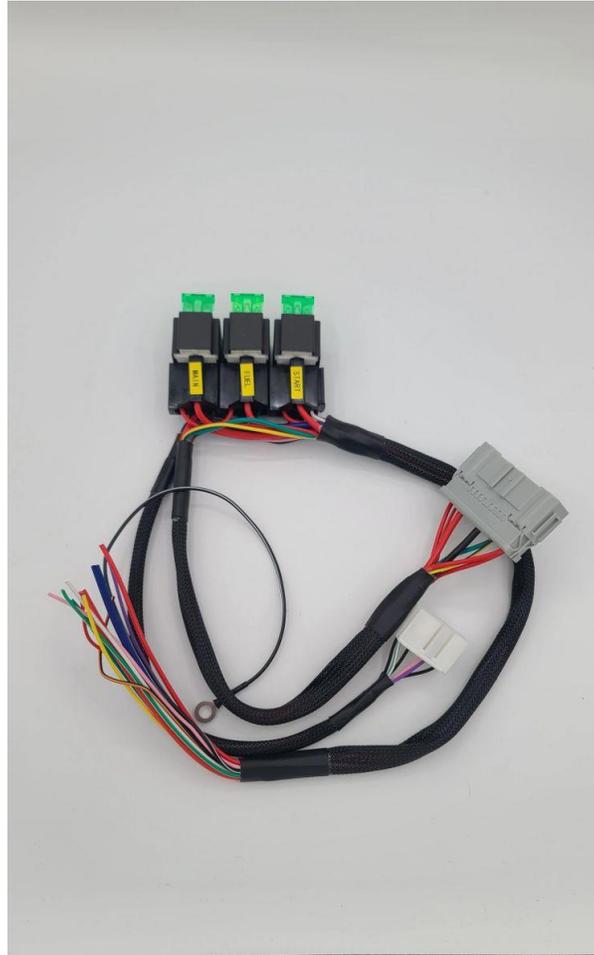


Toyonda Standalone Swap Harness DIY

<https://toyonda206.com/shop/ols/products/k-swap-harness-sw20-mr2>



Start by removing your mr2 chassis harness. Unplug it at the driver side kick panel and disconnect the power supply form the small black block next to it.



Disconnect the plugs behind the seat. It would help to remove the sound deadening on the firewall and the side cover panel. One hard to get one is the 3rd brake light you will have to chase it all the way back or cut it and reconnect later.

