

Driveline/Axle

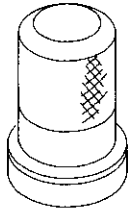
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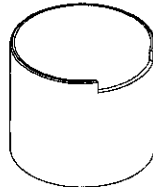
Driveline/Axle

Special Tools

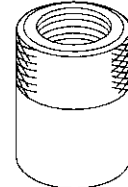
Ref. No.	Tool Number	Description	Qty
①	07GAD-PH70201	Oil Seal Driver	1
②	07NAF-SR30101	Half Shaft Base	1
③	07XAC-001010A	Threaded Adapter, 22 x 1.5 mm	1
④	07746-0010400	Attachment, 52 x 55 mm	1
⑤	07746-0030400	Attachment, 35 mm I.D.	1
⑥	07749-0010000	Driver	1
⑦	07947-SB00100	Oil Seal Driver	1



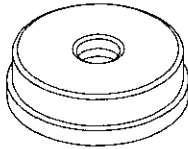
①



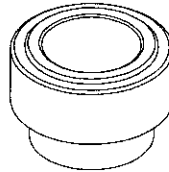
②



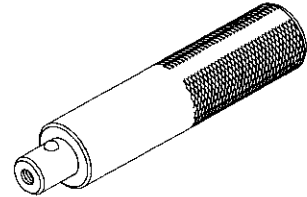
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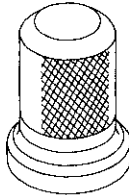
④



⑤



⑥

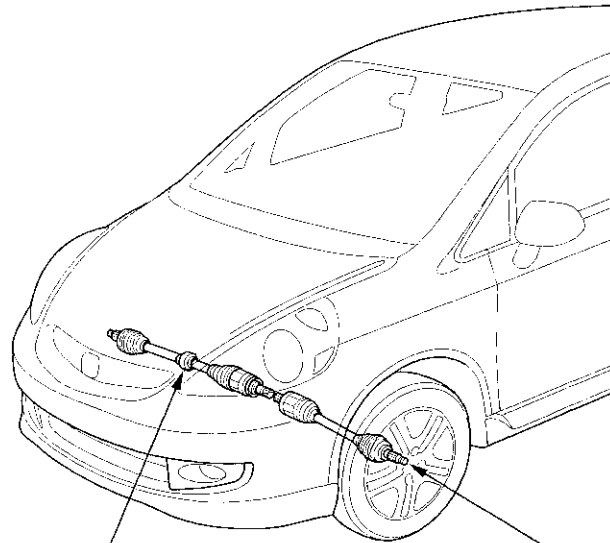


⑦



Component Location Index

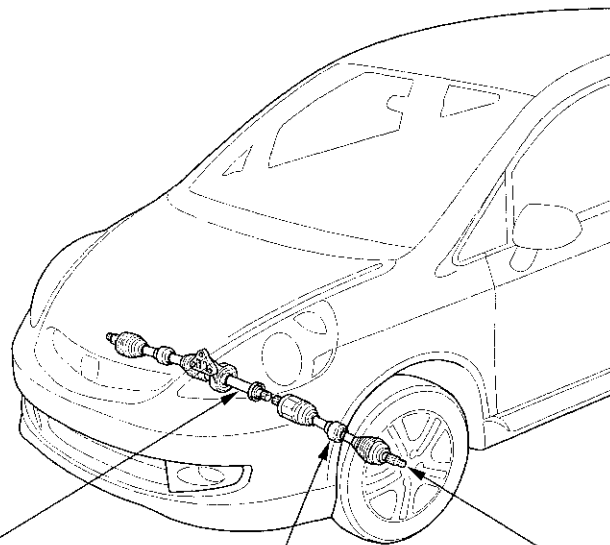
M/T model



DYNAMIC DAMPER
Replacement, page 16-12

DRIVESHAFT
Inspection, page 16-4
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A/T model



INTERMEDIATE SHAFT
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Reassembly, page 16-29
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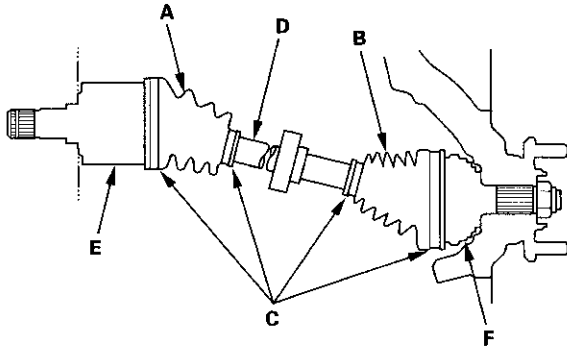
DYNAMIC DAMPER
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Driveline/Axle

Driveshaft Inspection

1. Check the inboard boot (A) and the outboard boot (B) for cracks, damage, leaking grease, and loose boot bands (C). If any damage is found, replace the boot and boot bands.

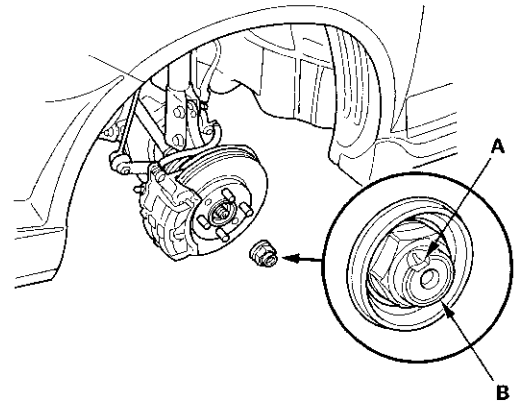


2. Check the driveshaft (D) for cracks and damage. If any damage is found, replace the driveshaft.
3. Check the inboard joint (E) and the outboard joint (F) for cracks and damage. If any damage is found, replace the inboard joint or the outboard joint as an assembly.
4. Hold the inboard joint and turn the front wheel by hand, then make sure the joint is not excessively loose. If necessary, replace the inboard joint or the outboard joint as an assembly.

Driveshaft Removal

M/T Model

1. Raise the vehicle on the hoist.
2. Remove the front wheels.
3. Lift up the locking tab (A) on the spindle nut (B), then remove the nut.



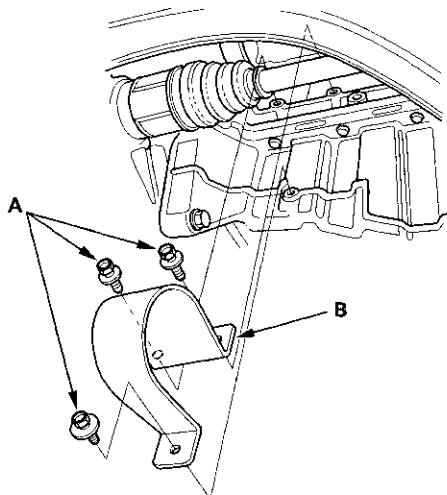
4. Remove the splash shield.
5. Drain the transmission fluid. Reinstall the drain plug using a new washer (see page 13-3).
6. Separate the front stabilizer link (see step 3 on page 18-19).
7. Remove the lock pin from the lower arm ball joint castle nut and remove the nut, then separate the ball joint from the lower arm using the ball joint thread protector and remover (see page 18-11).

NOTE:

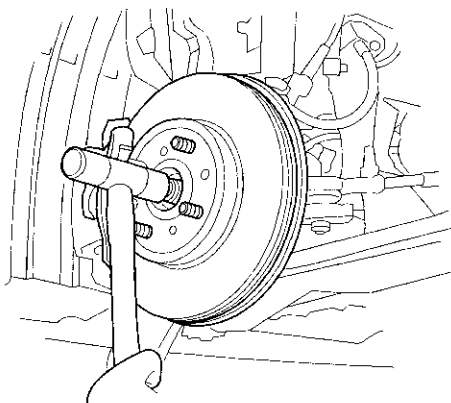
- To avoid damaging the ball joint, install the ball joint thread protector onto the threads of the ball joint.
- Be careful not to damage the ball joint boot when installing the remover.



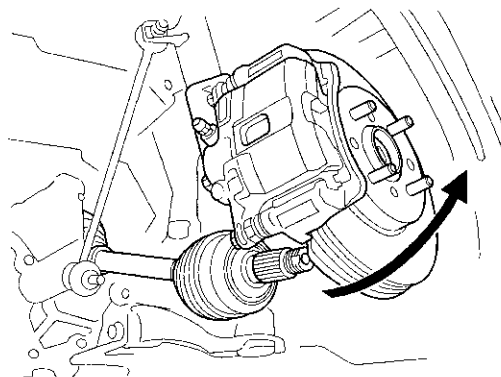
8. Remove the bolts (A) and the heat shield (B).



9. Remove the driveshaft outboard joint from the front wheel hub using a plastic hammer.



10. Pull the knuckle outward, and remove the driveshaft outboard joint from the front wheel hub.



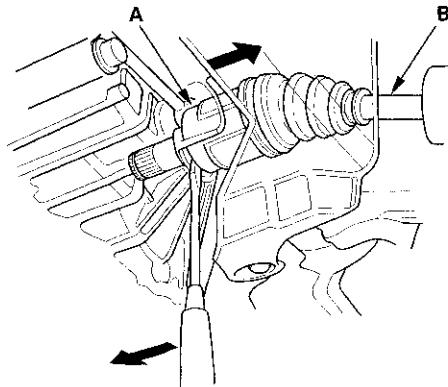
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Driveline/Axle

Driveshaft Removal (cont'd)

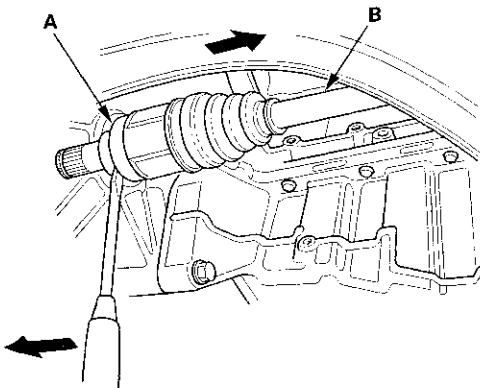
11. Left driveshaft: Pry the inboard joint (A) from the transmission housing with a prybar. Remove the driveshaft as an assembly.

NOTE: Do not pull by the driveshaft (B) or the inboard joint may come apart. Pull the driveshaft straight out to avoid damaging the oil seal.



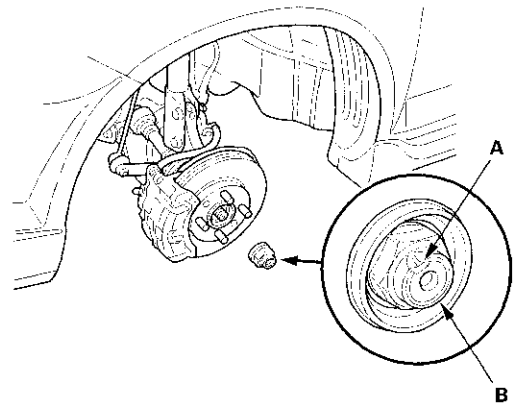
12. Right driveshaft: Pry the inboard joint (A) from the transmission housing with a prybar. Remove the driveshaft as an assembly.

NOTE: Do not pull by the driveshaft (B) or the inboard joint may come apart. Pull the driveshaft straight out to avoid damaging the oil seal.



A/T Model

1. Raise the vehicle on the hoist.
2. Remove the front wheels.
3. Lift up the locking tab (A) on the spindle nut (B), then remove the nut.



