

Airbag Deactivation Shunt Kit – Installation Instructions

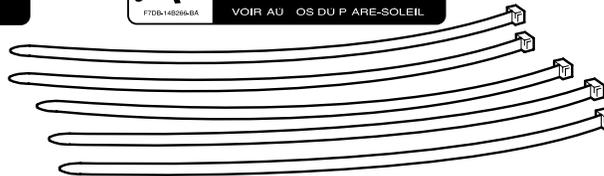
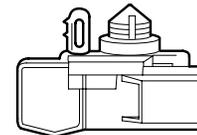
 MODEL 2000 MY-ON
S-TYPE

VIN L00001-ON

Issue

An airbag deactivation shunt kit may be installed, **at owner expense**, on 2000 MY-on S-TYPE vehicles to deactivate the driver, front passenger or both airbags. **This is a customer paid modification.**

Note: This kit is a protected, controlled use item. The U. S. vehicle owner **must** have permission from Jaguar North America and an N.H.T.S.A. waiver (see sample at end of bulletin) permitting use of the kit. For Canadian owner inquiries, dealers should contact the Customer Relationship Department at Jaguar Canada at 1-800-668-6257 or 1-905-792-9400 x242 for further information.

CONTENTS OF DEACTIVATION KIT


T.800.100!

ILLUSTRATION 1

Action:
DRIVER SIDE AIRBAG SHUNT RESISTOR INSTALLATION INSTRUCTIONS

Verify that the contents of the kit, Illustration 1, are as follows:

1. Shunt resistor (white/black) - 1 pc.
2. Airbag deactivated, Alert labels, - 2 pcs. (1 English No. F7DB-14B266-AA, 1 French No. F7DB-14B266-BA).
3. Driver Airbag deactivated, Warning labels, - 2 pcs. (1 English No. F7RB-14B373-AA, 1 French No. F7RB-14B373-BA).
4. Tie straps – 5 pcs.

If the kit does not contain the parts listed above, **Do Not** proceed.

Verify that the driver's airbag is to be deactivated and that the kit is correct for the model and year of the vehicle.

Note: Various kits are available so ensure that you have the correct kit for make, model and model year of vehicle.

⚠ Warning:

- The electrical circuit necessary for system deployment is powered from the battery and back-up power supply. To avoid accidental deployment and possible personal injury, the battery cables must be disconnected for the length of time specified in the appropriate workshop manual.
- Always wear safety glasses when repairing an airbag supplemental restraint system vehicle and when handling an airbag module.
- Always carry a live airbag module with the airbag and deployment door pointed away from you. This will reduce the risk of injury in the event of an accidental deployment.
- Do not set a live airbag module down with the deployment door face down.
- Never probe the connectors on the airbag module. Doing so may result in airbag deployment that could result in personal injury.

PROCEDURE

Prove out the system: turn the ignition **ON** and check that no faults are shown. The airbag warning light should light for approximately six (6) seconds and then go out. If a fault exists in the system the light will either:

- Fail to light.
- Remain on.
- Continuously flash.

Note: The flashing may occur for up to 30 seconds from turning the ignition from off to on while self-diagnostic checks take place. If the airbag warning light is inoperative a series of beeps will sound to indicate a fault. If the system has a fault it must first be diagnosed and repaired. Refer to the JTIS CD ROM workshop manual.

- If the warning light remains off and there are no audible tones after prove out, the airbag system is operational.
- Disconnect the battery and wait one minute before attempting to work on the airbag system.

- Remove the driver's side, instrument panel end trim cover, Illustration 2.

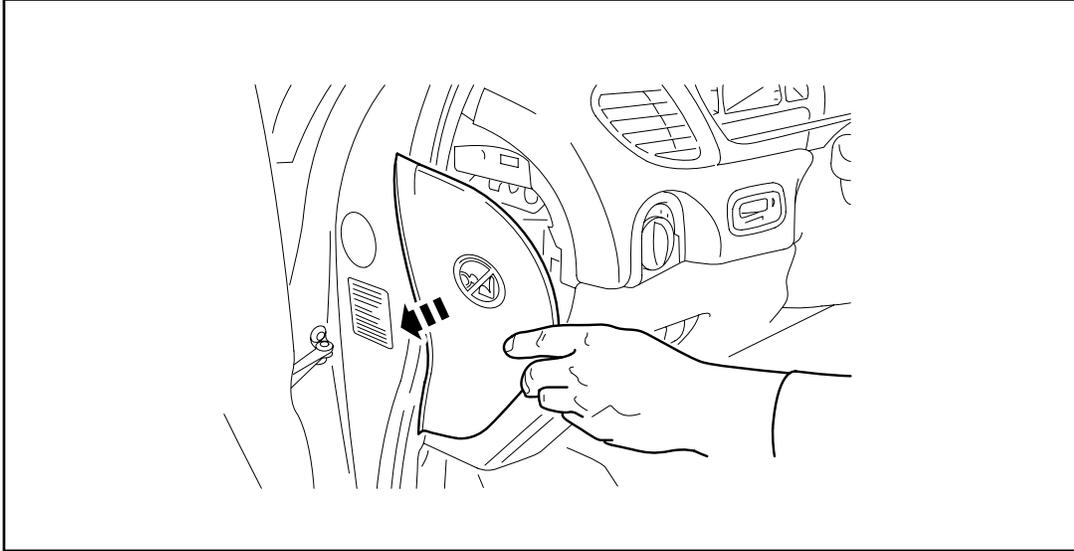


ILLUSTRATION 2

- Remove the black airbag connector, Illustration 3.

