

The Official DIY Manual v3

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

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Introduction

Inside this document you will find a collection of How-To documents that have been created by the members of Yarisworld.com.

The collection has been put together so that you may more easily perform modifications on your Yaris without having to go through the endless pages of post to find the guide on the aspect that wish to change on your car. Some of the covered topics in this collection range from customizing the outside appearance of a Yaris to replacing internal engine parts. Please keep in-mind that some of these guides could be completed by mindless zombies while other ones will require a bit of mechanical skill. Don't be scared off by some of the more complicated topics, as almost every one of the topics covered have been completed and created by "non" car mechanics that have different levels of experiences with working on cars. Also please feel assured at the fact that the guides have been followed and verified by a large group of individuals. This means that as long as you are a person of average intelligence then you can with the help of these guides easily modify and transform your Yaris into a machine that is both beautiful and functional to your needs.

Good Luck and happy modding,

- vodkalush

* Some of the modifications contained inside this guide may void your manufacture warranty.
* Keep in-mind that you may damage your car if you do not perform some of the modifications correctly and are urged to enlist the help of a friend that may be more mechanically inclined then yourself if you are not comfortable with completing a project.

All content has been created by members of yarisworld.com for use on yarisworld.com

30 seconds door panel removal (Lift back)

created by: W.A.S.P
Read about and Discuss: Here

Seriously! It shouldn't take you more than 30 seconds to do this. Here's a pictured tutorial for you guys to enjoy!

I don't have a window crank, but you can remove it in 2 seconds using a rag as it has been explained in other posts. It's just a pin that holds it and the rag makes it pop out easily...
Now to the pictures!



Lift back Rear speaker installation tutorial (Pics)

created by: W.A.S.P

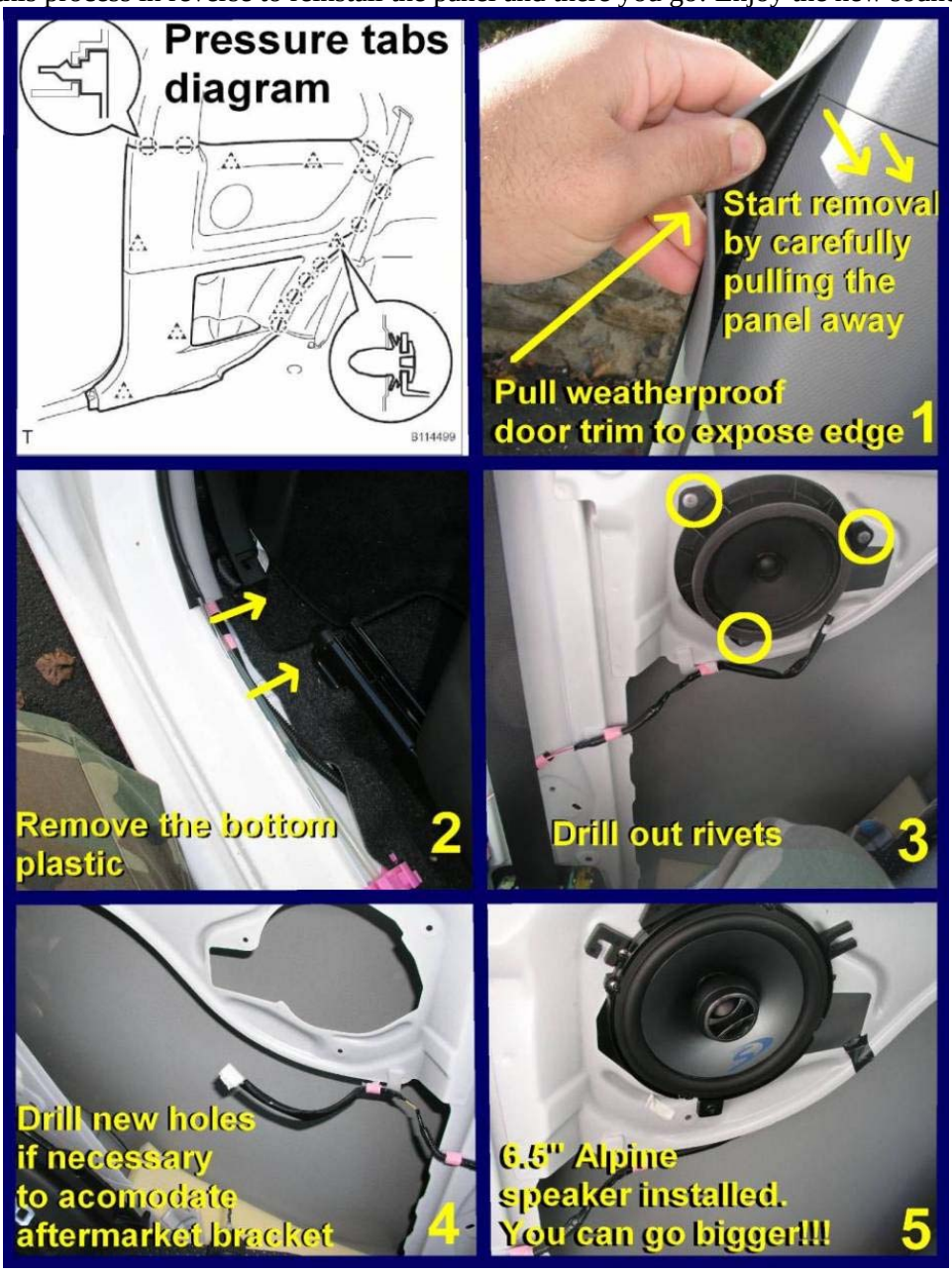
Read about and discuss: Here

Well, I decided to upgrade my rear speakers since I got a couple of Sony for the front and needed to match the power but add a little more bass.

First, look at the tabs' diagram so you will know what you will encounter when pulling the panel away from the car's body. You don' need to remove the rear seat or the weatherproof trim to pull the panel apart, just use patience, common sense and have a beer next to you and the process will be painless.

Keep this in mind, in the middle of the panel there is a pressure tab blue in color that is not pictured in the diagram; be careful not to break it. Place one hand on the inside of the panel to feel the tabs that you can't see; don't just yank the panel off. Once the panel is off you will see that there is a lot of room for even a sub woofer in that space, you can use several sizes of speakers on the stock location, as long as you have the appropriate brackets, you might have to drill new holes for some applications. I used the brackets provided with my Alpine speakers and had to drill three new holes for the new brackets. Since the stock speakers have a special connector you might have to cut the wires. No biggie; once you see what the stock speakers are made of you will know you'll not use them again!

Do this process in reverse to reinstall the panel and there you go! Enjoy the new sound!!!!



Add remote to factory keyless.

Created by: imknotright
Read about and Discuss: Here

1- Drivers 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 & Unlock 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 programming

Back Seat Removal

Created by: **Idjiit**
Read about and discuss: Here

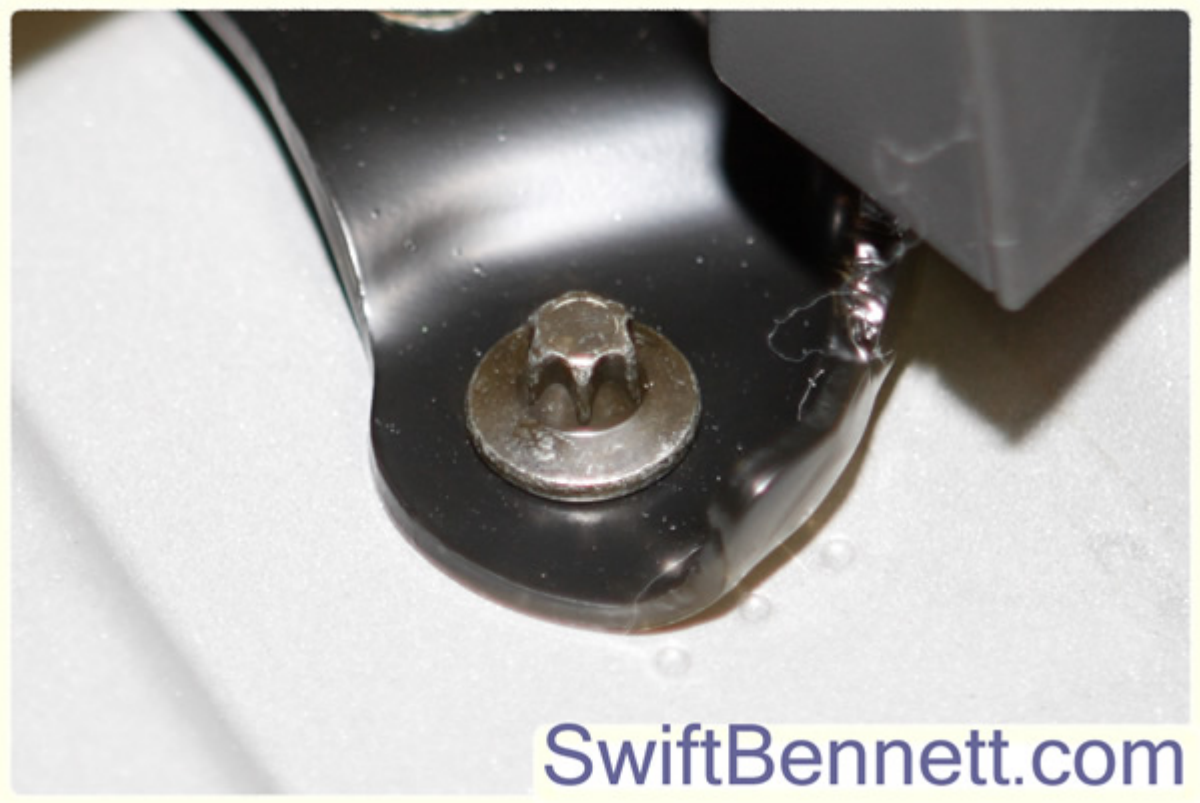
Start by removing all items under the storage hatch by "unlocking" the items:



