



DISCONNECTION AND CONNECTION OF BOLT TYPE CONNECTORS

For engine and ECT ECU in this vehicle, connectors are used which require a bolt built into the connector to be screwed down to securely connect the connector.

1. Disconnect the connector

After completely loosening the bolt, the two parts of the connector can be separated.

NOTICE:

Do not pull the wire harness when disconnecting the connector.

2. Connect the connector

NOTICE:

Before connecting the connector, always check that the terminals are not bent or damaged.

(a) Match the guide section of the male connector correctly with the female connector, then press them together.

(b) Tighten the bolt.

Make sure the connectors are completely connected, by tightening the bolt until there is a clearance of less than 1 mm (0.04 in.) between the bottom of male connector and the end of female connector.

ABBREVIATIONS

The following abbreviations are used in this manual.

A/C	= Air Conditioning	O/D	= Overdrive
ABS	= Anti-Lock Brake System	R/B	= Relay Block
A/T	= Automatic Transmission	RH	= Right-Hand
CB	= Circuit Breaker	SRS	= Supplement Restraint System
COMB.	= Combination	SW	= Switch
ECT	= Electronic Controlled Transmission	TDCL	= Total Diagnostic Communication Link
ECU	= Electronic Control Unit	TEMP.	= Temperature
EGR	= Exhaust Gas Recirculation	TRAC	= Traction Control
FL	= Fusible Link	VSV	= Vacuum Switching Valve
ISC	= Idle Speed Control	W/	= With
J/B	= Junction Block	W/O	= Without
LH	= Left-Hand		

* The titles given inside the components are the names of the terminals (terminal codes) and are not treated as being abbreviations.