

The Official DIY Manual

DIY Created by: yarisworld.com members
Manual put together by: **vodkalush**

Add remote to factory keyless.

Created by: **imknotright**

1- Driveres door open & unlocked. Key out of ignition

2- Insert & remove key 2 times within 5 seconds

3- Close & open drivers door twice within 40 seconds

4- Insert key into ignition & remove

5- Close & open drivers door twice within 40 seconds

6- Insert key into ignition

7- Close the door

8- Turn ignition switch from "LOCK" to "ON" & back to "LOCK"

- ONCE for ADD mode

- TWICE for REWRITE mode

9- Remove the key from ignition

10- To confirm your mode selection, the power locks will now cycle "lock" to "unlock" a number of times corresponding to your key cycles in step 8

11- Within 40 seconds of confirmation

- Press both transmitter Lock & Ulock buttons simultaneously

- Within 3 seconds press transmitter Lock button for more than 1 second

- If successful, the power locks will cycle once (twice indicates transmitter problems)

- Repeat step 11 for additional remotes

12- Open door to exit programing

Back Seat Removal

Created by: **Idjiit**

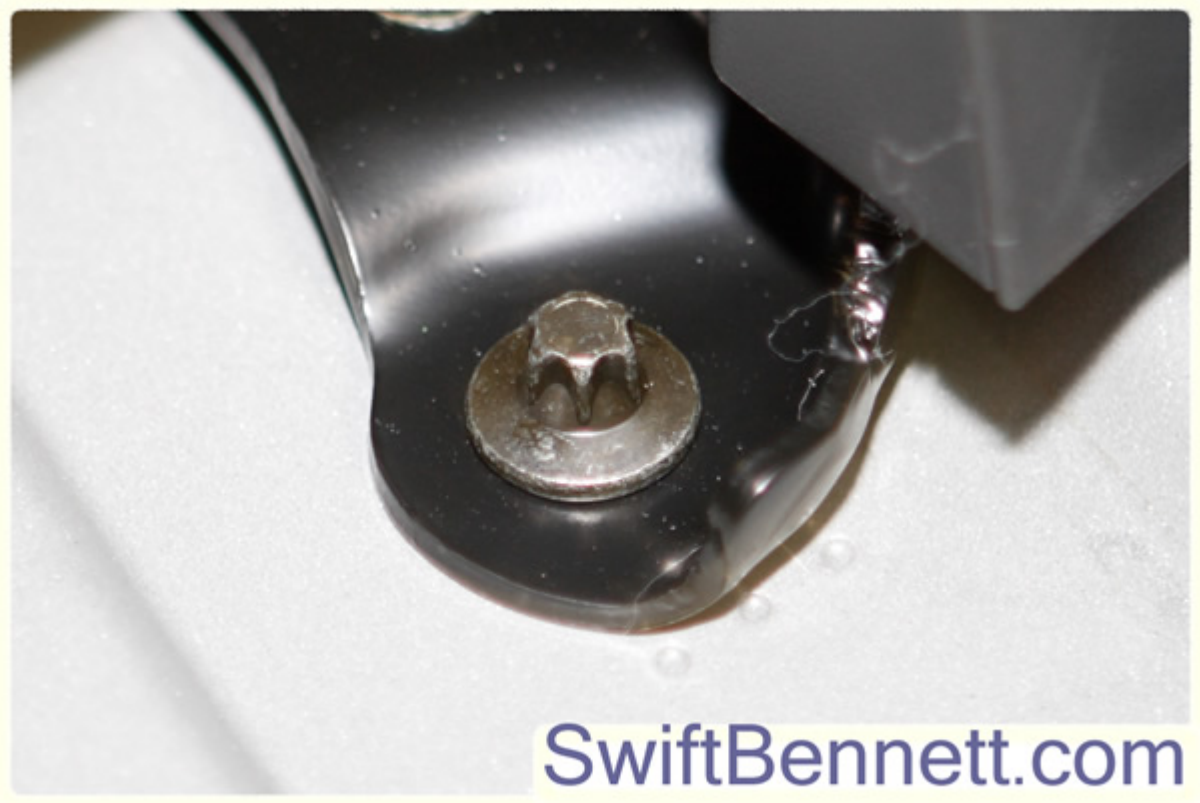
Start by removing all items under the storage hatch by "unlocking" the items:



Note the spare holder which protrudes above the relatively "flat" back - bummer #1.



You'll see that the seat frame is held on by 4 External Torx nuts (the other two are under the bottom seat):



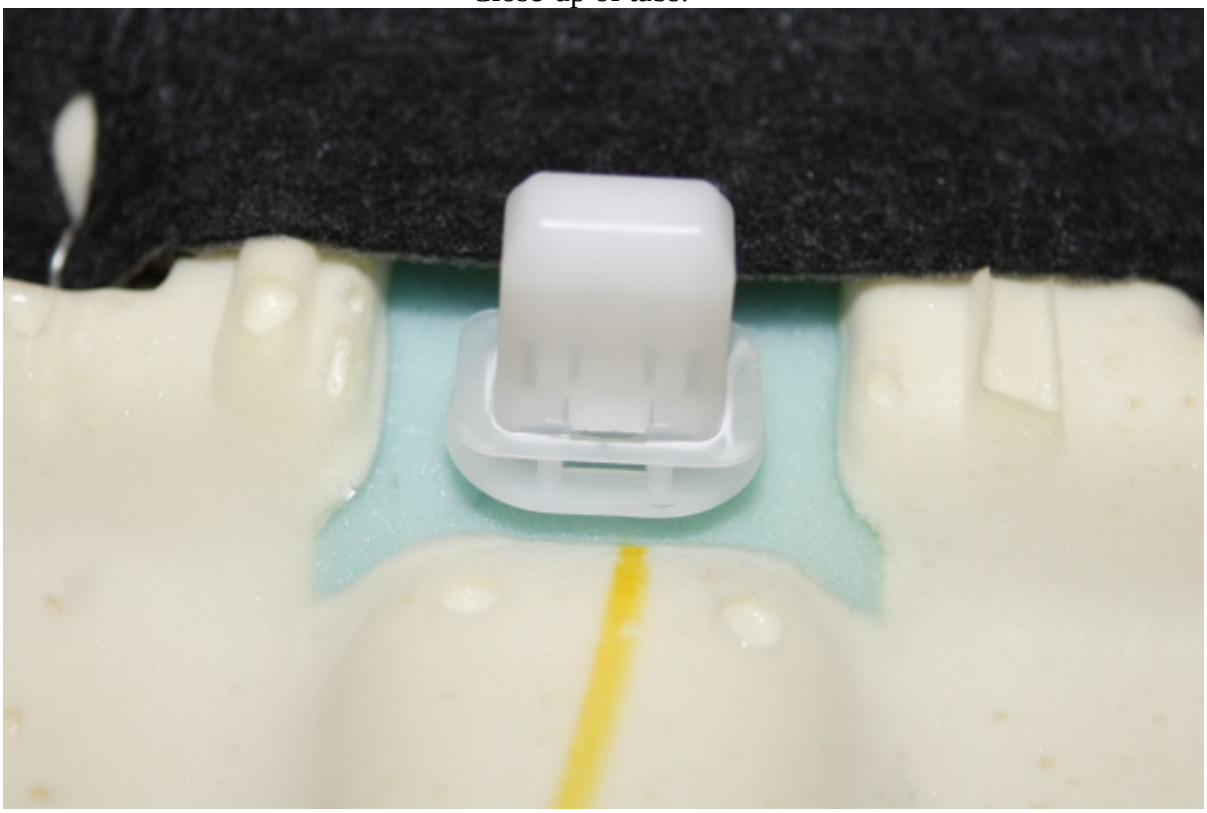
The bottom seat frame is connected by two bolts, but removing these isn't enough to remove the seat. If you're planning on putting in a flat deck, you'll want to use this to mount to anyway, so don't remove it.



Instead, remove the seat by using a pair of pliers or a screwdriver to press in the tabs holding the seat cushion to bottom seat frame. Warning: This does **not** work like Scion bottom seats - if you try to force it, you'll rip the seat! (note - front of seat at the top of the photo, which is where the tabs are)



Close-up of tabs:



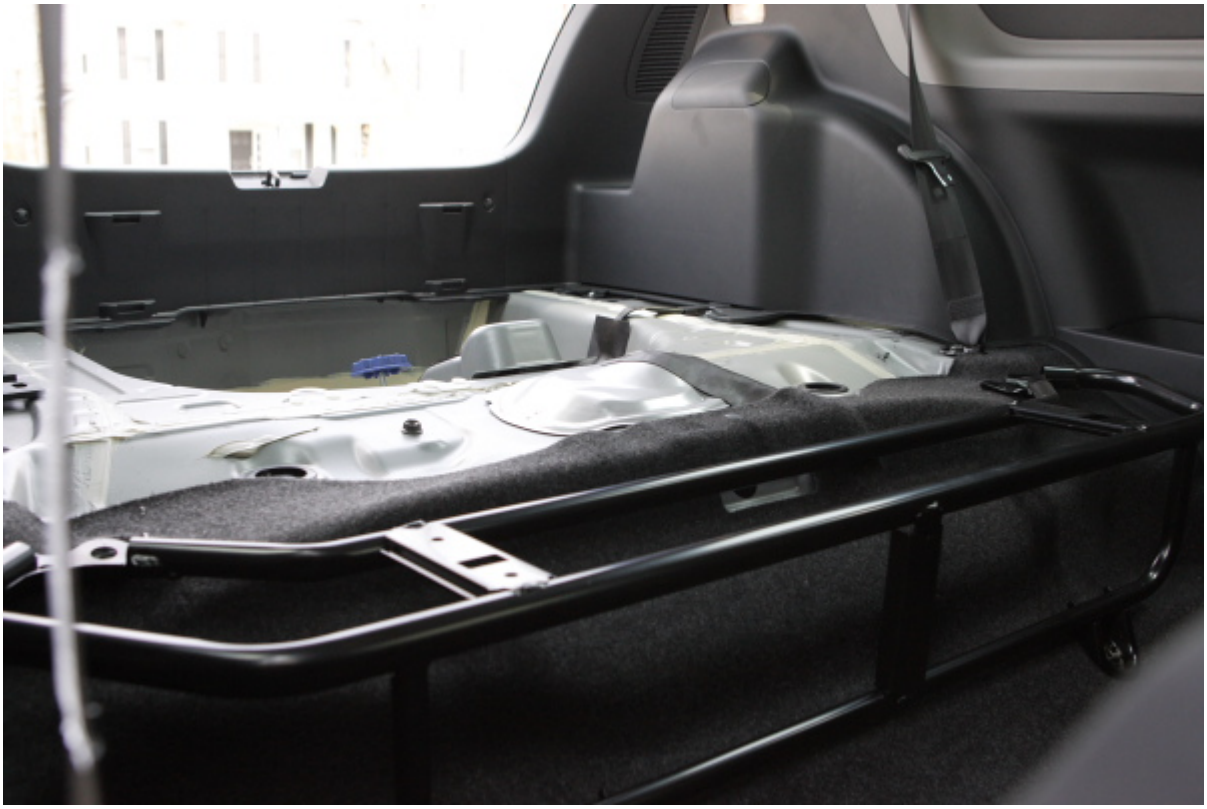
Removing the seat will show the next two torx bolts which screw through the back seat frame to the bottom seat frame. Remove these bolts, pull out the seat and replace the bolts (you'll probably want to use some 3/8" washers since the hole in the bottom seat frame is pretty big.



After removing everything you'll see bummer #2 - another protrusion with a cable coming out, which I'm assuming is the gas tank.



Lower angle shows the problem. If you want to put in a deck (like I have), you're going to have to add about 2 inches of height to clear the gas tank and spare holder:



Top view with everything removed:



In total it's about 100lbs saved if you're not going to keep a spare in the car. My big question is whether the back seat frame is actually a structural member. It's a pretty hefty bar...

DIY: Big Foot Mod

Created by: **H8SGAS**

Do you need to do this mod? Here is a test, does the HUGE dead pedal interfere with clutch travel because your foot gets caught on it? If so you too may have big foot syndrome (16's here 15s if leather and on sale) Here is one method of solving the problem.

First remove the bottom door sill and the corner trim next to the dead pedal. Then peel the carpet back and remove the styrofoam block







Then mark the desired amount you wish to be removed with a pencil and cut the offending pieces away (I used a hack saw.) Be sure to leave the nub at the bottom so it sits back into the slot nicely.





That is it! Place the styrofoam back in and not only will you still have a decent sized dead pedal but you can drive with any pair of your shoes not just the super narrow ones or taking shoes off to drive (winter is coming taking boots off would have sucked!) It still looks stock since the left side holds the form and I can put my foot to the floor now if desired. I do imagine I'll wear the carpet above the area cut away though.