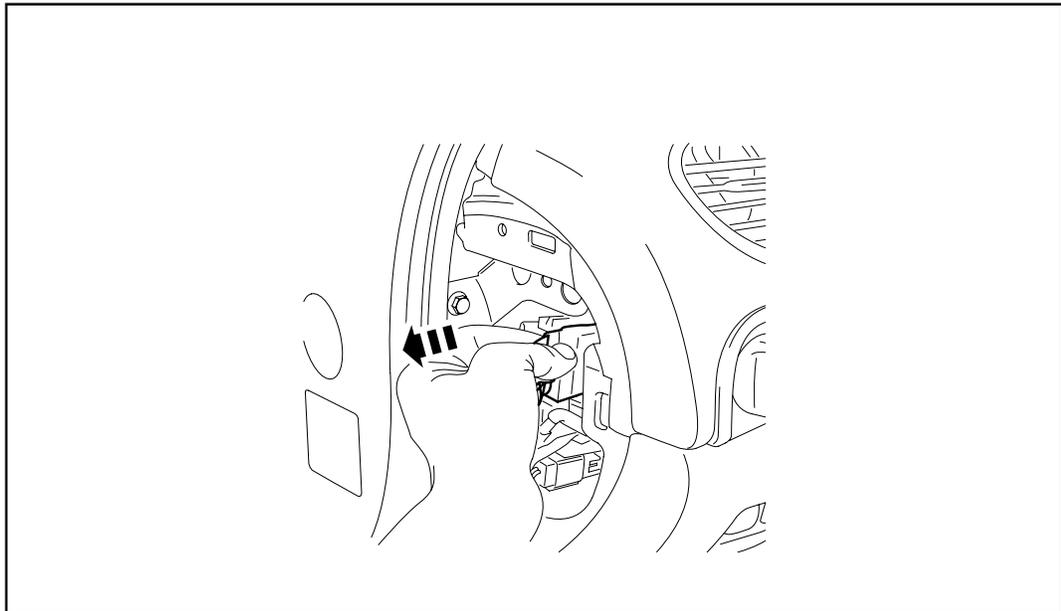


ILLUSTRATION 3

- Connect the shunt resistor unit, Illustration 4.

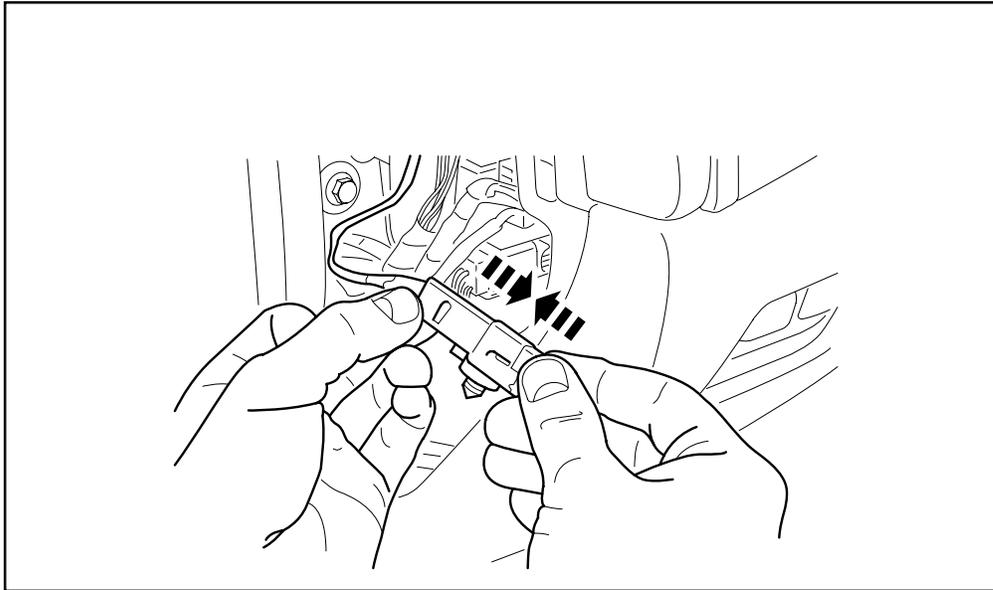


ILLUSTRATION 4

- To allow correct mounting of the shunt unit, using side cutters or similar, carefully cut away the plastic pillar, adjacent to the fir tree mounting stud on the shunt unit, Illustration 5.