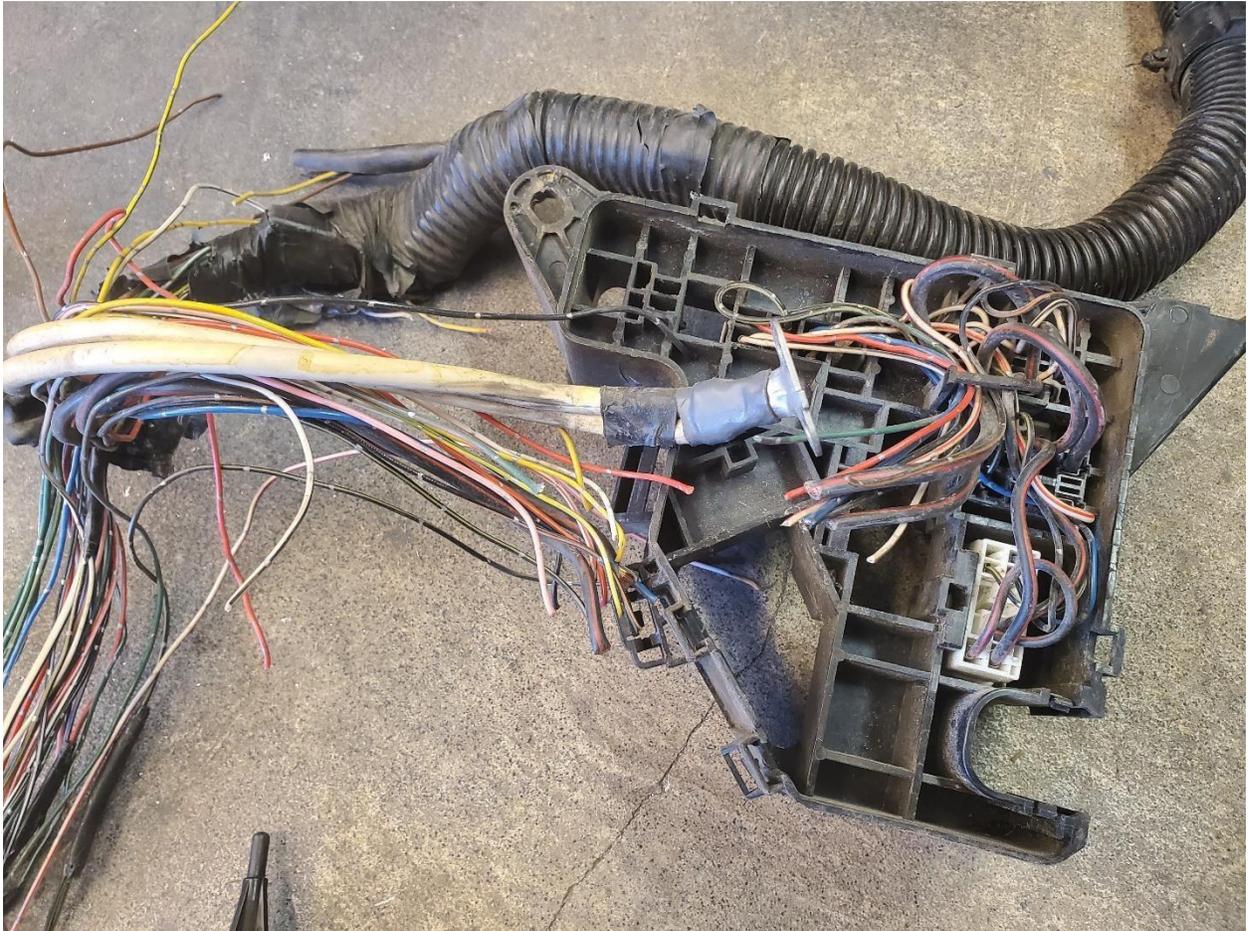


Picture above is the fuel pump power wire, thick blue.

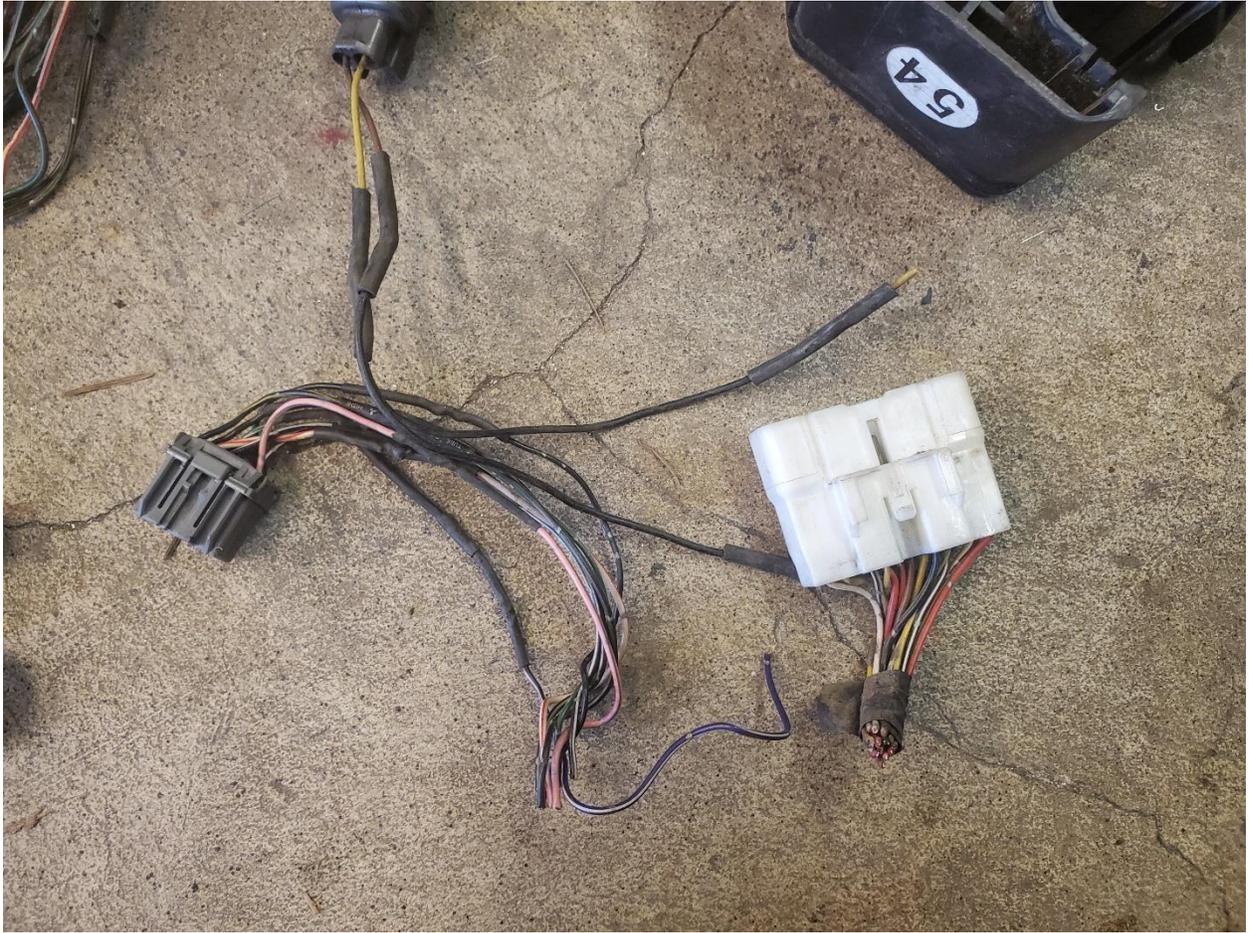
After everything is unplugged pull the harness out in the engine bay. Disconnect the engine harness from the fuse box in the bay, if the engine isn't removed by now.

Pull back your trunk carpet and disconnect the harness from all the lights, ground, antenna etc. Pull it out from the engine bay and lay it out.

Cut out the fuse box, the old ecu plugs, starter relay and intake temp sensor. Only leave the 2 combined 8gauge power supply.



