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.

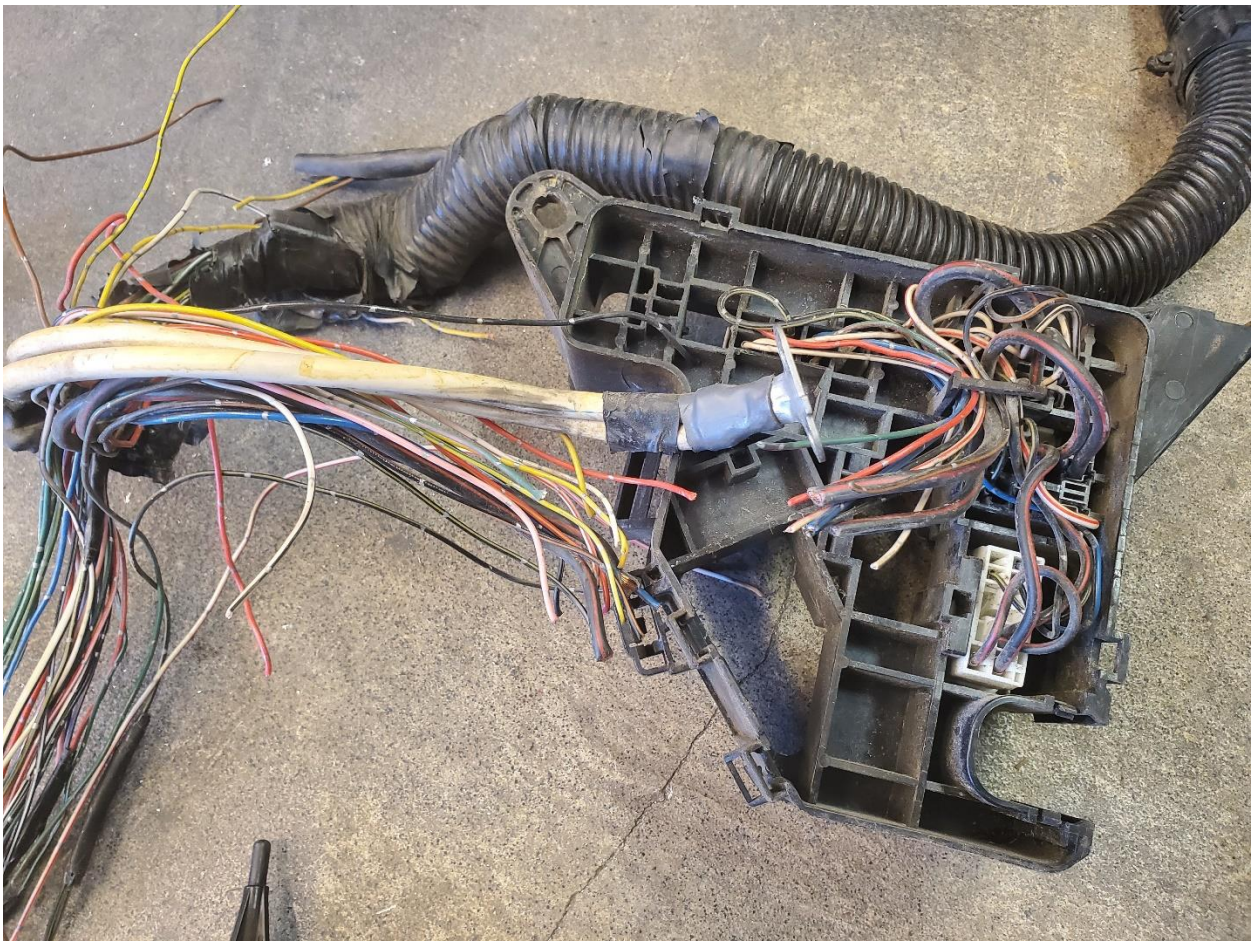
Disconnect the plugs behind the seat. It would help to remove the sound deadening on the firewall and the side cover panel. One hard to get one is the 3rd brake light you will have to chase it all the way back or cut it and reconnect later.

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

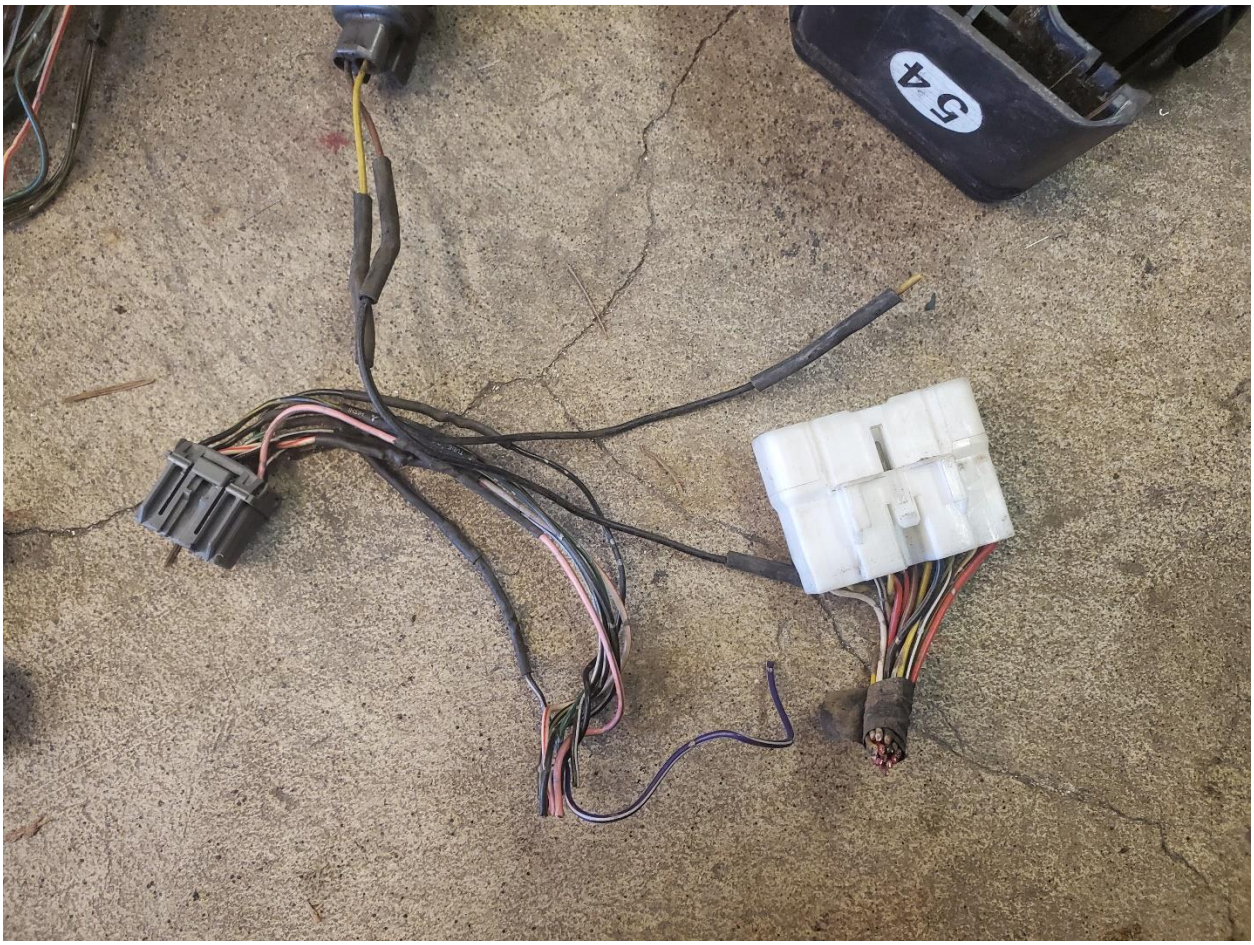
After everything is unplugged pull the harness out in the engine bay. Disconnect the engine harness from the fuse box in the bay, if the engine isn't removed by now.