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):



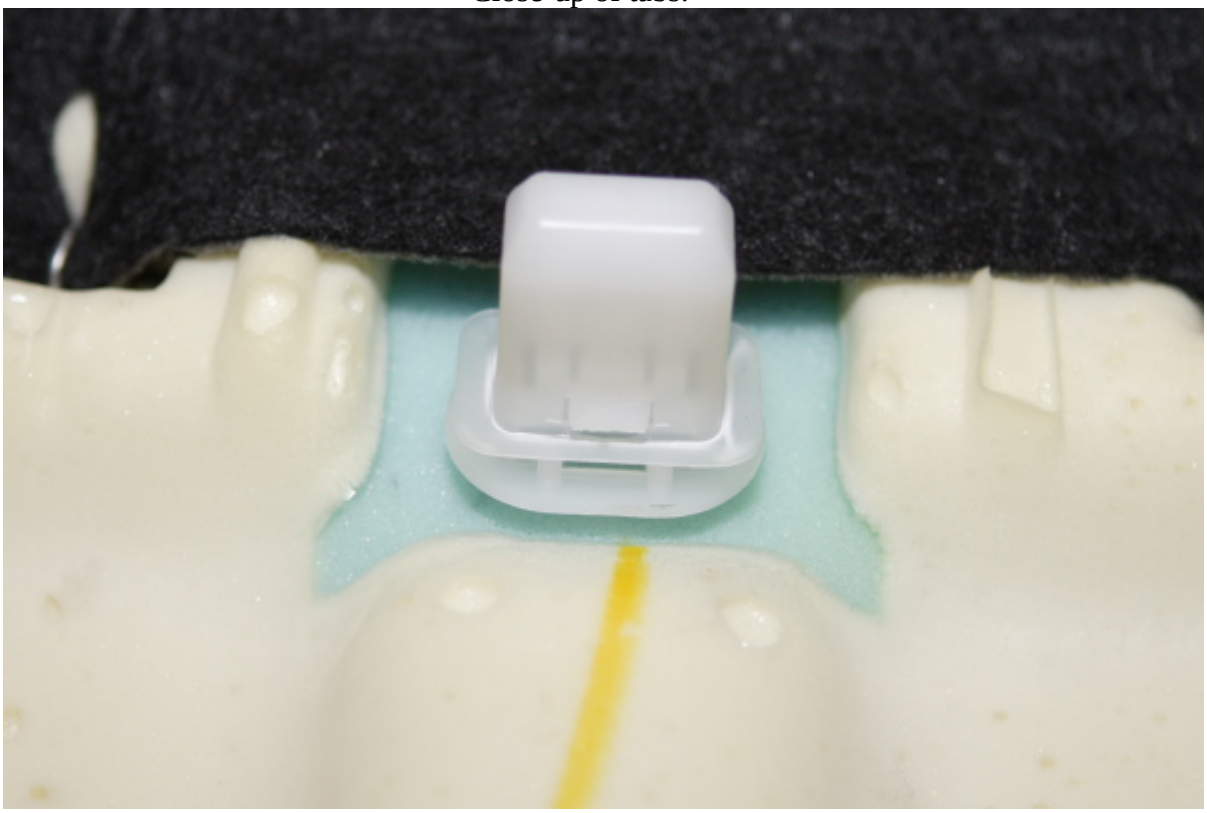
The bottom seat frame is connected by two bolts, but removing these isn't enough to remove the seat. If you're planning on putting in a flat deck, you'll want to use this to mount to anyway, so don't remove it.



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:



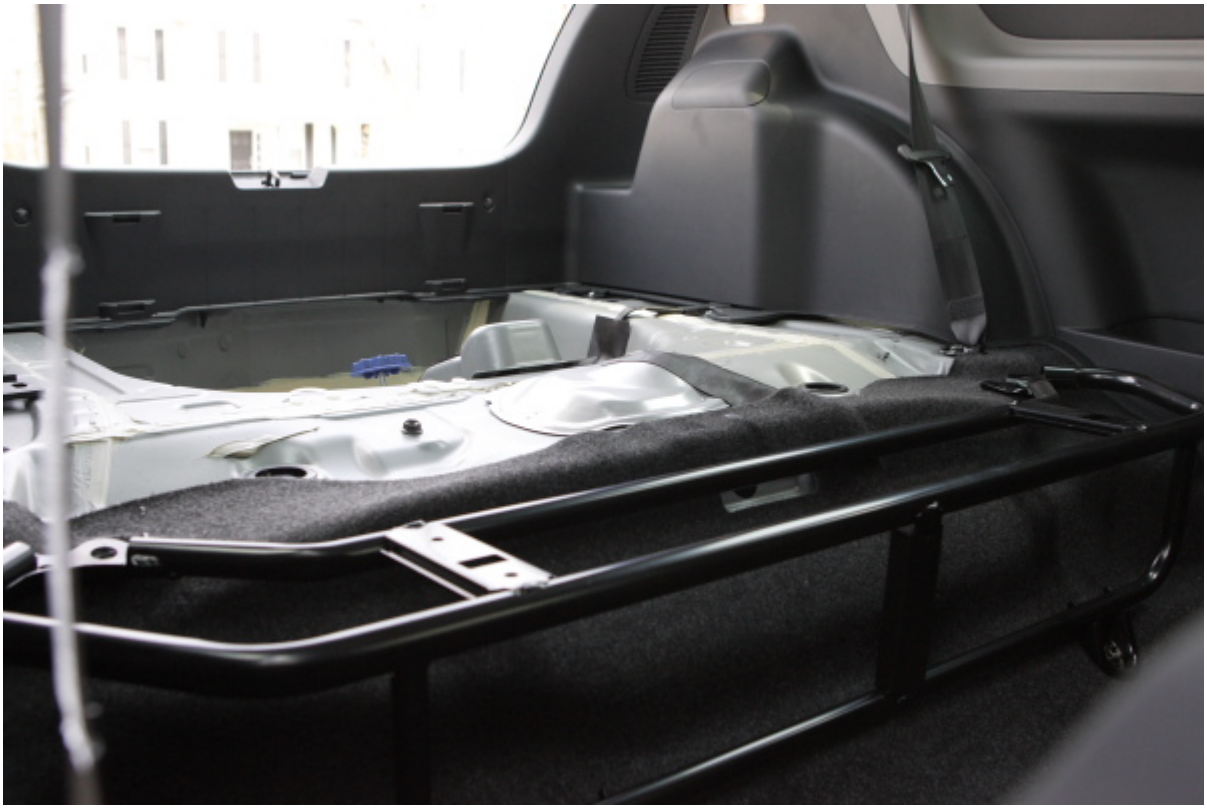
Removing the seat will show the next two torx bolts which screw through the back seat frame to the bottom seat frame. Remove these bolts, pull out the seat and replace the bolts (you'll probably want to use some 3/8" washers since the hole in the bottom seat frame is pretty big.



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**
Read about and Discuss: Here

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.