Cut the old plugs off



Modify the power supply wire, this will now go to your alternator stud.

From this



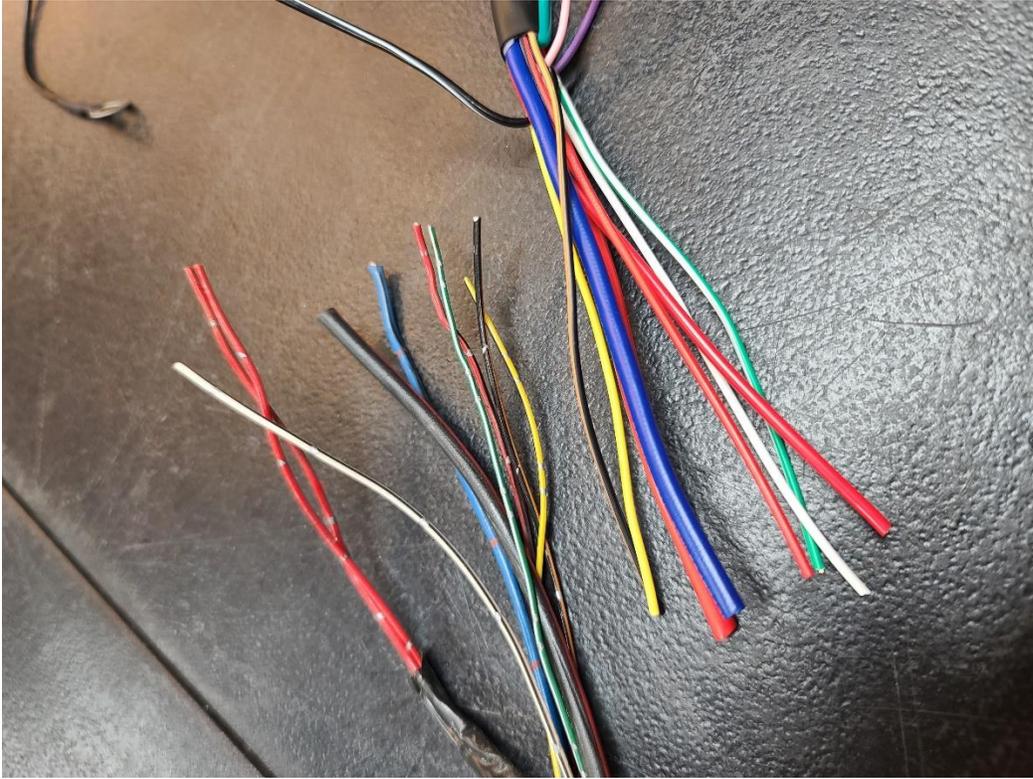
To this



Now the fun part is removing all the old loom from the harness.



Find the color matching wires from the swap harness and pull them all aside along with the new alternator power wire. You need the wires that are going directly to the plugs at the kick panel.