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, only leave the 2 combined 8gauge power supply.

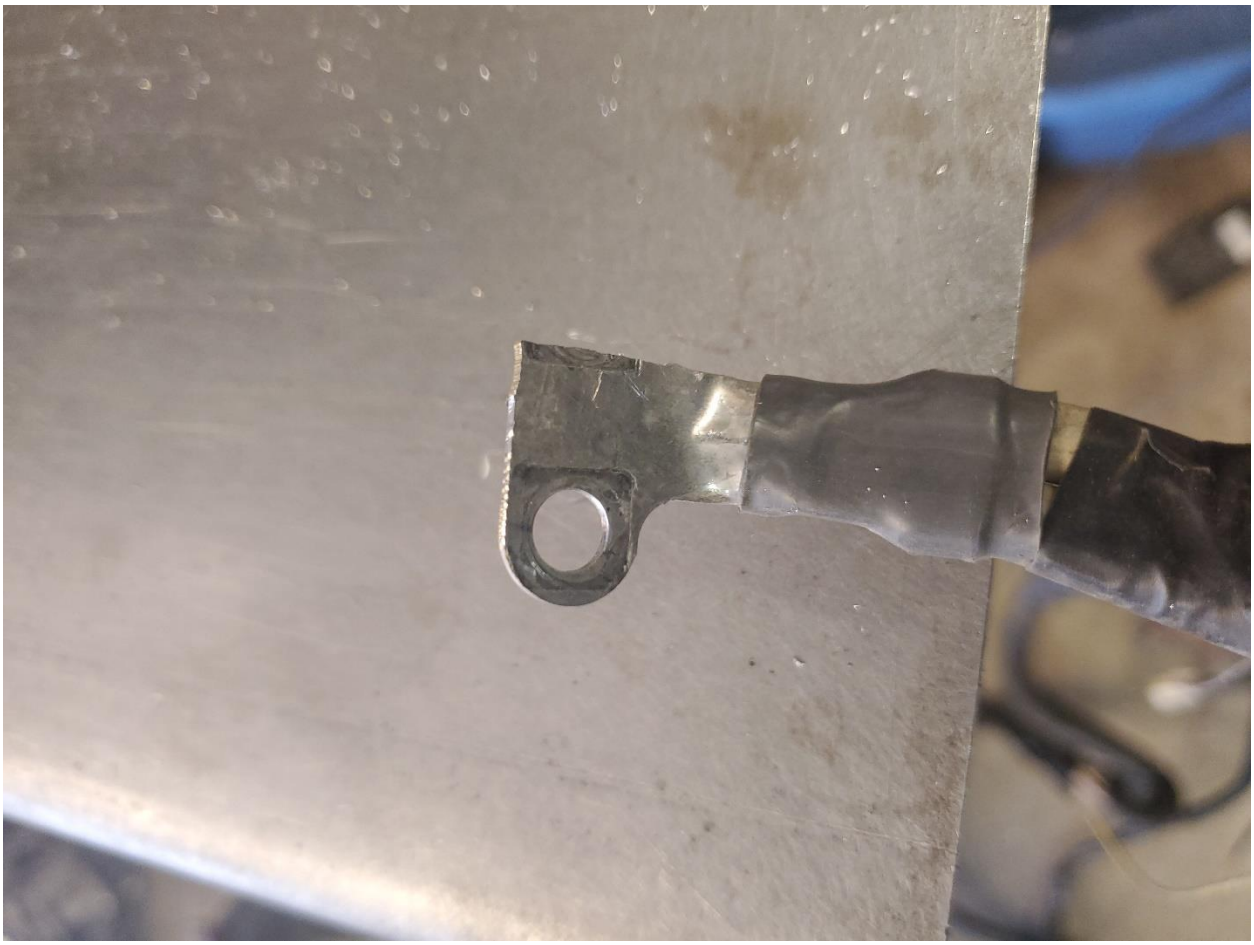


Cut the old plugs off



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