Change stocked bulbs or replace condom colors (on center console)

Created by: **hasher22**

Items Used
>Needle
>Pen

Items Baught
>Led Blue Bulbs



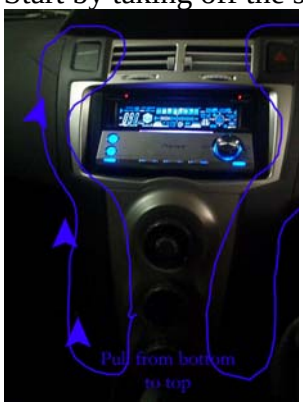
>Red 5mm Condoms

Information you might need to know.
>This is a QUICK tutorial and some pictures may be missing and some information i might have missed. But i will do my best to cover everything
>If you want to change the colour and DONT want to change the bulb buy condoms!!
>If you want to change the colour and WANT to change the bulb buy bulbs. Plz dont msg me or ask me about bulb sizes cuz i really dont know!! :)
>You dont have to change the colour to red or blue. It can be whatever colour u want.
>If you fuck the process up and you took this tutorial, DONT BLAME ME USE THIS TUTORIAL AT YOUR OWN RISK.
>Have fun :P

Step One : Choose what colour you want to change for your knobs.

Step Two : Go to your local major supplier and ask for that colour condom or light bulb.
Note : To be safe with buying the coloured bulbs best choose my brand. (Pic above) becuz thats the brand i used and it works perfectly. I dont know what other brand or size that will replace the stocked bulbs.

Step Three : Its time to take apart the CENTER CONSOLE (If you wanna call it that)
Start by taking off the side pieces.



Step Four : Take off top silver thingy



Step Five : Now take off the center silver thingy



Step Six : You will now see the back of the center piece with all the knobs and crap. Anyway you can start with whatever knob you feel like. I started from the top, since thats the easiest one.



Once the white thing is taken off. You will see a circular shape with a line through it and 2 holes. That is the bulb.

Step Seven : Now its time to take out the bulb. I used a pen to get it out, i believe i didnt harm the bulb with a pen when taking it out. Anyway use a pen and stick it in one of the little holes and **TURN IT ANTI CLOCKWISE** it should pop out.



Step Eight : This is what the stocked bulb looks like!!!



Sorry Violin i got lazy

FOR PEOPLE WHO WANT TO CHANGE THE CONDOM!!!!

Step Nine : Get your baught coloured condom and replace it!! THATS IT!!

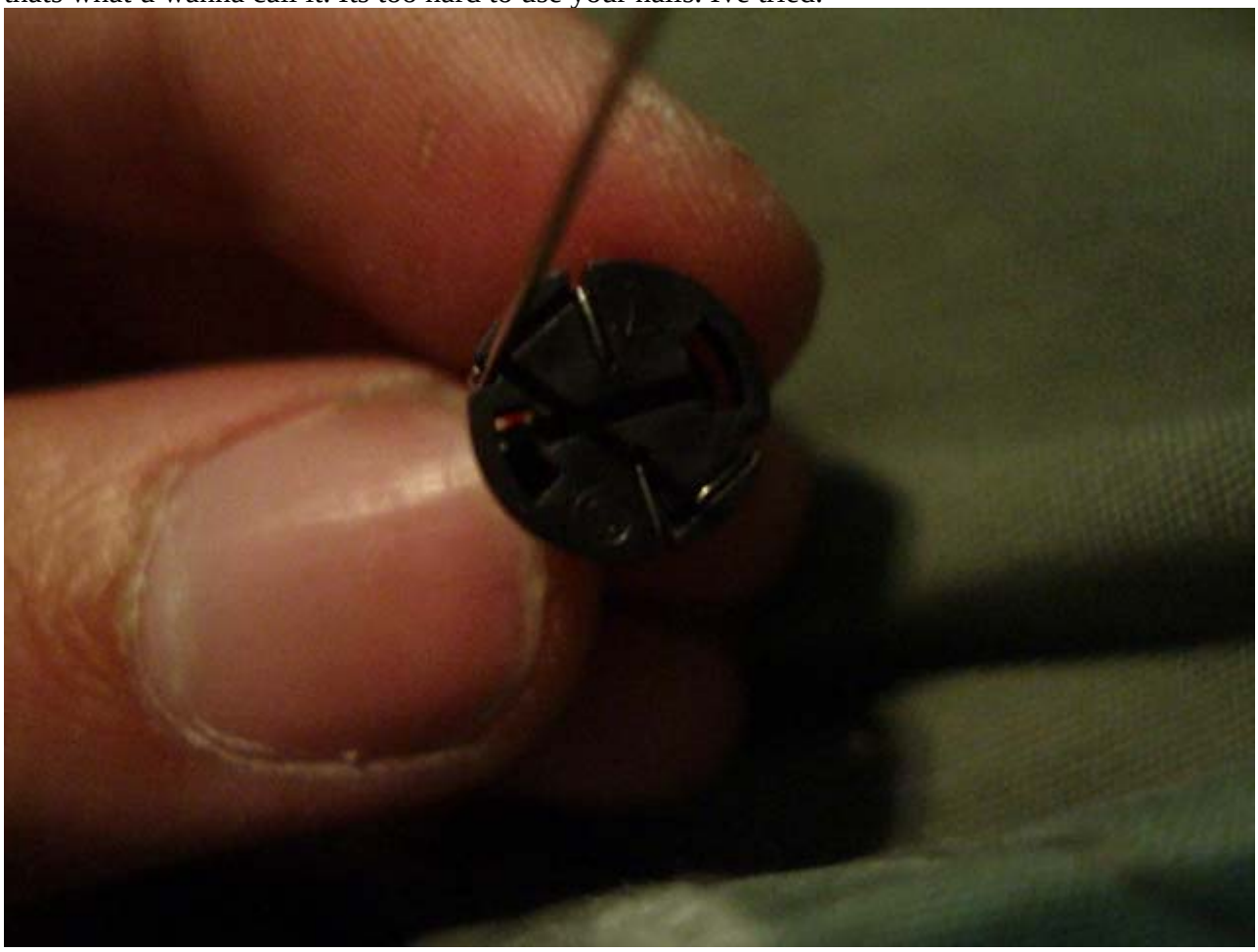
Step Ten : Put your new coloured bulb into the hole and lock it in with your pen. Clockwise.

THATS YOUR TOP ONE DONE :)

Step Eleven : Now its time to change the other 2. **FOLLOW STEP SIX AND UP** Remove white thing, you will see the bulb, take it out, replace condom and place it back in.

FOR PEOPLE WHO WANT TO CHANGE THE BULB!!

Step Nine : Ok now u got the stocked bulb in your hand. Its time to STRIP IT APART!! :) :) :) :) **Now using a needle** take apart the wiring that is connected to the "housing" if thats what u wanna call it. Its too hard to use your nails. Ive tried.



It will look something like this after its all apart.



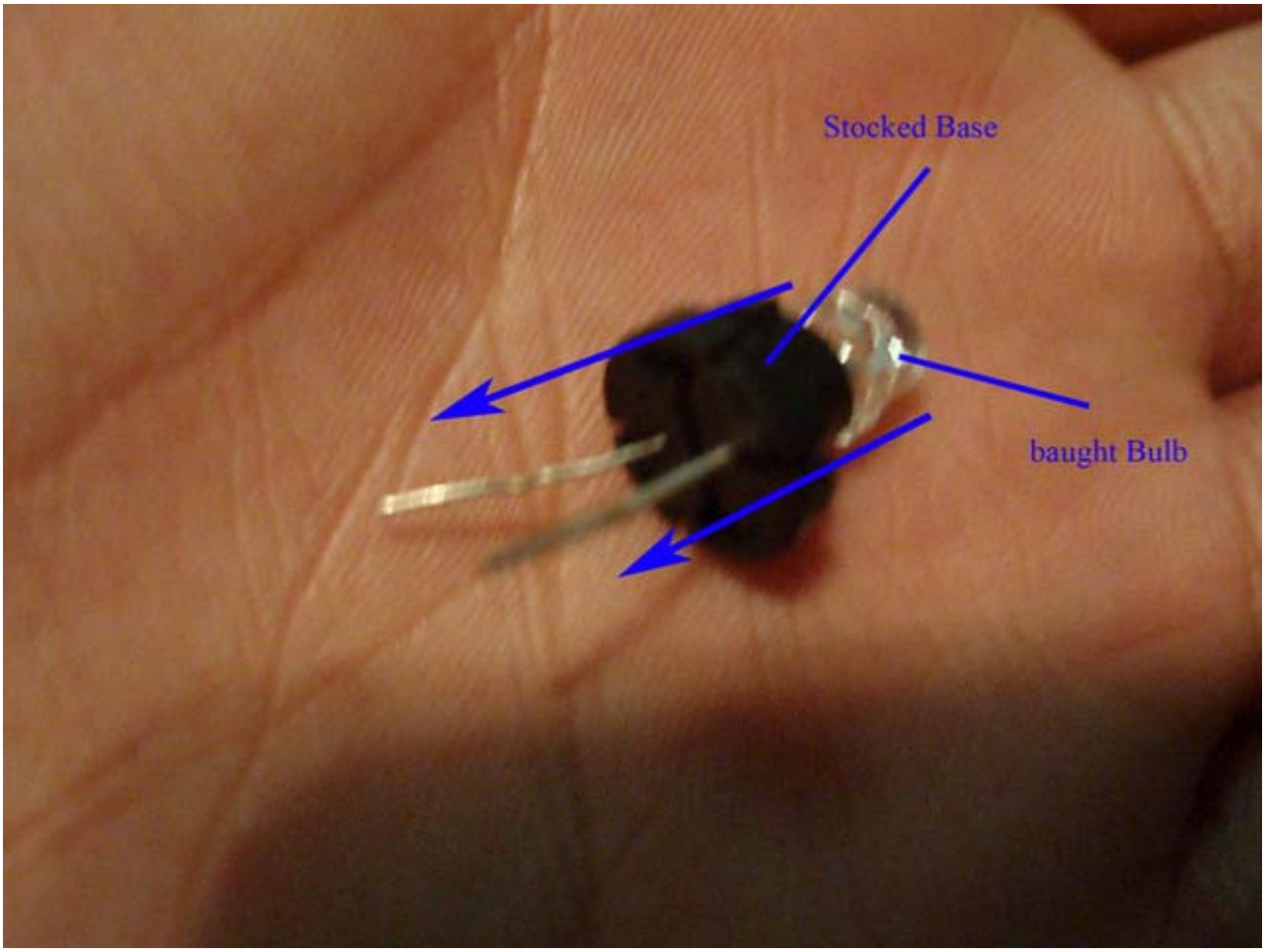
Step Ten : Now its time to strip of the BAUGHT Coloured bulb. Its the same deal. But you can use your nails to pul apart the baught bulb.



Step Eleven : Ok all done? Time to combine the **STOCKED BASE WITH THE BAUGHT BULB!!!** Its the same deal but in reverse. You will have to pattern the wires as the stocked wires.



It will look something like this!! There you have it, your replaced bulb!



Step Twelve : Time to put it in!!! Lock it in clockwise with your pen and there you go!! THATS IT! Put everthing back together and now you have nice sexy new coloured lights.



BTW i couldnt be fucked changing the middle one so i left it red. I think it looks good Blue Red Blue. :)

Thanks for reading or checkin out my tutorial. Boy that was a bitch to write!! But i gotta give back sumfin to the community.

Custom Trunk Liner (HB – but could do in Sedan)

Created by: **mrlam**

1.



2.



3.



DeBadge / Remove Emblems How-To

Created by: Chris07LB

I know this is a rather **easy** "free mod" to do, but I remember a few asking how to do it.

Here is a super simple how-to, to get your rear end looking cleaner..

First step is to **CAREFULLY** warm up the emblems.. a few seconds is all it needs! A regular hair dryer works fine, but I had my heat gun close by, just be very careful if using one!
Work one side at a time.



Then get out some good 'ol fishing line. Dental floss will also work, but sometimes it's not strong enough, and will break easy.

Just get under an edge, and start "sawing" from top to bottom, all the way until you reach the other side.. simple!



There will be a little adhesive left behind from the emblem.



It comes off very easy with your finger nail.



Clean up whatever little bits are left behind, with WD40... Simple.

Repeat steps for other side.







FINISHED LOOK Shine provided by Turtle Wax ICE.



TANBE DF210 Spring Install [pics]

Created by : **Chris07LB**

Just finished the install today.

Special thanks to **C2AUTOSPL!** for hooking me up!! After you see how easy this was, go ahead an order up a set from Jay.

Total time, with finding correct sizes, removing tires, jacking up, positioning jack stands, etc., was just under 2 hours, including cleanup, and taking these pictures and notes.

Your times may vary.