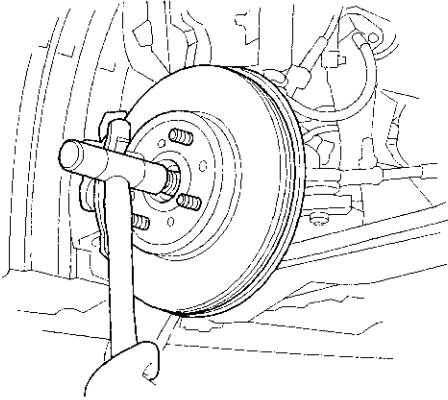
4. Remove the splash shield.
5. Drain the transmission fluid. Reinstall the drain plug using a new washer (see page 14-227).
6. Separate the front stabilizer link (see step 3 on page 18-19).
7. Remove the lock pin from the lower arm ball joint castle nut and remove the nut, then separate the ball joint from the lower arm using the ball joint thread protector and remover (see page 18-11).

NOTE:

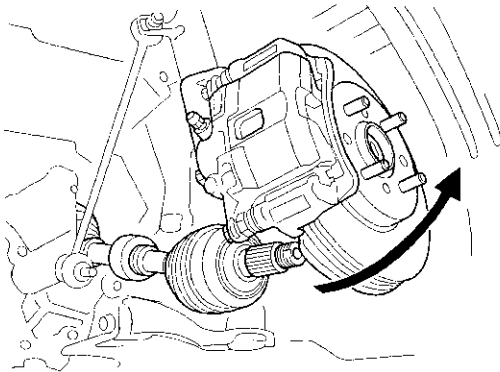
- To avoid damaging the ball joint, install the ball joint thread protector onto the threads of the ball joint.
- Be careful not to damage the ball joint boot when installing the remover.



8. Remove the driveshaft outboard joint from the front wheel hub using a plastic hammer.

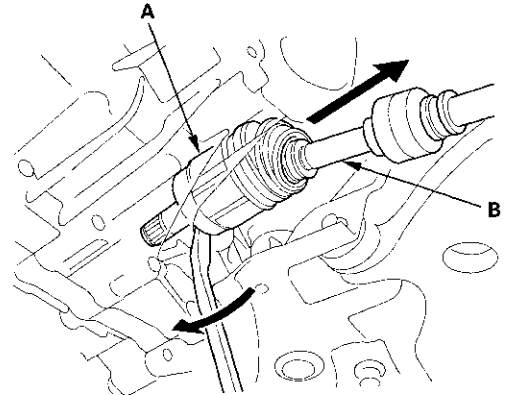


9. Pull the knuckle outward, and remove the driveshaft outboard joint from the front wheel hub.



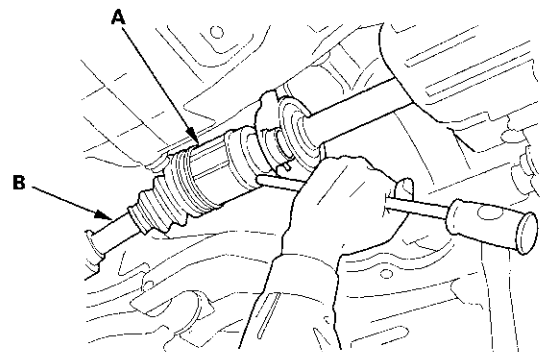
10. Left driveshaft: Pry the inboard joint (A) from the transmission housing with a prybar. Remove the driveshaft as an assembly.

NOTE: Do not pull by the driveshaft (B) or the inboard joint may come apart. Pull the driveshaft straight out to avoid damaging the oil seal.



11. Right driveshaft: Drive the inboard joint (A) off of the intermediate shaft using a drift and a hammer. Remove the driveshaft as an assembly.

NOTE: Do not pull by the driveshaft (B) or the inboard joint may come apart.



Driveline/Axle

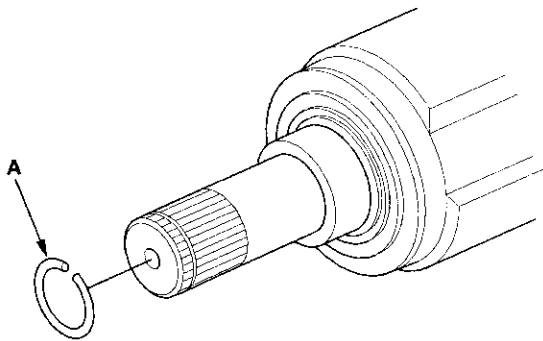
Driveshaft Disassembly

Special Tools Required

- Threaded adapter, 22 x 1.5 mm 07XAC-001010A
- Slide hammer, 5/8"-18 UNF commercially available
- Boot band pincers, Kent-Moore J35910 or equivalent commercially available

Inboard Joint Side

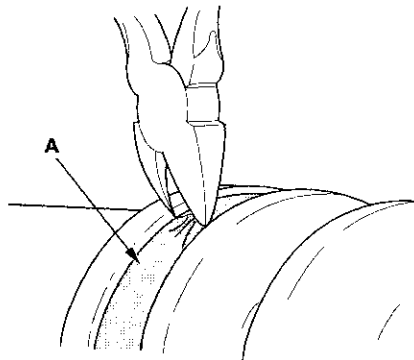
1. Remove the set ring (A) from the inboard joint.



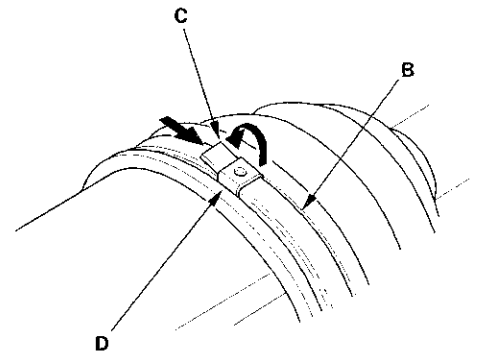
2. Remove the boot bands. Be careful not to damage the boot and dynamic damper.

- If the boot band is welded type (A), cut the boot band.
- If the boot band is a double loop type (B), lift up the band bend (C), and push it into the clip (D).
- If the boot band is a low profile type (E), pinch the boot band using the commercially available boot band pincers (F).

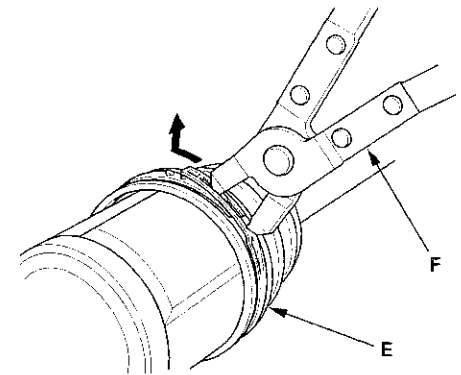
Welded type



Double loop type

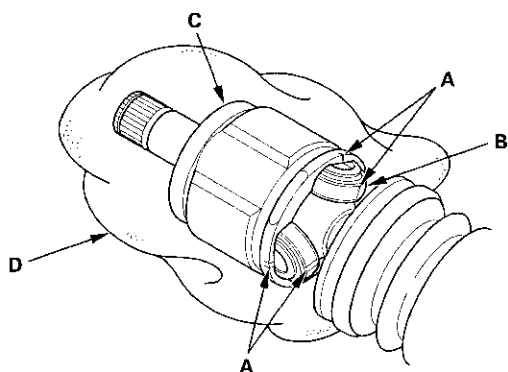


Low profile type





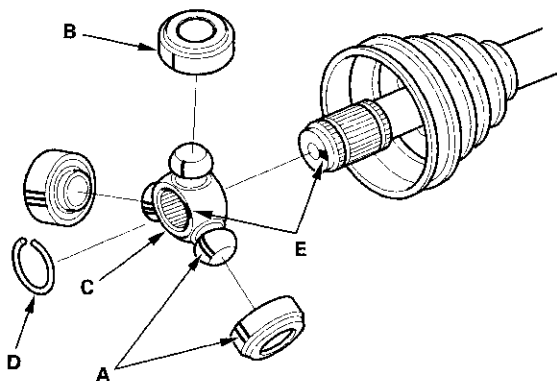
3. Make a mark (A) on each roller (B) and inboard joint (C) to identify the locations of rollers and grooves in the inboard joint. Then remove the inboard joint on the shop towel (D). Be careful not to drop the rollers when separating them from the inboard joint.



4. Make marks (A) on the rollers (B) and spider (C) to identify the locations of the rollers on the spider, then remove the rollers.

NOTE:

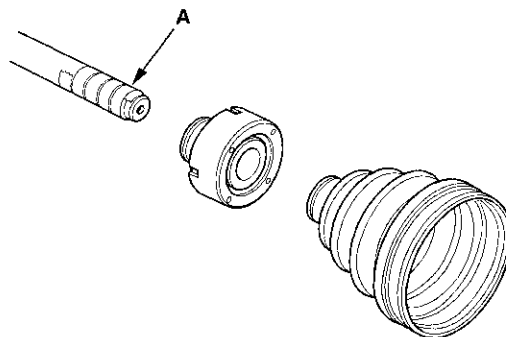
- Do not engrave or scribe mark on the rolling surface.
- If necessary, use a commercially available puller.



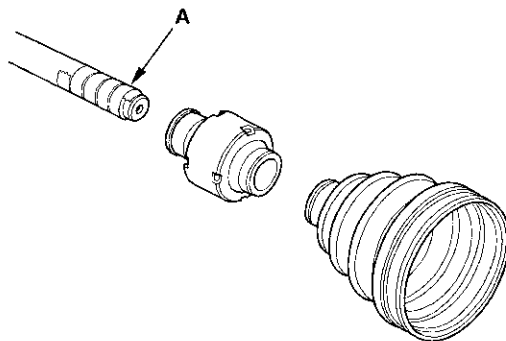
5. Remove the circlip (D).
6. Mark the spider and driveshaft (E) to identify the position of the spider on the shaft.
7. Remove the spider.

8. Wrap the splines on the driveshaft with vinyl tape (A) to prevent damage to the boot and dynamic damper.

M/T model



A/T model



9. Remove the inboard boot and dynamic damper. Be careful not to damage the boot and dynamic damper.
10. Remove the vinyl tape.

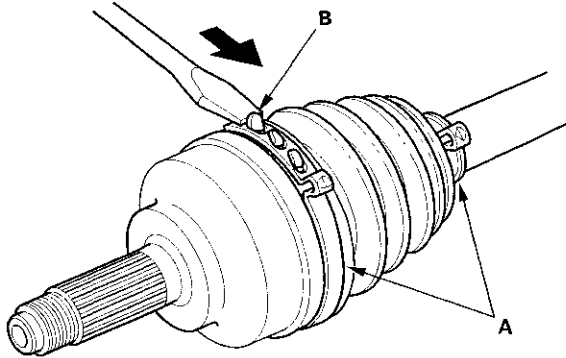
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Driveline/Axle

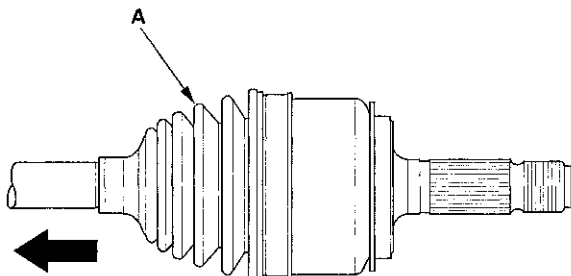
Driveshaft Disassembly (cont'd)

Outboard Joint Side

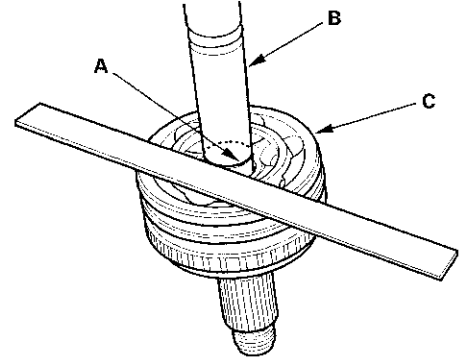
1. Remove the boot bands. Be careful not to damage the boot and dynamic damper. Lift up the three tabs (B) with a screwdriver.