RED- WITH A Y SPLIT ON END OF IT

RED/BLACK- WILL BE SHORT BY THE TAIL LIGHT HARNESS YOU WILL NEED TO EXTEND IT TO THE SWAP HARNESS INSIDE THE CABIN

BLUE OR BLUE WITH BLACK LINE

BLACK/ORANGE

GREEN/WHITE

WHITE/BLACK

YELLOW/BLACK

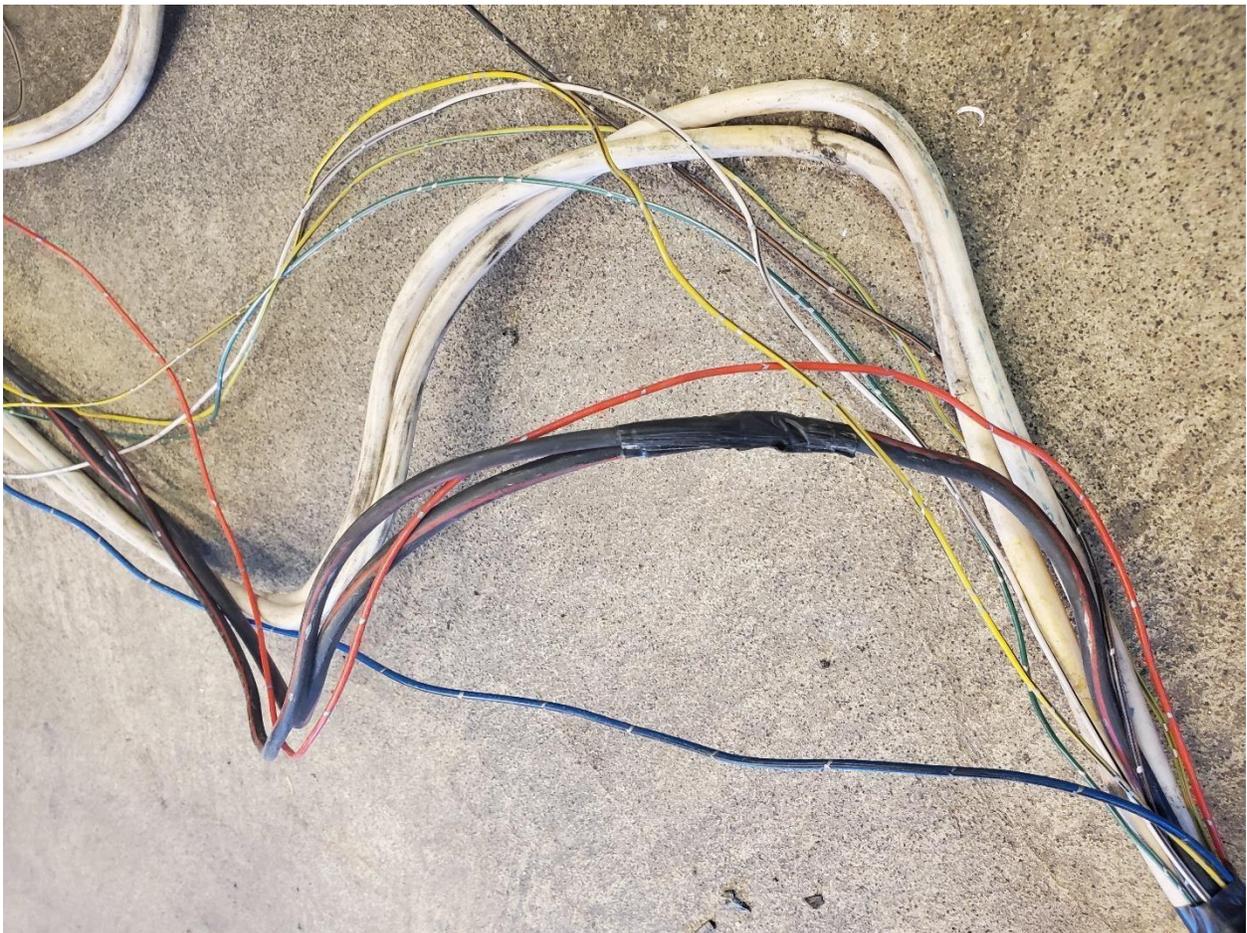
BLACK/RED- THICK 8 GAUGE POWER

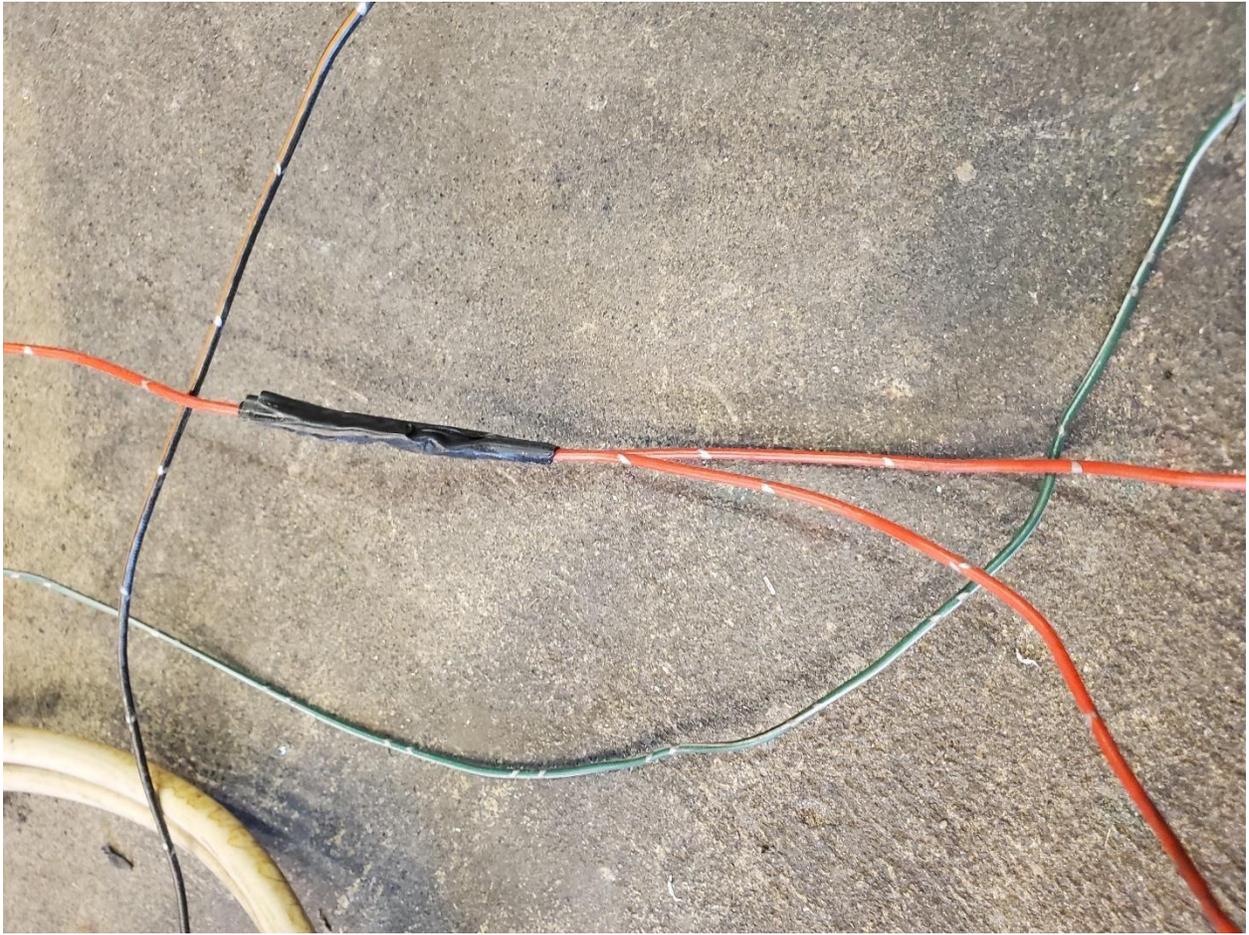
YELLOW/GREEN- SET ASIDE FOR LATER

That goes to the factory water temp sending unit (1/8th npt sensor) this is only if you want temp to read on your factory cluster. You can extend it from the ecu and run it with the engine harness to your intake manifold coolant bung adapter.