Before doing any spring installs, I like to measure each corner, to compare later the drop given. I was at 15" at all four corners. This is always the way I measure... **bottom of wheel well, in the center** to **center of wheel**



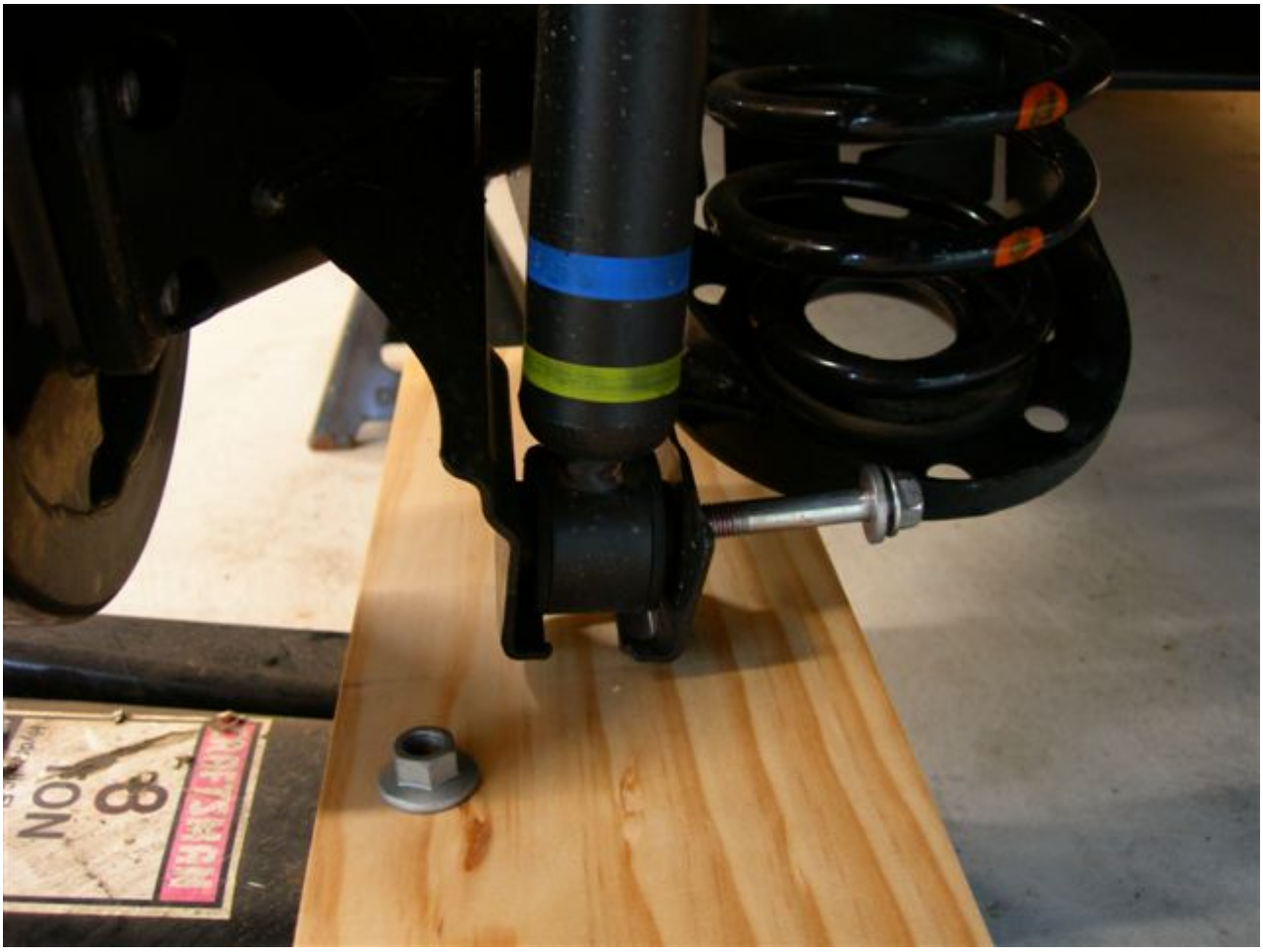
AFTER measurements were **13"** all around!

Starting off with the easiest part first, the **REAR Springs**.
We will be doing both sides at the same time..
Break the lug nuts loose, then jack up the car. Position jack stands, and remove wheels.

Tools Needed for rear:
9/16 deep socket; 1/2 drive
9/16 box wrench

Remove the lower shock nut & bolt. Remember to do both sides before continuing. This will give the most "play" in the suspension, to drop the springs out.



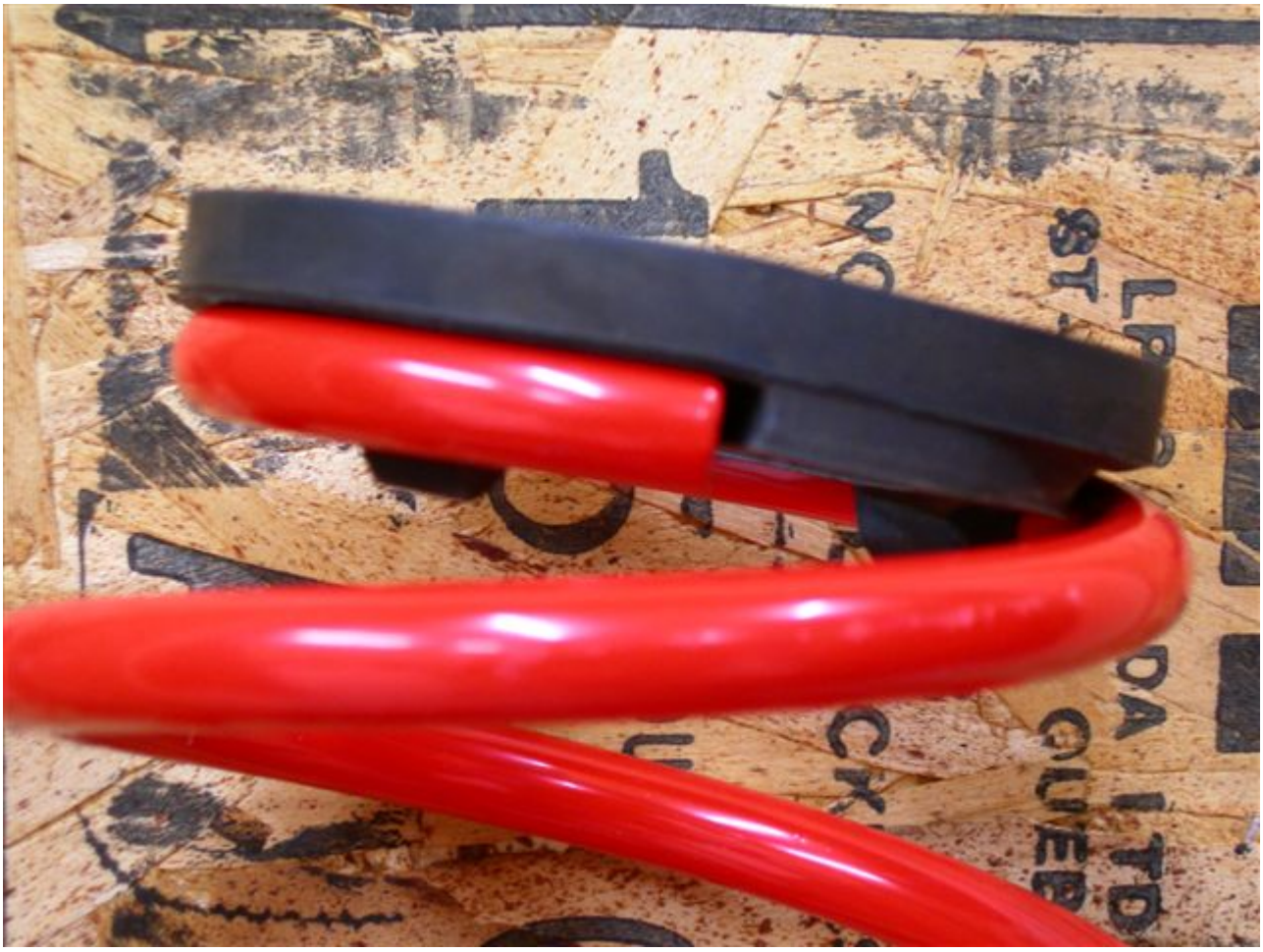


Once both lower shocks bolts are out, you can press down on the rear axle's, and the spring will just fall out.

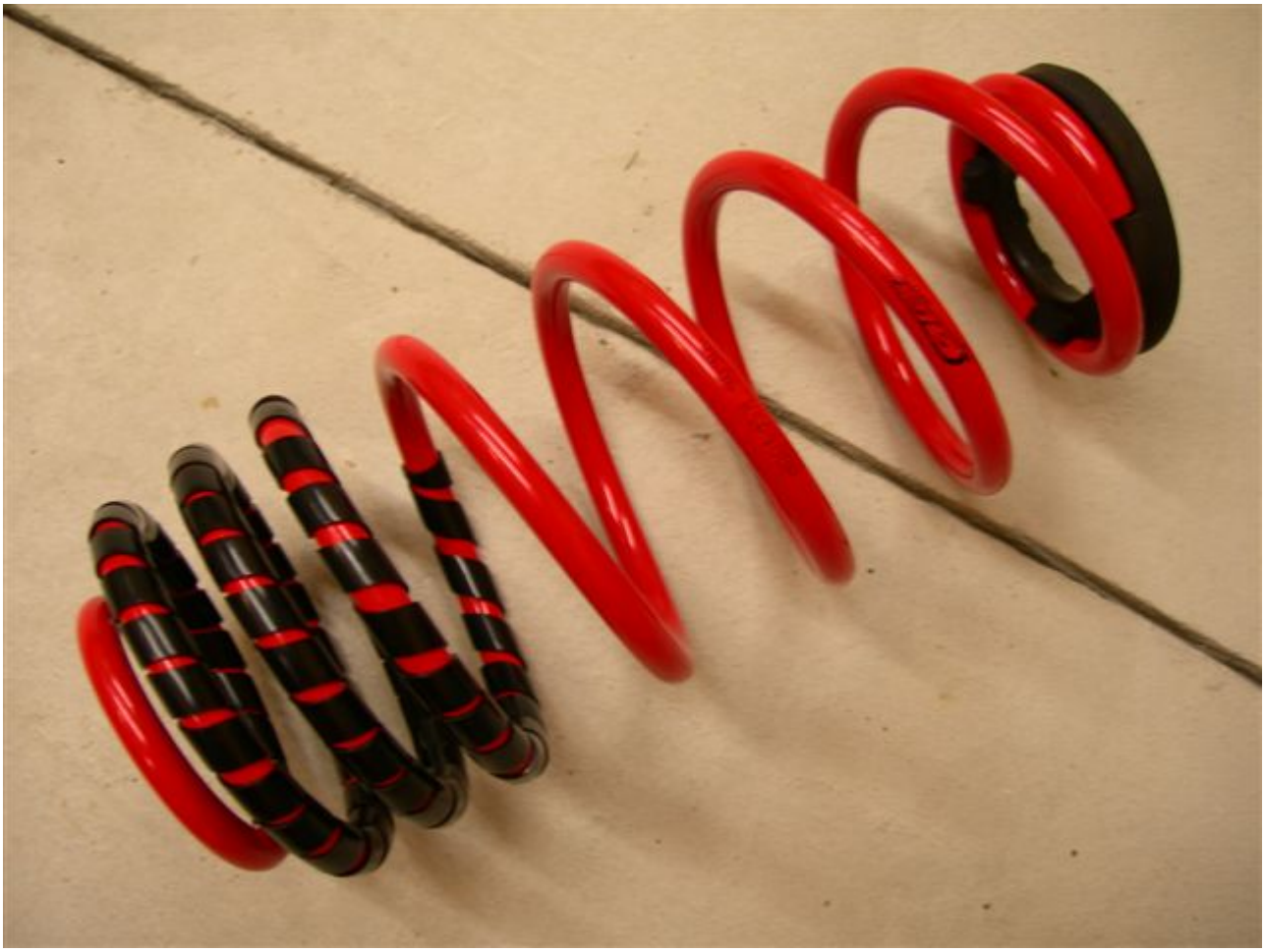
Comparing the Tanbe DF210's to the Stock Toyota.



Be sure to re-install the top rubber coil dampener, so that the spring sits in the pocket.
NOTE make sure the Tanbe DF210 logo is right-side-up!!



Tanbe sends this plastic cover for the bottom of the last 4 coils. I was told its to prevent any kind of chatter, being that area is compressed so close, that the coils may rub a little. PITA to wrap it all around, but it's for the best.