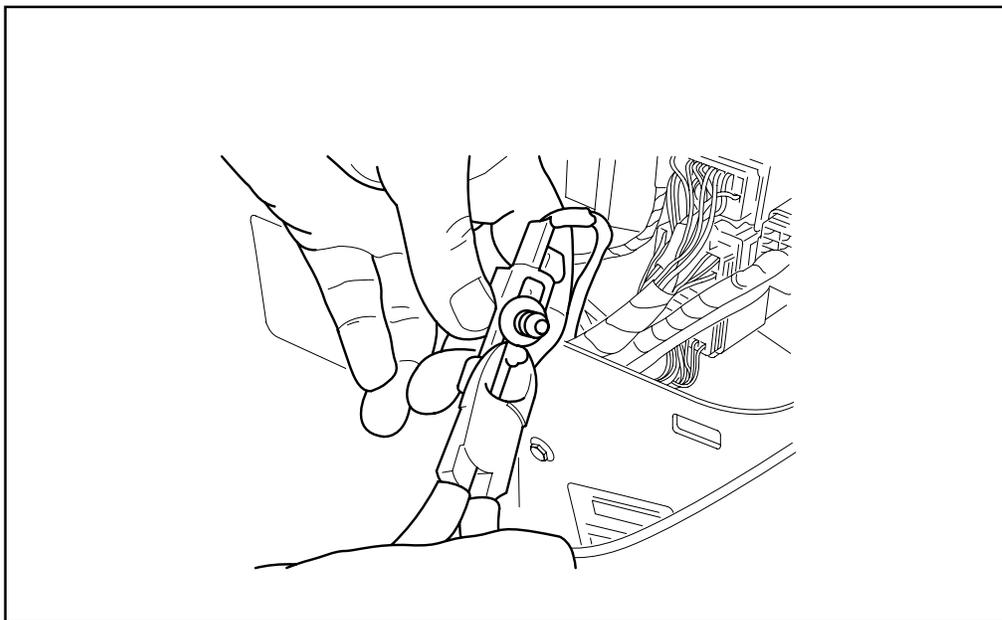


ILLUSTRATION 5

- Insert the shunt unit fir tree fixing into the appropriate hole in the bracket and push firmly and fully in, Illustration 6.

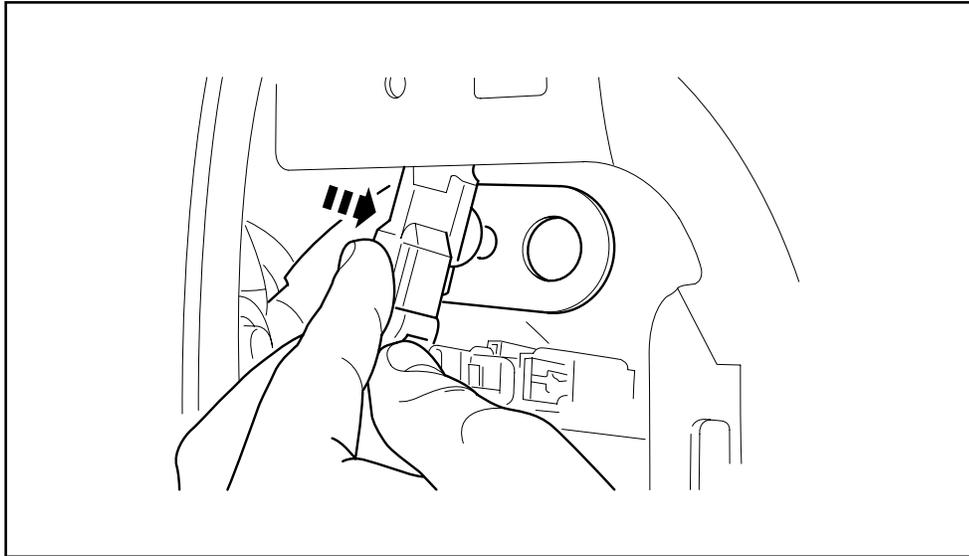


ILLUSTRATION 6

- Reinstall the side panel, Illustration 7.

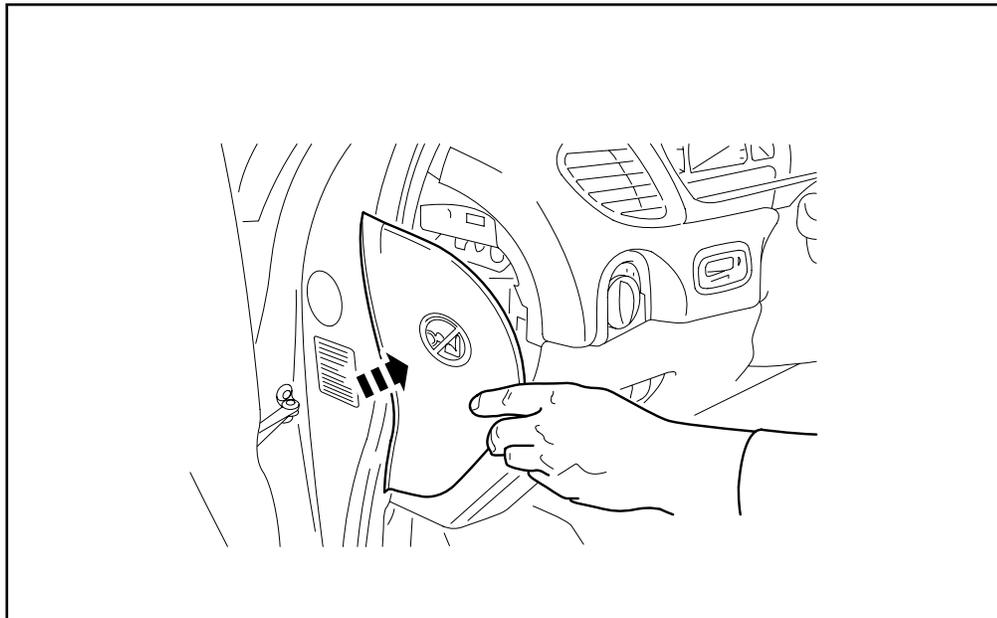


ILLUSTRATION 7

- Apply the airbag deactivated labels as follows:

For U.S. vehicles, apply one English alert label to the front of the driver's sun visor, as shown (Illustration 8). Apply one English warning label to the rear of the sun visor over the existing airbag label, as shown (Illustration 9). Discard the French labels.