On our tucked harnesses this wire is already ran in the engine harness and stubbed out by the ecu plugs solid red. On the engine bay it is labeled as H2O. DON'T CONFUSE IT WITH STARTER. THEY HAVE SAME CONNECTOR.

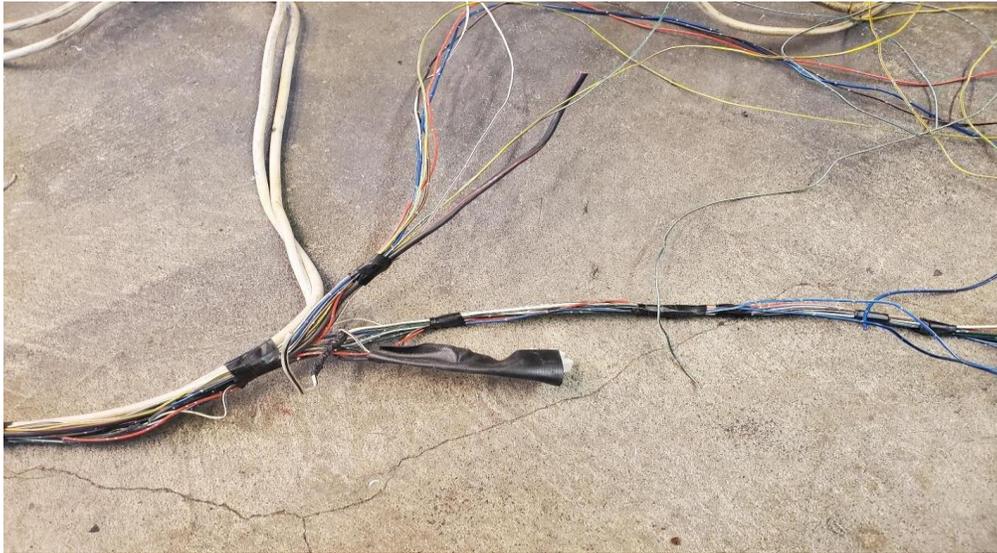
The single fuel pump **BLUE** wire plug will be loose. Tape it in place around the original area and leave open end to tie in to our swap harness.





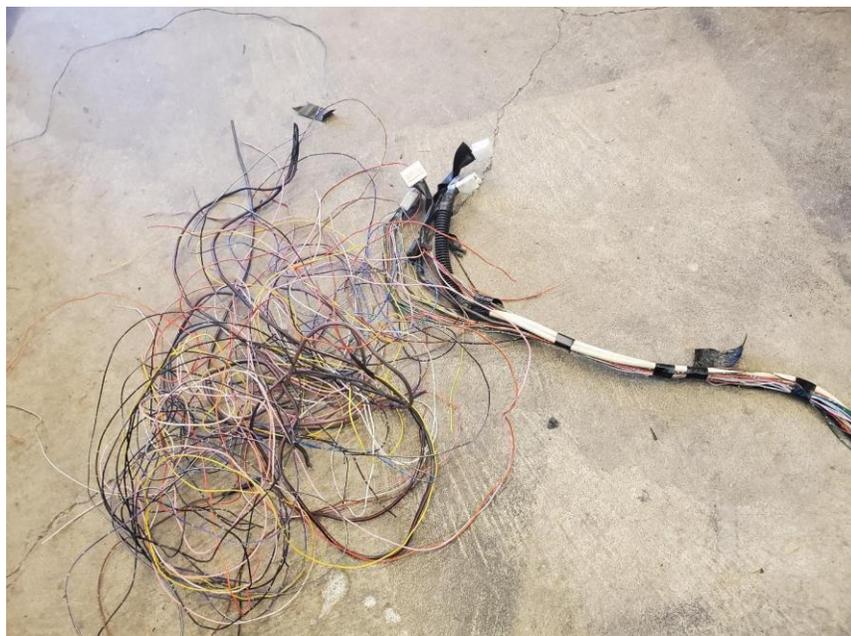
SOLID RED WIRE – The correct one has a Y on it when you chase it down.
Cut the y off and connect single wire side..