Center Control Knob Color Change (climate controls)

Created by: hasher22
Read about and Discuss: Here

Use this tutorial to change stocked bulbs or replace condom

Items Used
>Needle
>Pen

Items Bought
>Led Blue Bulbs



>Red 5mm Condoms

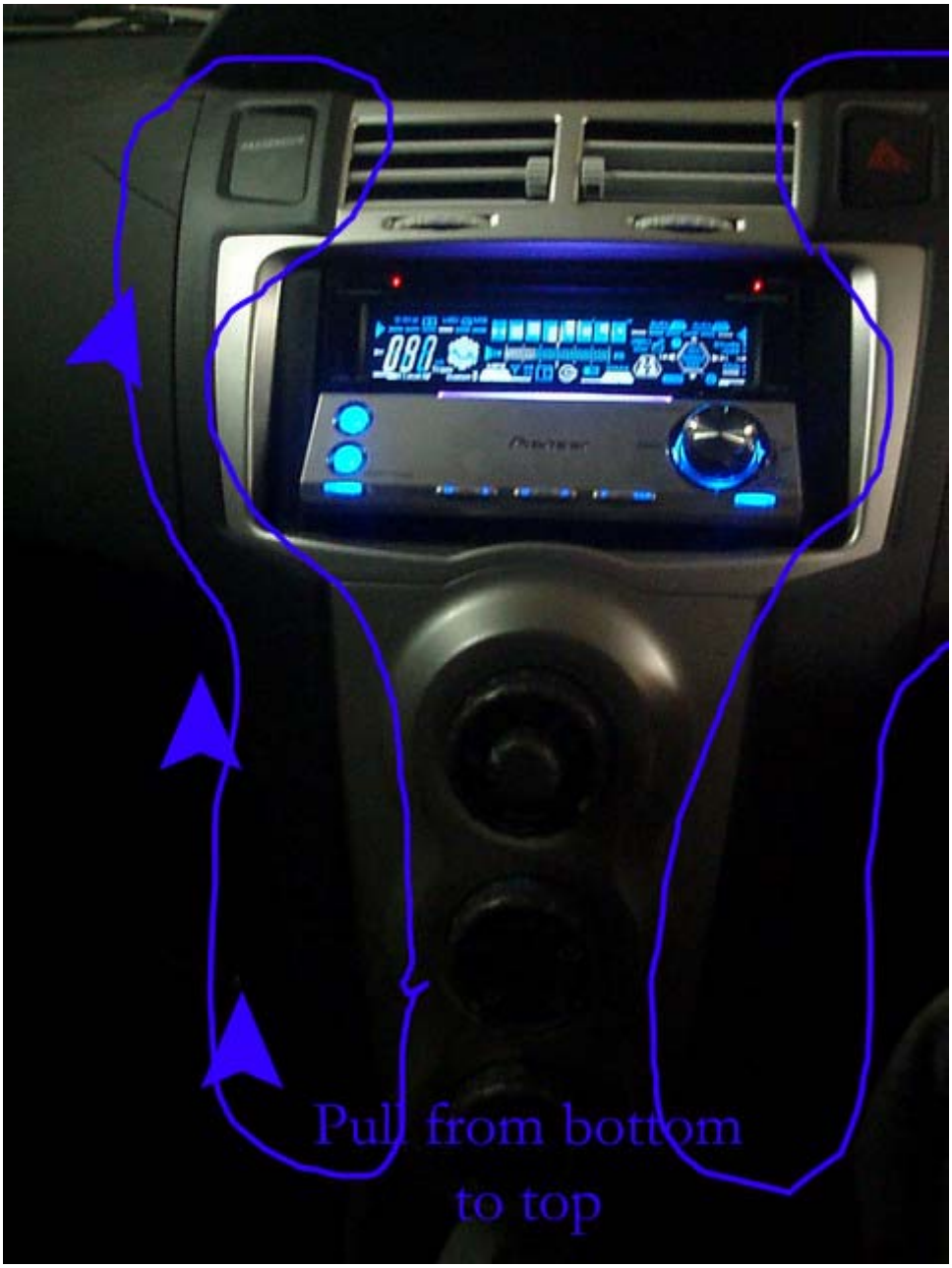
Information you might need to know.

>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 color and DONT want to change the bulb buy condoms!!
>If you want to change the color and WANT to change the bulb buy bulbs. Please don't message me or ask me about bulb sizes because I really don't know!! :)
>you don't have to change the color to red or blue. It can be whatever color u wants.
>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 color you want to change for your knobs.

Step Two: Go to your local major supplier and ask for that color condom or light bulb. **Note: To be safe with buying the colored bulbs best choose my brand. (Pic above) because that's the brand I used and it works perfectly. I don't know what other brand or size that will replace the stocked bulbs.**

Step Three: Its time to take apart the CENTER CONSOLE (If you want to 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 that's 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 didn't 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 bought colored condom and replace it!! THAT'S IT!!

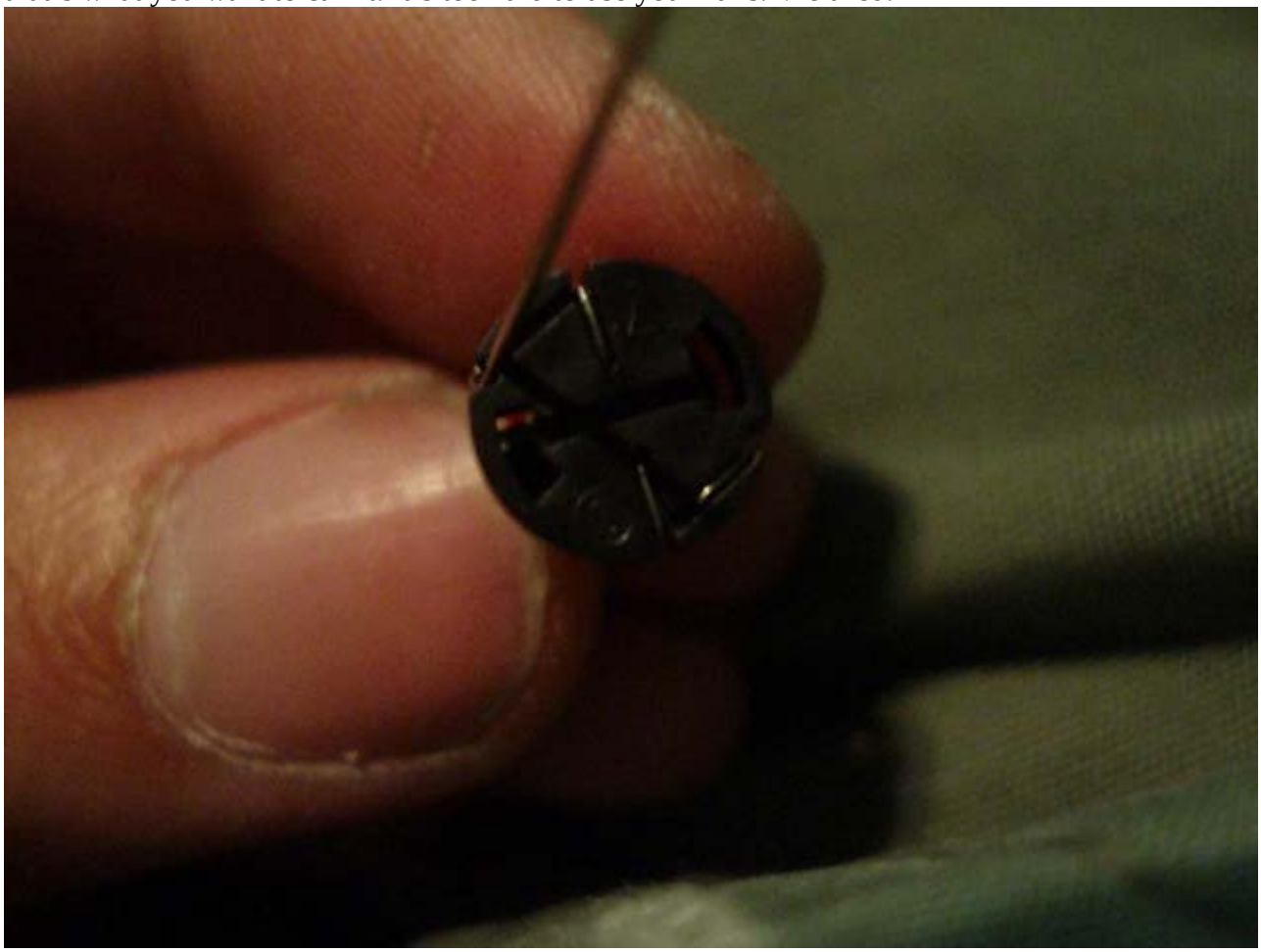
Step Ten: Put your new colored bulb into the hole and lock it in with your pen. Clockwise.

THAT'S 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 that's what you want to call it. It's too hard to use your nails. Vie tried.



