Written by William Smith, aka Slick

Well, for the interested or bored, this is a DIY on how to run the wires to an amp for a subwoofer application in a 3 door lift back; it will probably work for the same way for a 5 door. The principals of the installation will be the same for the sedan. As a disclaimer, this DIY will ONLY work with an aftermarket radio; you will also have to have some basic wiring knowledge. Though there are ways to connect an amp to the stock Yaris radio, this is not the DIY for that ☺ You can install the wires in any order you wish. However, at **NO POINT** do you hook anything to the battery. That is the very last step. It is somewhat important for you to know that you should run your power wire on one side of you vehicle and your RCA's and remote wire on the other.

Tools for the job: A friend, 10mm to remove the battery cables and 13mm wrench for the nut on top of the positive connection, knife, zip ties, all the connectors needed (which should be supplied with the Amp install kit).

1) To gain easy access to the battery terminals, remove the rubber strip by simply pulling up. Pull it back about 3 clips



Squeeze the little tabs on the plastic cover to lift it up and the pull towards you.



2)Safety first, remove the positive and negative cable from the battery. Positive first and then the negative.



This is the amp install kit I bought from my local RadioShack. It is relatively cheap and can handle enough power.



There is more than one way to run the power wire through the firewall; I used a grommet on the passenger side and some people choose to use the monster wire harness grommet on the driver side. If you choose to go with the driver side grommet then that requires a mini DIY itself to show and explain. My way is quick and painless ☺

3) Take your power wire and cut it in two about 10 inches from the end. If you use a fuse holder like this:



Then all you have to do is strip half of an inch off of one end of the short piece of wire, spin the end of the wire a little, slide into the gold fuse holder, clamp it down, slide the red thing to the end and screw down the plastic end. Repeat the above steps on the end of the long piece of wire. You will now have this:



DO NOT INSERT a FUSE OR CONNECT the WIRE TO the BATTERY! Crimp a ring terminal on the other end of the short piece of wire; this will be used to connect the wire to the battery. Mine is already connected, but you can see the ring terminal around the bolt, I will cover this a little later



Now to go through the firewall.

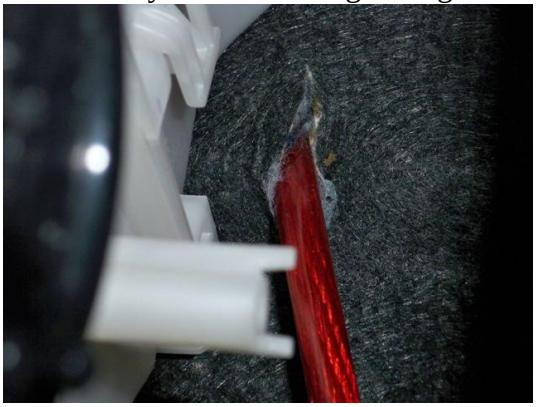
Here is the grommet I used.



4.A) In order to access the grommet from the inside you need to remove your glove box. It is easily done by squeezing in on one side at a time and pulling outward like this



Once the glove box is removed have a friend use a screwdriver to push in the whole where the grommet goes so you can see the carpet moving on the inside. Make a small incision where the screwdriver is making the carpet bulge out. You can see where my wire is coming through and where I made the cut



4.B) Take the grommet and use your knife to make an X shaped cut in the middle. This is where I do not have a picture to show you. But the idea is to make the cut big enough to slide the power wire through the middle. Feed your power wire through your now cut grommet and then push a little through the firewall and hole you cut in the carpet. While you hold the grommet steady, have your friend pull the power wire all the way through the wall. Stop when you have about 4 feet or so left of power wire inside the engine bay

4.D) Hold the end of the power wire to where it will connect to the battery. You need to pull almost all the slack out. When you get all the slack out, push the grommet inside its whole. Zip tie the power wire at different locations to keep it out of harm's way.