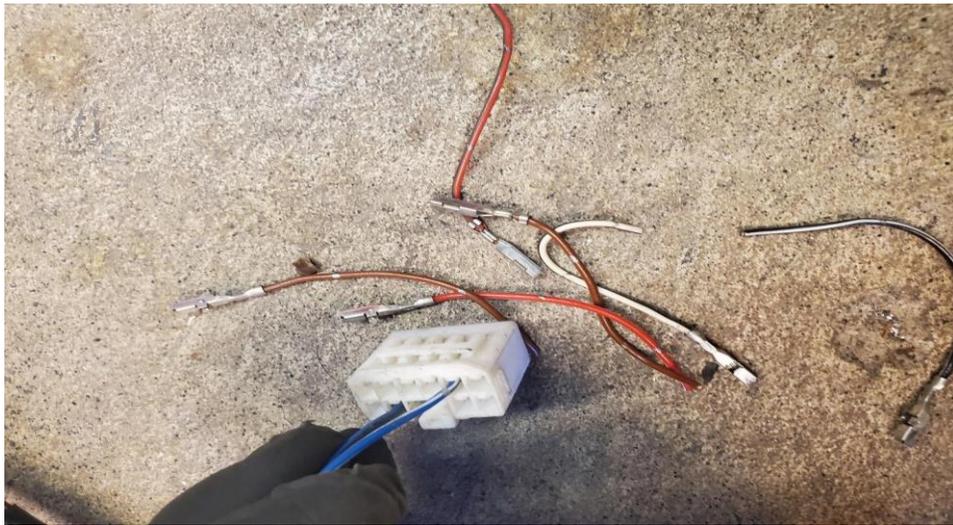
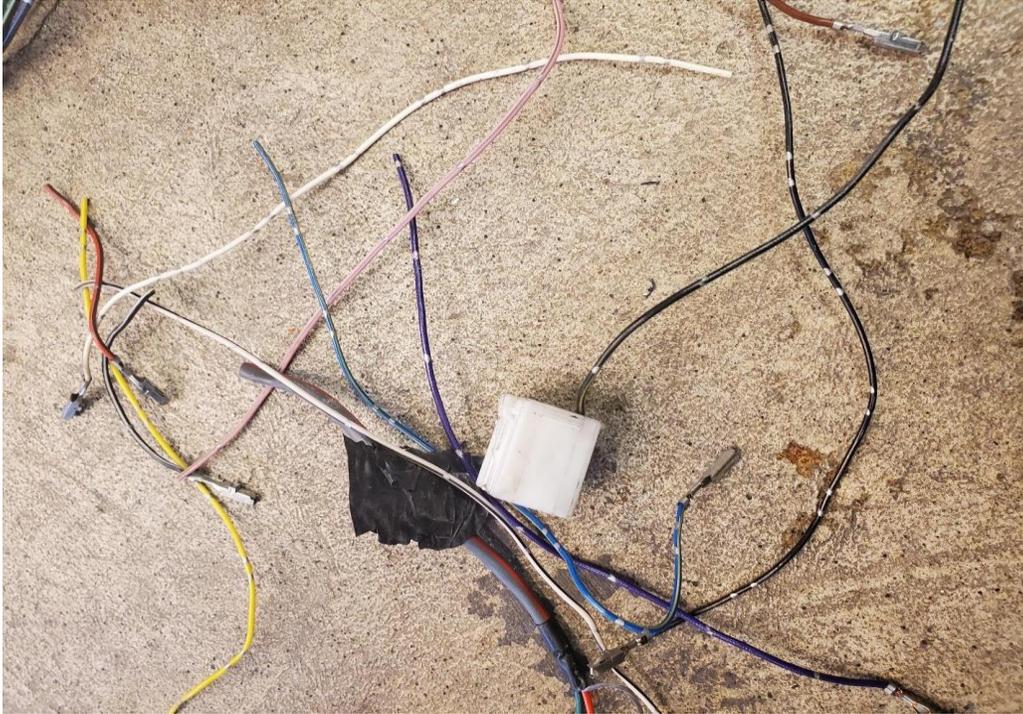
Route the left over wires and tape them together and set aside to where they will be positioned behind the seat in the storage compartment.



