

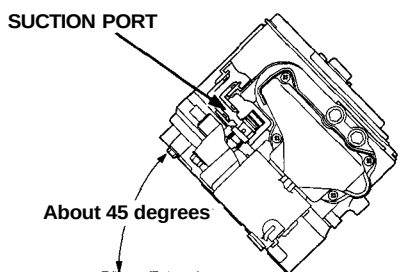
Modulator Unit

Installation

NOTE: This procedure is for modulator unit replacement.

1. Fill the modulator reservoir to the MAX line.
2. Bleed air from the suction port in the modulator unit by leaning the modulator unit to one side slowly (about 45 degrees) as shown.

CAUTION: After bleeding air, do not turn the modulator unit upside-down or lean it excessively.



3. Install the modulator unit in the reverse order of removal.

NOTE: Check the letters stamped on the modulator body, and connect the brake lines properly. Tighten the flare nuts to 19 N·m (1.9 kgf·m, 14 lbf·ft).

4. Start the engine to operate the pump motor, then add brake fluid as needed.

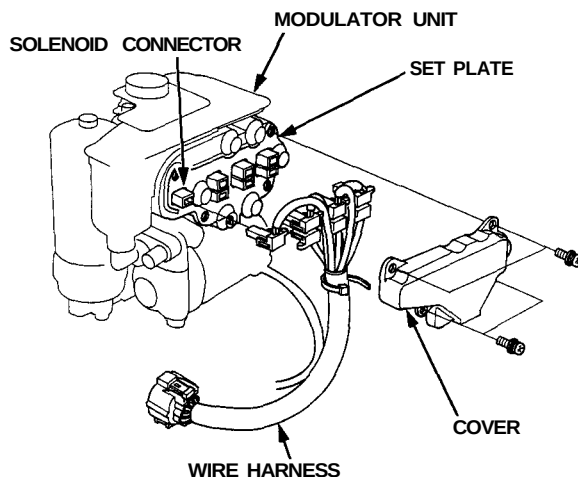
NOTE:

- If the pump motor operates for 40 seconds or more, the indicator light comes on, and the pump motor stops. Bleed the high-pressure brake fluid, then remove the ABS B2 (15 A) fuse for 3 seconds or more to erase the DTC.
- If modulator removal/installation is for some other reason than repairing or replacing the modulator, the pump motor may not operate. In this case, step 4 and 5 are not necessary.

5. After the pump motor stops, refill the reservoir to the MAX line.
6. Make sure the ABS indicator light goes off.
7. Bleed the conventional brake system (see page 19-8).
8. Perform ABS function test (see page 19-95).

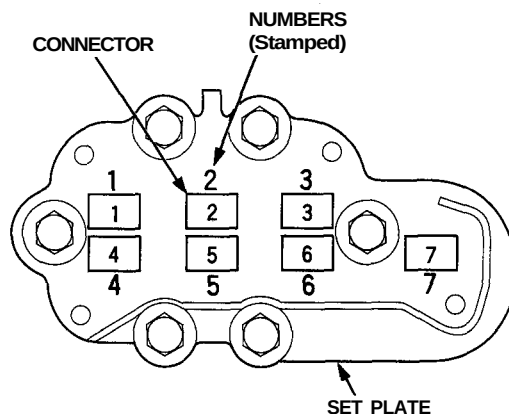
Wire Harness Replacement

1. Remove the modulator unit (see page 19-99).
2. Remove the cover, then remove the wire harness.



3. Check the numbers stamped on the set plate, and connect each connector of the new wire harness to the set plate with the corresponding number.

CAUTION: This step is important. After connecting, recheck the wire harness installation.



4. Install the cover.
5. Perform modulator unit installation.