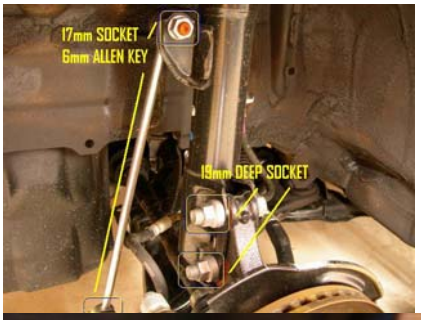
Rear Tanbe's installed. Tighten shock bolts, install wheels, and torque lugs to 75 Foot Pounds. **Rear Complete!**

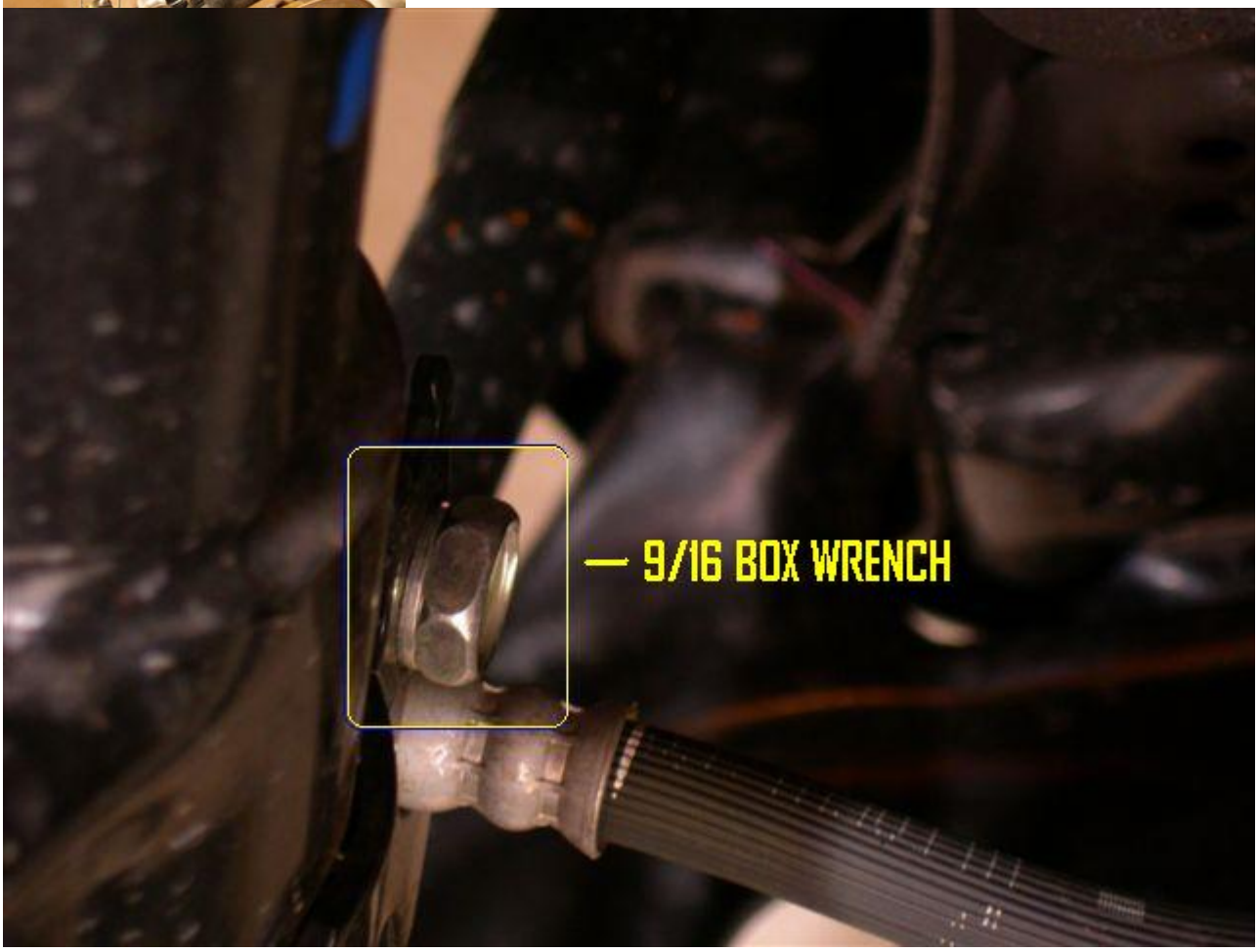


Moving on to the fronts. I did one side at a time up here.

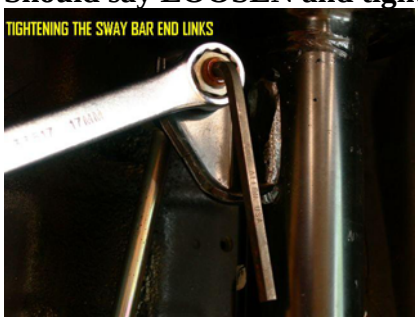
Tools Needed for Front:
9/16 socket; 1/2 drive
19mm deep socket; 1/2 drive
17mm box wrench
6mm allen key
Hacksaw

We need to remove the (2) Sway Bar end links, (2) Strut bolts, and (1) Brake bolt.
Follow the bolts with sizes marked, and remove.. any order is fine.





Should say LOOSEN and tighten below..



Once all is removed, the only thing holding the strut/spring assy., is the upper nut.

Open the hood. Remove the entire windshield wiper plastic cowl. Stay with me, its easier then it looks!

First, the wipers need to come off. Remove the cap, and with a 9/16 box wrench, remove the nuts.



Next, bend wiper arm, and rock it back and forth, while pulling straight up to remove it from cowl. **NOTE**, I marked the wiper and threads, to make sure I re-installed it back later in the same place.



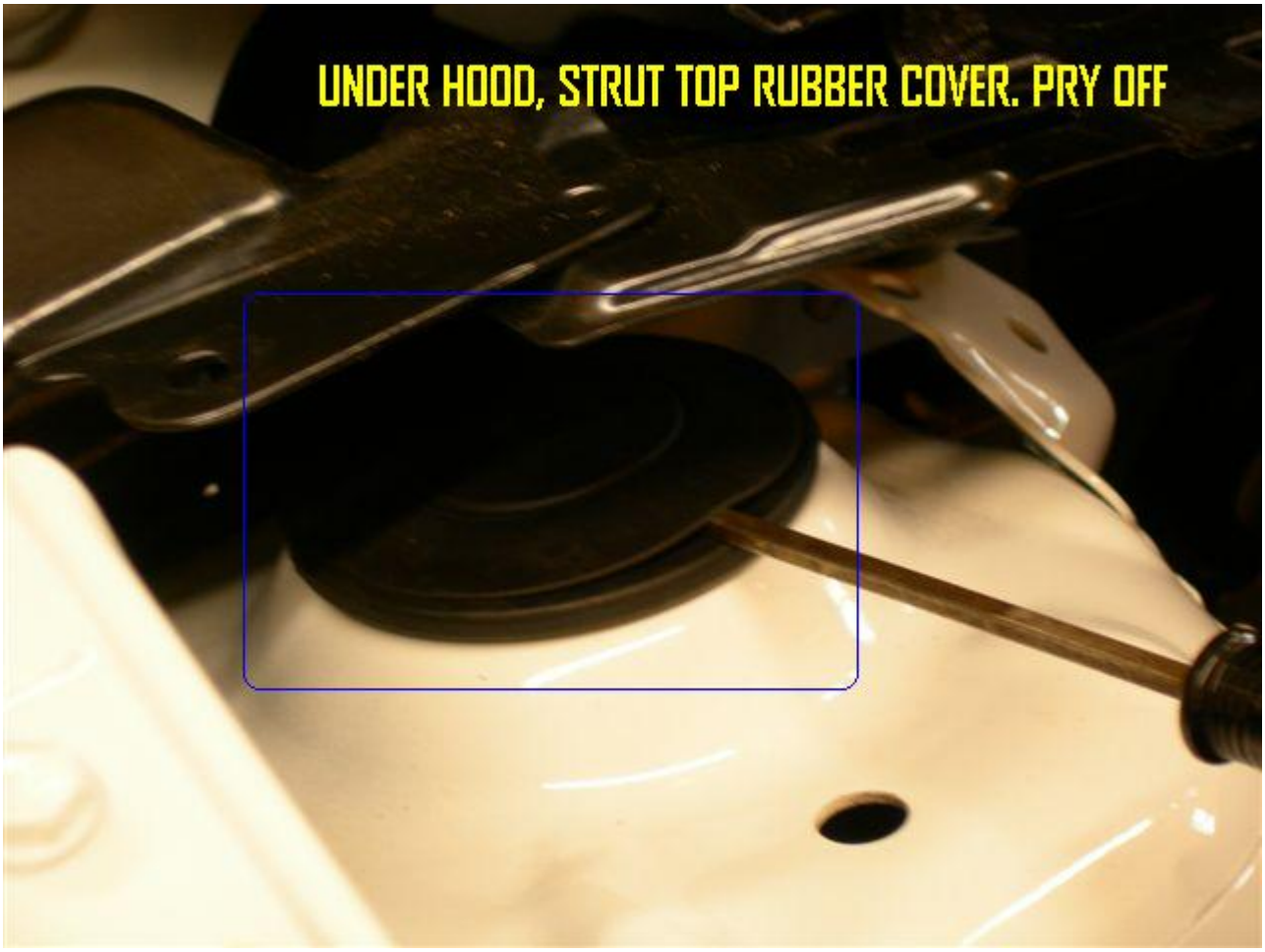
Remove these (3) plastic push pins. And just set pieces out of the way.





[IMG]PICTURE MISSING![/IMG]
[IMG]PICTURE MISSING![/IMG]

Next, pry up the rubber dust cap.



Under the cap is a nut holding the top of the strut assy., to the shock tower of car. Get your 17mm box wrench and loosen the nut while HOLDING the center from spinning, with a 6mm allen key.

Once loose, remove enitre assy., from car.



Again, not needed, but I marked some reference points.



Loosen the top hats nut a LITTLE with your 17mm and 6mm from before.



Get the strut assy., in a spring compressor.



Compress spring, and now you can SAFELY remove top hat, followed by the dust boot.



Comparing the Tanbe and Toyota springs.



Bump stop time.. You will need to shorten your bump stops, so that your not "riding the shocks" from your decrease in height.
Cut against the plastic center ring, to make a nice straight cut with a hacksaw.



Top hat and new, shortened bump stop.



Time to re-install the strut with the new Tanbe Spring, being sure to have the bottom of spring, inside the struts stamped groove.
Spring compressor not needed to install new spring. Tighten the top hat all the way (you can compress the spring assy., to see where it bottoms out).



New strut ready to install.... Reverse earlier steps,..... and installed!





I'm loving the new stance!

DISABLED DayTime Running Lights How To- 2007 Yaris!

Created by: Chris07LB

For those looking to disable DRL's on their new Yaris, look no further!

If your Yaris doesn't have DRL's, ignore the post.

If you don't want to disable your DRL's, ignore the post.

To those that have been searching for the cure, enjoy!

Simple 5 minute job. There is no TSB out yet from Toyota, but it doesn't get any easier then this!

Tools Needed:
Medium size phillips screwdriver... thats it!

To gain enough room to access the DRL Relay, you need to first remove the steering column plastic cover.. Here's how!

Now, look under your steering wheel, you will see the height adjustment lever to tilt the steering wheel column, up and down.
Just to the right of the lever, you will see a **Silver** phillps head screw, remove it.



Now, with your hands on the steering wheel, at 9 o'clock, and 3 o'clock, turn the wheel 1/4 turn to the right. You will see a **Black** phillips head screw, remove it.



Now turn wheel back to center, and repeat for other side. Turn wheel 1/4 turn to the left. You will see a **Black** phillips head screw, remove it.



The steering column plastic can now be removed.. pull it down and towards you, it will snap out of place.

Now look back behind the dash, up and over towards the radio, and you will see a black box about the size of a pack of cigaretts with a brown lable, "**TOYOTA RELAY ASSY RUNNING LIGHT 82810-52040**."
Depress the white tab, and unhook the plug from the relay box.





Your finished!

Disable your seat belt alarm (on/off switch)

Created by: **vodkalush**

What for:
If you want to disable your seatbelt alarm. I tend to do alot of work on/in my car and I hate the alarm when I turn the car on. So I wanted away to temp disable the alarm.