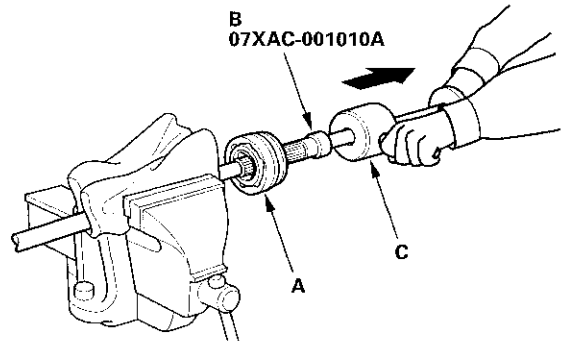
2. Slide the outboard boot (A) partially to the inboard joint side. Be careful not to damage the boot.



3. Wipe off the grease to expose the driveshaft and the outboard joint inner race.
4. Make a mark (A) on the driveshaft (B) at the same level as the outboard joint rim (C).

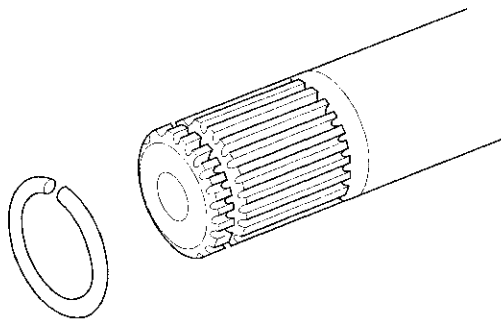


5. Carefully clamp the driveshaft in a vise.

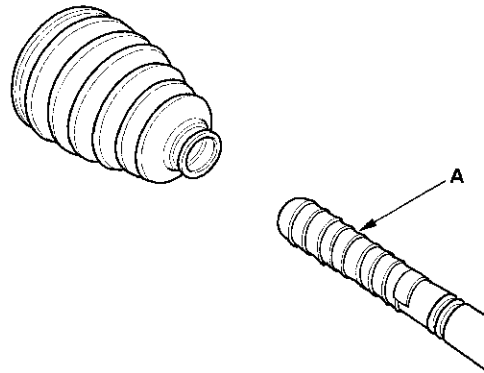


6. Remove the outboard joint (A) using the 22 x 1.5 mm threaded adapter (B) and a commercially available 5/8"-18 UNF slide hammer (C).
7. Remove the driveshaft from the vise.

8. Remove the stop ring from the driveshaft.



9. Wrap the splines on the driveshaft with vinyl tape (A) to prevent damaging the boot.



10. Remove the outboard boot. Be careful not to damage the boot.

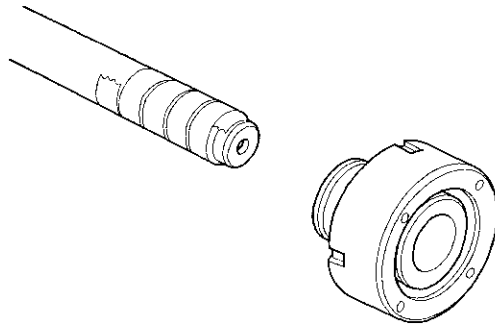
11. Remove the vinyl tape.

Driveline/Axle

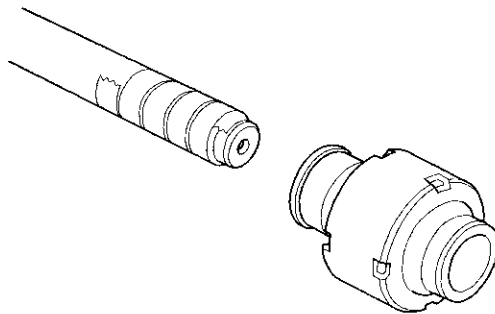
Dynamic Damper Replacement

1. Remove the inboard joint (see page 16-8).
2. Remove the dynamic damper band (see step 2 on page 16-8).
 - If the boot band is a welded type, cut the boot band.
 - If the boot band is a low profile type, pinch the boot band using a commercially available boot band pincers.
3. Remove the dynamic damper.

M/T model



A/T model

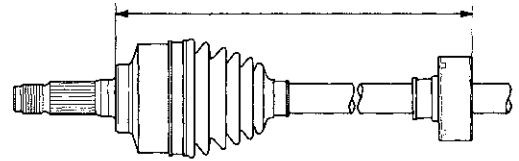


4. Adjust the position of the new dynamic damper to the figure shown in the illustration.

NOTE: For A/T models, be careful not to mix-up the dynamic dampers. The right and the left dynamic dampers are different.

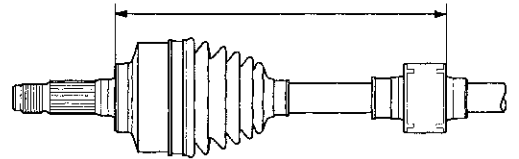
M/T model

Right driveshaft: 515.5—520.5 mm (20.30—20.49 in.)

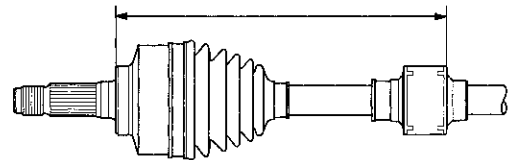


A/T model

Right driveshaft: 250.5—255.5 mm (9.86—10.06 in.)



Left driveshaft: 250.5—255.5 mm (9.86—10.06 in.)



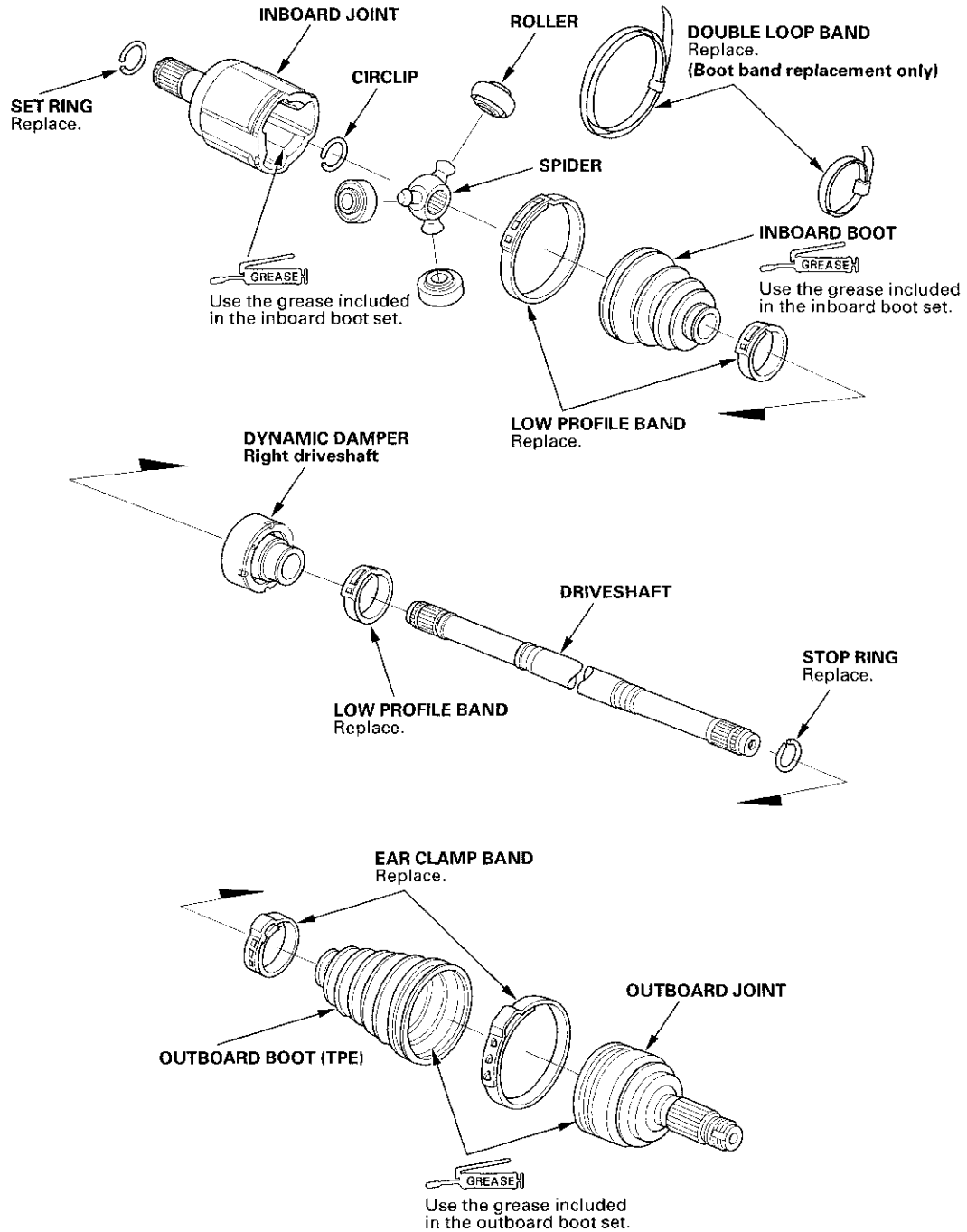
5. Install a dynamic damper band (see step 11 on page 16-18).
6. Install the inboard joint (see page 16-15).