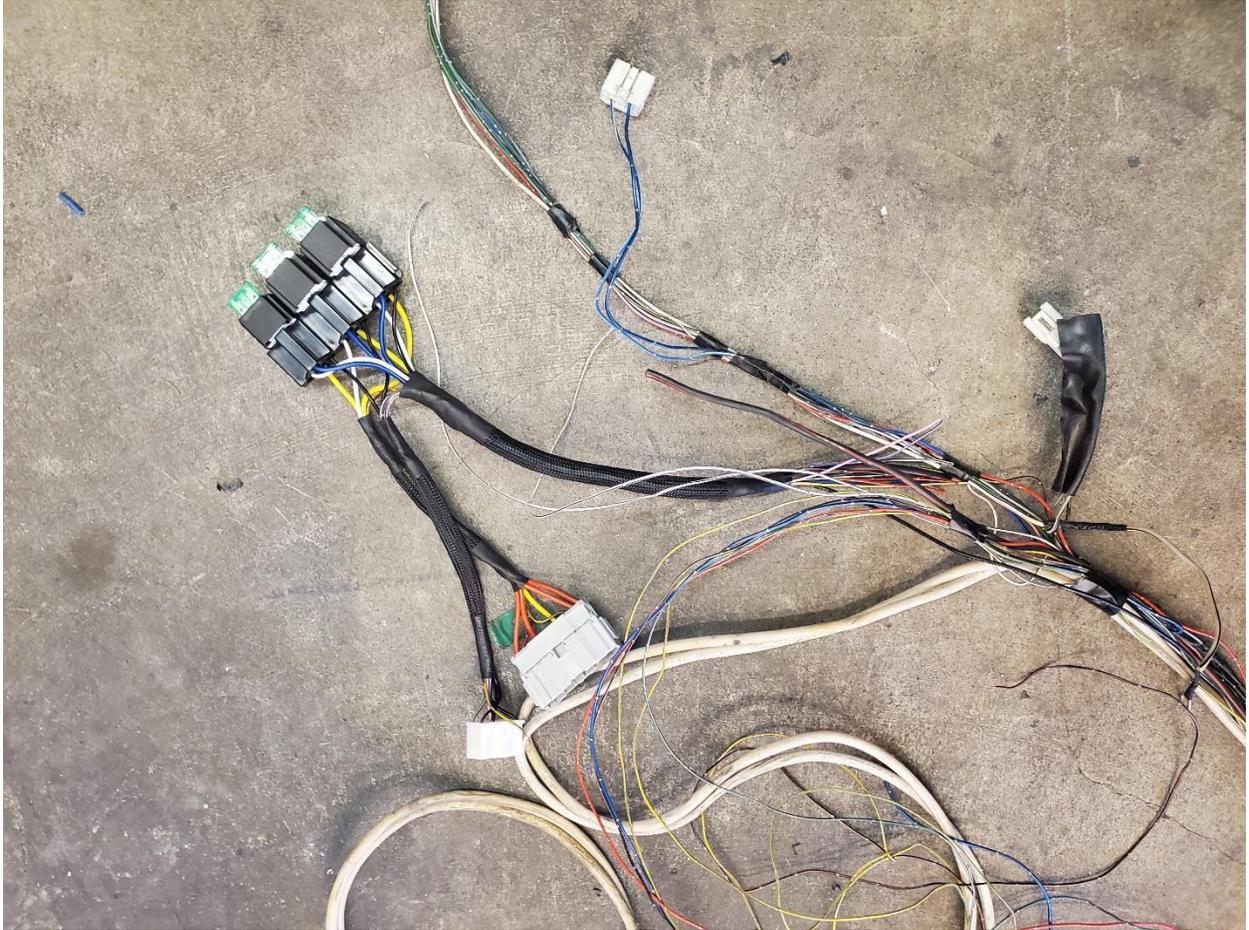
Right in the area of the white/black ground spade.

Next step is to sort out all the extra wire left over. Pull them back to their connectors in the front, cut and unpin them.



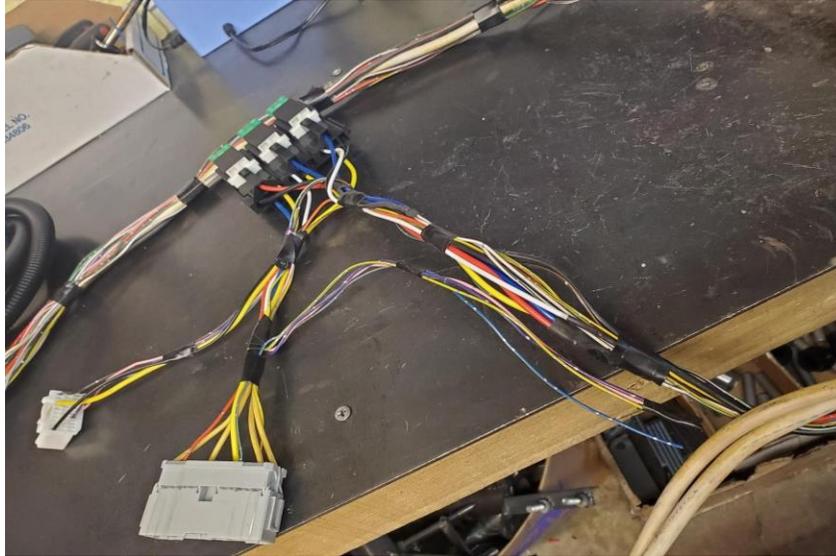


Also chase back any other loose unused wires where they have a split and cut and tape or heat shrink them.



Basic layout

Cut all the left over wire you need to solder but give your self at least 18' from the main loom to have slack with swap harness installed.



Make all your connections for color matched wires Crimp and or solder/shrink wrap.

Tape up and re loom your harness.

