOREIGN MATERIAL FROM ENTERING THE PASSENGER SIDE AIRBAG MODULE, OR BECOMING ENTRAPPED BETWEEN THE AIRBAG CUSHION AND THE INSTRUMENT PANEL TOP COVER. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN OCCUPANT INJURIES UPON AIRBAG DEPLOYMENT.**

**• THE INSTRUMENT PANEL TOP COVER MUST NEVER BE PAINTED. REPLACEMENT TOP COVERS ARE SERVICED IN THE ORIGINAL COLORS. PAINT MAY CHANGE THE WAY IN WHICH THE MATERIAL OF THE TOP COVER RESPONDS TO AN AIRBAG DEPLOYMENT. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN OCCUPANT INJURIES UPON AIRBAG DEPLOYMENT.**

(1) Carefully position the passenger side airbag module onto the instrument panel structural duct.

(2) Install and tighten the four screws that secure the passenger side airbag module to the instrument panel structural duct. Tighten the screws to 11.8 N·m (105 in. lbs.).

(3) Reconnect the instrument panel wire harness connector to the passenger side airbag module wire harness connector, which is secured to the outside of the outboard airbag module end bracket. Be certain that the airbag module wire harness connector is fully engaged and latched.

(4) Install the top pad onto the instrument panel. Refer to **Instrument Panel Top Pad** in the Removal and Installation section of Group 8E - Instrument Panel Systems for the procedures.

(5) Do not reconnect the battery negative cable at this time. Refer to **Airbag System** in the Diagnosis and Testing section of this group for the proper procedures.

## AIRBAG CONTROL MODULE

**WARNING:**

**• THE AIRBAG CONTROL MODULE CONTAINS THE IMPACT SENSOR, WHICH ENABLES THE SYSTEM TO DEPLOY THE AIRBAG. BEFORE ATTEMPTING TO DIAGNOSE OR SERVICE ANY AIRBAG SYSTEM OR RELATED STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENTS YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THEN WAIT TWO MINUTES FOR THE SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.**

**• NEVER STRIKE OR KICK THE AIRBAG CONTROL MODULE, AS IT CAN DAMAGE THE IMPACT SENSOR OR AFFECT ITS CALIBRATION. IF AN AIRBAG CONTROL MODULE IS ACCIDENTALLY DROPPED DURING SERVICE, THE MODULE MUST BE SCRAPPED AND REPLACED WITH A NEW UNIT. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN ACCIDENTAL, INCOMPLETE, OR IMPROPER AIRBAG DEPLOYMENT AND POSSIBLE OCCUPANT INJURIES.**

## REMOVAL

(1) Disconnect and isolate the battery negative cable. If either of the airbags has not been deployed, wait two minutes for the system capacitor to discharge before further service.

(2) Remove the center floor console from the floor panel transmission tunnel. Refer to **Floor Console** in the Removal and Installation section of Group 23 - Body for the procedures.

(3) Remove the nut that secures the center console bracket to the stud on the floor panel transmission

REMOVAL AND INSTALLATION (Continued)

tunnel in front of the Airbag Control Module (ACM) (Fig. 10).