Driveshaft Reassembly

Exploded View

M/T model



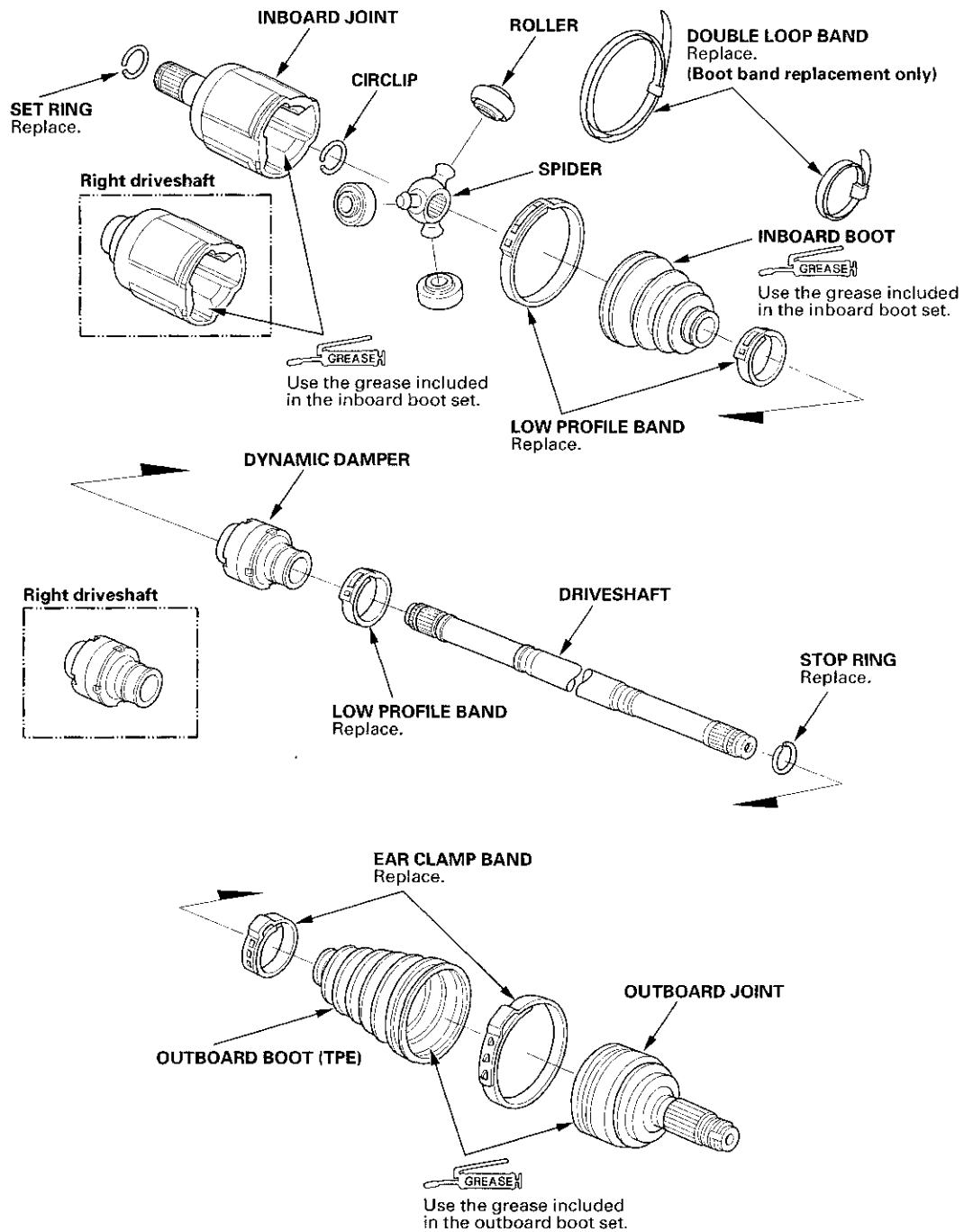
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Driveline/Axle

Driveshaft Reassembly (cont'd)

Exploded View

A/T model





Special Tools Required

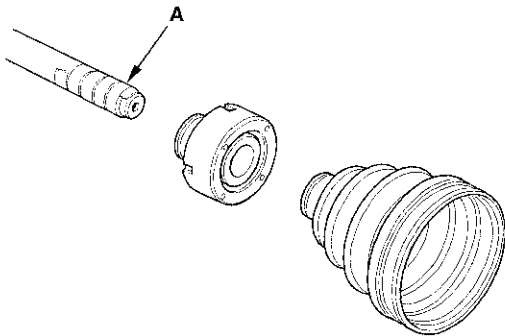
- Boot band tool, KD-3191 or equivalent commercially available
- Boot band pincers, Kent-Moore J-35910 or equivalent commercially available

NOTE: Refer to the Exploded View as needed during this procedure.

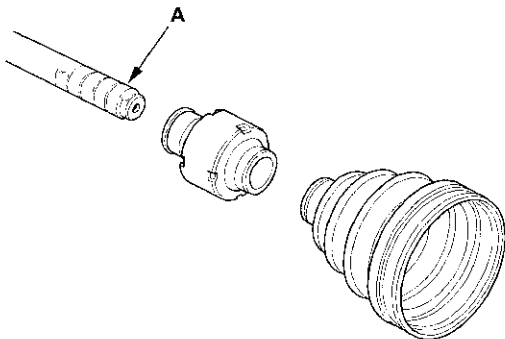
Inboard Joint Side

1. Wrap the splines with vinyl tape (A) to prevent damage to the inboard boot and the dynamic damper.

M/T model

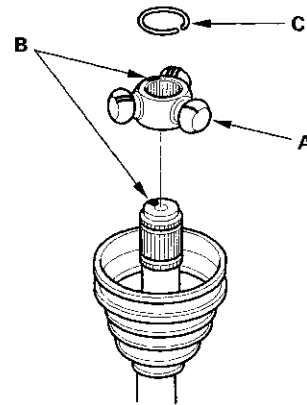


A/T model



2. Install the dynamic damper and the inboard boot onto the driveshaft, then remove the vinyl tape. Be careful not to damage the inboard boot and the dynamic damper.

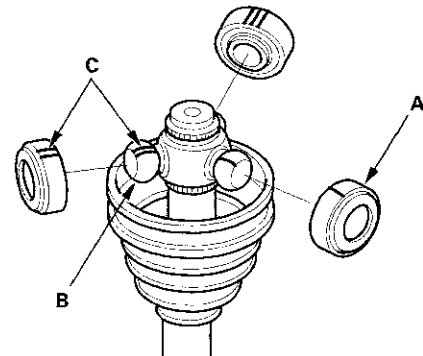
3. Install the spider (A) onto the driveshaft by aligning the marks (B) on the spider and the end of the driveshaft.



4. Install new circlip (C) into the driveshaft groove. Always rotate the circlip in its groove to make sure it is fully seated.

5. Fit the rollers (A) onto the spider (B) with their high shoulders facing outward and note these items:

- Reinstall the rollers in their original positions on the spider by aligning the marks (C).
- Hold the driveshaft pointed up to prevent the rollers from falling off.



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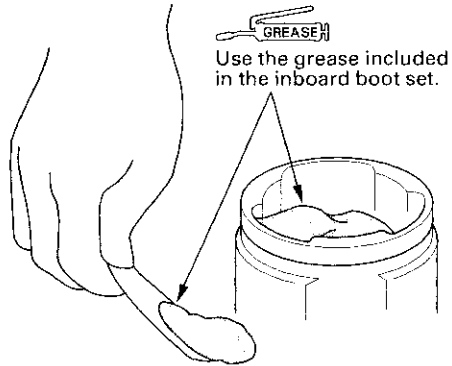
Driveline/Axle

Driveshaft Reassembly (cont'd)

6. Pack the inboard joint with the joint grease included in the new driveshaft set.

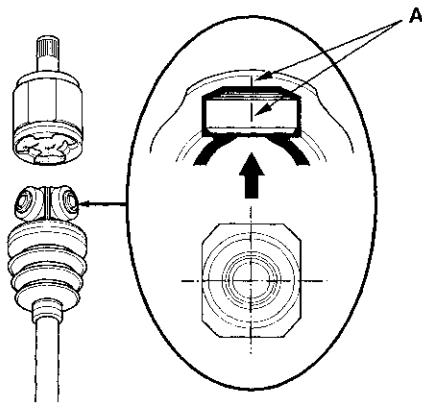
Grease quantity

Inboard joint: 100–110 g (3.5–3.9 oz)

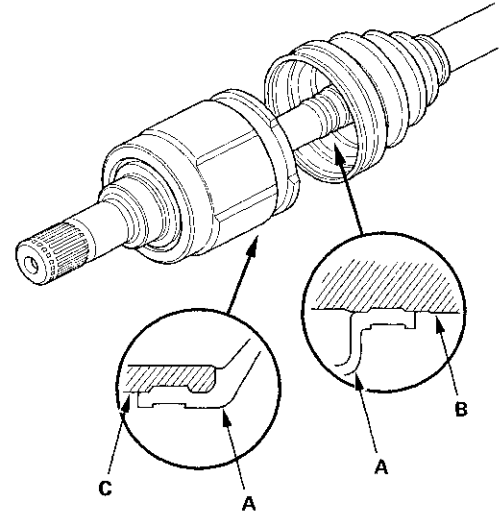


7. Fit the inboard joint onto the driveshaft and note these items:

- Reinstall the inboard joint onto the driveshaft by aligning the marks (A) on the inboard joint and the rollers.
- Hold the driveshaft so the inboard joint is pointing up to prevent it from falling off.



8. Fit the boot (A) ends onto the driveshaft (B) and the inboard joint (C).



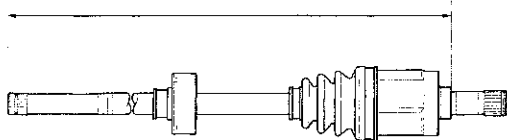


9. Adjust the length of the driveshafts to the figure as shown, then adjust the boots to halfway between full compression and full extension.

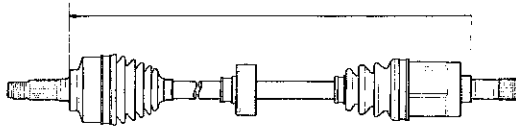
M/T model

Right driveshaft

Without outboard joint: 767—772 mm (30.20—30.39 in.)

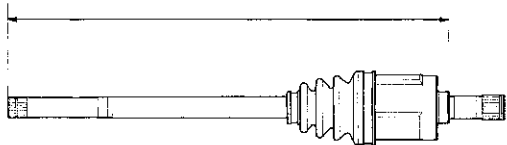


With outboard joint: 787—792 mm (30.98—31.18 in.)

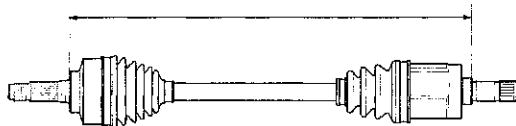


Left driveshaft

Without outboard joint: 481—486 mm (18.94—19.13 in.)



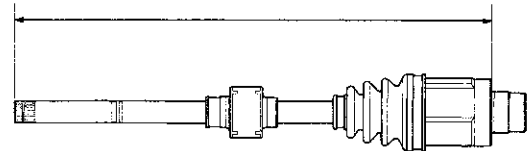
With outboard joint: 501—506 mm (19.72—19.92 in.)



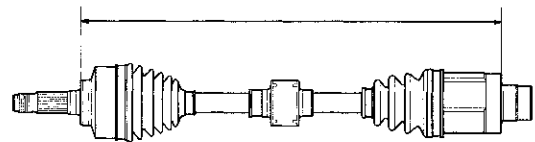
A/T model

Right driveshaft

Without outboard joint: 463—468 mm (18.23—18.43 in.)

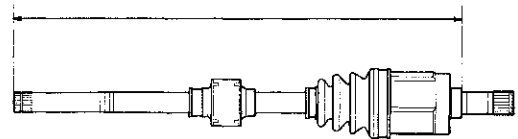


With outboard joint: 483—488 mm (19.02—19.21 in.)

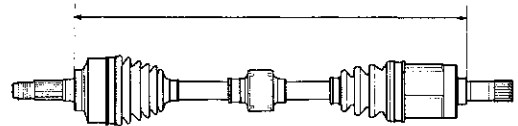


Left driveshaft

Without outboard joint: 486—491 mm (19.13—19.33 in.)



With outboard joint: 506—511 mm (19.92—20.12 in.)