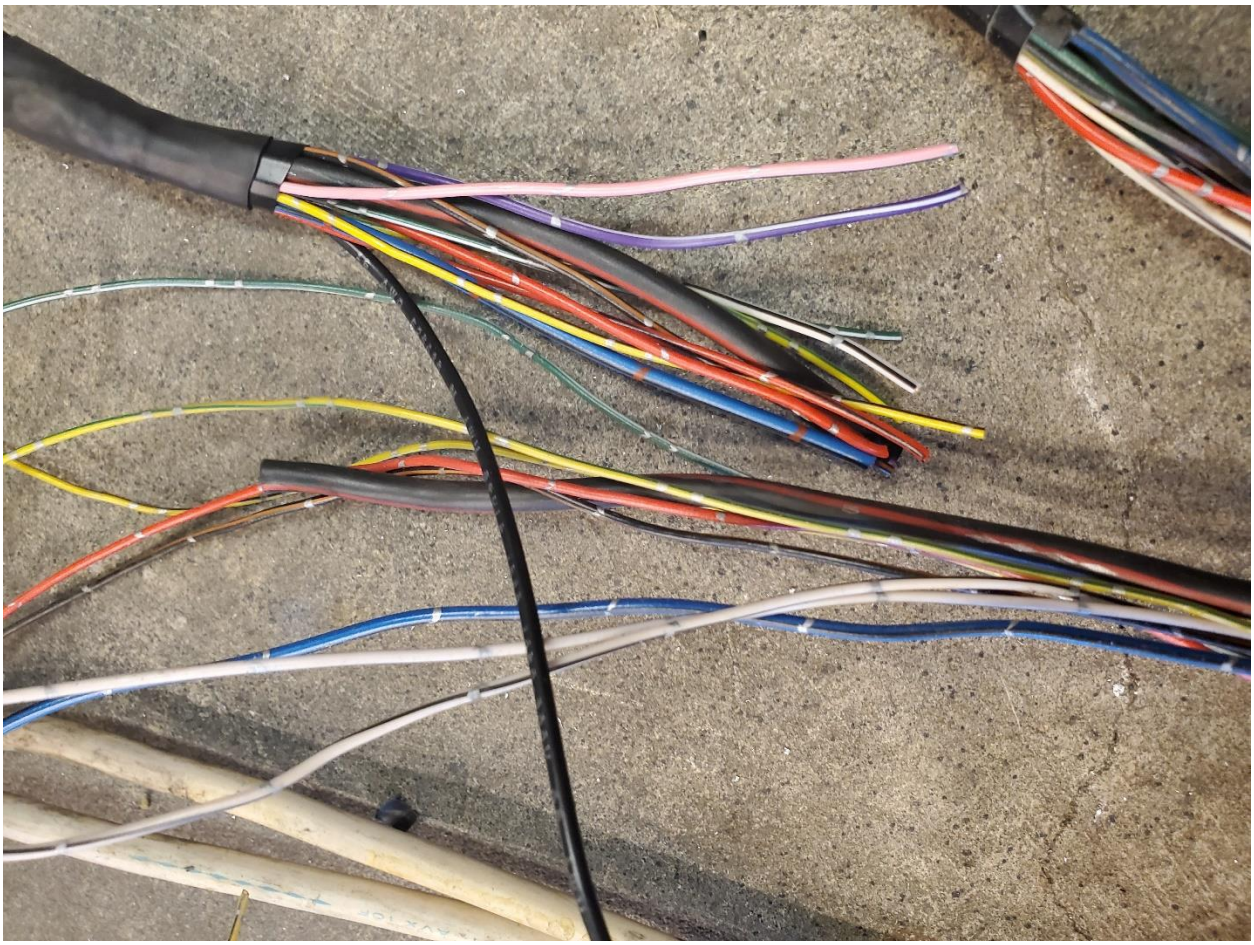
To this

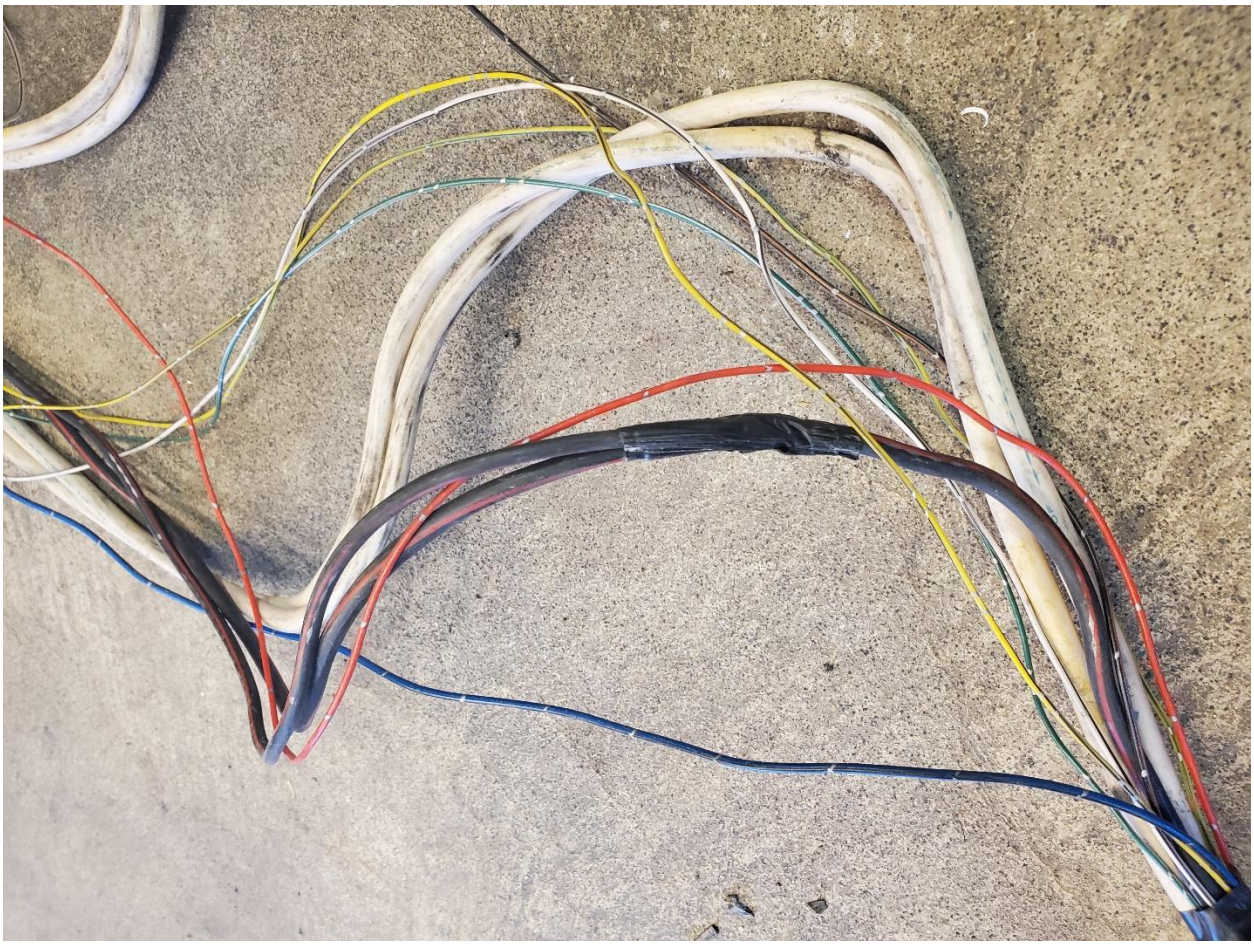


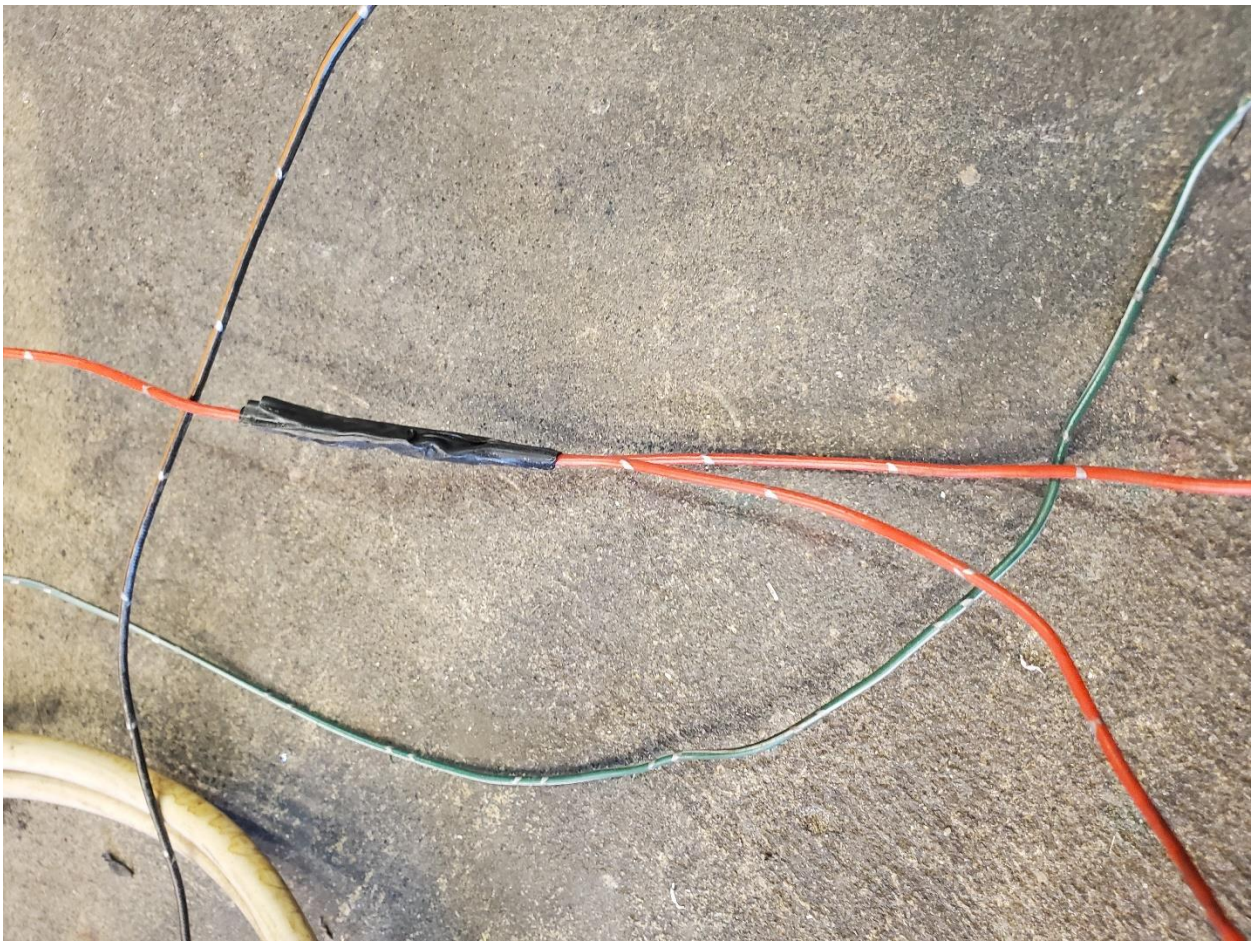
Now the fun part is removing all the old loom from the harness.