It will look something like this after its all apart.



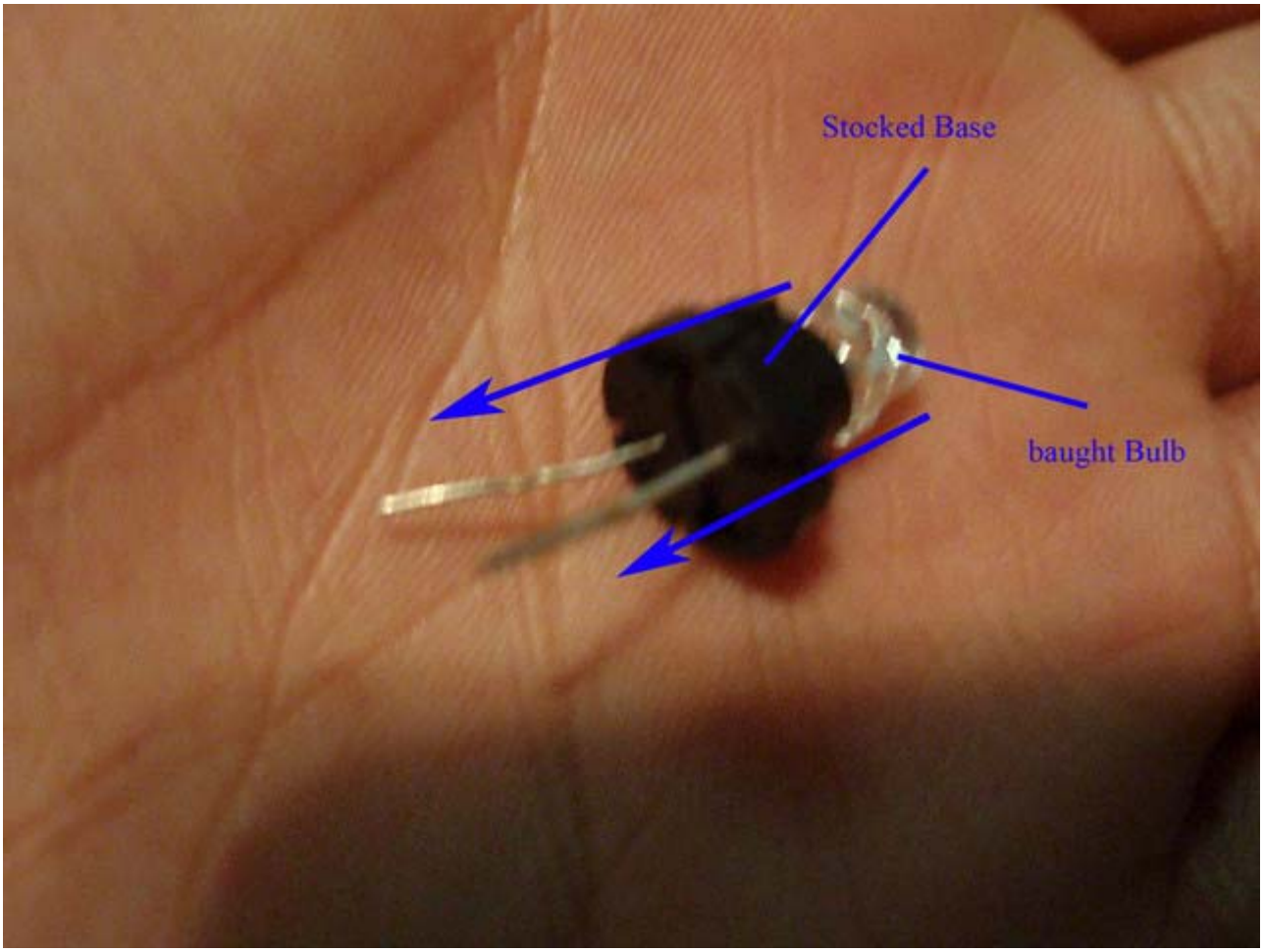
Step Ten: Now its time to strip of the BAUGHT Colored bulb. It's the same deal. But you can use your nails to pull apart the bought bulb.



Step Eleven: Ok all done? Time to combine the **STOCKED BASE WITH THE BAUGHT BULB!!!** It's 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!! THAT'S IT! Put everything back together and now you have nice sexy new colored lights.



BTW I couldn’t be fucked changing the middle one so I left it red. I think it looks good Blue Red Blue. :)

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

Change LCD/Radio Color

by: vodkalush
Read about and Discuss: Here

The Goal: Replace the stereo's nasty 80's green color with a bitch'n white (or whatever color you want)

Tools Needed:
- Hand's
- butter knife
- 10mm socket
- soldering iron
- solder
- small needle nose pliers
- masking tape (or some sort of removable marker)
- 70 New LED's (I went white for all but on each of the CD slot, which I went blue; also the closer count needed is around 64-68)

The Guide:

1. Remove bottom of center console (pull from side)



2. Remove "side skirts"; pull from bottom to the top



3. Remove gauge “shell,” pull out

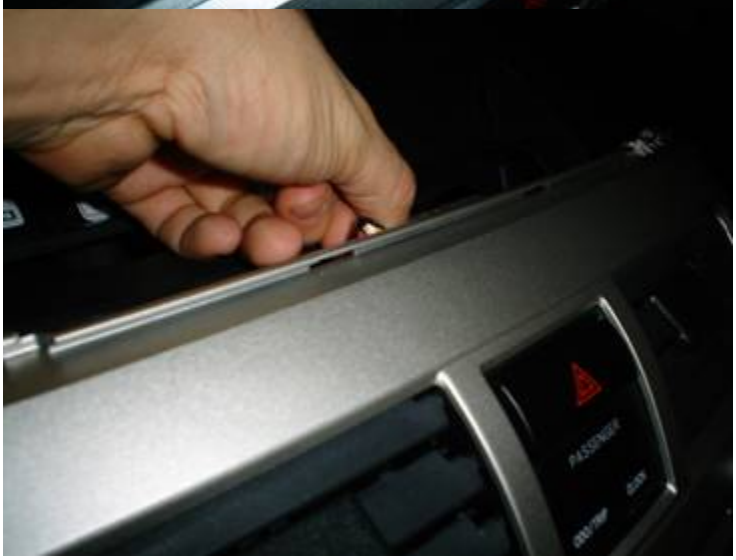


4. Remove 4 screws holding in stereo (10mm socket)



5. Remove “warning/seatbelt” wiring; pinch and pull





6. Pull stereo out; pinch and pull all wires going into back of stereo (antenna not shown)



[

7. Bring the stereo inside to where ever you are going to work on it, make sure to choose a place free of static; or at least be sure to ground yourself (I choose my coffee table; probably not the best place :-)) and start the disassembly. Use a butter knife to “pop” the 6 tabs (goes all around the stereo; 4 in front: 2 in back)





(place stereo aside; as it's the "board" that has the LCD and radio button LED's)



8. Remove screws holding the board to the plastic front of the stereo

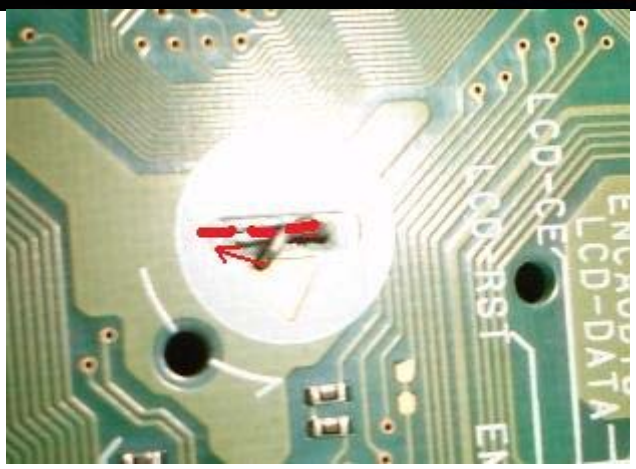


9. Remove the board from the plastic housing



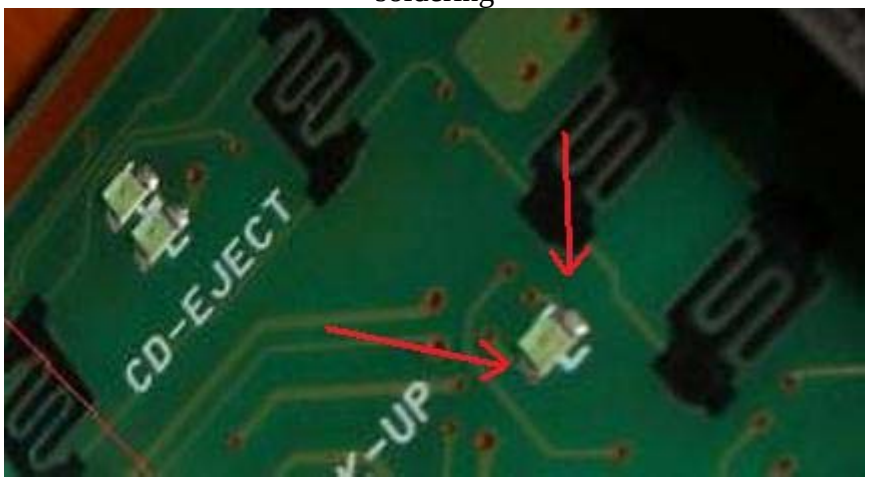
10. Put a piece of masking tape at the top of the LCD, then flip the board over and straighten the “pegs” holding down the LCD to the board with pliers.