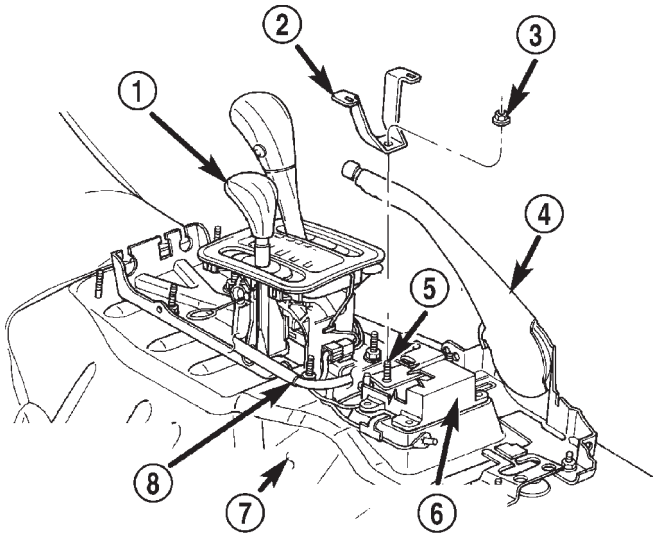



***Fig. 10 Center Console Bracket Remove/Install***

1 – SHIFTER ASSEMBLY
2 – CENTER CONSOLE BRACKET
3 – NUT
4 – PARK BRAKE
5 – STUD
6 – AIRBAG CONTROL MODULE
7 – FLOOR PANEL TRANSMISSION TUNNEL
8 – INSTRUMENT PANEL WIRE HARNESS

(4) Remove the center console bracket from the stud on the floor panel transmission tunnel.

(5) Disconnect the instrument panel wire harness connector from the ACM. To disconnect the instrument panel wire harness connector from the ACM (Fig. 11):

(a) Slide the red Connector Position Assurance (CPA) lock on the top of the connector toward the left side of the vehicle.

(b) Depress the connector latch tab and pull the connector straight away from the ACM connector receptacle.

(6) Remove the four screws that secure the ACM to the mount that is welded onto the floor panel transmission tunnel (Fig. 12).

(7) Remove the ACM from the mount on the floor panel transmission tunnel.

## INSTALLATION

(1) Carefully position the ACM to the mount that is welded onto the floor panel transmission tunnel. The bottom of the ACM housing is keyed. When the ACM is correctly positioned the bottom of the housing will fit flush with the mount, and the arrow on the ACM housing will be pointed forward in the vehicle.

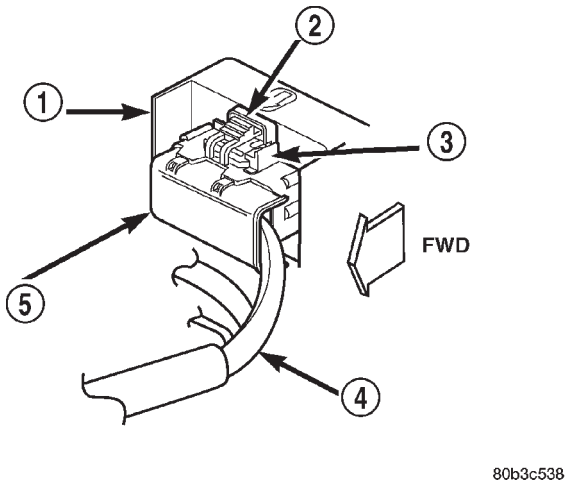



***Fig. 11 Airbag Control Module Wire Harness Connector***

1 – AIRBAG CONTROL MODULE
2 – LATCH TAB
3 – CPA LOCK
4 – INSTRUMENT PANEL WIRE HARNESS
5 – CONNECTOR

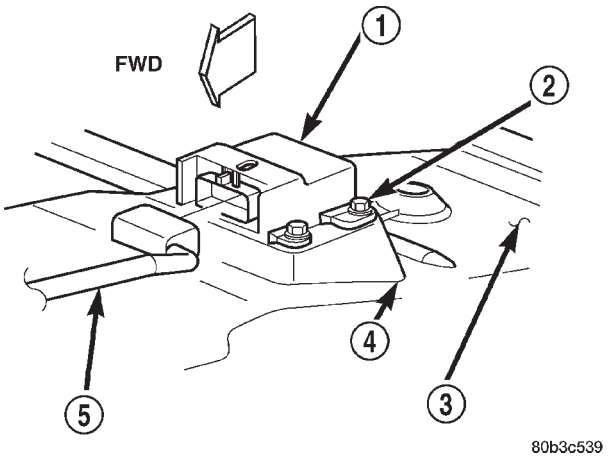



***Fig. 12 Airbag Control Module Remove/Install***

1 – AIRBAG CONTROL MODULE
2 – SCREW (4)
3 – FLOOR PANEL TRANSMISSION TUNNEL
4 – BRACKET
5 – INSTRUMENT PANEL WIRE HARNESS

(2) Install and tighten the four screws that secure the ACM to the mount that is welded onto the floor panel transmission tunnel. Tighten the screws to 7.9 N·m (70 in. lbs.).