For Canadian vehicles, apply one English and one French alert label to the front of the driver's sun visor, as shown (Illustration 8). Apply one English warning label to the rear of the sun visor over the existing airbag label (if present), as shown. Apply one French warning label to the headliner, above the driver's sun visor, as shown (Illustration 9).

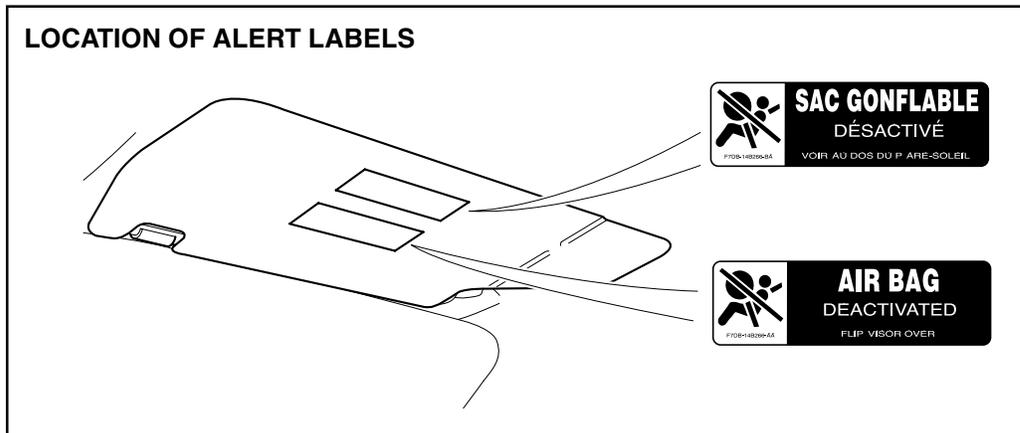


ILLUSTRATION 8

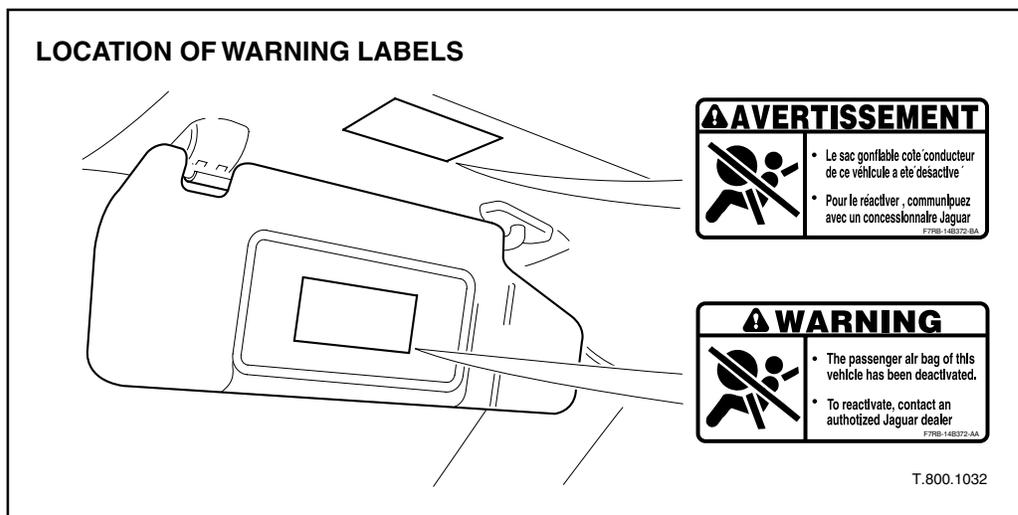


ILLUSTRATION 9

- Reconnect the battery.
- Reset the clock.
- Turn the ignition on.
- Ensure the airbag warning light goes 'off' and remains 'off', and that there are no audible tones after prove out (described under 'Procedure' on page 2 of these instructions). This ensures that the shunt resistor has been correctly installed and that the airbag system is will not store DTCs.

PASSENGER SIDE SHUNT RESISTOR INSTALLATION INSTRUCTIONS

Verify that the contents of the kit, Fig. 10, are as follows:

1. Shunt resistor (white/black) – 1 off.
2. Airbag deactivated, Alert labels, - 2off (1 English No. F7DB-14B266-AA, 1 French No. F7DB-14B266-BA).
3. Passenger Airbag deactivated, Warning labels, - 2off (1 English No. F7RB-14B372-AA, 1 French No. F7RB-14B372-BA).
4. Tie straps – 5 off.

If the kit does not contain the parts listed above **Do Not** proceed.

Verify that the passenger's airbag is to be deactivated and that the kit is correct for the model and year of the vehicle.