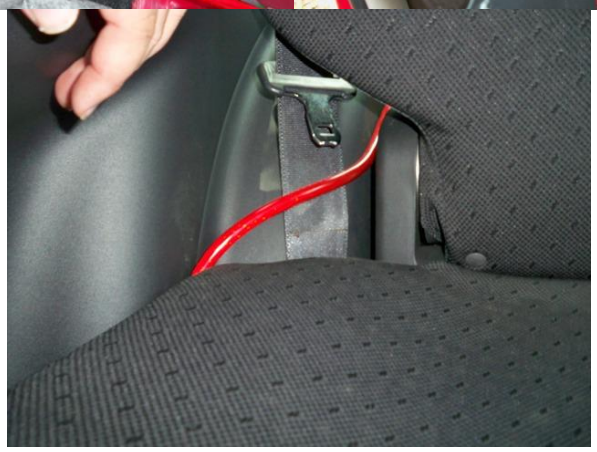
Now to run the wires on the inside

5) Remove the door kick plate, just pull up and it pops out of place and remove the lower plastic floor panel.



Now all you have to do is guide your wire down the side, tuck it under the wall and push down inside this crack





It pops out in the back on the side at the bottom of the seat Piece of cake :)

You are now officially done running the power wire. Only thing left is to insert a fuse, connect it to an amp, and connect it to the battery, which will NOT be done now.

Now we will run the RCA and remote wire. You will not need the full length of wire for either wire. The cleanest install result will ultimately be to tie up the slack underneath your dash.

6) Pop off these two pieces of trip, starting from the bottom and working up.



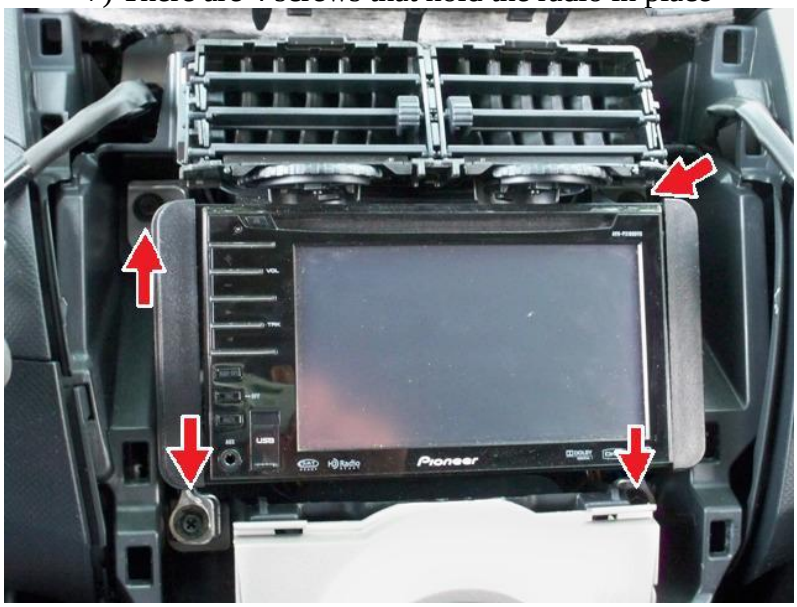
Now grab this piece and lift up, you are removing it from the trim that goes around the radio. Don't worry, you won't break the little tabs, but be careful just in case ☺



Remove the trim from around the radio. The A/C vents and directional slider stay in place. Pull from the bottom, then pull away from the vents. Push on the vents while pulling on the trim to get them free.



7) There are 4 screws that hold the radio in place



The stock radio uses these same 4 screws. Just remove the screws to slide the radio out. You can connect your RCA's and power wire now if you wish, but I'll get to that in a bit.

8) Go ahead and remove the two trim pieces like you did on the other side for the power wire. Starting with the kick plate and then the lower wall piece.



9) After that, grab the little mini-glove box, squeeze it and it will pop out



10) Grab the plastic cover under the steering wheel column at the top and pull down, it does not come off, it just swings down.