(3) Reconnect the instrument panel wire harness connector to the ACM connector receptacle. Be certain that the connector latch and the red CPA lock are fully engaged (Fig. 11).

REMOVAL AND INSTALLATION (Continued)

(4) Install the center console bracket onto the stud on the floor panel transmission tunnel in front of the ACM.

(5) Install and tighten the nut that secures the center console bracket to the stud on the floor panel transmission tunnel. Tighten the nut to 28.2 N·m (250 in. lbs.).

(6) Install the center floor console onto the floor panel transmission tunnel. Refer to **Floor Console** in the Removal and Installation section of Group 23 - Body for the procedures.

(7) Do not reconnect the battery negative cable at this time. Refer to **Airbag System** in the Diagnosis and Testing section of this group for the proper procedures.

## CLOCKSPRING

The clockspring cannot be repaired. It must be replaced if faulty or damaged, or if the driver side airbag has been deployed.

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### REMOVAL

**NOTE: Before starting this procedure, be certain to turn the steering wheel until the front wheels are in the straight-ahead position.**

(1) Place the front wheels in the straight-ahead position.

(2) Remove the driver side airbag module from the steering wheel. Refer to **Driver Side Airbag Module** in the Removal and Installation section of this group for the procedures.

(3) Disconnect the steering wheel wire harness connector from the upper clockspring connector receptacle, which is located between the two upper spokes of the armature within the hub cavity of the steering wheel.

(4) Remove the nut that secures the steering wheel armature to the steering column upper shaft, which is located within the hub cavity of the steering wheel.

(5) Pull the steering wheel off of the steering column upper shaft spline using a two-jawed puller (Special Tool C-3894-A) (Fig. 13). When installing the puller onto the steering wheel, be certain that each jaw of the puller is seated in the pocket that is cast into the underside of the steering wheel armature on each side of the hub (Fig. 14). Also, if the clockspring is to be reused, be certain not to damage or deform the clockspring case when positioning the jaws of the puller below the steering wheel armature hub.

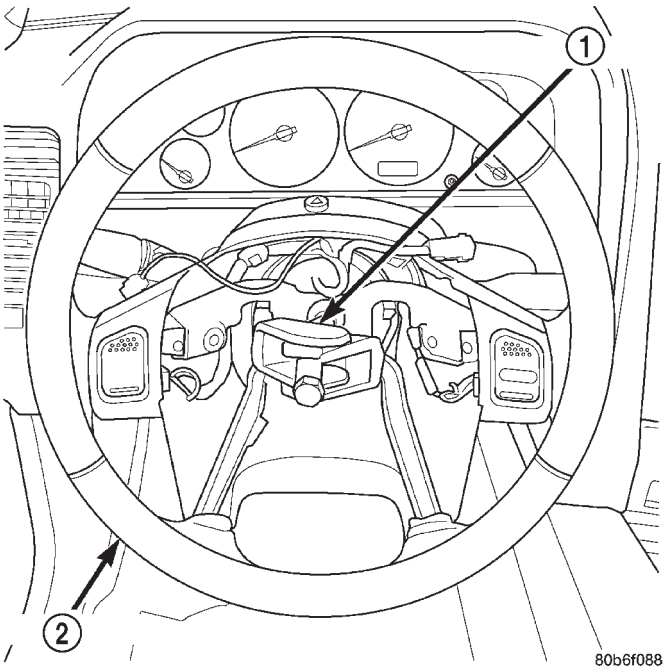



***Fig. 13 Steering Wheel Remove/Install***

1 – PULLER
2 – STEERING WHEEL

(6) Remove the screw that secures the lower tilting steering column shroud to the steering column multi-function switch mounting housing (Fig. 15).

(7) Unsnap the two halves of the tilting steering column shroud from each other and remove both halves from the steering column.