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

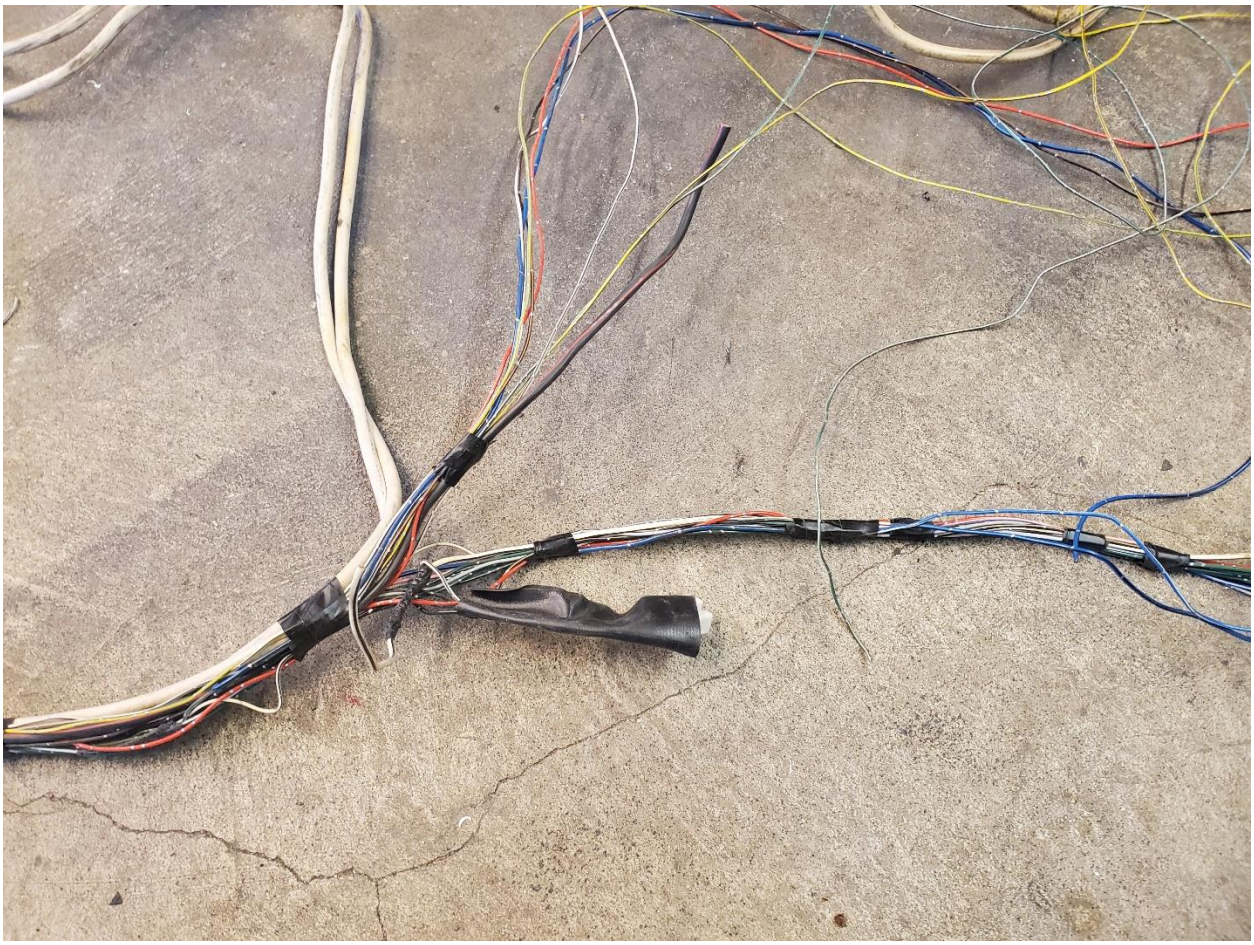
The single fuel pump blue wire plug will be loose. Tape it in place around the original area and leave open end to tie in to our swap harness.