Tools Needed:
- Wire strippers/wire cutters
- Drill bit (1/4inch)
- Drill
- Elec. tape (or shrink wrap)
- 10mm socket (for removing center console)

You need to buy/have:
- switch (on/off) ($1 - $15 depends on your taste, mine was $3)
- 2.2k ohm resisters ($0.99 radioshack) (thanks -*03Z33)

How you do it:

1. I removed the center console (check the service manual)

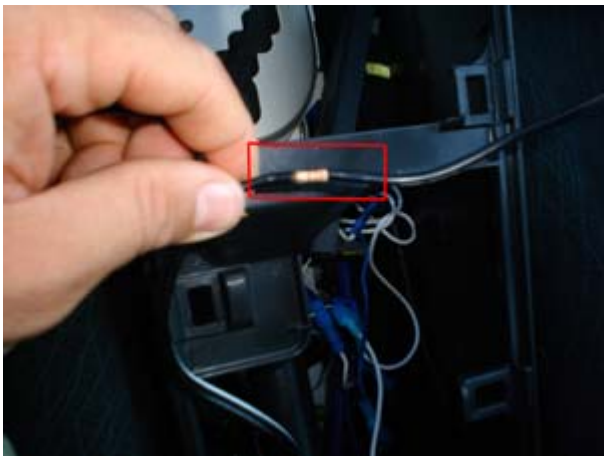
2. On the center side of your seat there is a small rubber "hose" with the seat-belt wire

3. Cut away some of the rubber hose, and expose the wire's

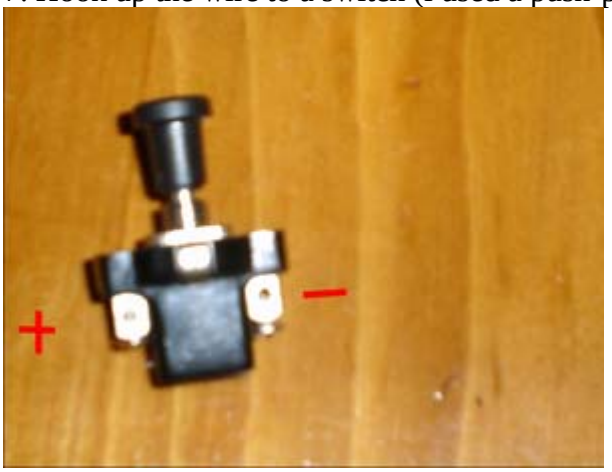


4. Seperate the wire into "2" then strip a bit of each (you could prob remove the seat and then tap into the wire alot easier... but taking the seat out sounds like a bitch)

5. Use a piece of wire (about 7inches) and attach the wire's together put a 2.2k ohm resister "in-line" on one side of the wire



7. Hook up the wire to a switch (i used a push-pull on off switch)



8. Tape all your splices (I would recommend you to use heat shrink)
9. Test, Test, Test
10. I chose a location on my center console that was accessable but hidden (under my e-brake handle)
11. Drill hole, put switch in hole/place



12 . Put everything back together



13. Enjoy your new found ability of control over that 12sec chime....

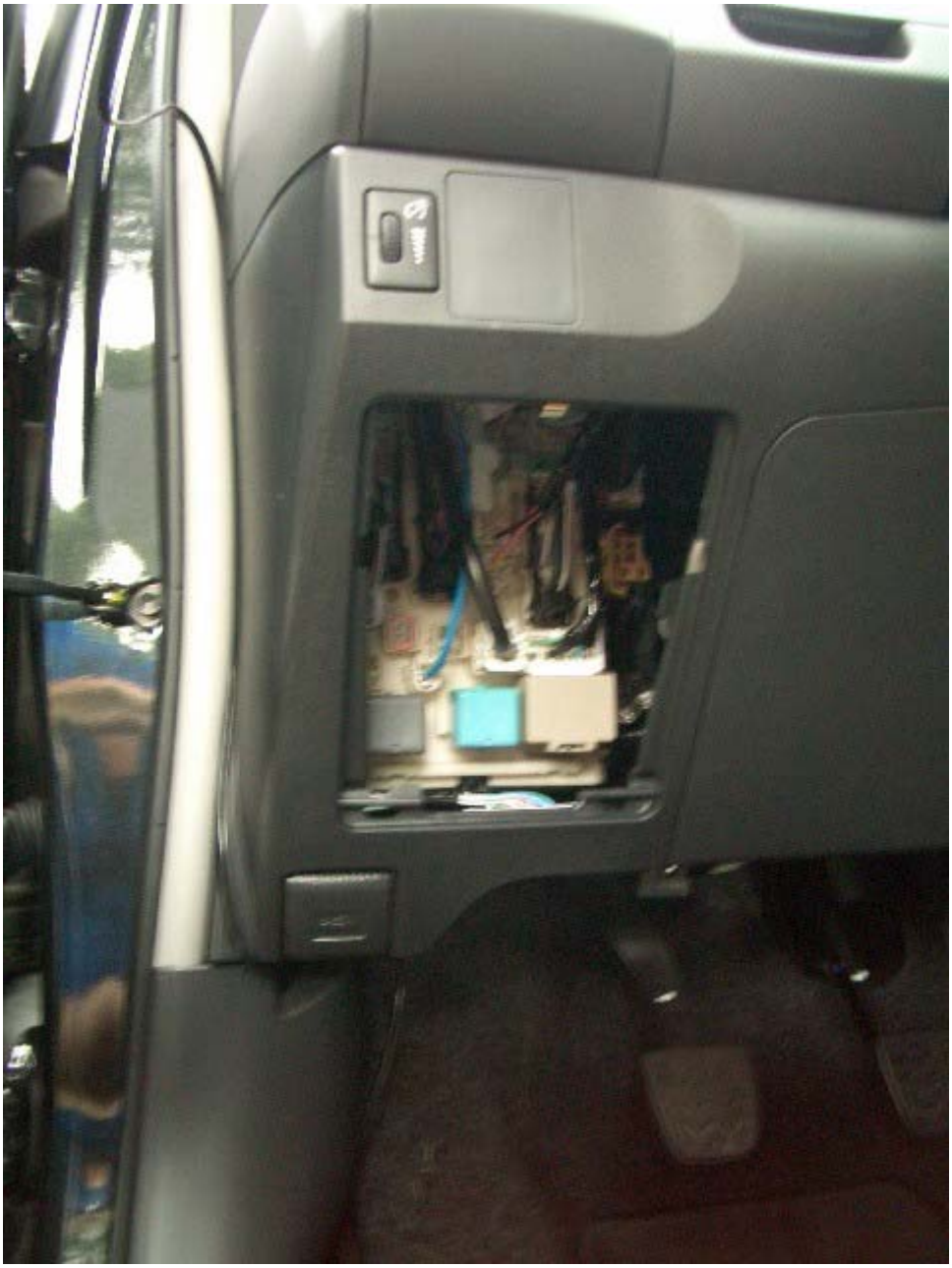
Discreet Mounting of 12V adaptor

Created by: **H8SGAS**

First undo these two screws, then detach a white plastic clip from the back and the panel will come down.



I then removed the "sunglass holder" glove box located on the bottom left of the steering wheel. From the open position lift up gently and turn to the side.



Then the A-pillar was removed by a slight prying action with a flathead screwdriver covered with cloth for the top two plastic screws. You can not see the screws as they

“unsnap” similar to buttons.





I then snaked the wires from the desired position (top left corner of the windshield for me) along the A-pillar line, down the hole through the sunglass glove box and to the removed panel.



I then affixed the 3 port 12v adapter to the removed panel with velcro and tested the devices.



I reattached the panel above the pedals and took this shot through the Sunglass glove box showing the 12v adapter and the two accessories I have plugged in.



Snapped the glove box and A-pillar back up and tucked the wire from the stock main plug.






ROCKWOOD

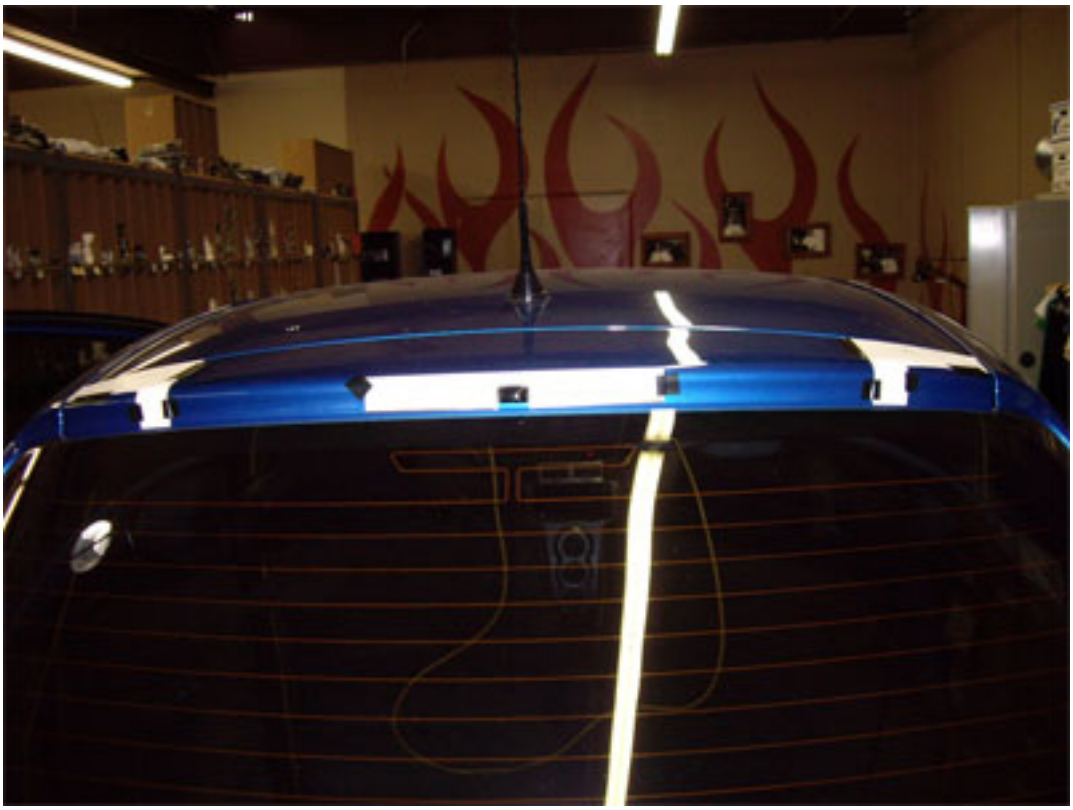
Hatchback Spoiler Install (Pics)

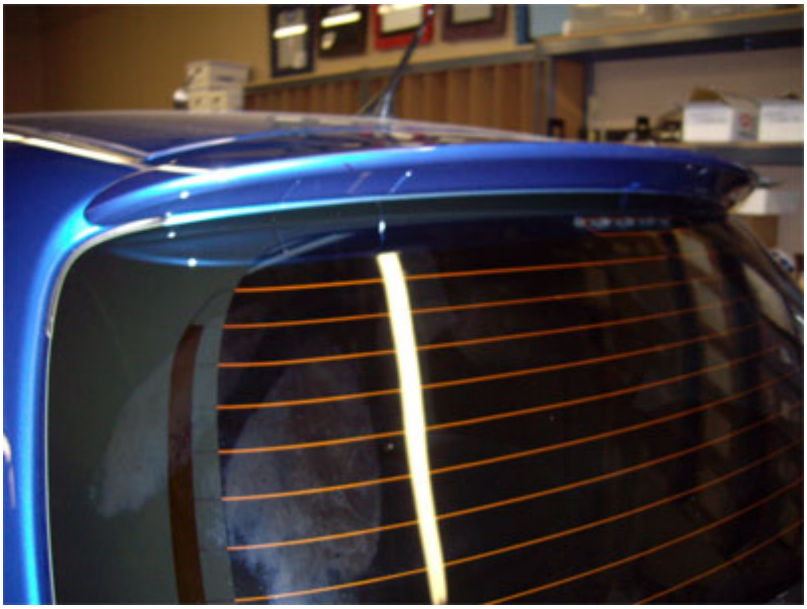
Created by: Toddhata















there's 4 holes, only 2 you screw into though, the other 2 are placeholders I guess, just plastic that pops into the 2 middle smaller holes.

the directions said to remove the panel in the rear door, it wasn't really necessary, I guess to clean up any shavings that may have fallen to the bottom of the door, but I didn't find any.

Change Headlight Housing Color

created by : hasher22

tems i used
- Phillips screw driver (the + head one)
- Black "Power Plus Spray Brush" Spray Paint 150g
(you might want to get a bigger size if your are painting the majority of the headlights)
- Maskin tape

1- Start by opening your hood (DUH)
2- You will see these little black pivet thingy's....you need to take all of them out. To get them out push the little circle in the middle of the black things and push them up. to get them back in again do the opposite.





3- There will be some on the side of the bumper next to the wheels so u can get them out too.
4-Next thing up - look under the car, there will be screws there. Take them out with a PHILLIPS screwdriver.
5 - Now your ready to take off the bumper. (As for me i didnt take it off, i just pulled it off half way, while half of it was still attached to the car) To take off the bumper you need to put a bit of pulling force. 1st of all PULL each side of the bumper with a bit of force (dont worry i wont snap or bend the bumper)



6- now its time to remove the lights.....first of all there are 3 screws that are holding the lights in place. Get them out!!!







7-Now take off the head lights and of course the wires are connected to it.



8-Now thats done, do it to the other one!!! when both headlights are off, shut the hood, lock up ur car and get those things into your OVEN!...lol

(SORRY NO PICS FOR THIS SECTION!!)
9-Ok put your headlights into the oven and set it to 250 - 300 Degrees (I put mine on 250. 250 is enough). Leave it in there for about 5 mins!! DONT LEAVE IT FOR 5 MINS STRAIGHT!!! KEEP CHECKING IT SO IT DOESNT MELT!!
10- The gooey REALLY STICKY glue should all be LOOSENED up, so take it out of the oven and GET A BUTTER KNIFE and try to seperate it with the butter knife!!! (if your doin it with ur hands it will be harder, i suggest get a butter knife and stick it between the black and the clear plastic and bend the knife upwards so it will pop out!!)
11 - once its sperated it will look like this (thats just the gooey glue)



12- Now get the parts you wanna SPRAY paint. go outside and spray IT! if you are paintin it black, have about 3-5 coats on. AND REMEMBER NOT TO SPRAY TOO CLOSE, becuz there will be dry drip marks on it. you dont want that. it doesnt matter if there are unfinished patches in your 1st - 2nd coat. the 3rd - 5th coat will cover it all up! and it will look great! With every coat leave it in the sun to dry for about 10 mins then go to ur 2nd coat and so on.

Oh yea you might wanna cover the spaces u dont want to spray black, red, blue whatever colour with good masking tape.

12 - once everything is painted and your happy PUT IT ALL BACK TOGETHER :)


(ive just painted the top bit....thats all i wanted done...)