(8) Disconnect the two instrument panel wire harness connectors from the lower clockspring connector receptacles.

(9) Remove the two screws that secure the clockspring case to the multi-function switch mounting housing (Fig. 16).

(10) Remove the clockspring from the steering column by sliding the clockspring hub up and off of the steering column upper shaft. The clockspring cannot be repaired. It must be replaced if faulty or damaged, or if the driver side airbag has been deployed.

REMOVAL AND INSTALLATION (Continued)

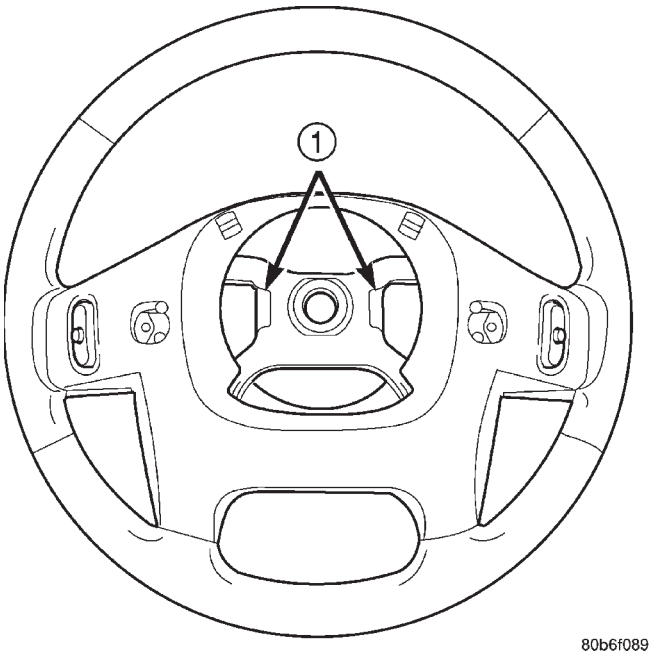



***Fig. 14 Steering Wheel Armature Pockets***

1 – STEERING WHEEL POCKETS

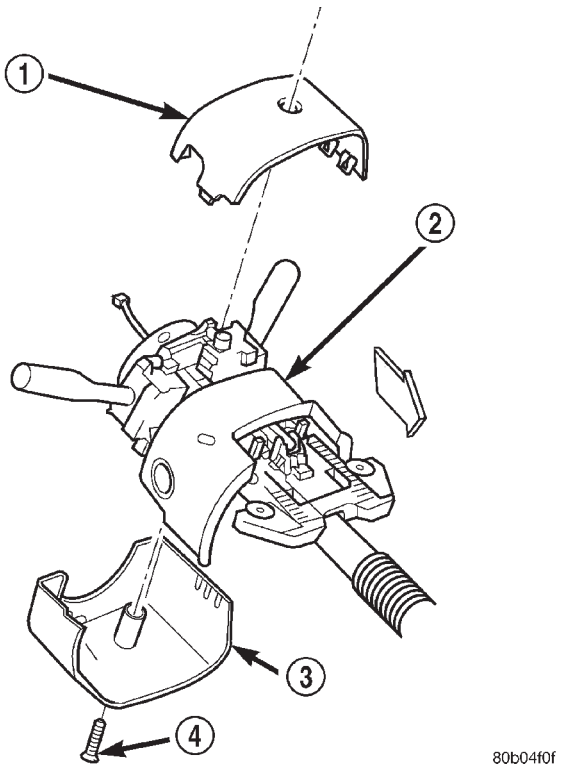



***Fig. 15 Steering Column Shrouds Remove/Install***

1 – UPPER TILTING COLUMN SHROUD
2 – FIXED COLUMN SHROUD
3 – LOWER TILTING COLUMN SHROUD
4 – SCREW

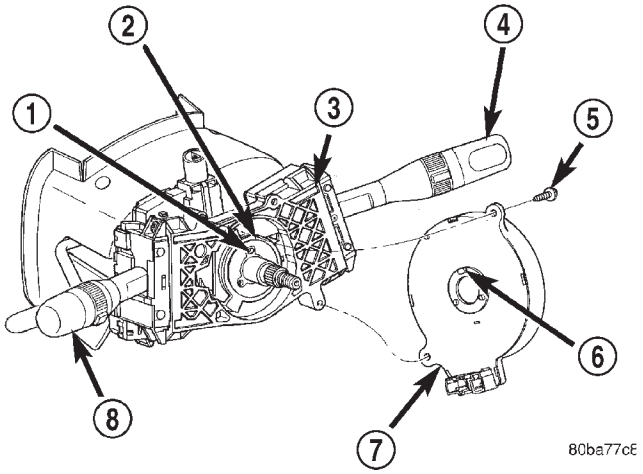



***Fig. 16 Clockspring Remove/Install***

1 – OBLONG HOLE
2 – TURN SIGNAL CANCELLING CAM
3 – MULTI-FUNCTION SWITCH MOUNTING HOUSING
4 – RIGHT MULTI-FUNCTION SWITCH
5 – SCREW (2)
6 – OBLONG PIN
7 – CLOCKSPRING
8 – LEFT MULTI-FUNCTION SWITCH

## INSTALLATION

If the clockspring is not properly centered in relation to the steering wheel, steering shaft and steering gear, it may be damaged. Refer to **Clockspring Centering** in the Adjustments section of this group before installing or reinstalling a clockspring.

Service replacement clocksprings are shipped precentered and with a locking pin installed. This locking pin should not be removed until the clockspring has been installed on the steering column. If the locking pin is removed before the clockspring is installed on a steering column, the locking pin cannot be reinstalled and the clockspring centering procedure must be performed.

**NOTE: Before starting this procedure, be certain that the front wheels are still in the straight-ahead position.**

(1) While holding the centered clockspring hub and case stationary in relationship to each other, slide the clockspring down over the steering column upper shaft.

(2) Align and seat the three pins in the clockspring hub with the three holes in the hub of the turn signal cancelling cam. It should be noted that when the clockspring is properly centered the uppermost pin in the clockspring hub is an oblong pin, and it will only fit in the oblong hole in the hub of the turn signal cancelling cam.