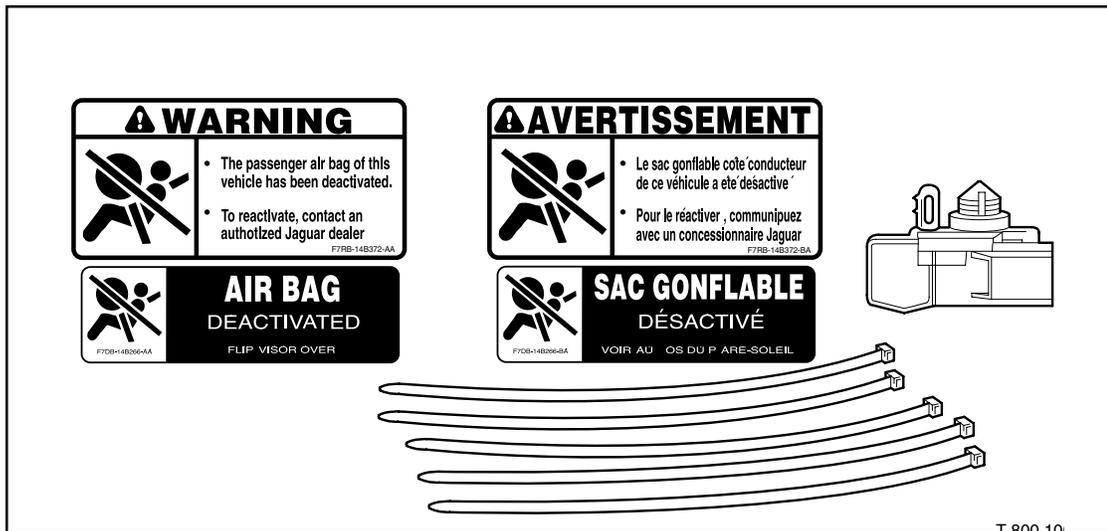


ILLUSTRATION 10

Note: Various kits are available so ensure that you have the correct kit for make, model and model year of vehicle.

Warning:

- Always wear safety glasses when repairing an airbag supplemental restraint system vehicle and when handling an airbag module.
- Always carry a live airbag module with the airbag and deployment door pointed away from you. This will reduce the risk of injury in the event of an accidental deployment.
- **Do not set a live airbag module down with the deployment door face down.**
- Never probe the connectors on the airbag module. Doing so may result in airbag deployment that could result in personal injury.
- The electrical circuit necessary for system deployment is powered from the battery and back-up power supply. To avoid accidental deployment and possible personal injury, the battery cables must be disconnected for the length of time specified in the appropriate workshop manual.

PROCEDURE

Prove out the system: turn the ignition **ON** and check that no faults are shown. The airbag warning light should light for approximately six (6) seconds and then go out. If a fault exists in the system the light will either:

- Fail to light.
- Remain on.
- Continuously flash.

Note: The flashing may occur for up to 30 seconds from turning the ignition from off to on while self-diagnostic checks take place. If the airbag warning light is inoperative a series of beeps will sound to indicate a fault. If the system has a fault it must first be diagnosed and repaired. Refer to the workshop manual JTIS CD ROM.

- If the warning light remains off and there are no audible tones after prove out, the airbag system is operational.
- Disconnect the battery and wait one minute before attempting to work on the airbag system.
- Remove the passenger side, instrument panel end trim cover, Fig. 11.

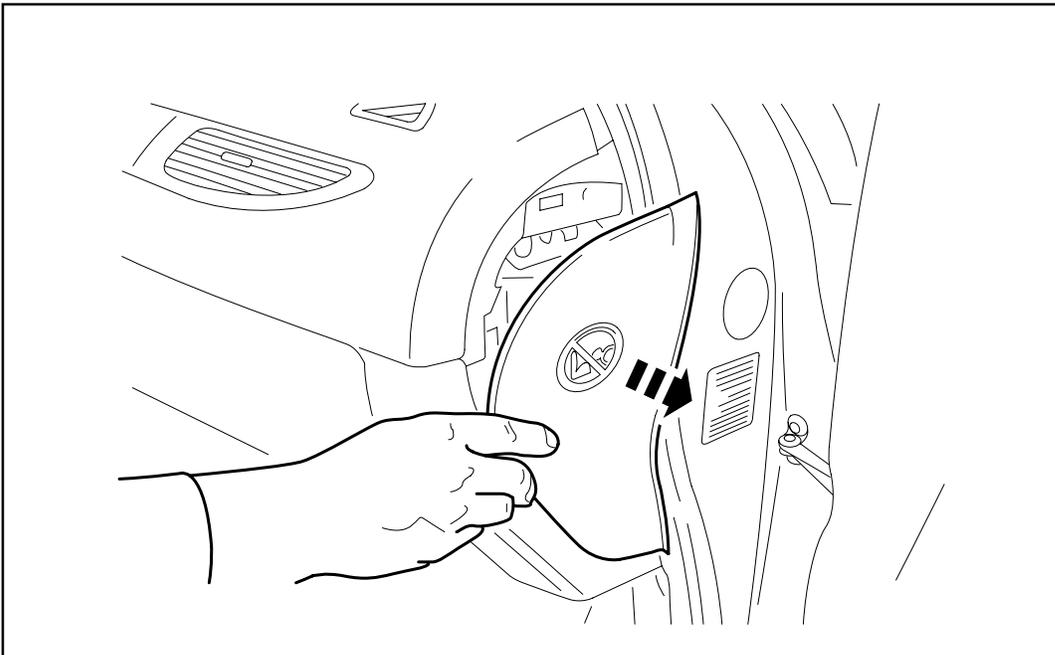


ILLUSTRATION 11

- Remove the black airbag connector, Fig.12.

