



## DISCONNECTION AND CONNECTION OF BOLT TYPE CONNECTORS

In several places 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.

As the bolt presses the connectors together the torque increases, but when the connectors are completely joined together the torque is suddenly reduced as the screw part of the bolt passes through the nut.

### HINT:

When the connector is completely connected, a clicking sound is made each time the bolt is turned once.

## ABBREVIATIONS

The following abbreviations are used in this manual.

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

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