(cont'd)

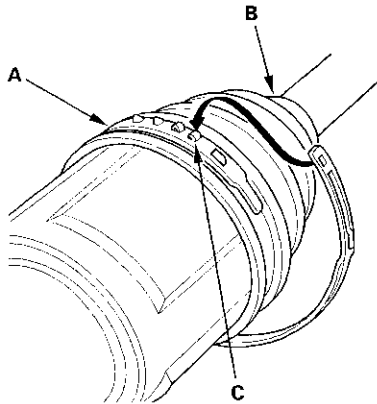
Driveline/Axle

Driveshaft Reassembly (cont'd)

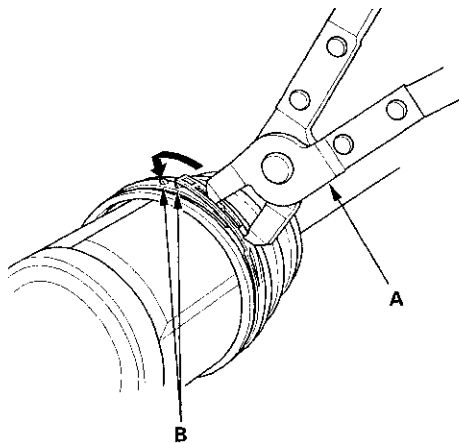
10. Install new boot bands.

- For the low profile type, go to step 11.
- For the double loop type, go to step 14.
(Boot band replacement only)

11. Install the new low profile band (A) onto the boot (B), then hook the tab (C) of the band.



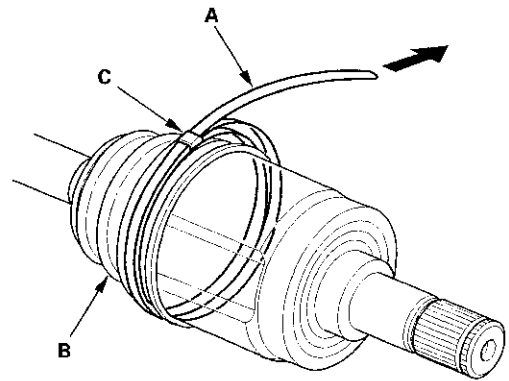
12. Close the hook portion of the band with a commercially available boot band pincers (A), then hook the tabs (B) of the band.



13. Install the boot band on the other end of the boot, and repeat steps 11 through 12.

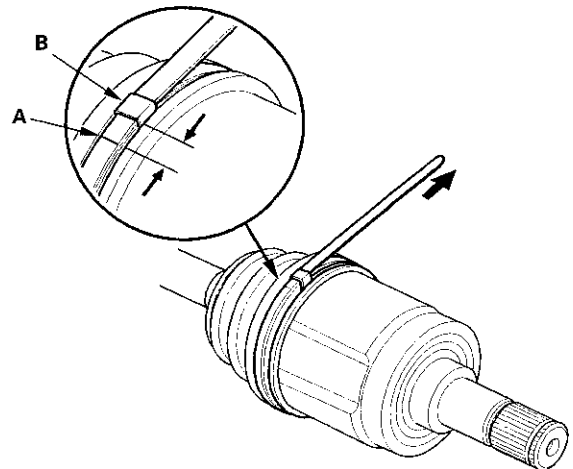
14. Fit the boot ends onto the driveshaft and the inboard joint, then install the new double loop band (A) onto the boot (B).

NOTE: Pass the end of the new double loop band through the clip (C) twice in the direction of the forward rotation of the driveshaft.



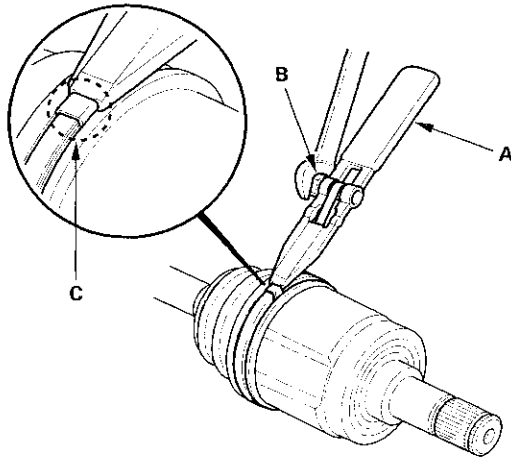
15. Pull up the slack in the band by hand.

16. Mark a position (A) on the band 10–14 mm (0.4–0.6 in.) from the clip (B).



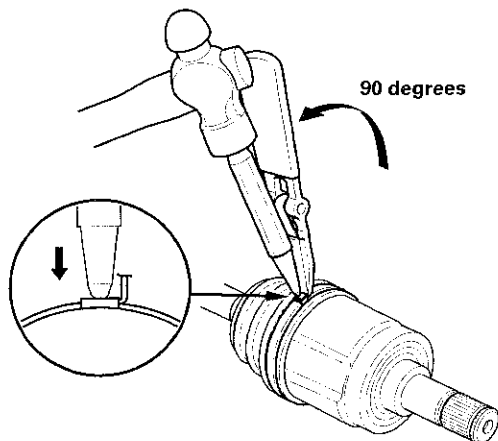


17. Thread the free end of the band through the nose section of the commercially available boot band tool (A), and into the slot on the winding mandrel (B).

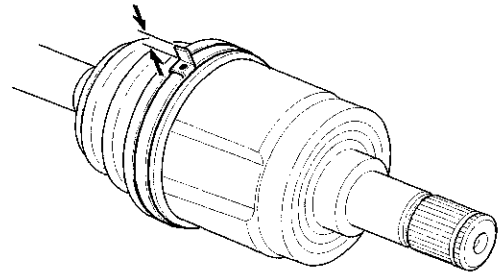


18. Using a wrench on the winding mandrel of the boot band tool, tighten the band until the marked spot (C) on the band meets the edge of the clip.

19. Lift up the boot band tool to bend the free end of the band 90 degrees to the clip. Center-punch the clip, then fold over the remaining tail onto the clip.



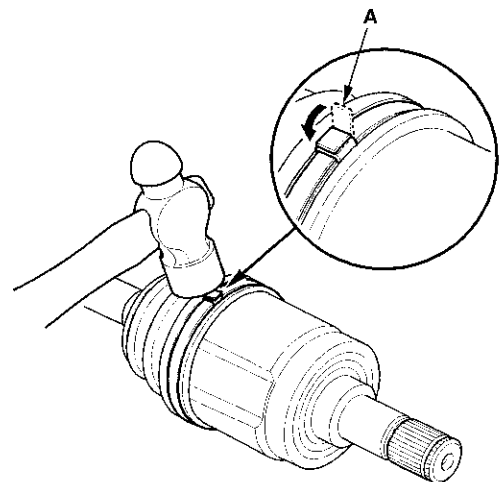
20. Unwind the boot band tool, and cut off the excess free end of the band to leave a 5—10 mm (0.2—0.4 in.) tail protruding from the clip.



21. Bend the band end (A) by tapping it down with a hammer.

NOTE:

- Make sure the band and clip do not interfere with anything on the vehicle and the band does not move.
- Remove any grease remaining on the surrounding surfaces.



22. Repeat steps 14 through 21 for the band on the other end of the boot.

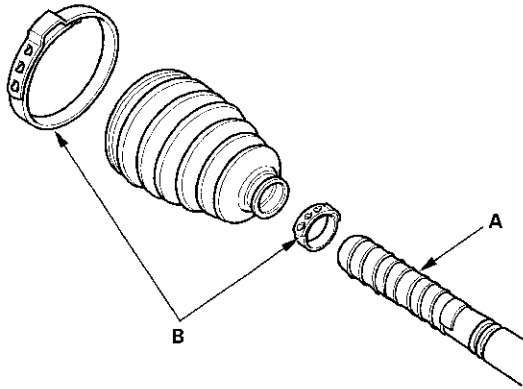
(cont'd)

Driveline/Axle

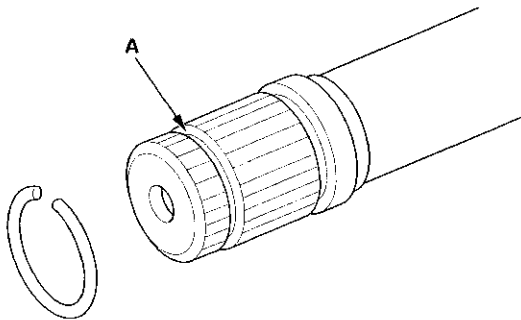
Driveshaft Reassembly (cont'd)

Outboard Joint Side

1. Wrap the splines with vinyl tape (A) to prevent damaging the outboard boot.

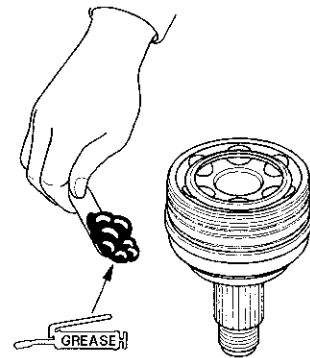


2. Install the new ear clamp bands (B) and the outboard boot, then remove the vinyl tape. Be careful not to damage the outboard boot.
3. Install the new stop ring into the driveshaft groove (A).



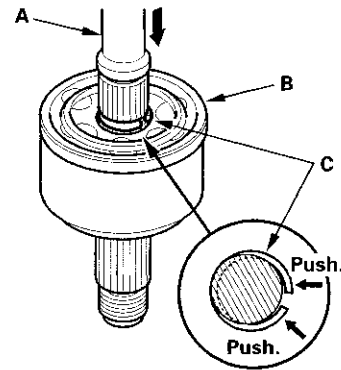
4. Pack about 35 g (1.2 oz) grease included in the new joint boot set into the driveshaft hole in the outboard joint.

NOTE: If you are installing a new outboard joint, the grease is already installed.



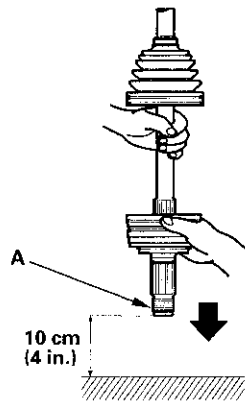
Use the grease included in the outboard boot set.

5. Insert the driveshaft (A) into the outboard joint (B) until the stop ring (C) is close to the joint.

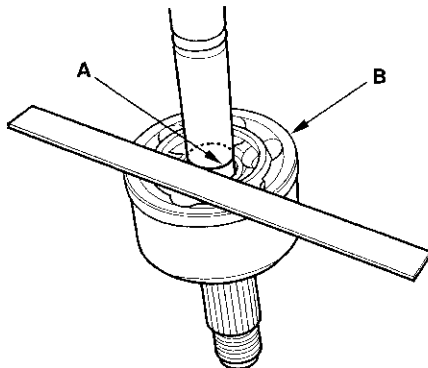




6. To completely seat the outboard joint, pick up the driveshaft and joint, and tap or hit them from a height of about 10 cm (4 in.) onto a hard surface. Do not use a hammer as excessive force may damage the driveshaft. Be careful not to damage the threaded section (A) of the outboard joint.



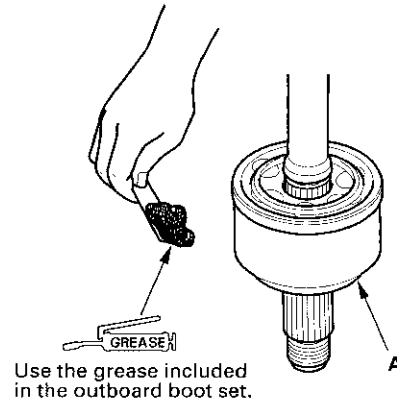
7. Check the alignment of the paint mark (A) with the outboard joint rim (B).