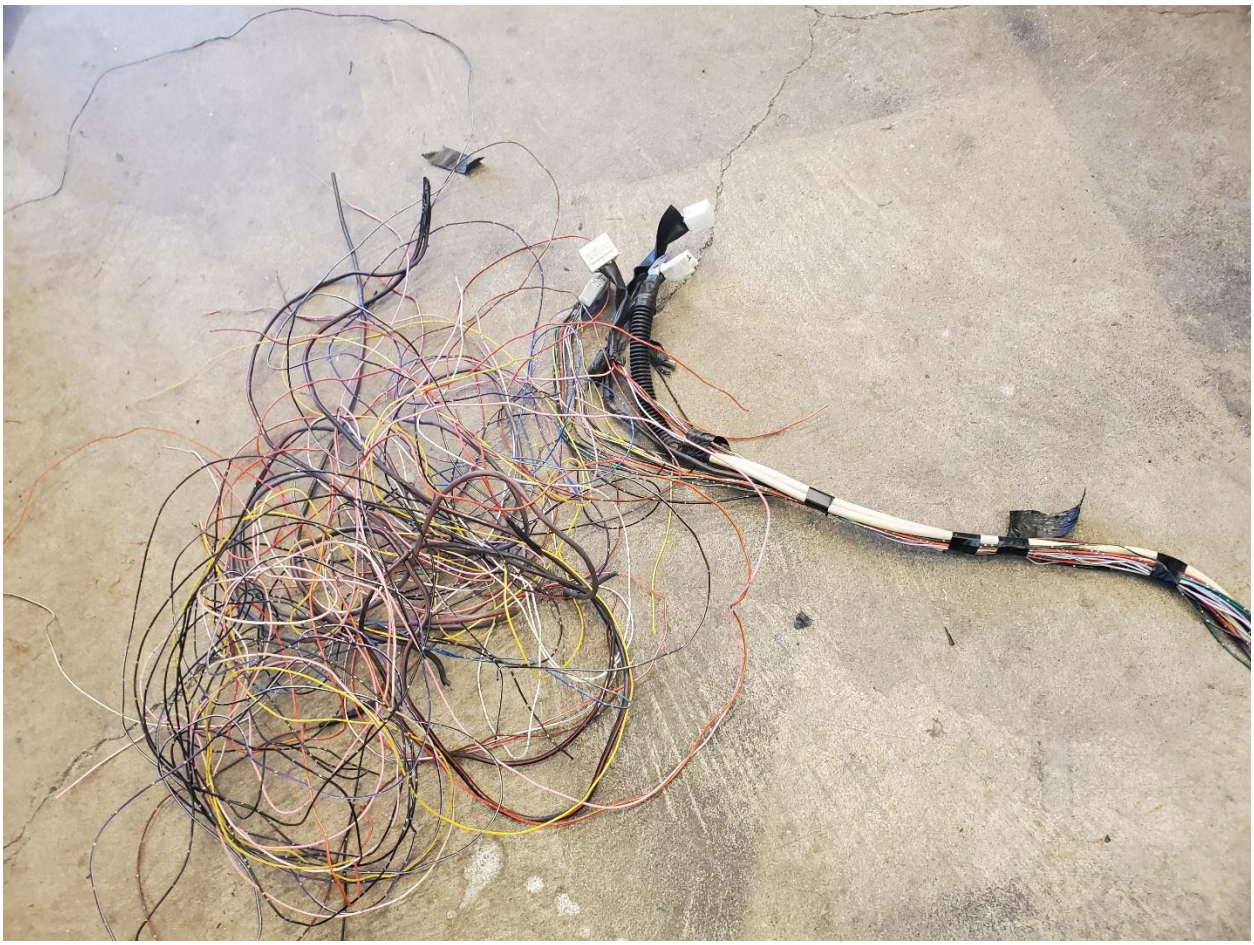


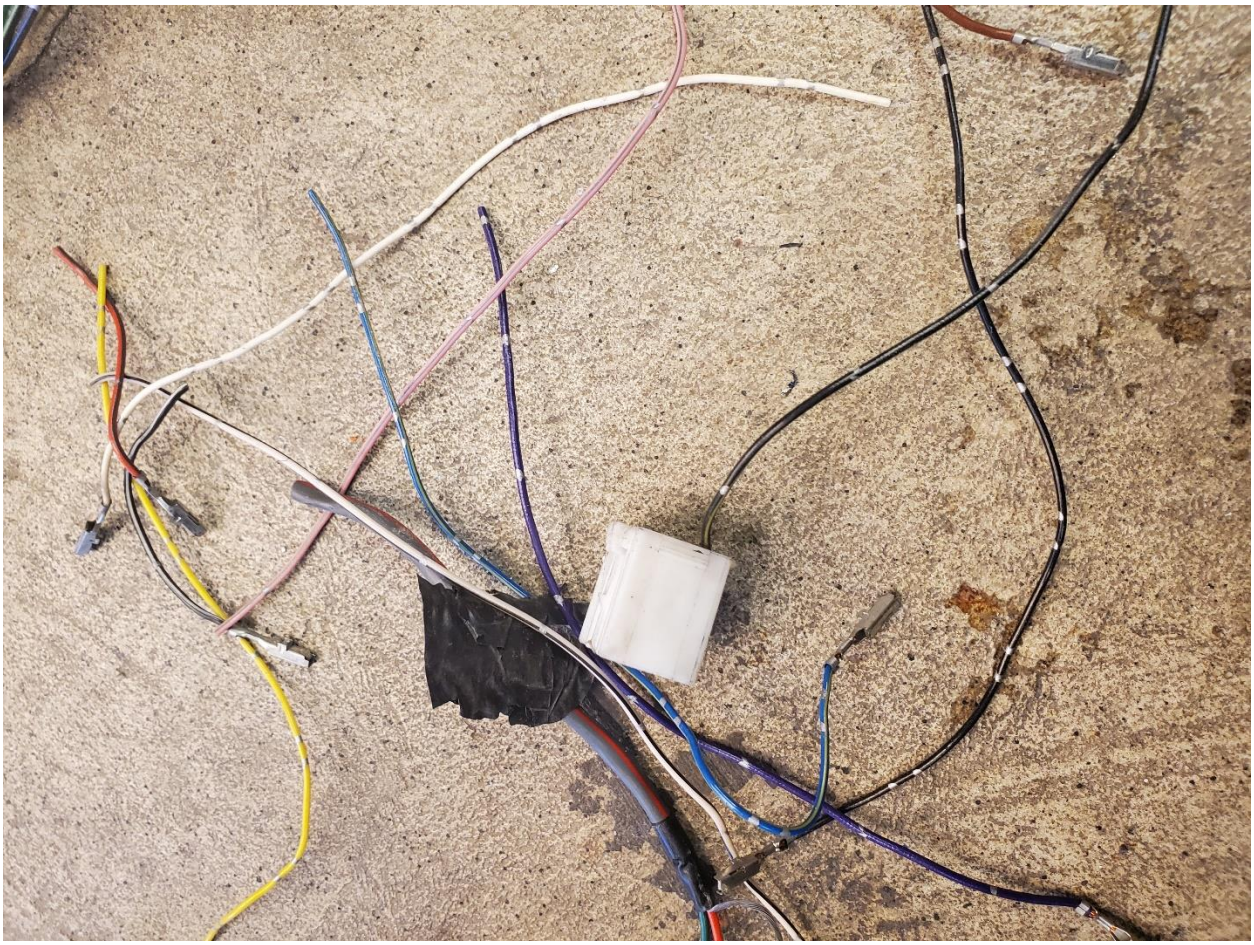
Route the left over wires and tape them together and set aside to where they