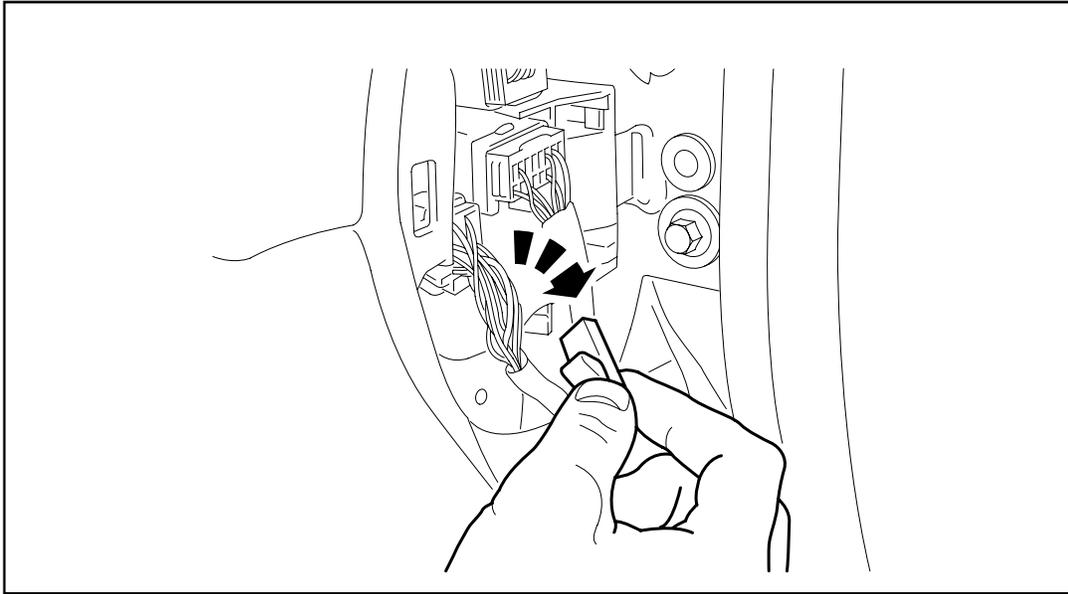


ILLUSTRATION 12

- Connect the shunt resistor unit, Fig. 13.

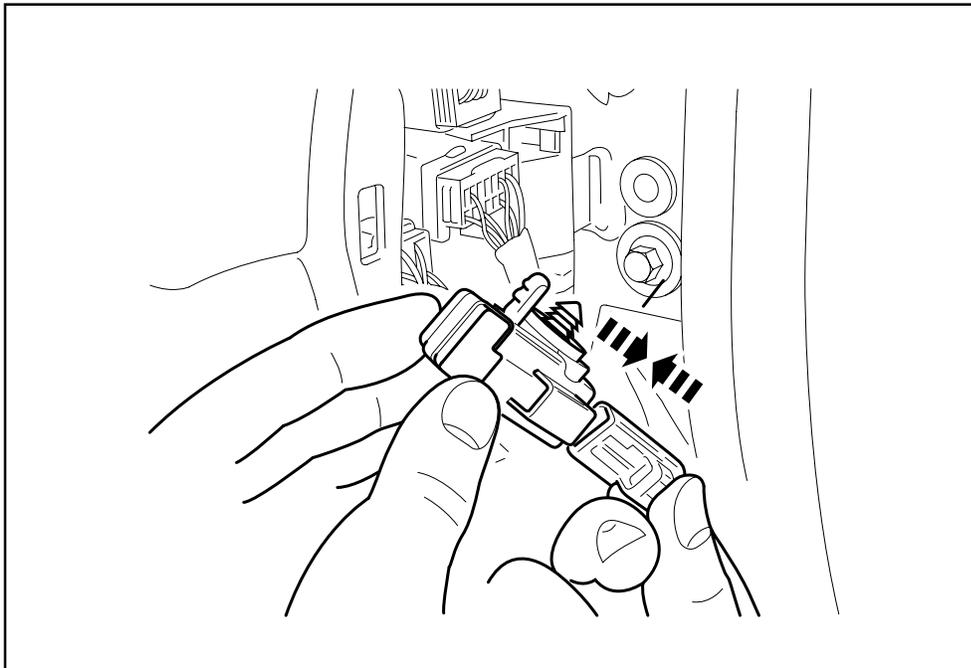


ILLUSTRATION 13

- Tie strap the completed shunt unit to the existing harness, Fig. 14 and to avoid any possible rattles, wrap in self-adhesive foam.

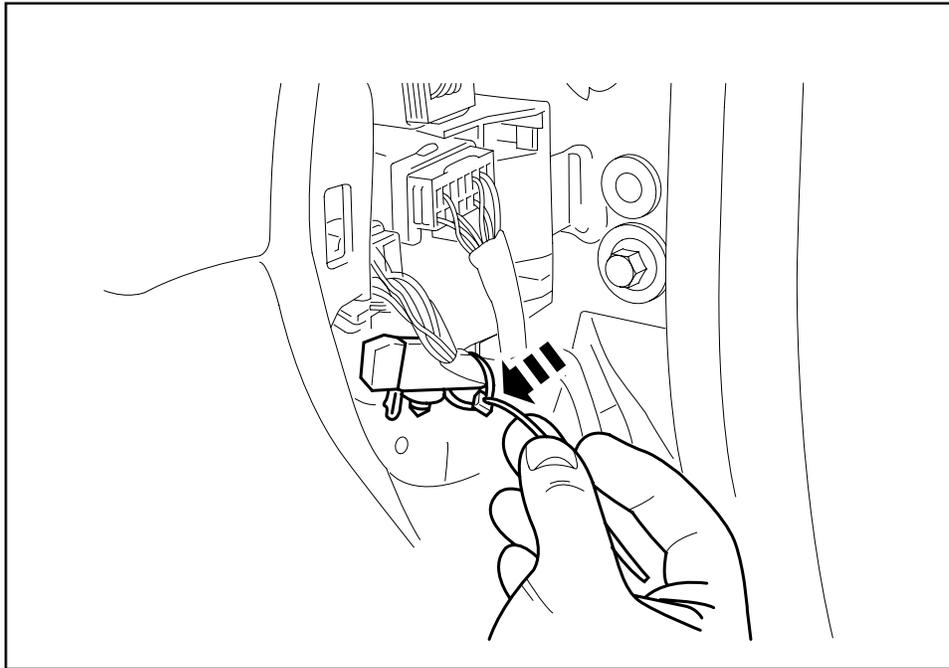


ILLUSTRATION 14

- Reinstall the side panel, Fig.15.