REMOVAL AND INSTALLATION (Continued)

(3) Align and seat the one pin and the two mounting holes on the clockspring case to their respective holes in the multi-function switch mounting housing.

(4) Install and tighten the two clockspring mounting screws. Tighten the screws to 2.5 N·m (22 in. lbs.).

(5) Reconnect the two instrument panel wire harness connectors to the lower clockspring connector receptacles.

(6) Position the lower tilting steering column shroud to the steering column (Fig. 15). Install and tighten the screw that secures the shroud to the multi-function switch mounting housing. Tighten the screw to 1.9 N·m (17 in. lbs.).

(7) Position the upper tilting column shroud to the steering column with the hazard warning switch button inserted through the hole in the upper surface of the shroud. Align the upper tilting steering column shroud to the lower shroud and snap the two shroud halves together.

(8) Install the steering wheel to the steering column upper shaft. Be certain to index the alignment splines in the hub of the steering wheel armature with the splines on the shaft. Pull the clockspring wire harness through the hole between the two upper steering wheel armature spokes.

(9) Install and tighten the steering wheel mounting nut. Tighten the nut to 47 N·m (420 in. lbs.). Be certain not to pinch the wire harnesses between the steering wheel and the nut.

(10) Reconnect the steering wheel wire harness connector to the upper clockspring connector receptacle, which is located between the two upper spokes of the armature within the hub cavity of the steering wheel.

(11) Install the driver side airbag module onto the steering wheel. Refer to **Driver Side Airbag Module** in the Removal and Installation section of this group for the procedures.

## ADJUSTMENTS

### CLOCKSPRING CENTERING

The clockspring is designed to wind and unwind when the steering wheel is rotated, but is only designed to rotate the same number of turns (about five complete rotations) as the steering wheel can be turned from stop to stop. Centering the clockspring indexes the clockspring tape to other steering components so that it can operate within its designed travel limits. The rotor of a centered clockspring can be rotated two and one-half turns in either direction from the centered position, without damaging the clockspring tape.