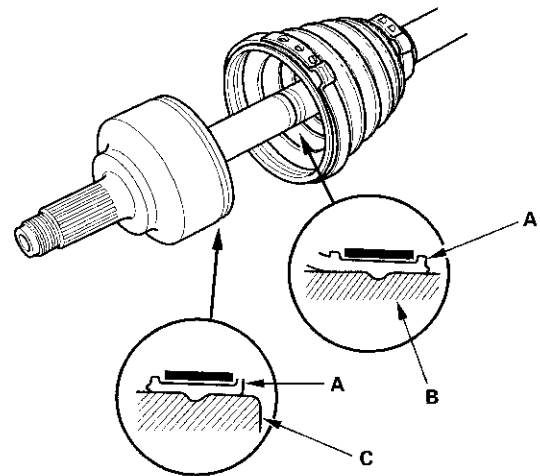
8. Pack the outboard joint (A) with the remaining joint grease included in the new joint boot set.

Total grease quantity

outboard joint: 95—105 g (3.4— 3.7 oz)



9. Fit the boot (A) ends onto the driveshaft (B) and the outboard joint (C).

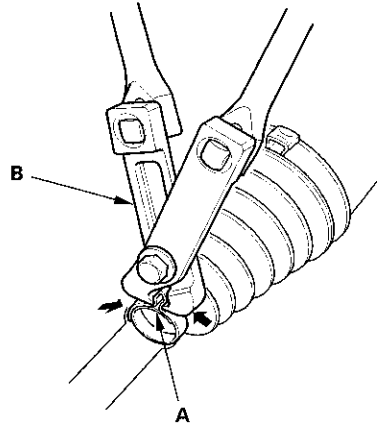


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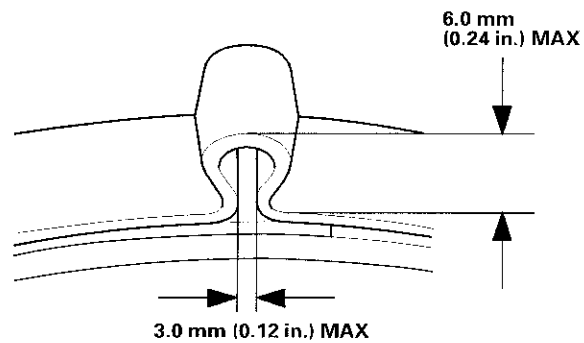
Driveline/Axle

Driveshaft Reassembly (cont'd)

10. Close the ear portion (A) of the band with a commercially available boot band pincers (B).



11. Check the clearance between the closed ear portion of the band. If the clearance is not within the standard, close the ear portion of the band tighter.



12. Repeat steps 10 and 11 for the band on the other end of the boot.

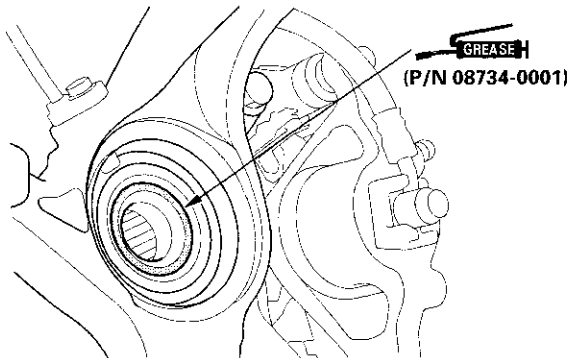


Driveshaft Installation

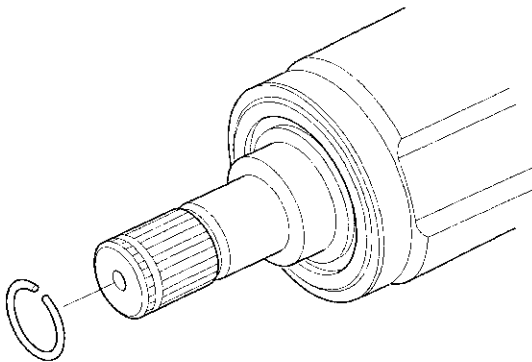
M/T Model

1. Apply grease to the contact area of the outboard joint and the front wheel bearing.

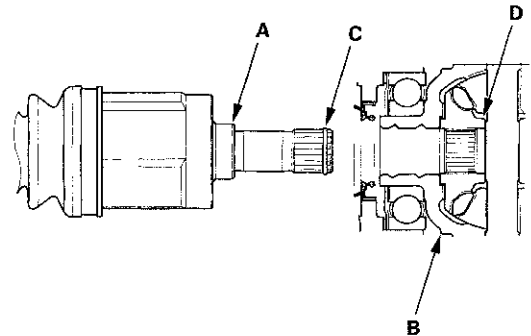
NOTE: Applying grease 5 g (0.18 oz) helps to prevent noise and vibration.



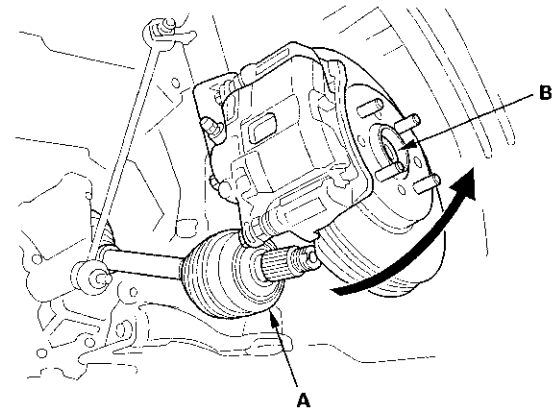
2. Install a new set ring onto the set ring groove of the driveshaft.



3. Clean the areas where the driveshaft contacts the differential thoroughly with solvent or brake cleaner, and dry with compressed air. Do not wash the rubber parts with solvent. Insert the inboard end (A) of the driveshaft into the differential (B) until the new set ring (C) locks in the groove (D).



4. Install the outboard joint (A) into the front hub (B).



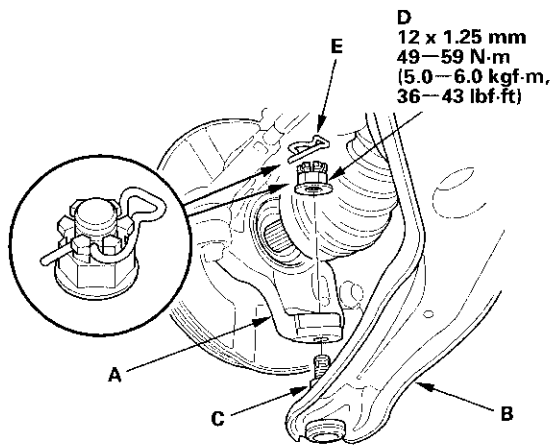
(cont'd)

Driveline/Axle

Driveshaft Installation (cont'd)

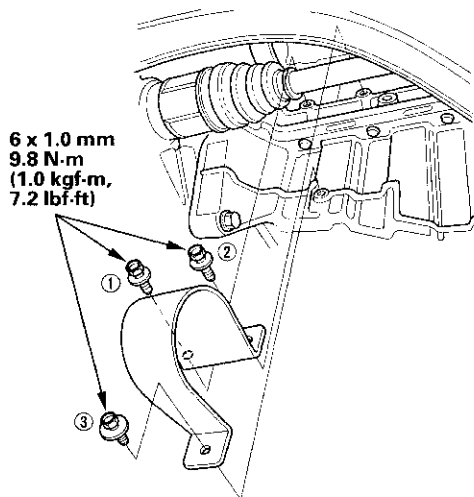
5. Install the knuckle (A) onto the lower arm (B). Be careful not to damage the ball joint boot (C). Wipe off the grease before tightening the nut at the ball joint. Torque the castle nut (D) to the lower torque specification, then tighten it only far enough to align the slot with the pin hole. Do not align the nut by loosening it.

NOTE: Make sure the ball joint boot is not damaged or cracked.

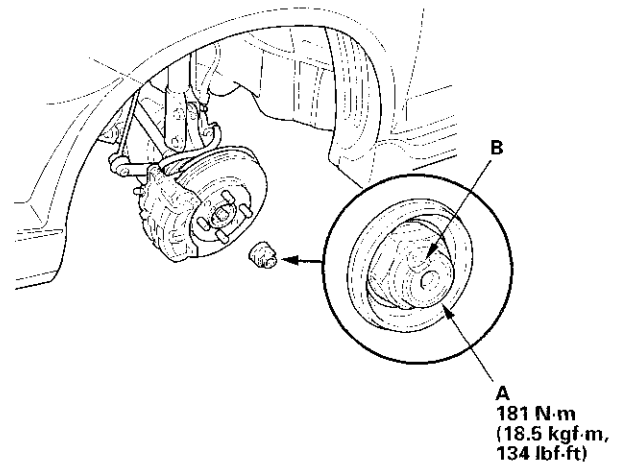


6. Install the new lock pin (E) into the pin hole.
7. Install the heat shield.

NOTE: Tighten the three bolts in number of the order.



8. Connect the front stabilizer link (see step 4 on page 18-19).
9. Install a new spindle nut (A), then tighten the nut. After tightening, use a drift to stake the spindle nut shoulder (B) against the driveshaft.



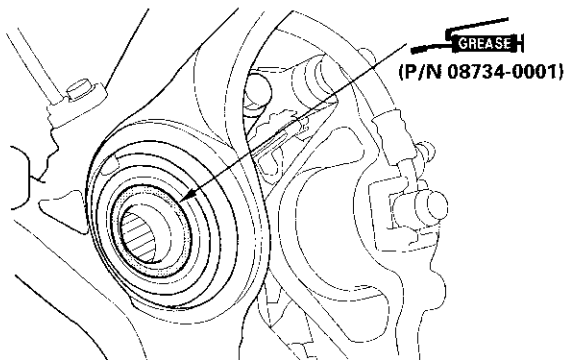
10. Clean the mating surfaces of the brake disc and the front wheel, then install the front wheel.
11. Turn the front wheel by hand, and make sure there is no interference between the driveshaft and surrounding parts.
12. Refill the transmission with the recommended transmission fluid (see page 13-3).
13. Install the splash shield.
14. Lower the vehicle on the hoist.
15. Check the front wheel alignment, and adjust it if necessary (see page 18-5).



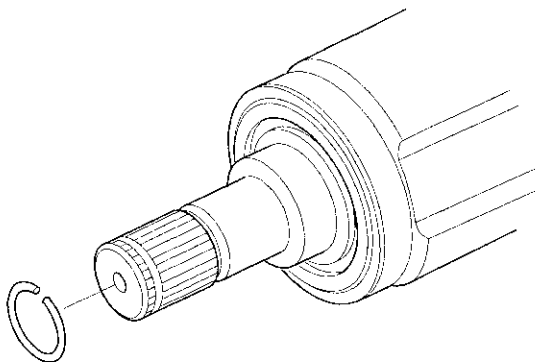
A/T Model

1. Apply grease to the contact area of the outboard joint and the front wheel bearing.

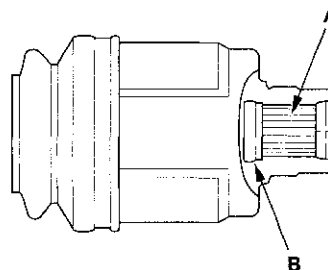
NOTE: Applying grease 5 g (0.18 oz) helps to prevent noise and vibration.