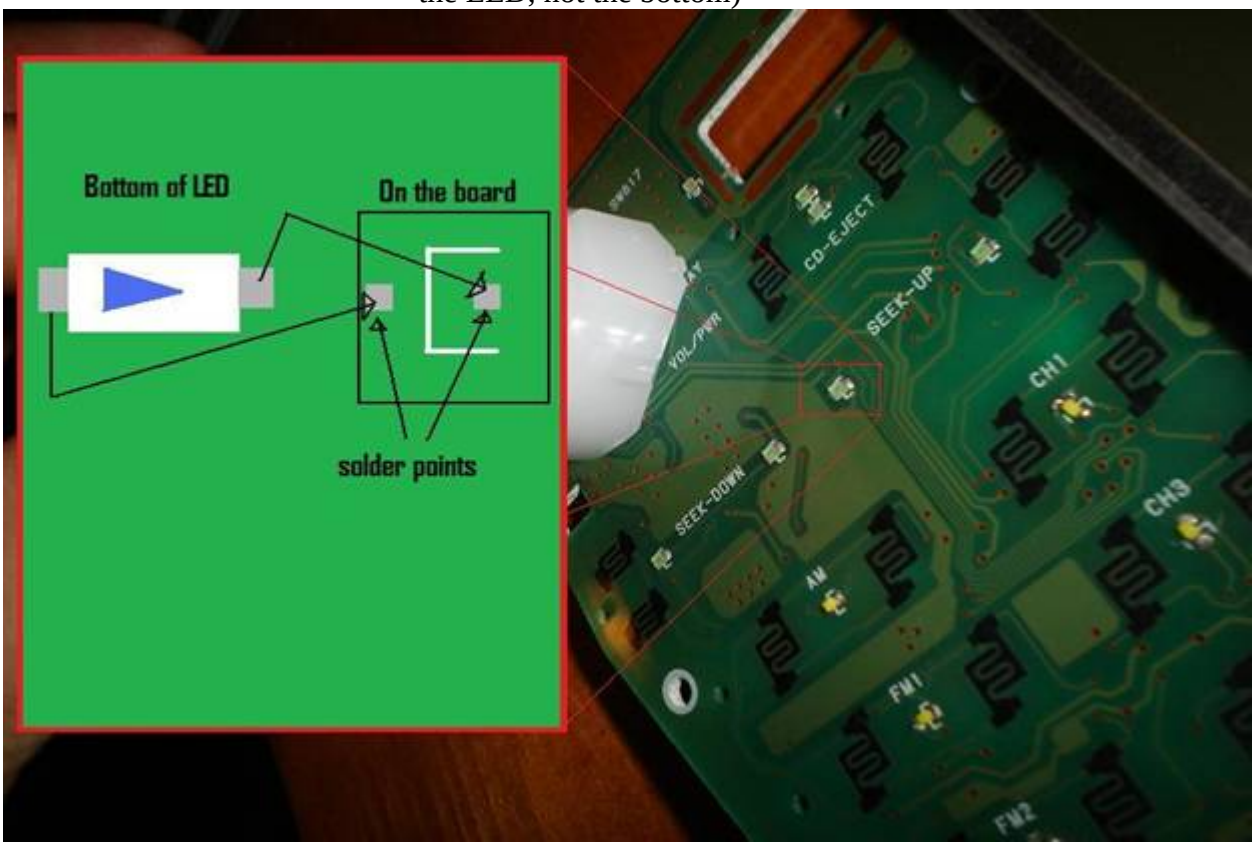
Remove the LCD housing, taking note to make sure you mark every piece at the top (sorry no pics), also remove stereo knobs (mark one of the knobs, they only fit one way)

11. Un-solder the LEDs (I did a combo of un-soldering the correct way, and simply heating up the whole LED and having it “break apart”) I would Google “how to un-soldering



12. This next step is what took me the longest, but is really not that hard. Time to solder the new LEDs on. On the bottom of the LEDs I ordered (eled.com) there is an arrow,

point that towards the opening of the half box (see pic) and solder the new one on, you may need to add a dab of solder on the new LED (as the connection point is at the top of the LED, not the bottom)



(I used small pliers to place the new LEDs)

13. Put everything back together the way you took apart, put there stereo back in the car.



I hope this helps those looking for a solution to the soy-lent green color of the stock stereo.

Happy modding

Change your Gauge Cluster Color (Sedan)

created by: vodkalush
Read about and Discuss: Here

Description:
To change every none-white indicator light to either white or blue.

****The backlighting to the Speedometer and Tach use a piece of "smoked plastic/acrylic" to spread the light of several LEDs across the face of the Speedo and various parts of the cluster, meaning any replacement color would be slightly "smoked" or slightly darker then the attended output color. My theory is that if you use a higher output LED then you could offset the "smoke".

Tools Needed:
- Philips head screw driver
- Hands
- Soldering Iron (with small tip)
- 30 New LEDS
*** I ordered these White LEDS - http://www.eled.com/product.asp?cata...EPT2012RWF%2DA (replaced stock white with theses; not necessary)
*** I ordered these Blue LEDs - http://www.eled.com/product.asp?cata...=EP2012PBC%2DA (replaced all non-white with these; well until I ran out :-))