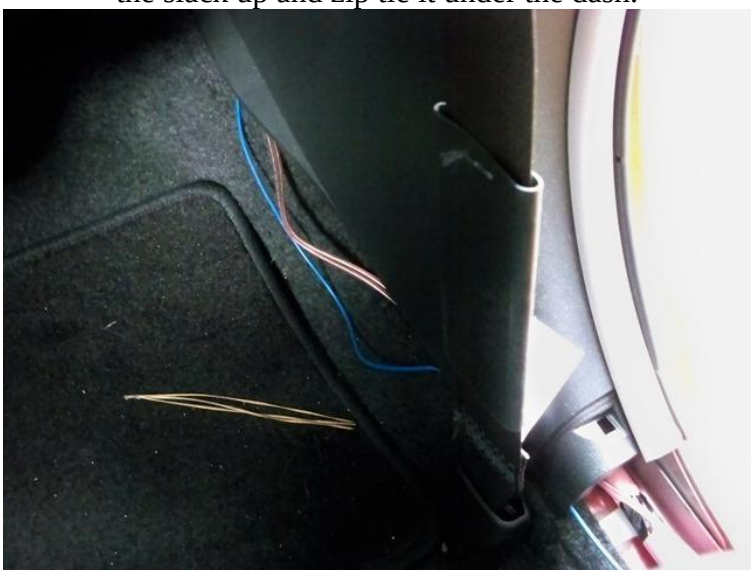
11) From here



Feed both your RCA and remote wire together up and over the pieces under the dash. Continue pulling slack through the dash until you reach your radio.



12) Now run the RCA and remote wire down the side. Repeat the same steps you did for the power wire. Again, the most discreet way to hide the extra line is to figure out where the wires need to connect to the amp and roll the slack up and zip tie it under the dash.



You are now officially finished with running the wires and are now ready to hook up an amp. Hurray. If you have not yet reinstalled the kick plate and lower wall trim you can do so now. You can connect the RCA's to the back of the radio and splice the remote wire into the radio harness of your aftermarket radio and reinstall the trim pieces. This process is just opposite of the way you put them on.

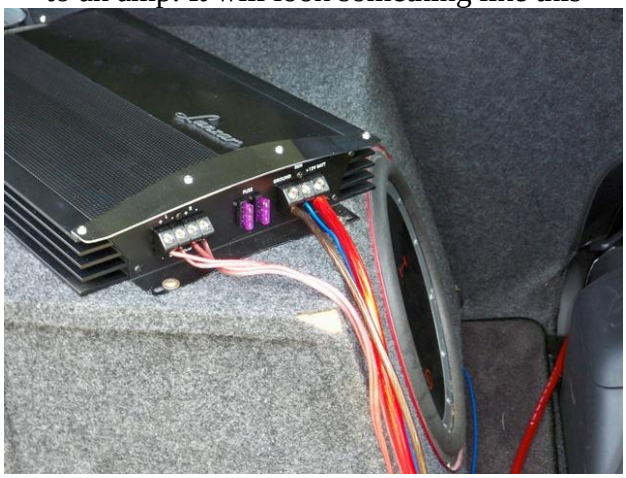
All that is left is to attach the power to the positive terminal and insert the fuse. IN THAT ORDER. Reconnect the ground to the battery and then the positive.



On top of the positive connector there is a handy nut and bolt, connect the power wire to this.



DO NOT TOUCH ANY METAL WHILE INSERTING THE FUSE. Now for the money shot, unscrew one end of the fuse holder, slide in a fuse and then reattach the end. Hurray, you are done. Connect your newly ran wires to an amp. It will look something like this



Sorry for the sloppy wire runs. I came back later and upgraded my 8 gauge power wire to a 4 gauge and put in a bigger amp. Connect your speakers, put in your favorite song and blast away. ☺

I hope everyone enjoyed the DIY. Big thanks to Yarisworld.com and Microimageonline.com.