13- now go back to ur car, put in the headlights, attach the bumper, and put in the little black plastic thingys and the screws back in.

THERE U GO!! WALLA!! you now have sexy black head lights....



Power Outlet Mod

Created by: sroberts

The whole thing only took me about two hours. I was surprised how easy the console pieces came out. Most of them snap in and I only had to remove 6 screws.

Here are the tools I used.



Here is one of two outlets I got from the local auto parts chain.



I pulled the center console and located the wires for the existing outlet which I tied the other two wire into.



I measured the diameter of the outlet which is a hair under 7/8"



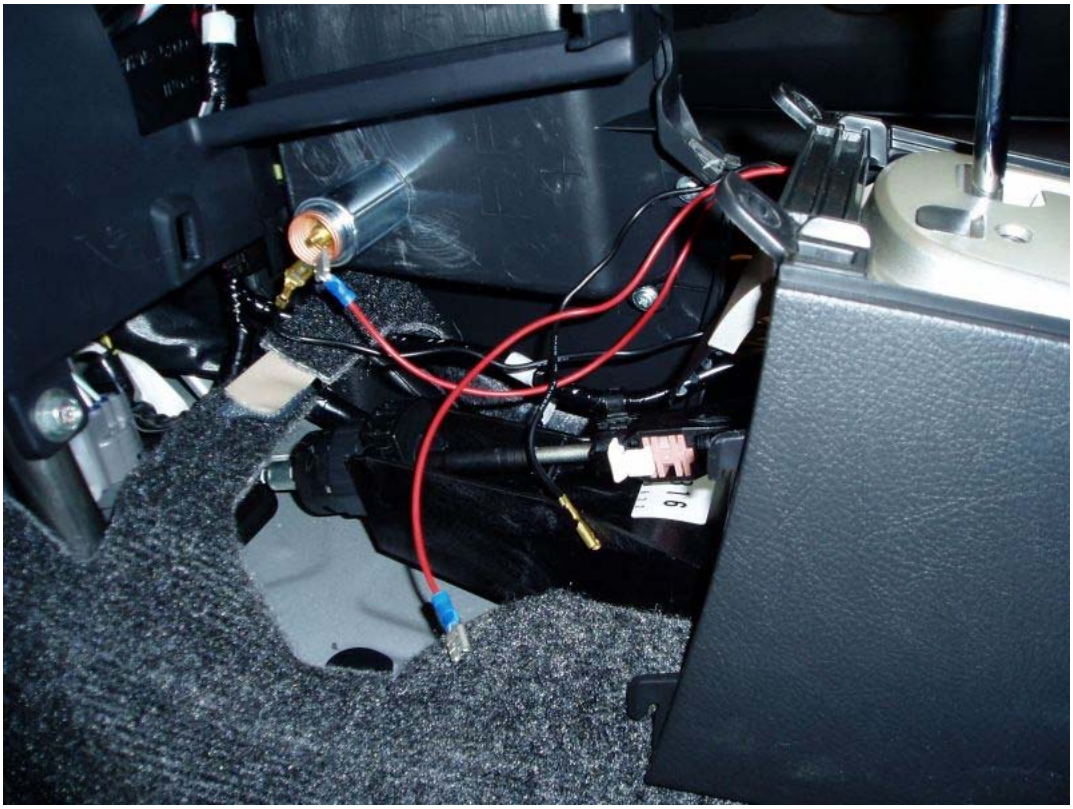
I then figured out the best place to install the outlets. This was tough because there is other things behind these compartments
Here is the drivers side outlet.



Here is the passenger side outlet. You can barely see the aux port opening on the right.



Here is the backside of the passenger side compartment with the driverside removed.
Luckily there was enough space between the two for an outlet to be installed.



Now I have a spare outlet for other things like my cell phone charger. Yay!



Removing Door Panel (pics)

Create by: **punch**

of hand i think it was 2 screws and they then pop off..

the 2 screws were in the handle area, and a small plastic button near the mirror...

the panel then just pops off, try not to breack the plastics tabs off.. then you have to unsnap the inside door handle mechanism to fully separte the peices.









TAKING OFF DOOR PANELS

Created by: hasher22

NOTE : Sorry people i have pics to the tutorial but i cant be F***ED uploadin it.

Well this is a simple version of it. If you know a little bit about cars then this simple tutorial will be NP..

>Pull out the 3 grey long strips on the door

>If you have power windows, on the DRIVERS side the switches for the power windows will have 3 screws that will be attached to the grey plastic thing. Take them out

>So the 3 grey plastic things should all be deattached.

>Next there will be 3 black screws attached to the door panel.....take them out, one is in the middle and i forgot where the others are. But there are 3!

>time to pull it off! Pull the bottom part of the panel, and it will pop out. (Only the bottom half will pop out)

>Next is to PULL UP the door panel and the whole thing should come out.

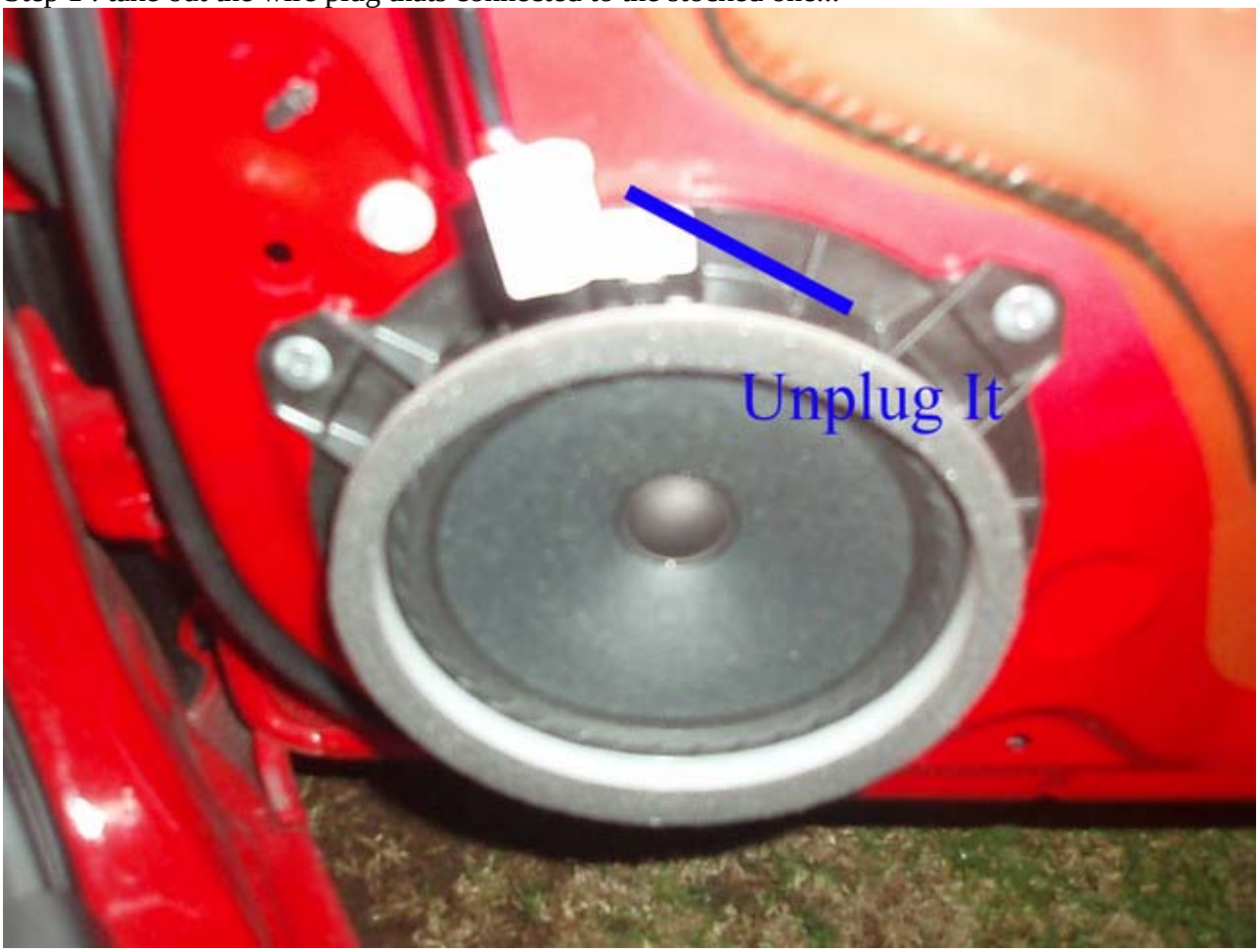
TUTORIAL FOR REPLACING 6.5" INCH SPEAKERS. LB & SEDAN

created by: hasher22

Items Used :
>Drill
>1/4 Bolt Screws
>Screw Driver
>Scissors
>Electrial Tape

THE PROPER WAY

Step 1 : take out the wire plug thats connected to the stocked one...



Step 2 : Get a DRILL and DRILL OUT the rivets that is rivetted on....(the silver things) theres 3



Step 3 : get the "SAT6" bracket/spacer and attach ur 6.5" speaker onto it. Dont know where to get the brakets from? Thats easy. From EBAY!



Step 4 : Once your new speakers are in the Sat6 speaker brackets, its time to connect the

wire. Remeber Neg with Neg, Pos with Pos. Use the scissors the strip the wire and connect it.
This chart will help you if you dont know the neg and pos wires.

Left Front Speaker = Pink (+), Purple (-)
Right Front Speaker = Gray (+), Yellow (-)
*****Small Plug*****
Left Rear Speaker = Black (+), Yellow (-)
Right Rear Speaker = Red (+), White (-)

Step 5 : Time to screw on your new speakers. Use the 1/4 Bolt Screws to tightly place it in its place.

There you go. Done.

THE LAZY WAY

Step 1 > take out plug which is connected to the stocked speakers

Step 2 > LEAVE THE STOCKED BRACKET/SPACER in the door BUT RIP OUT the speaker (the middle part dont damage the stocked spacer)



Step 3 : mount your new speakers on the spacer on the door, connect the wires, and screw in your speakers with screws to the stocked spacer.

TUTORIAL FOR REPLACING 6x9" INCH SPEAKERS SEDAN

Created by: vodkalush

Items Used :
>Ratchet
>Pliers
>Vice grips
>10mm + 14mm (I believe)
>Electrical Tape

0 - Tools (see image)



1 - Stock Speakers/rear



2 - Remove headrest



3 - Open trunk and press up on 3rd brake light's side tabs



4 - Pull third brake light and unhook the cable



5 - Go back to trunk and press-up on the three plastic rivits holding down the felt/material (which the speaker guards are attached to)



6 - Make sure you got the right ones



7 - Unscrew the car seat restraint brackets (3 total)



8 - remove 4th plastic rivit (holding front of cover)*



9 - *Use what's provided. I used the rear cup holder to hold all removed screws/brackets/plastic rivits



10 - (forgot to take pic - but to take off the rear cover simply put you hands under it and start lifting and gently pulling forward; start from one side and work you way to the other side) picture shows what you should see



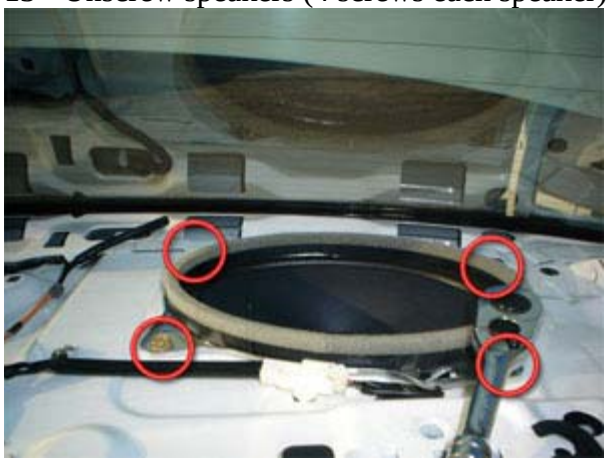
11 - The stock speaker; remove foam padding.



12 - Disconnect the speaker wire



13 - Unscrew speakers (4 screws each speaker)



14 - Since the stock speakers are to big you need to buy/make (since this is diy i made mine) Outline stock speakers onto MDR (not what i used... but its what you should use). I would recommend cutting out the center first, then drill the holes and then finally cut out

the spacer/holder.



15 - My finished bracket



16 - Speaker attached to new bracket



17 - Place new speaker into the speaker spot, plug in new speaker (cut off old speaker

then splice onto new speaker) then screw down the bracket. Put the foam back on.



18 - Place the "cover" back on. screw the carseat brackets back on. install all of the plastic rivits.