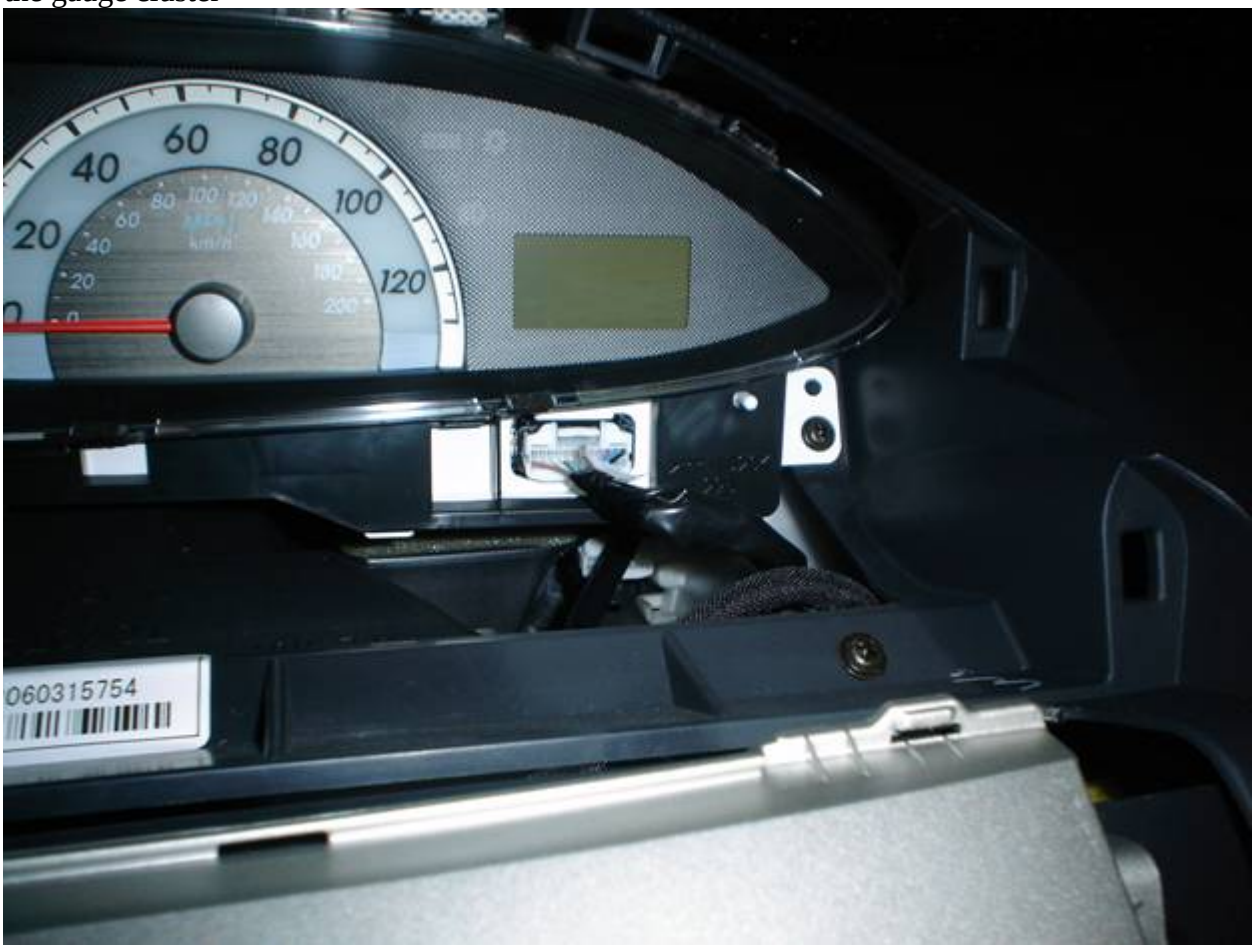
- Extra Solder
- Needle nose pliers

Instructions:

1. Remove outer “molding” around stereo and gauge cluster



2. Remove both sets of wire’s going to gauge cluster, then unscrew two screws holding the gauge cluster



3. Bring the cluster indoors to a static free environment (or have a static wrist band).



4. Flip over the gauge cluster, unscrew the 3 screws, then pop the black tabs, remove white backing



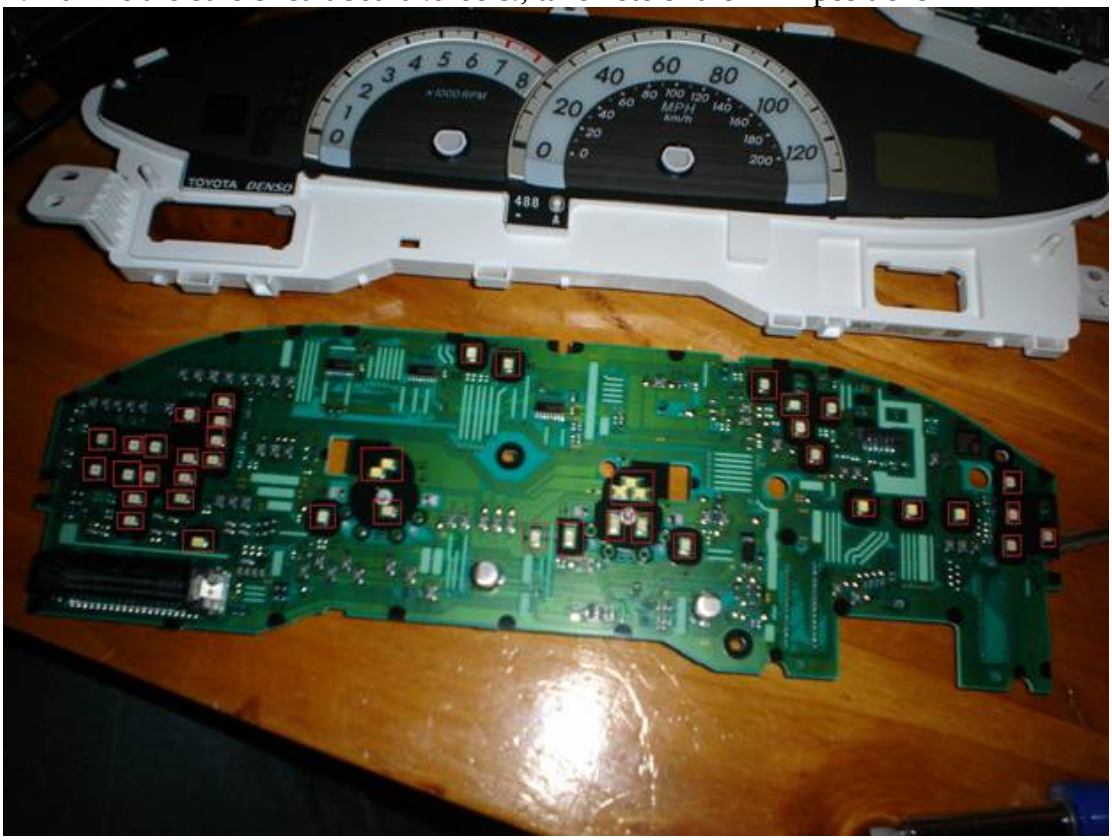
5. Remove “raised board,” lift + pull straight out



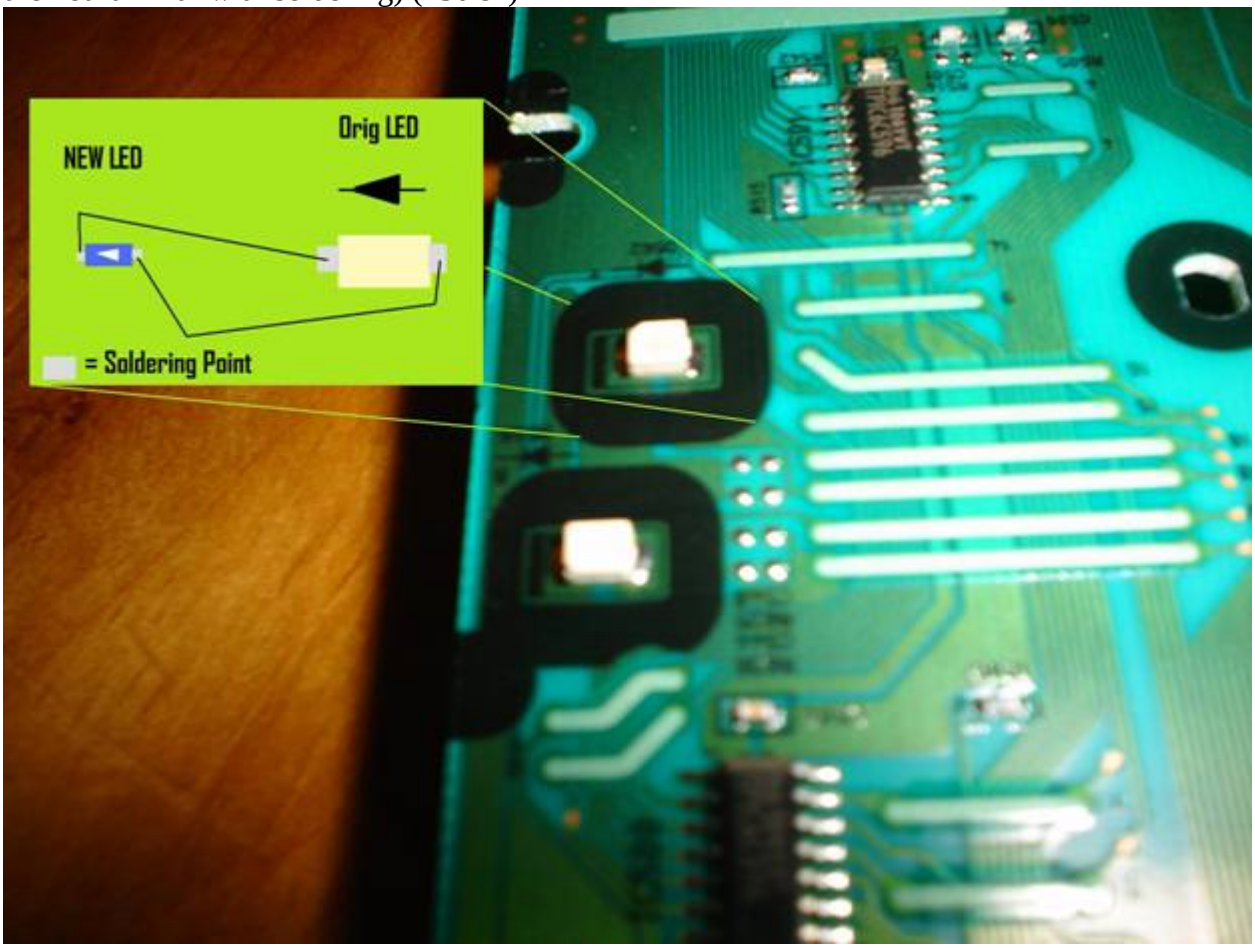
6. Flip over gauge cluster, and then pull out the “gauge needles” (pull from base of the needle; the round part, they are on tight, but will come loose)



7. Admire the bare circuit board :drools:; take note of the LED positions



8. Use pliers and “grip” middle of OEM LED, use the soldering iron in other hand and heat up one point of the LED solder point and then lift with the pliers on that side of the LED, after one side is free heat-up the other side of the LED and lift the LED off the board.
There is an arrow at the bottom of the LED point the arrow in the same direction as the arrow on the circuit board and re=solder the LED (please Google “how to solder” if you are not familiar with soldering) (x30ish)



9. After repeating step 8 on all LED colors that you wish to change, then reverse the steps to put back together the Gauge Cluster (make sure you put the longer gauge needle on the speedometer)



hope this helps

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

Created by: **mrlam**
Read about and Discuss: Here

1.