will be positioned behind the seat in the storage compartment.

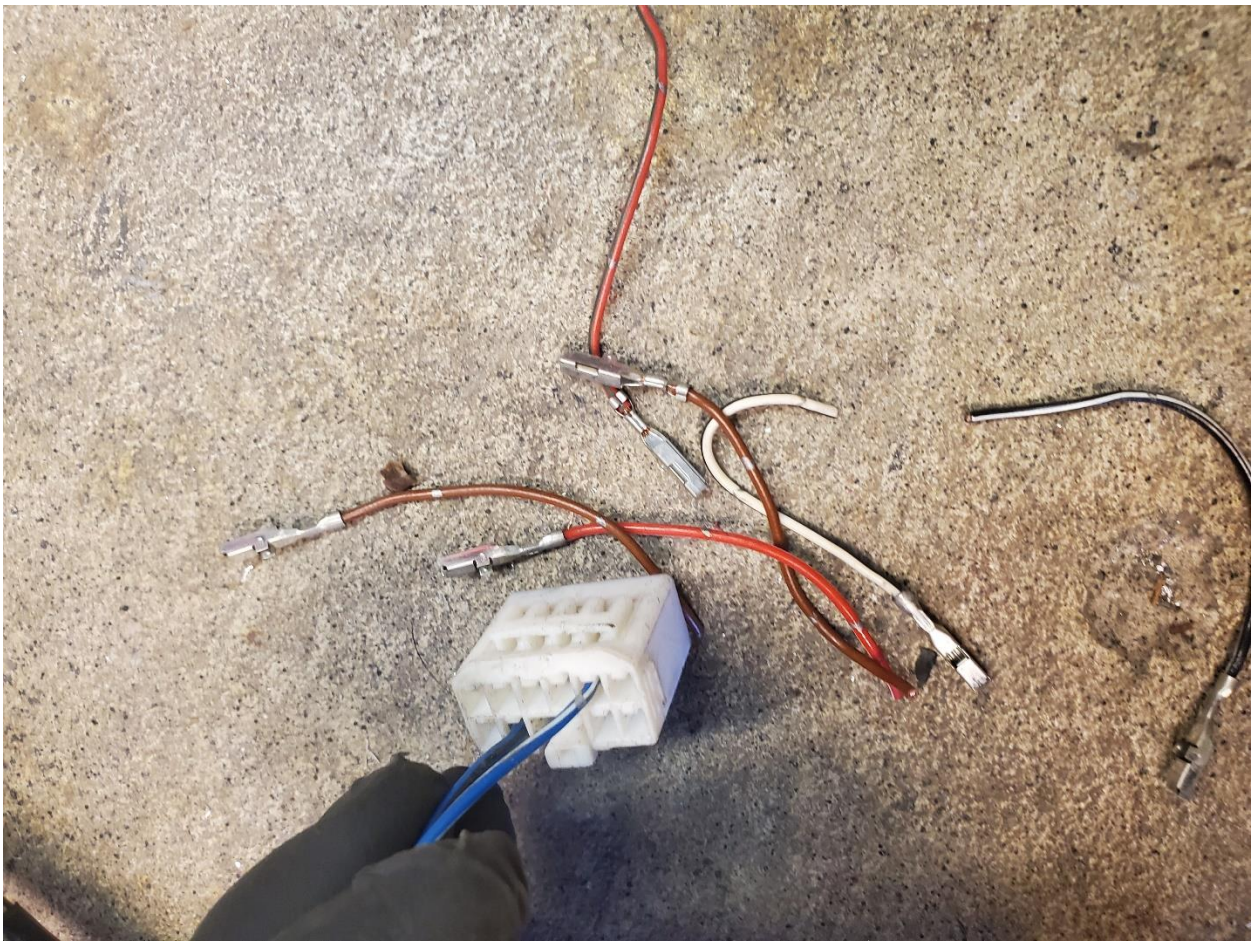


Right in the area of the white/black ground spade.