19 - Finally just double check that everything is put back together.*



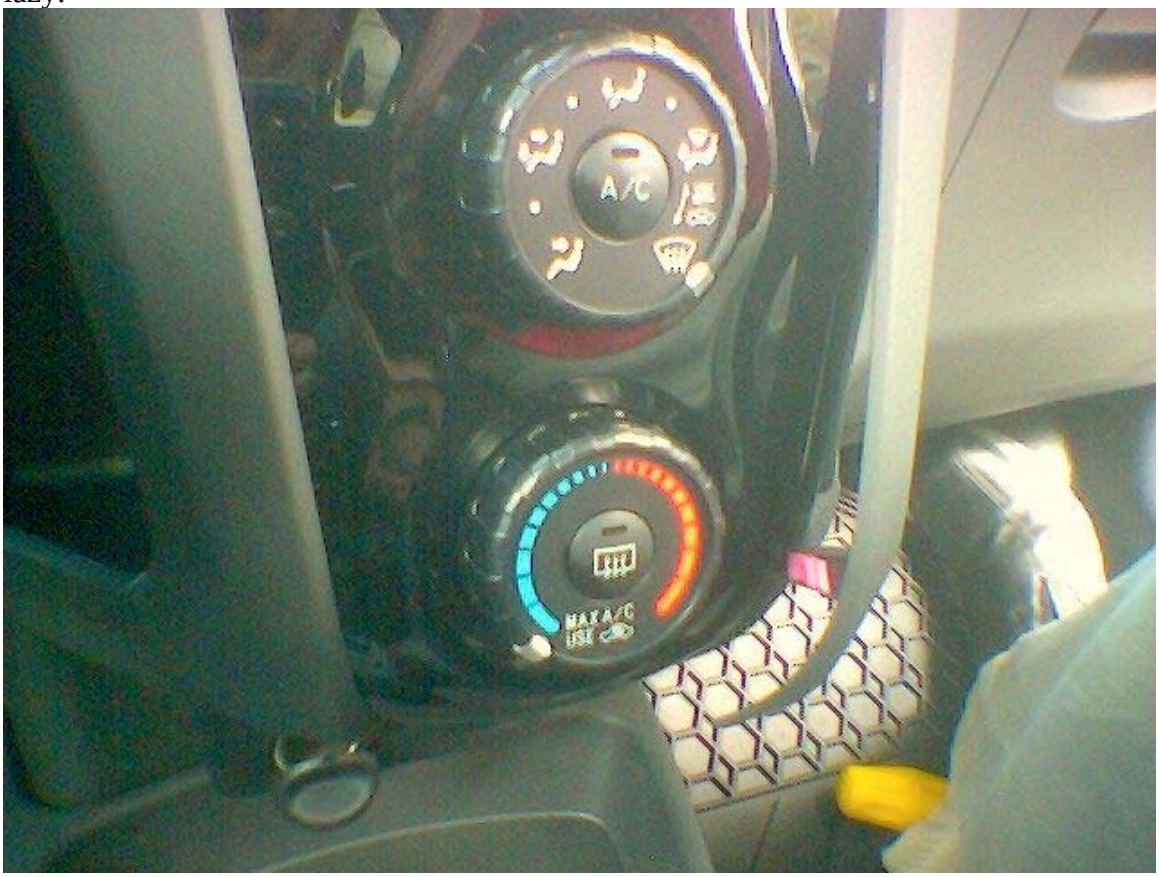
Replacing stock deck - photo tutorial

Created by: **gravylegs**

Hi people, while I was replacing my deck / door speakers I snapped a few photos with my phone. Might be useful to the more timid folks out there who don't like reefing on panels until you find the right one.

getting the stock deck out is as easy as 1-2-3.

1. Start with the center panel trims on the left and right of the stack. Pull at the bottom of each one, and follow it all the way up. Once you have them detached, you can either lay them on the dash, or disconnect them and set them aside. I let them dangle because I am lazy.





2. Starting at the top of the trim on the speedometer window, pull the trim so it detaches, and keep pulling evenly on both sides until the who thing comes off to the environmental controls. It is two pieces, but is easier to remove as one piece.



3. There are 4 easily accessible screws holding the deck in, just unscrew 'em and yank the deck out!



Putting a new stock deck in is NOT as easy as 1-2-3! I bought an echo mounting kit as mentioned by someone else on the board, and while the kit was useful to provide something of a "face", it wasn't very useful to actually mount a stereo. Here is what I ended up having to do.

1. Detach mounting brackets from the stock deck.
2. Widen holes in side of deck if required. I did this with a drill, but more out of frustration...
3. Mount stock brackets onto new deck.
4. Hook toyota wiring harness on onto new deck's wiring harness. (Saves you having to chop up the wires in your dash...ask if you dont know what this is about)
5. Plug everything in and test stereo out to ensure connections are good.
6. Mount the deck with the 4 screws.
7. NOW....use the toyota echo mounting kit....all I could do was to chop off the extra tabs, and then place it in "around" the new deck. It fits in there snugly.
8. replace all the dash parts, and you have a new stock deck that works! The only drawback is that the faceplate of the mounting kit does not COMPLETELY fill the hole in the dash. It is pretty close, and doesn't look TOO bad....but I will for sure be buying the proper mounting kit once it is available.

Strut Tower Bar Install & Review

Created by: **Chris07LB**

First, for the money and quality of the Tanabe Strut Bar, you can't go wrong.
Everything about the kit, is straight foward and a very simple design.





I choose to toss the included hardware for some **3/8" Grade 8** hardware instead. This consisted of two washers, a lock washer, bolt, and Nylock nut for each point of attachment. This also made the install much easier, as I was able to get longer bolts for the strut tower brackets, and come up from the bottom of the wheel well. The Nylock nuts give added insurance as they wont back off / loosen over time like whats included.



Install is a simple 30 minutes taking your time.

Tools needed;
1/4" drive rachet
3/8" drive rachet
Two 6" 1/4" extensions
14mm 1/4" socket
14mm 3/8" socket
14mm wrench

Remove wheels. The brackets simply bolt down into the existing two holes on top of each strut tower. Install bolts from wheel well, up into strut tower, and lock down the Tanabe bracket with a washer/lock washer/nylock nut. Repeat for other side. Using the 1/4 drive socket, extensions, and rachet here makes it easy to get around the spring & strut in the

wheel well, while holding the top nut with the 14mm wrench.





Tighten all four bolts down tight, and install both wheels. Once the car is settled on even ground again, slip the tie bar into the brackets. You may need to make a few adjustments on the bar ends, to line it up correctly with the holes in the brackets. Once its where it

needs to be, tighten using the 3/8" 14mm socket/rachet and wrench.





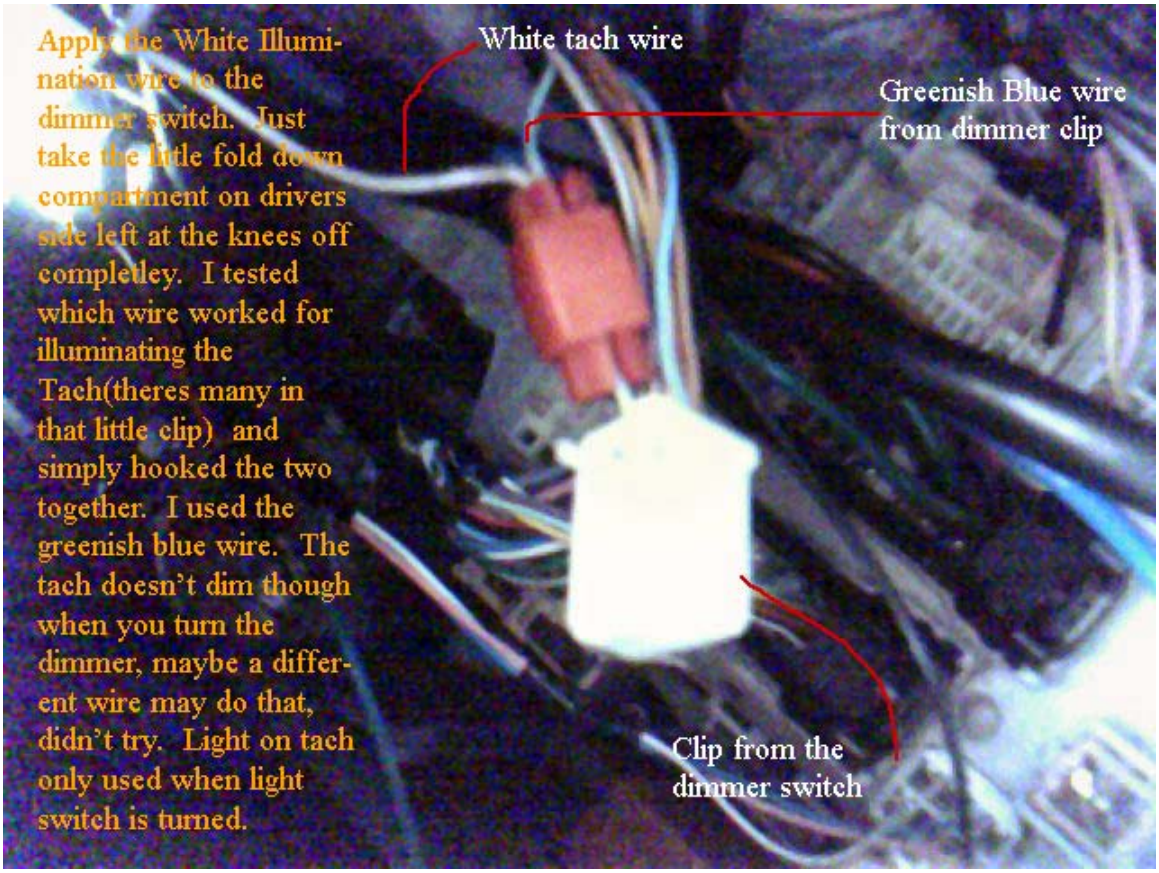
Finished! Go enjoy your new tighter feeling Yaris.



TACH INSTALLATION

Created by: Leenis24

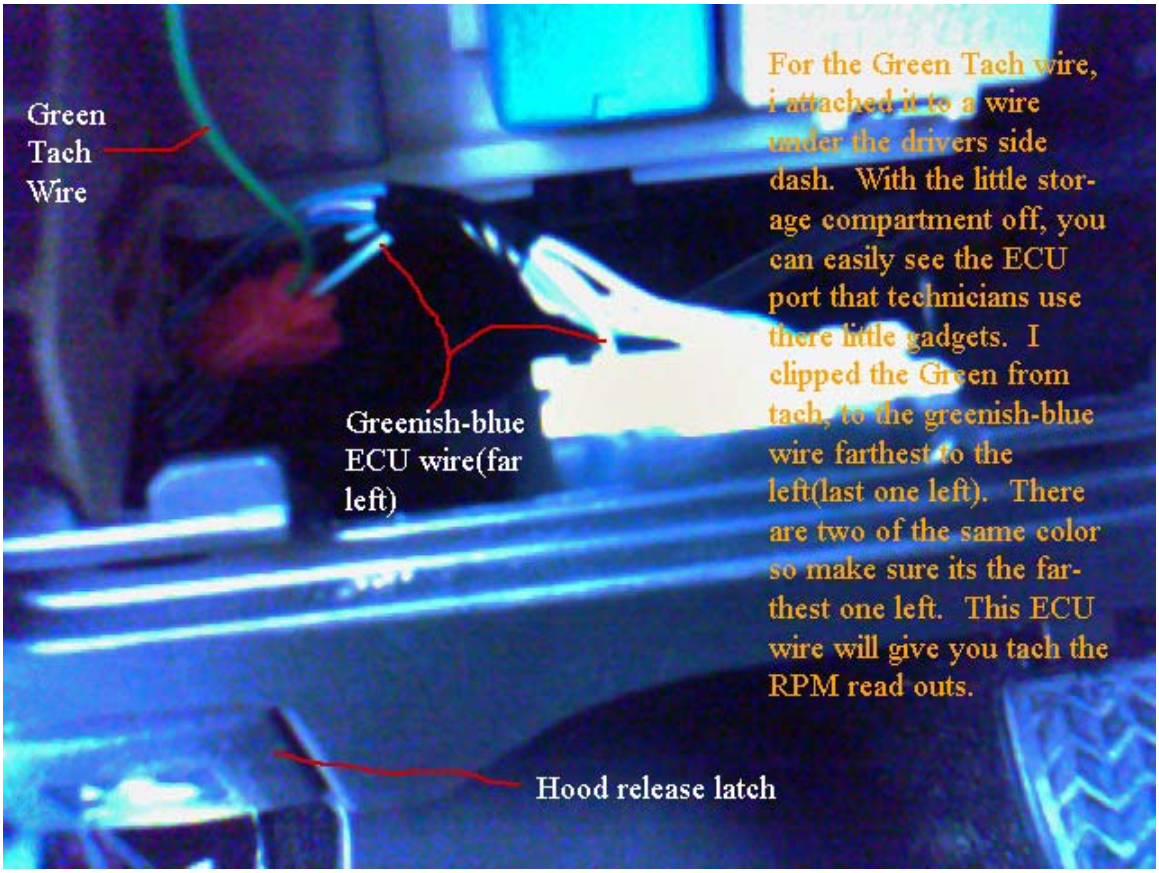
1.



2.


Black ground wire
Door opening
Bolt to
attach to
I placed the black ground from tach to a bolt down by the drivers left foot area, near door opening. To get there simply remove the plastic piece that is on the door sill, right next to the drivers seat, do this first. The remove the piece that is near the drivers foot. Care-full when doing so, theres clips and they can break if you do it roughly. One the last plastic piece is off you'll shee the bolt to apply the black ground wire to. This blot is also home to another ground wire, so its bound to be the best ground in reach of your tach if located on A-pillar.