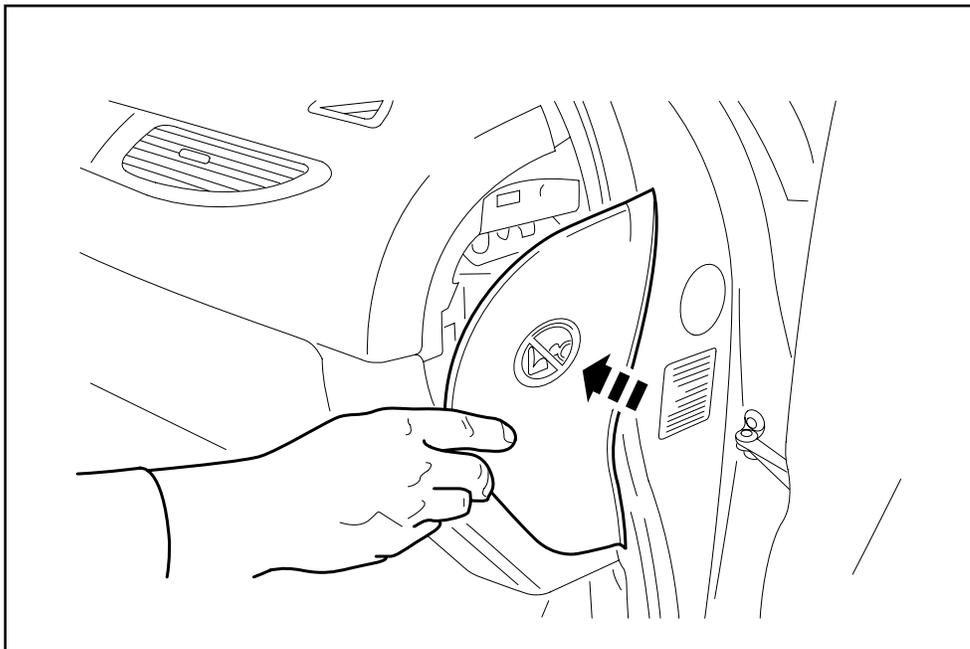


ILLUSTRATION 15

- Apply the airbag deactivated labels as follows:

For U.S. vehicles, apply one English alert label to the front of the passenger's sun visor, as shown (Illustration 16). Apply one English warning label to the rear of the sun visor over the existing airbag label, as shown (Illustration 17). Discard the French labels.

For Canadian vehicles, apply one English and one French alert label to the front of the passenger's sun visor, as shown (Illustration 16). Apply one English warning label to the rear of the sun visor over the existing airbag label (if present), as shown. Apply one French warning label to the headliner, above the passenger's sun visor, as shown (Illustration 17).