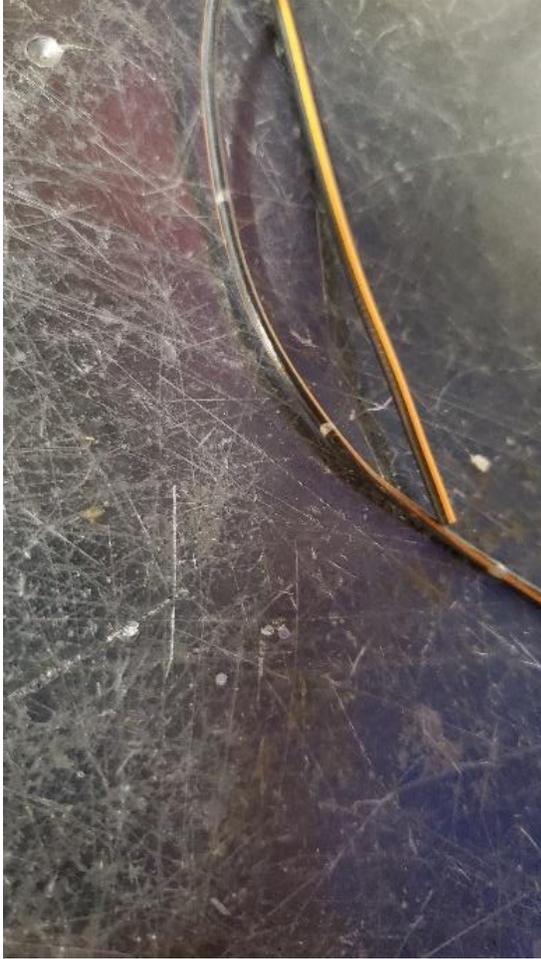
BELOW ARE THE REQUIRED COLOR MATCHING COMBOS



SOLID SKINNY RED



GREEN/WHITE



BLACK/ ORANGE



**SOLID BLUE OR BLUE WITH BLACK LINE
TO SWAP HARNESS THICK BLUE**



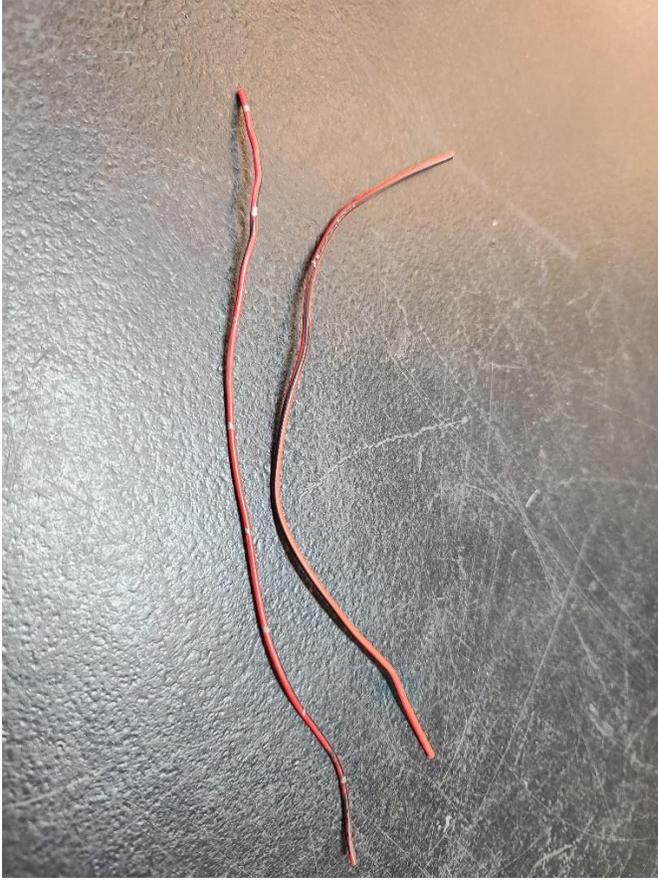
WHITE/BLACK



8GAUGE BLACK/RED TO SWAP HARNESS 8 GAUGE SOLID RED



YELLOW/BLACK



RED/BLACK THAT NEEDS TO EXTEND FROM TAIL HARNESS TO INSIDE CABIN TO THE SWAP HARNESS.,

LONG BLACK/WHITE OR BLACK WITH RING TERMINAL – CHASSIS GROUND





You can now reinstall your harness.

You can also now run your alternator power wire into the bay. **DOUBLE BLACK-RED OR DOUBLE WHITE 8 GAUGE WIRES**

You can now connect the left over wires in the car if you need the options below.

Left Over Wires

PURPLE = speed out signal **DO NOT COLOR MATCH TO YOUR MR2 WIRNG**

PINK= rpm out signal **DO NOT COLOR MATCH TO YOUR MR2 WIRING**

OUTPUT SIGNALS ONLY

Only needed for aftermarket gauges and or shift light. If not using a digital/Bluetooth display.

GREEN= ecu controlled ground signal fan switch. Only if you want to control when the cooling fans come on. This would have to be wired separate with new wiring and relays to your fans. Or can be used for the intercooler fans.

The factory mr2 system has a fan switch in the radiator and works just fine. That is how we run our cars.

DO NOT COLOR MATCH TO YOUR MR2 WIRNG

YELLOW/GREEN FROM YOUR MR2 CHASSIS HARNESS

ONLY IF YOU WANT THE WATER TEMP TO OPERATE ON THE FACTORY CLUSTER

wire will need to be EXTENDED to the engine. That goes to the factory water temp sending unit (1/8th npt sensor) this is only if you want temp to read on your factory cluster. You can extend it from the ecu location and run it with the engine harness to your intake manifold coolant bung adapter.

On our tucked harnesses **SOLD SEPERATE** this wire is already ran in the engine harness and stubbed out by the ecu plugs solid red. On the engine bay it is labeled as H20. DON'T CONFUSE IT WITH STARTER. THEY HAVE SAME CONNECTOR.

THANKS FOR YOUR PURCHASE!