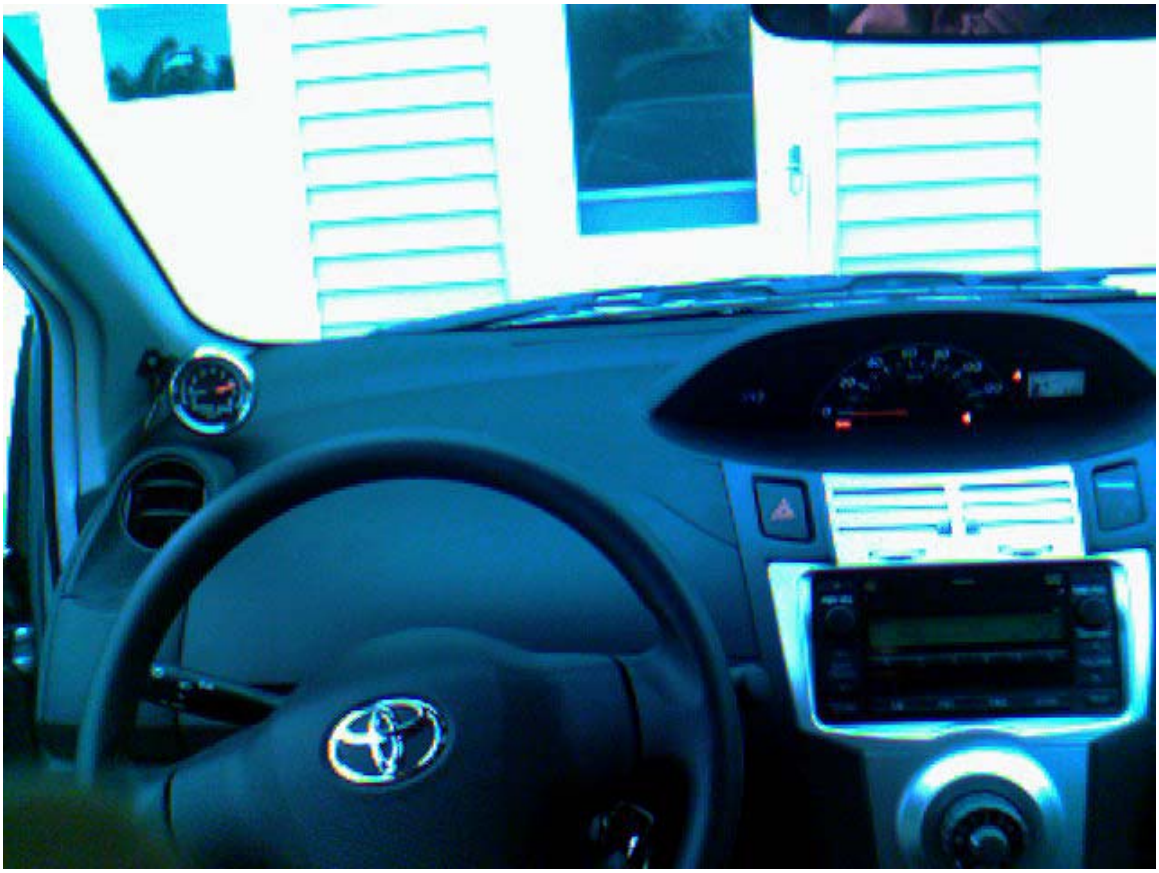
3.


Green
Tach
Wire
Greenish-blue
ECU wire(far
left)
For the Green Tach wire, i attached it to a wire under the drivers side dash. With the little storage compartment off, you can easily see the ECU port that technicians use there little gadgets. I clipped the Green from tach, to the greenish-blue wire farthest to the left(last one left). There are two of the same color so make sure its the farthest one left. This ECU wire will give you tach the RPM read outs.
Hood release latch

4.



5.



Cusco Type 1 Lower Bar Installed [pics]

Created by: **Chris07LB**

Just got finished installing the Cusco Type 1, that **Jay@C2AUTOSPL** hooked me up with.

Combined with the Tanbe DF210's, the lower bar made a small, but noticeable difference. The car feels much more controlled in hard cornering (i.e. highway entrance & off ramps), and the car just stays very "flat", compared to the body roll of a stock Yaris in a hard corner.

For such an inexpensive suspension upgrade, that actually can be felt, its well worth the money.

Here's a quick 15 minute How-To, as all the directions were not in a language I could understand.

Tools needed:
Floor Jack
Block of wood
Ramps
3/4" box wrench
Hammer
Gloves
Creeper

I found it easiest to drive the car up on a set of ramps. This way the suspension was also kept even across the front, unlike if it was jacked up to do each side.



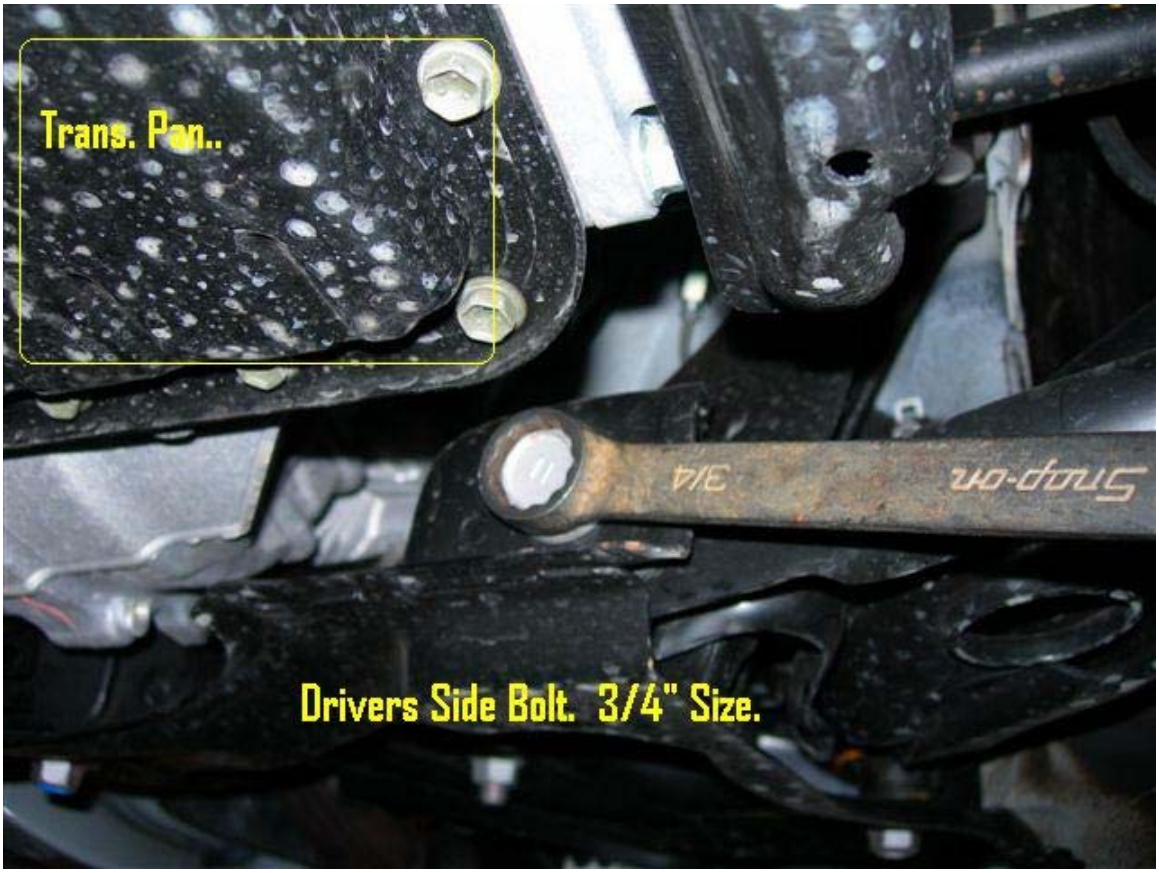
Quick pic of tools used. Its next to impossible to get a 3/4" socket and rachet on the bolts, so a box wrench and a little persuasion with a hammer worked perfect for loosening and tightening.

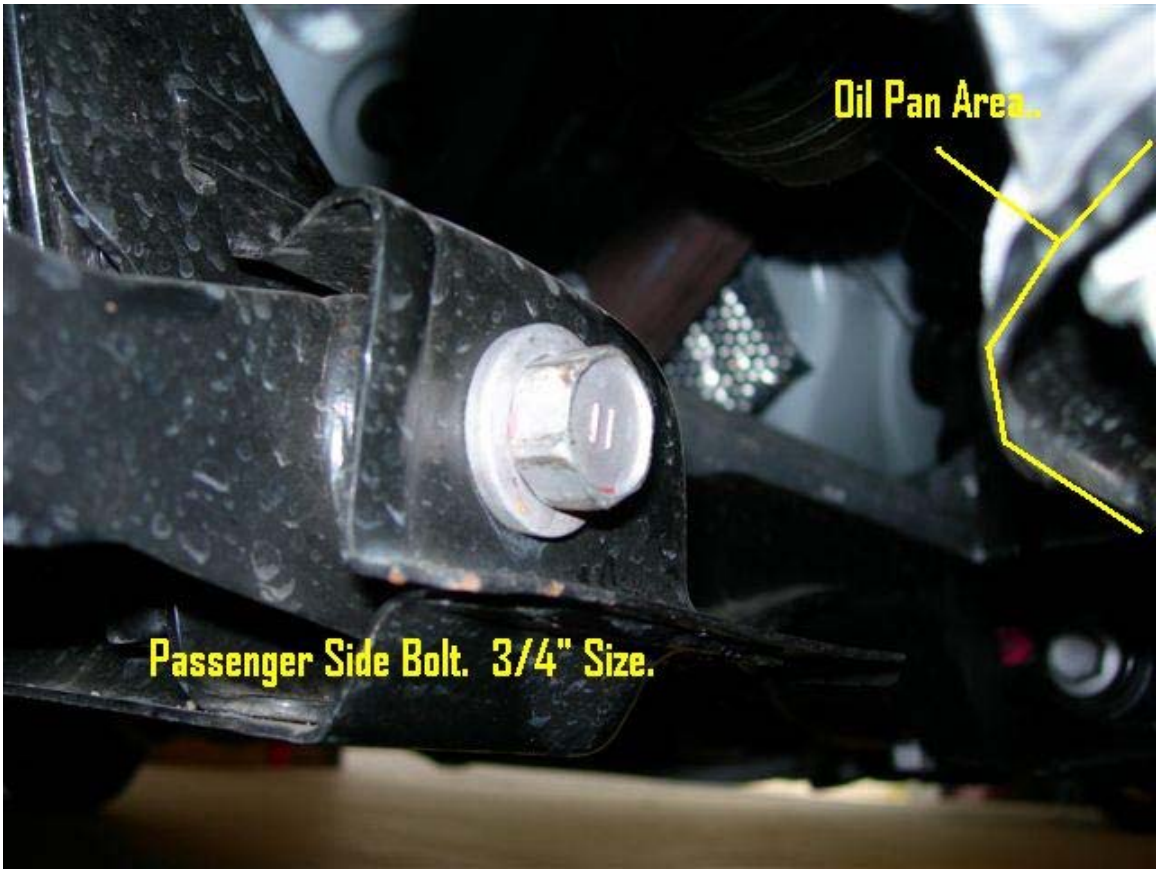


Cusco Type 1 with its packaging.



FIRST STEP loosen both driver & passenger side bolts...


Trans. Pan..
Drivers Side Bolt. 3/4" Size.



THEN get your floor jack and block of wood. Position it right in the middle, and jack it up!
You need to do this in order to REMOVE the driver side bolt. Passenger side of bar is slotted, so that just needs to be loosened, NOT removed.
Slip the bar in, and SUNG up the bolts..



With bolts snug, REMOVE jack, then tighten up bolts, and you're all finished!



Undercoating Your Inner Wheel Wells

Created by: **Chris07LB**

One of the things that bug's me about our cars, is the very noticable exterior color overspray in the inner wheel wells.
Now maybe because I own a Polar White, its a little more noticable then other exterior colors, but all the same, it needed fixing.

One can was enough to do all four wheel wells, and there was no need for heavy or second coats. One pass covers very well, and the spray of the coating was very easy to control.



I took my time, and removed one wheel at a time, being careful not to Undercoat any brake lines, plastics, springs, shocks, etc. Again, the control from this can's nozzel made the job very easy to get in and around tight areas.

Starting with the front drivers side.. **BEFORE**





Lots of overspray as you can see, and just ugly when looking at a side profile of the car IMO.

Cleaned the area up well, and Undercoated the front.. **AFTER**





Ah, much better!

Now moving onto the rear.. **Before & After**





I am letting the Undercoating "cure" overnight, as I did not need to drive it after I did everything today.
If you can go 12 hours, you should be fine. It was still a bit tacky after about 2 hours, and I didnt want to risk kicking up road grime, and having it stick to the fresh surface.