2.



3.



DeBadge / Remove Emblems How-To

Created by: Chris07LB
Read about and Discuss: Here

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
Read about and Discuss: Here

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**



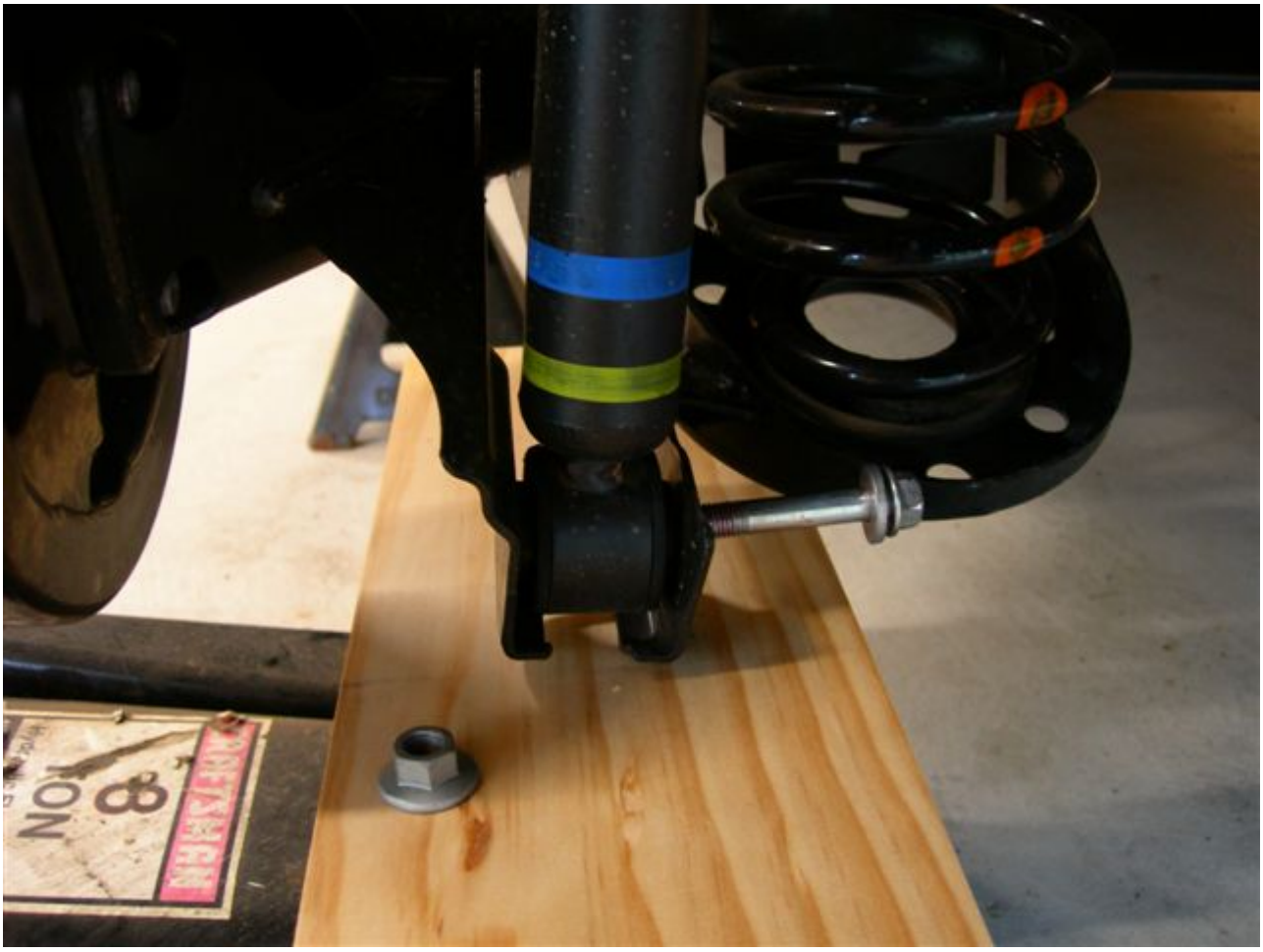
AFTER measurements were **13"** all around!

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, and 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.



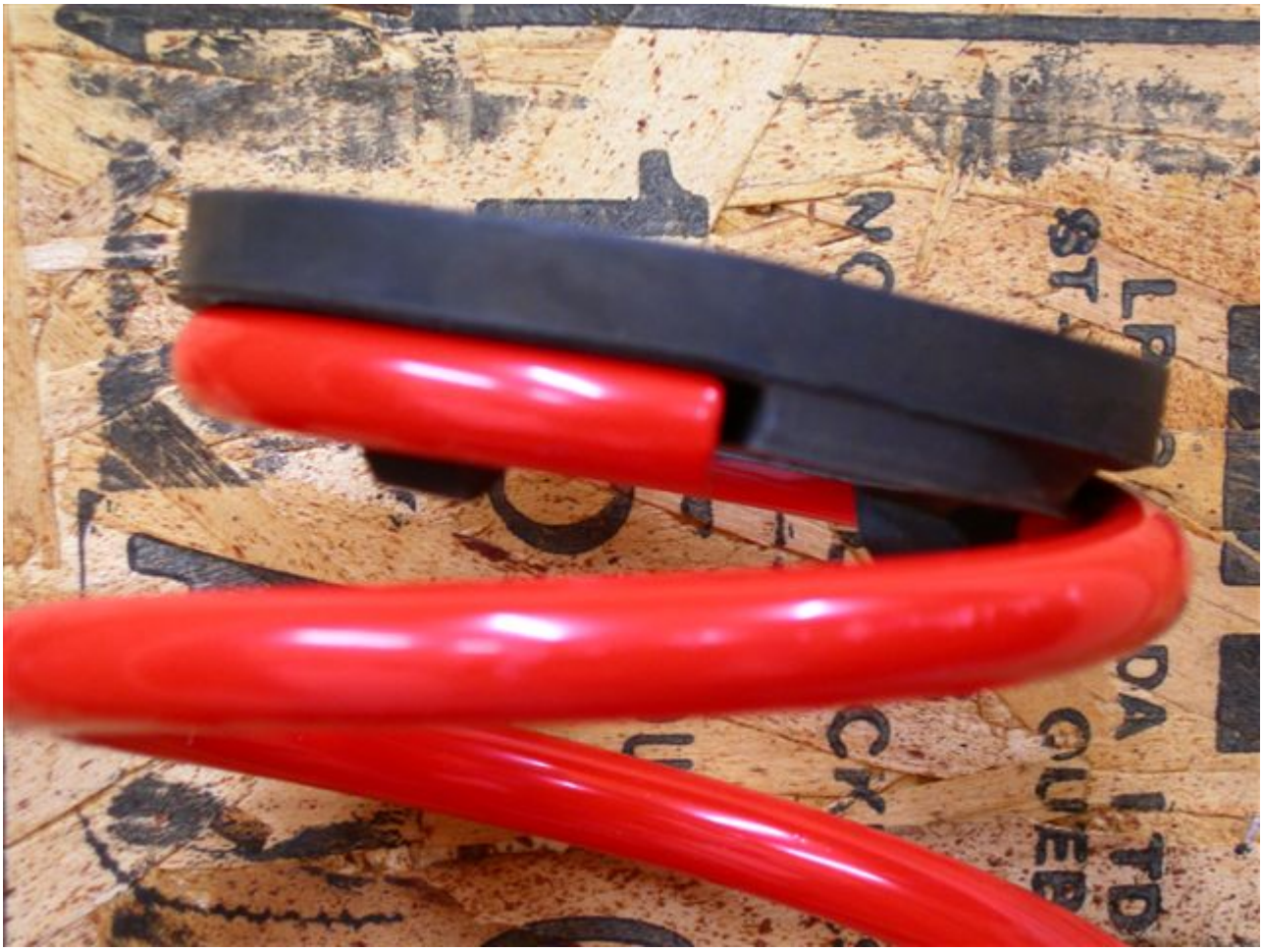


Once both lower shocks bolts are out, you can press down on the rear axles, and the spring will just fall out.