However, if the clockspring is removed for service or if the steering column is disconnected from the steering gear, the clockspring tape can change position relative to the other steering components. The clockspring must then be re-centered following completion of the service or the clockspring tape may be damaged.

Service replacement clocksprings are shipped precentered and with a locking pin installed. This locking pin should not be removed until the clockspring has been installed on the steering column. If the locking pin is removed before the clockspring is installed on a steering column, the locking pin cannot be reinstalled and the clockspring centering procedure must be performed.

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**NOTE: Before starting this procedure, be certain to turn the steering wheel until the front wheels are in the straight-ahead position.**

(1) Place the front wheels in the straight-ahead position.

(2) Remove the clockspring from the steering column. Refer to **Clockspring** in the Removal and Installation section of this group for the procedures.

(3) Hold the clockspring case in one hand so that it is oriented as it would be when it is installed on the steering column.

(4) Use your other hand to rotate the clockspring hub clockwise to the end of its travel. **Do not apply excessive torque.**

(5) From the end of the clockwise travel, rotate the hub about two and one-half turns counterclockwise. It should be noted that when the clockspring is properly centered the arrows on the clockspring hub label and the clockspring case should be aligned (Fig. 17), and the uppermost pin in the clockspring hub should be an oblong pin.

(6) The clockspring is now centered. Secure the clockspring hub to the clockspring case to maintain clockspring centering until it is reinstalled on the steering column.

ADJUSTMENTS (Continued)

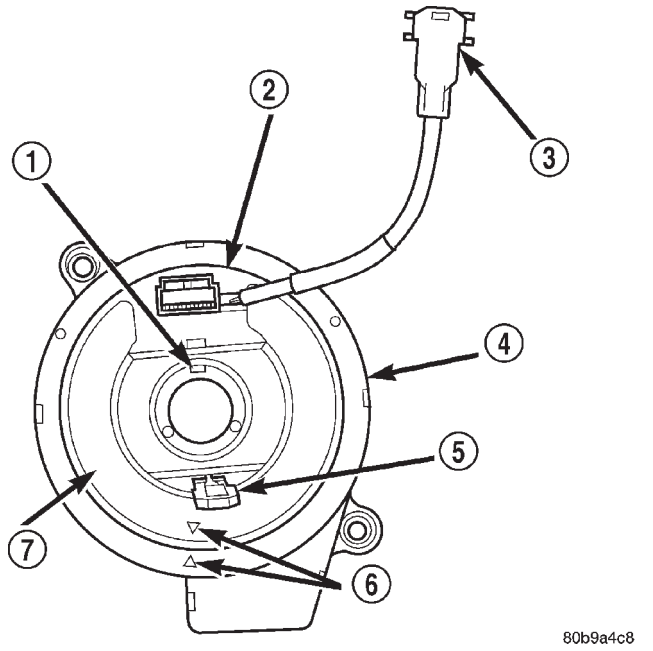


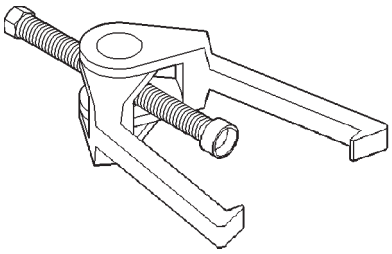

***Fig. 17 Clockspring Alignment Arrows***

1 – OBLONG HUB PIN
2 – CLOCKSPRING HUB
3 – DRIVER SIDE AIRBAG WIRE HARNESS CONNECTOR
4 – CLOCKSPRING CASE
5 – LOCKING PIN
6 – ALIGNMENT ARROWS
7 – LABEL

(7) The front wheels should still be in the straight-ahead position. Install the clockspring onto the steering column. Refer to **Clockspring** in the Removal and Installation section of this group for the procedures.

## SPECIAL TOOLS

### PASSIVE RESTRAINT SYSTEMS



***Puller C-3894-A***