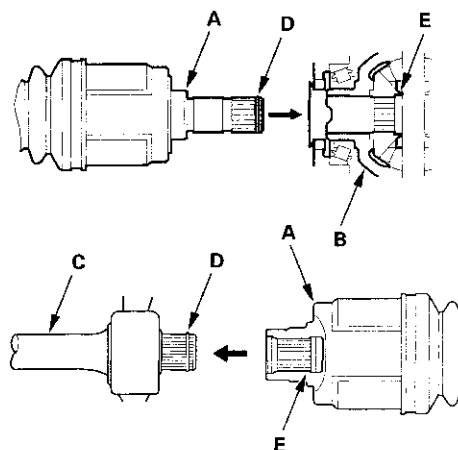
2. Install a new set ring onto the set ring groove of the driveshaft.



3. Apply 0.5—1.0 g (0.02—0.04 oz) of grease to the whole splined surface (A) of the right driveshaft. After applying grease, remove the grease from the splined grooves at intervals of 2—3 splines and from the set ring groove (B) so that air can bleed from the intermediate shaft.



4. Clean the areas where the driveshaft contacts the differential thoroughly with solvent or brake cleaner, and dry with compressed air. Do not wash the rubber parts with solvent. Insert the inboard end (A) of the driveshaft into the differential (B) or the intermediate shaft (C) until the set ring (D) locks in the groove (E).

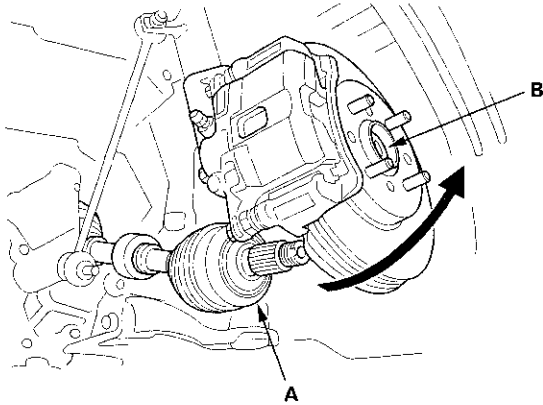


(cont'd)

Driveline/Axle

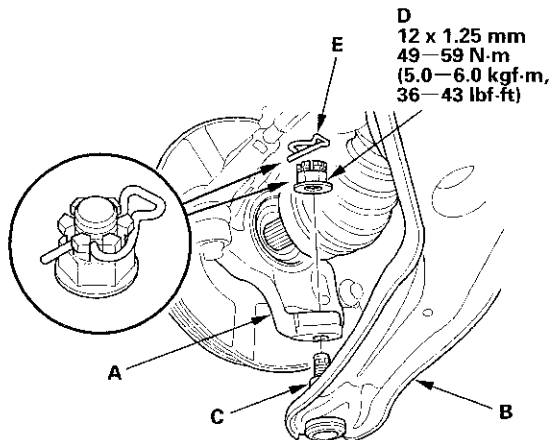
Driveshaft Installation (cont'd)

5. Install the outboard joint (A) into the front hub (B).



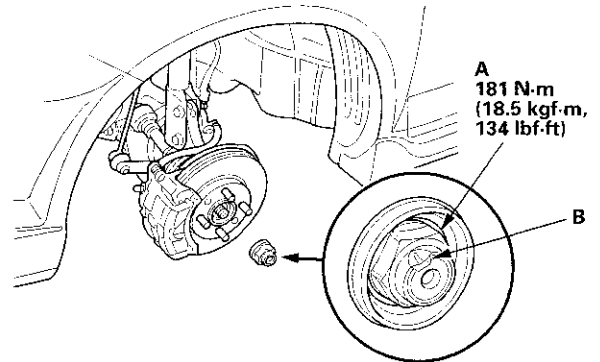
6. Install the knuckle (A) onto the lower arm (B). Be careful not to damage the ball joint boot (C). Wipe off the grease before tightening the nut at the ball joint. Torque the castle nut (D) to the lower torque specification, then tighten it only far enough to align the its slot with the pin hole. Do not align the nut by loosening it.

NOTE: Make sure the ball joint boot is not damaged or cracked.



7. Install the new lock pin (E) into the pin hole.
8. Connect the front stabilizer link (see step 4 on page 18-19).

9. Install a new spindle nut (A), then tighten the nut. After tightening, use a drift to stake the spindle nut shoulder (B) against the driveshaft.



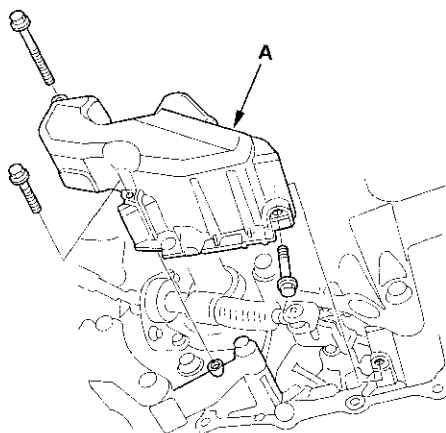
10. Clean the mating surfaces of the brake disc and the front wheel, then install the front wheel.
11. Turn the front wheel by hand, and make sure there is no interference between the driveshaft and surrounding parts.
12. Refill the transmission with the recommended transmission fluid (see page 14-227).
13. Install the splash shield.
14. Lower the vehicle on the hoist.
15. Check the front wheel alignment, and adjust it if necessary (see page 18-5).



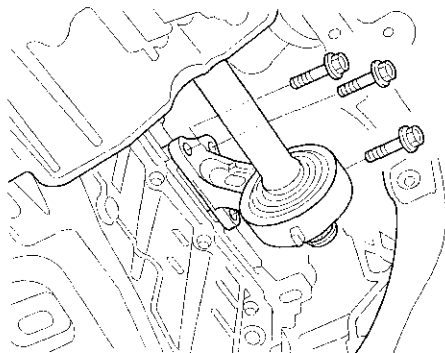
Intermediate Shaft Removal

NOTE: A/T model only.

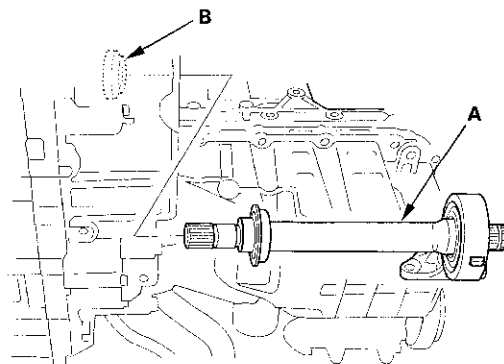
1. Drain the transmission fluid. Reinstall the drain plug using a new washer (see page 14-227).
2. Remove the right driveshaft (see page 16-4).
3. Remove the shift cable cover (A).



4. Remove the flange bolts.



5. Remove the intermediate shaft (A) from the differential. Hold the intermediate shaft horizontally until it is clear of the differential to prevent damaging the differential oil seal (B).



Driveline/Axle

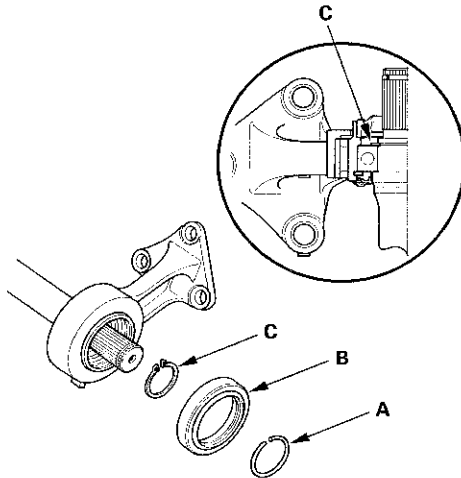
Intermediate Shaft Disassembly

Special Tools Required

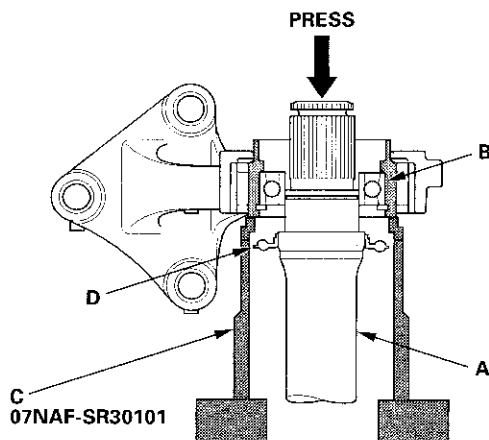
- Half shaft base 07NAF-SR30101
- Oil seal driver 07947-SB00100

NOTE: A/T model only.

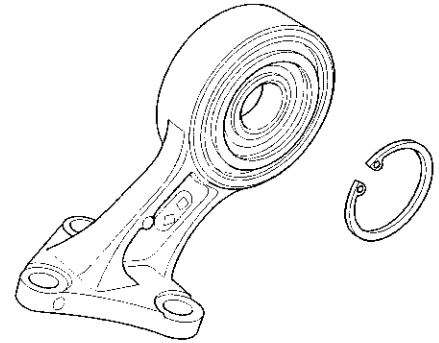
1. Remove the set ring (A), the outer seal (B), and the external snap ring (C).



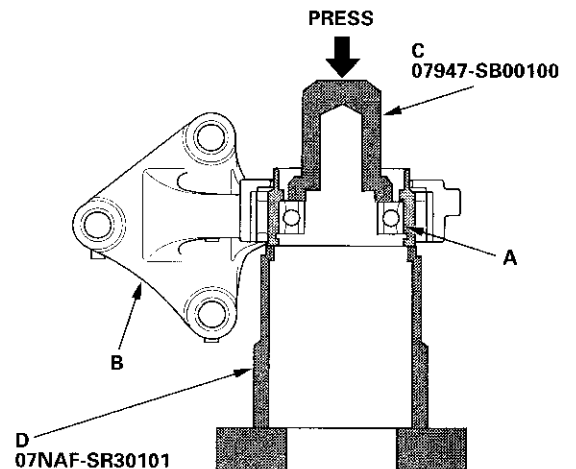
2. Press the intermediate shaft (A) out of the intermediate shaft bearing (B) using a press and the half shaft base (C). Be careful not to damage the metal rings (D) on the intermediate shaft during disassembly.



3. Remove the internal snap ring.



4. Press the intermediate shaft bearing (A) out of the bearing support (B) using the oil seal driver (C) and half shaft base (D) and a press.