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



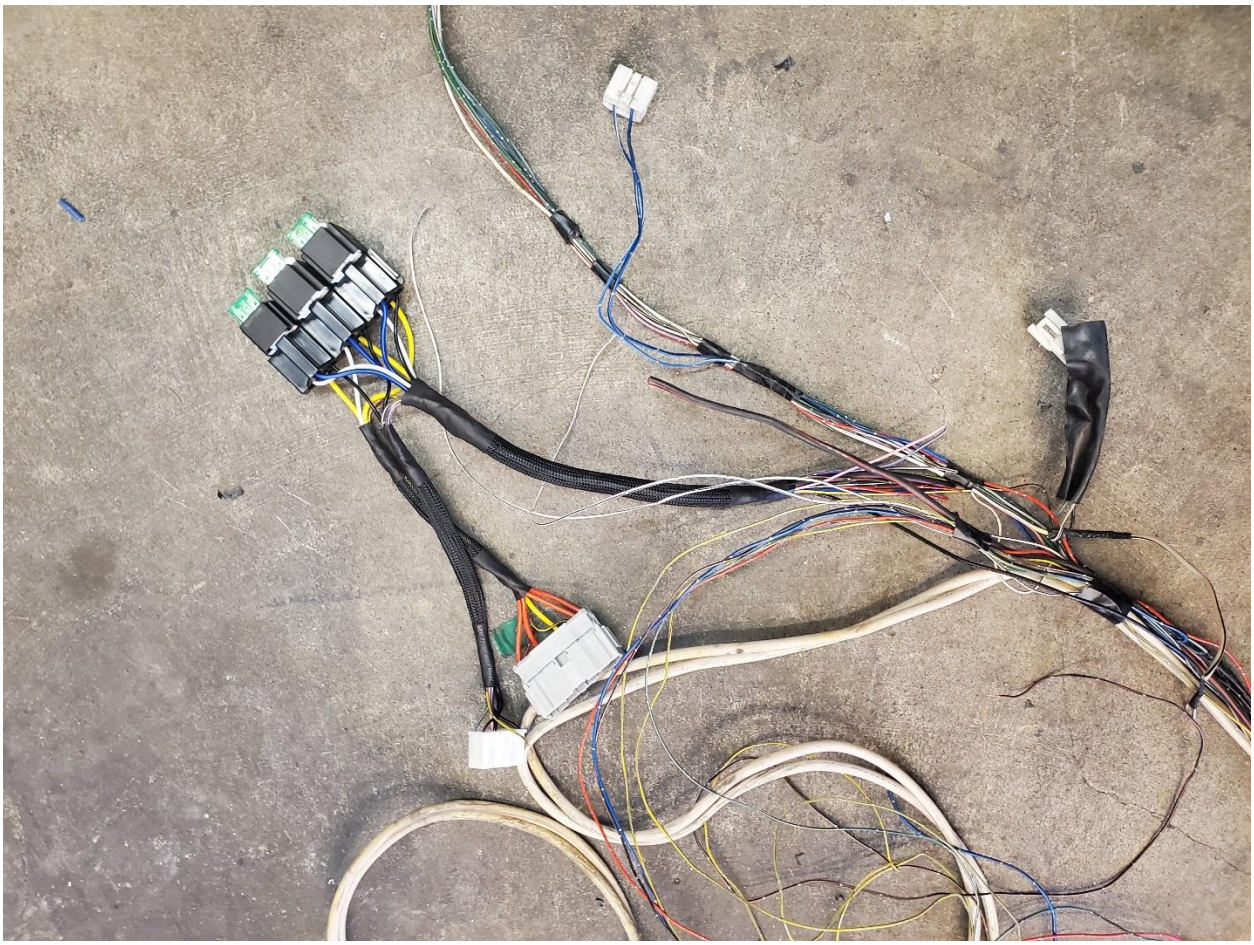




Also chase back any other loose unused wires where they have a split and cut and tape or heat shrink them.

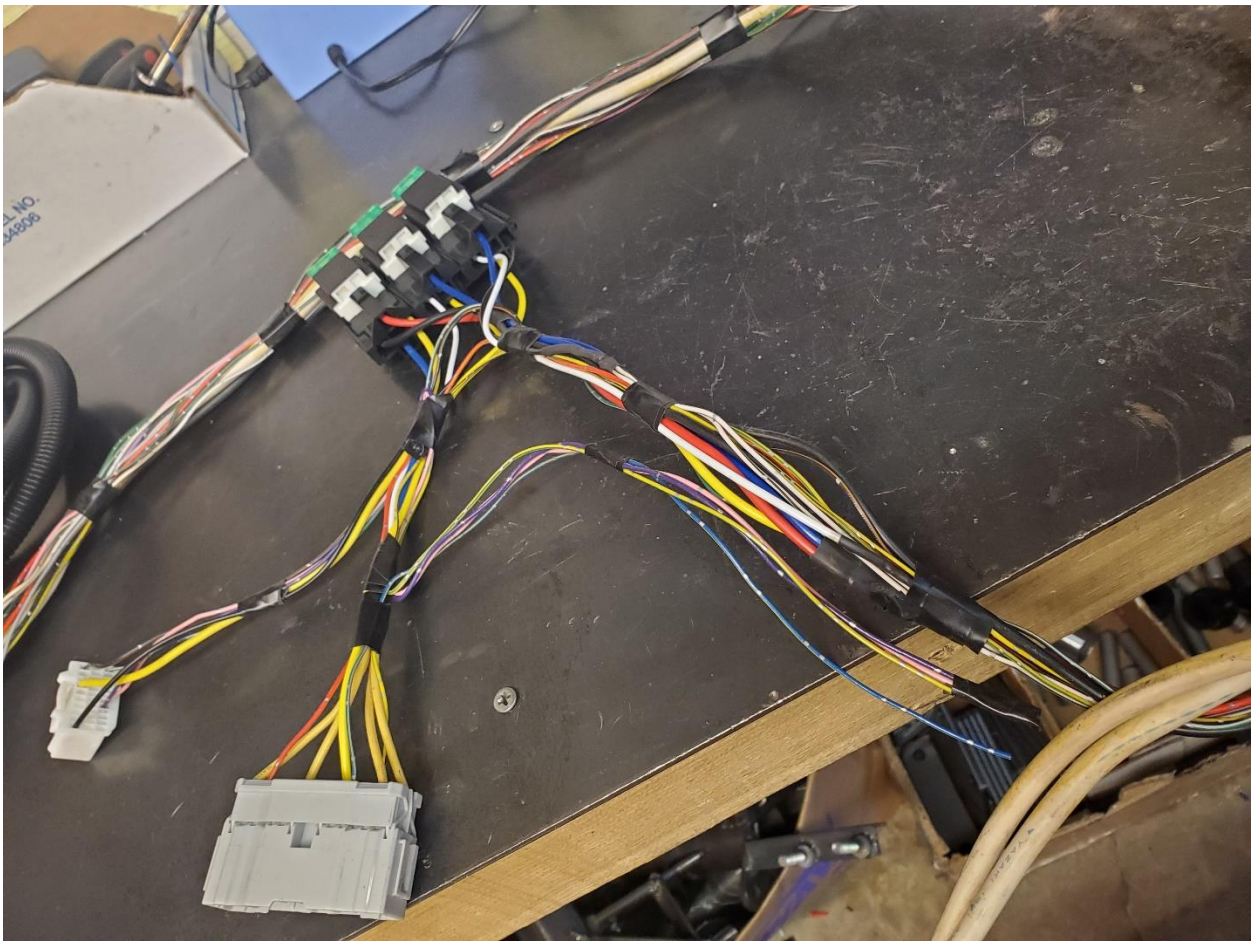
Red and black wire in the tail light harness section will need to be extended to the swap harness, those are reverse lights if you want them to operate.