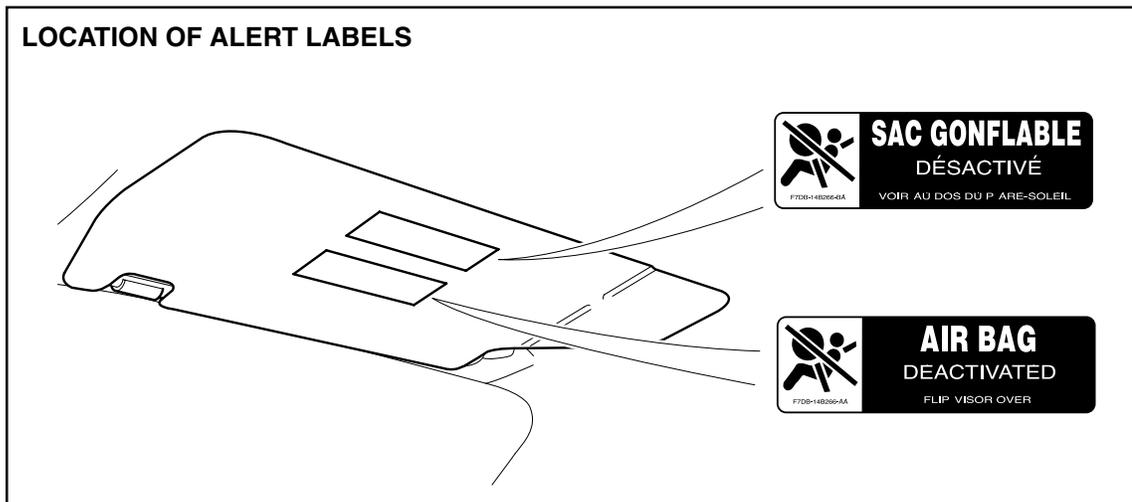


ILLUSTRATION 16

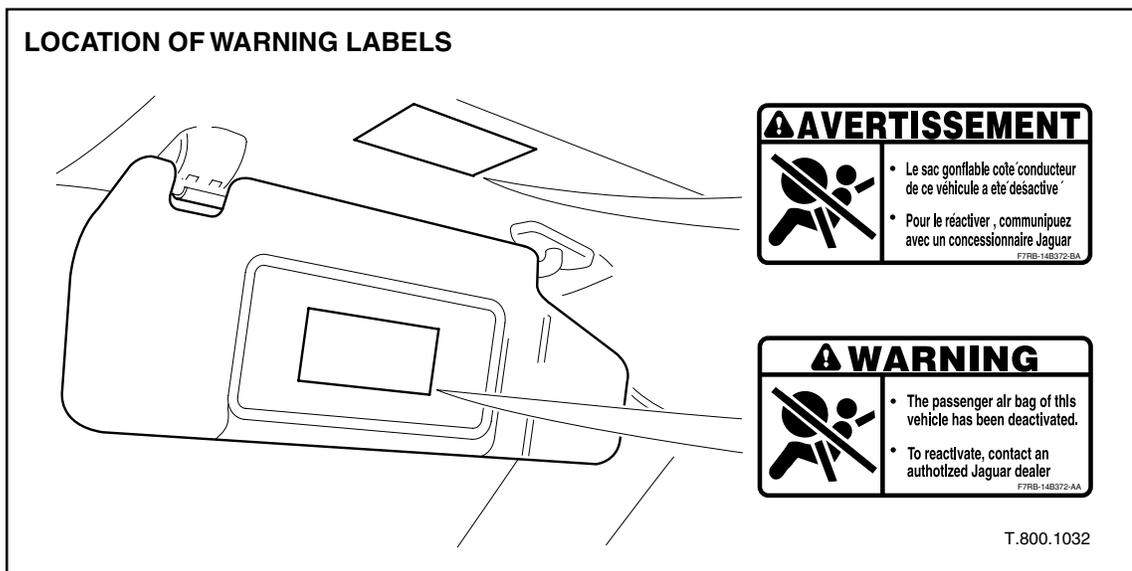


ILLUSTRATION 17

- Reconnect the battery.
- Reset the clock.
- Turn the ignition on.
- Ensure the airbag warning light goes off and remains off, and that there are no audible tones after prove out (described under 'Procedure' on page 2 of these instructions). This ensures that the shunt resistor has been correctly installed and that the airbag system will not store DTCs.

Parts Information:

Parts will not be released until Jaguar Cars Product Legislation and Compliance Department has been supplied with a copy of the NHTSA release letter for the customer.

Recommended Installation Time:

<u>DESCRIPTION</u>	<u>TIME ALLOWANCE</u>
Install airbag deactivation shunt kit (per side)	0.30 hrs.



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

May 29, 1997

Mr.

Dear Mr.

This responds to your letter to the National Highway Traffic Safety Administration (NHTSA), asking whether you may have your driver-side air bag deactivated because of your medical condition. This letter grants your request.

Air bags are installed in cars and light trucks to help address the serious public health issue of motor vehicle related injuries. Motor vehicle crashes are the leading cause of death for each age, 5 through 27 years old. Frontal crashes, where air bags are particularly effective, account for more than 60 percent of all fatalities and about 50 percent of all injuries in cars and light trucks. Air bags have saved more than 1,800 lives as of February 15, 1997, as well as a large number of head injuries. Air bags provide maximum protection to the belted occupant of any vehicle. In the vast majority of cases, adults are safer with an air bag.

The air bag was installed in conformity with a Federal motor vehicle safety standard that requires automatic occupant protection for front seat occupants. Under Federal law, dealers and motor vehicle repair businesses normally are prohibited from deactivating components that have been installed to comply with such safety standards. However, in accordance with our policy of allowing deactivation for certain medical conditions, NHTSA will not enforce this provision against any dealer or repair business that deactivates the driver-side air bag in your vehicle. This means that the dealer or repair business would not be subject to Federal civil penalties for deactivating that air bag. However, this does not mean that the dealer or repair business is under any obligation to perform the deactivation. The decision whether to perform a deactivation belongs to each dealer or repair business.

You should show this letter to your dealer or repair business when you take your vehicle to have the air bag deactivated. We understand that some dealers and repair businesses have a policy of not performing deactivations. Accordingly, you may wish to check with a variety of dealers and repair businesses regarding their policy.

If you have your air bag deactivated, your seat belts will be your only available restraint in a crash. Thus, it will be more important than ever for you to use the belts at all times. In addition, because of the safety benefits provided by air bags to the vast majority of drivers, we strongly urge you to have the air bag reactivated before selling your vehicle. Otherwise, please be sure to inform the new owner that the air bag has been deactivated.

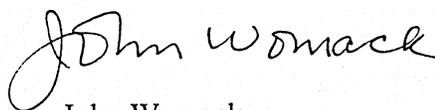


AUTO SAFETY HOTLINE
(800) 424-9393
Wash. D.C. Area (202) 366-0123

NHTSA has recently proposed a regulation that would permit a vehicle owner to have an air bag deactivated without first asking the Federal government for permission. If a dealer or repair business performed a deactivation, that proposal would require the attaching of warning labels to the vehicle to assure that all occupants are aware that the air bag is not operational. If this proposal is adopted as a final rule, we will send you labels and request that you attach them. In addition, at that time, we will ask you to provide information about the deactivation of your air bag so that records can be maintained for the benefit of subsequent owners.

If you have any further questions, please send them to this office at this address, or FAX them to us at (202) 366-3820.

Sincerely



John Womack
Acting Chief Counsel

SAMPLE