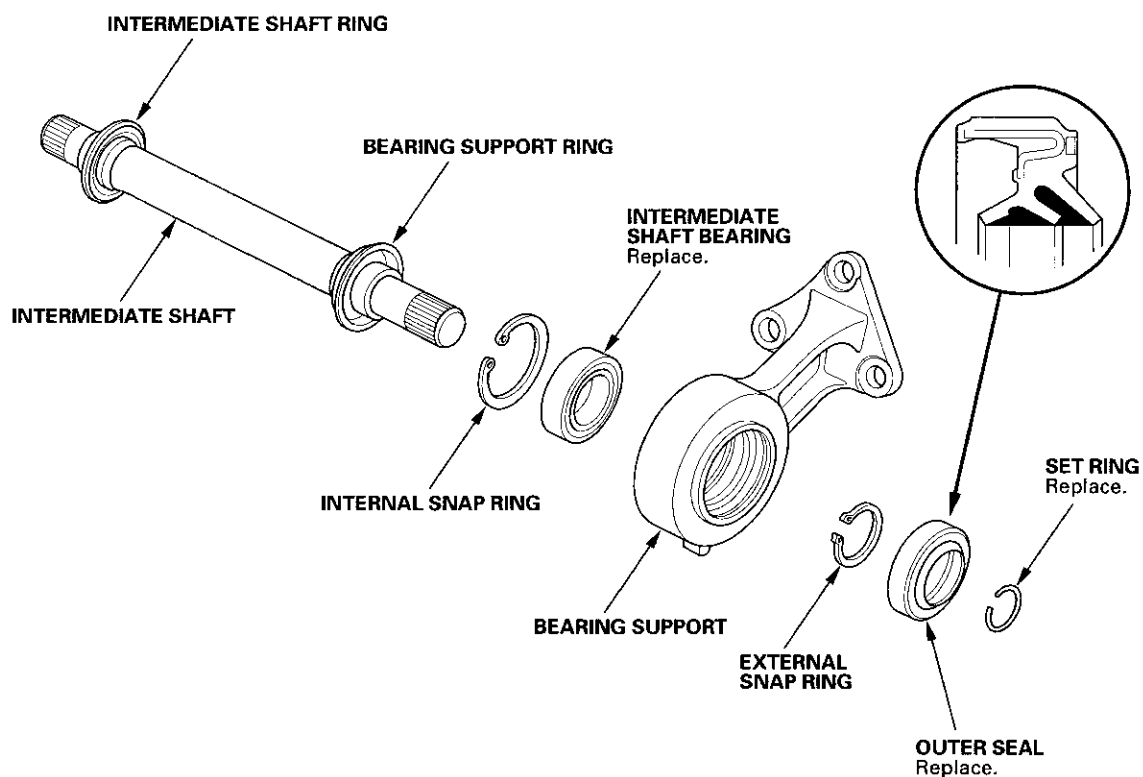




Intermediate Shaft Reassembly

Exploded View

A/T model



(cont'd)

Driveline/Axle

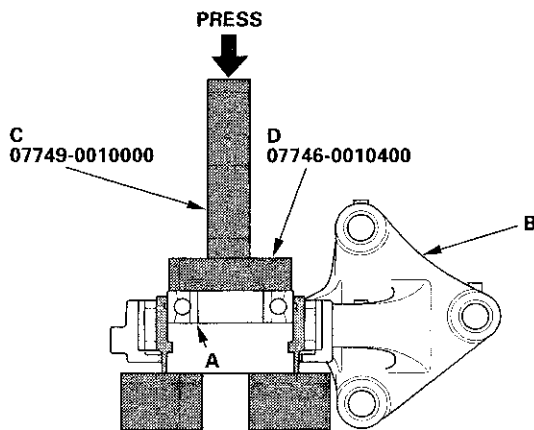
Intermediate Shaft Reassembly (cont'd)

Special Tools Required

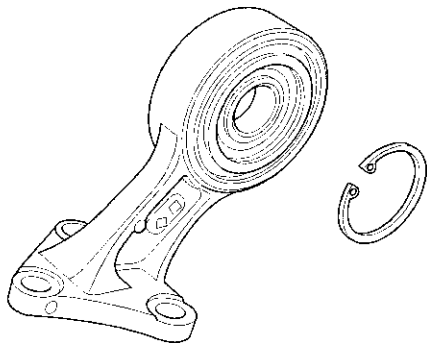
- Oil seal driver 07GAD-PH70201
- Half shaft driver 07NAF-SR30101
- Attachment, 52 x 55 mm 07746-0010400
- Attachment, 35 mm I.D. 07746-0030400
- Driver 07749-0010000

NOTE:

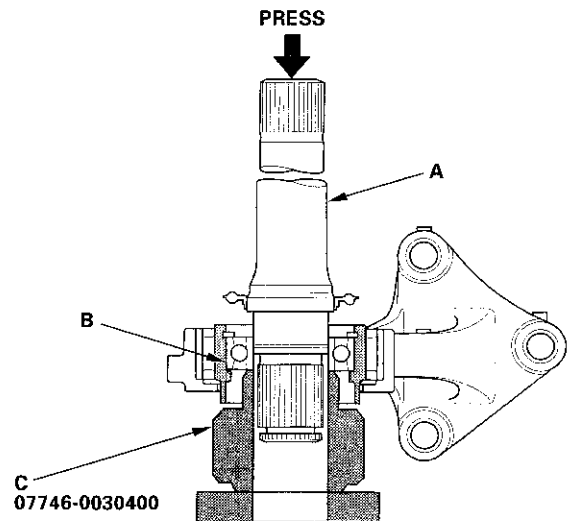
- Refer to the Exploded View as needed during this procedure.
 - A/T model only.
1. Clean the disassembled parts with solvent, and dry them with compressed air. Do not wash the rubber parts with solvent.
 2. Press the intermediate shaft bearing (A) into the bearing support (B) using the driver (C) and 52 x 55 mm attachment (D) and a press.



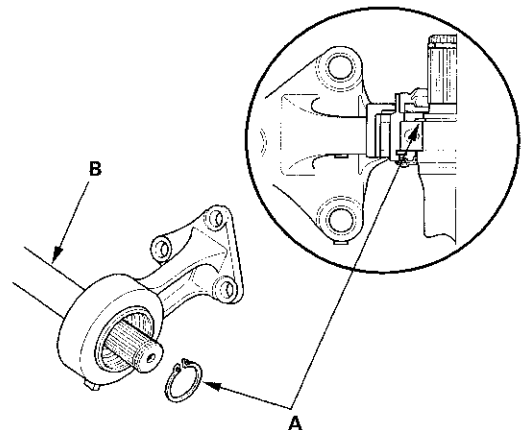
3. Seat the internal snap ring into the groove of the bearing support.



4. Press the intermediate shaft (A) into the shaft bearing (B) using the 35 mm I.D. attachment (C) and a press.



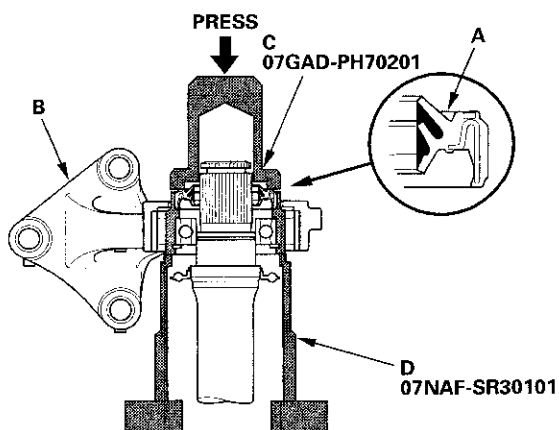
5. Seat the external snap ring (A) into the groove of the intermediate shaft (B).





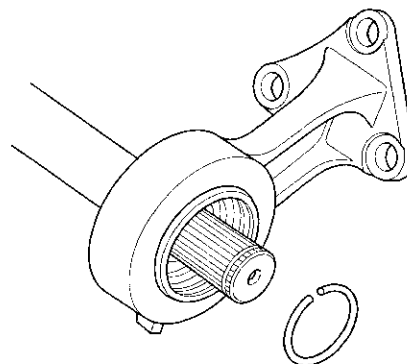
Intermediate Shaft Installation

6. Install new outer seal (A) into the bearing support (B) using the oil seal driver (C) and half shaft driver (D) and a press.

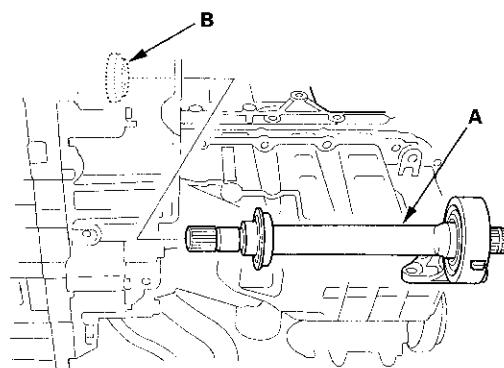


NOTE: A/T model only.

1. Install new set ring.



2. Use solvent or brake cleaner to thoroughly clean the areas where the intermediate shaft (A) contacts the transmission (differential), and dry with compressed air. Insert the intermediate shaft assembly into the differential. Insert the intermediate shaft horizontally to prevent damaging the differential oil seal (B).

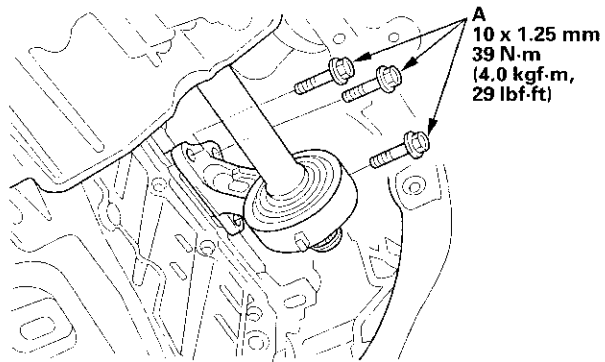


(cont'd)

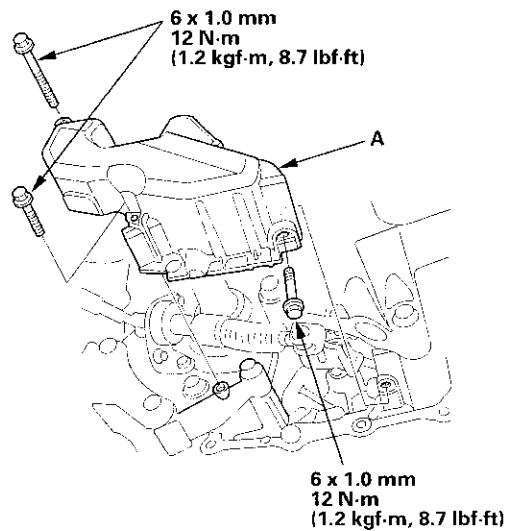
Driveline/Axle

Intermediate Shaft Installation (cont'd)

3. Install the flange bolts (A).



4. Install the shift cable cover (A).



5. Install the right driveshaft (see page 16-23).
6. Refill the transmission with the recommended transmission fluid (see page 14-227).

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) (If steering maintenance is required)

The Fit SRS includes a driver's airbag in the steering wheel hub, a passenger's airbag in the dashboard above the glove box, seat belt tensioners in the front seat belt retractors, driver's seat belt outer lap tensioner in the driver's seat belt lower anchor, front passenger's seat belt outer lap tensioners in the front passenger's seat belt lower anchor, side curtain airbags in the sides of the roof, and side airbags in the front seat-backs. Information necessary to safely service the SRS is included in this Service Manual. Items marked with an asterisk (*) on the contents page include or are located near SRS components. Servicing, disassembling, or replacing these items require special precautions and tools, and should be done only by an authorized Honda dealer.

- To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of a severe frontal or side collision, all SRS service work must be performed by an authorized Honda dealer.
- Improper service procedures, including incorrect removal and installation of the SRS, could lead to personal injury caused by unintentional deployment of the airbags and/or side airbags.
- Do not bump or impact the SRS unit, front impact sensors, or side impact sensors when the ignition switch is ON (II), or for at least 3 minutes after the ignition switch is turned OFF; otherwise, the system may fail in a collision, or the airbags may deploy.
- SRS electrical connectors are identified by yellow color coding. Related components are located in the steering column, front console, dashboard, dashboard lower panel, in the dashboard above the glove box, in the front seats, in the roof side, and around the floor. Do not use electrical test equipment on these circuits.