Green and yellow wire will need to be ran to the location of the swap harness. That goes to the factory water temp sending unit ($1/8^{th}$ 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.



Basic layout

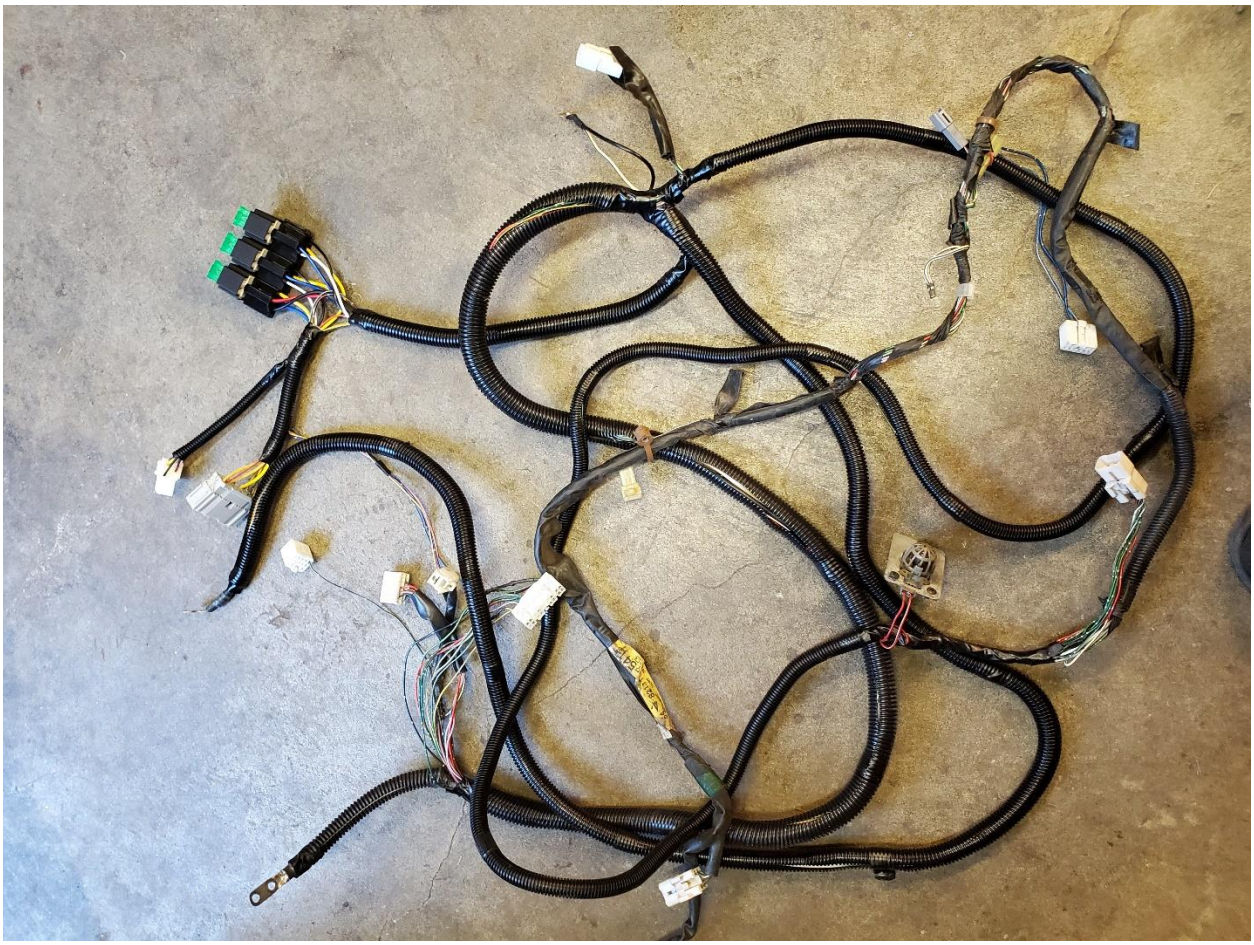
Cut all the left over wire you need to solder but give your self at least 18’ from the main loom to have slack with swap harness installed.



Make all your connections for color matched wires

Crimp and or solder/shrink wrap.

Tape up and re loom your harness.



You can reinstall it now. If you want to tuck it, there is an access hole behind the driver side speaker panel and the exterior side vent behind the rubber duct. You can remove those plugs and feed it thru there and run to the trunk in the wheel well.

You can also now run your alternator power wire into the bay. We feed it thru the shifter cable hole. Engine harness can come in this same hole for tucked look in the bay. Or the factory hole on the drivers side.

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

Left Over Wires

PURPLE = speed out signal

PINK= rpm out signal

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

GREEN/YELLOW= water temp. For stock sending unit. Connect this to your Toyota 1/8npt sensor where in your cooling system on the engine. This is only for stock gauge cluster to read temp.

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.