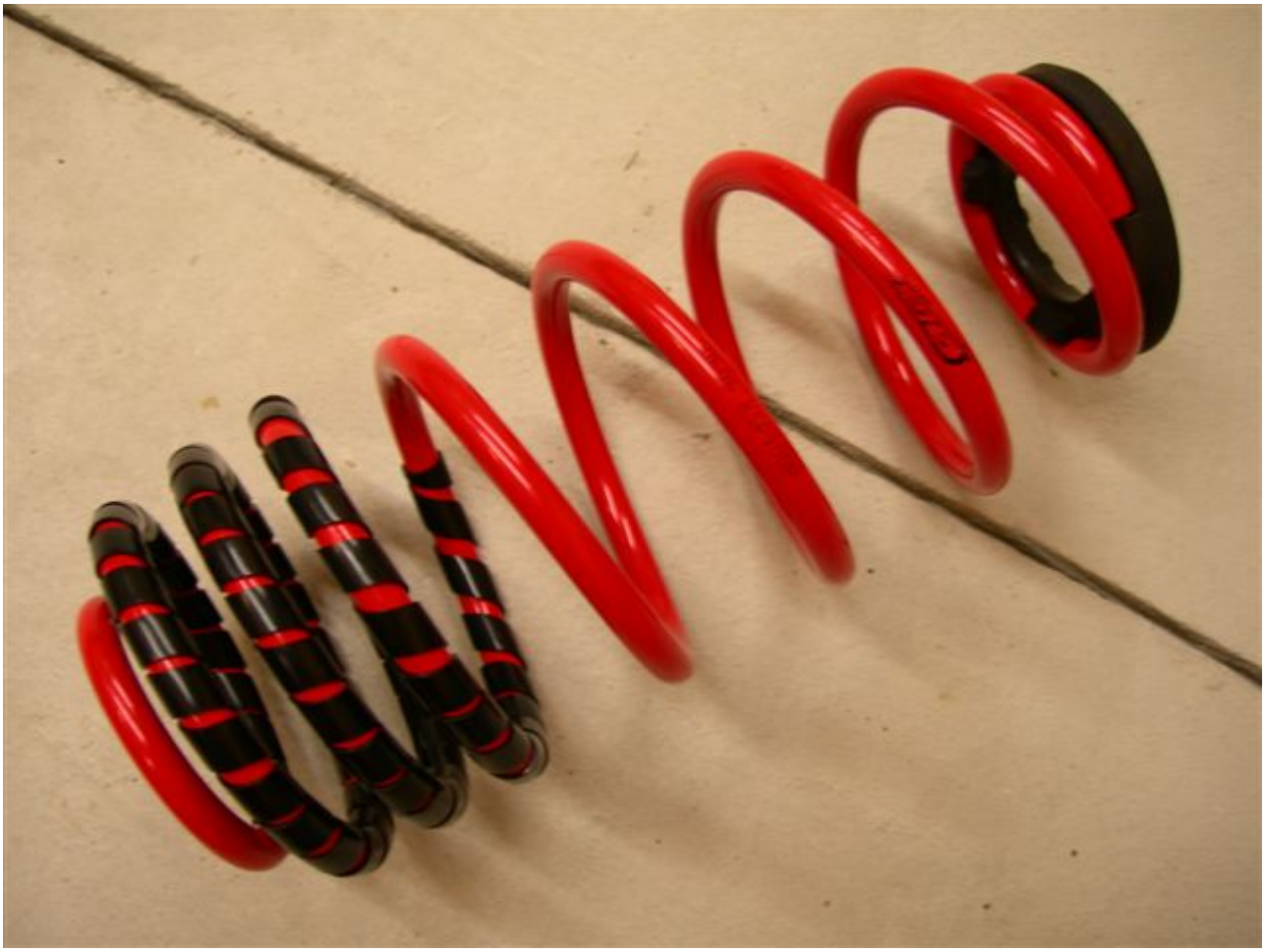
Comparing the Tanbe DF210's to the Stock Toyota.



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 it’s 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.



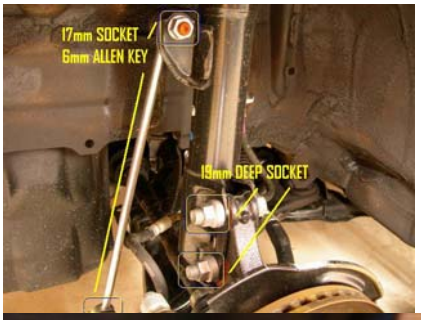
Rear Tanbe's installed. Tighten shock bolts, install wheels, and torque lugs to 75 Foot Pounds. **Rear Complete!**

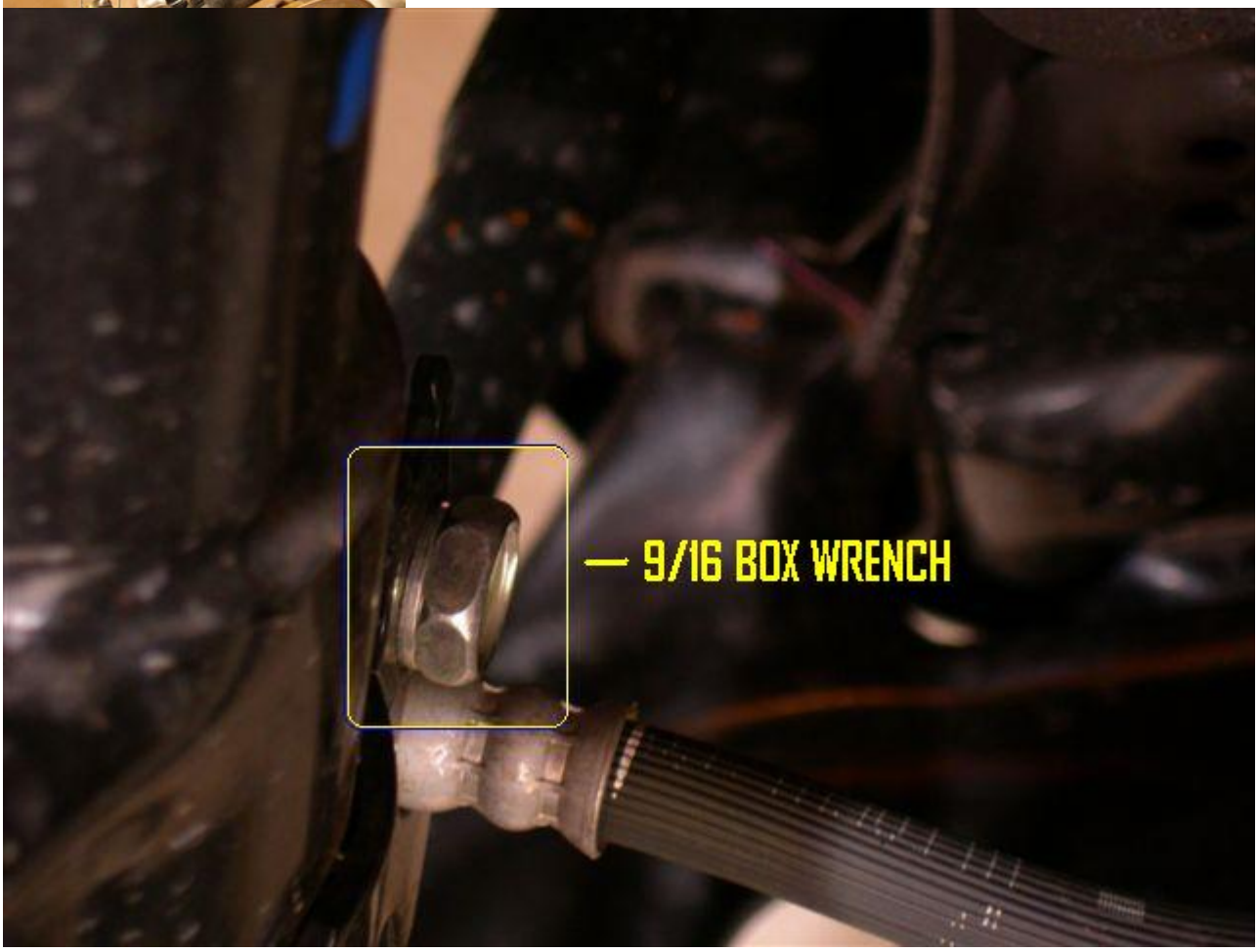


Moving on to the fronts. I did one side at a time up here.

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.



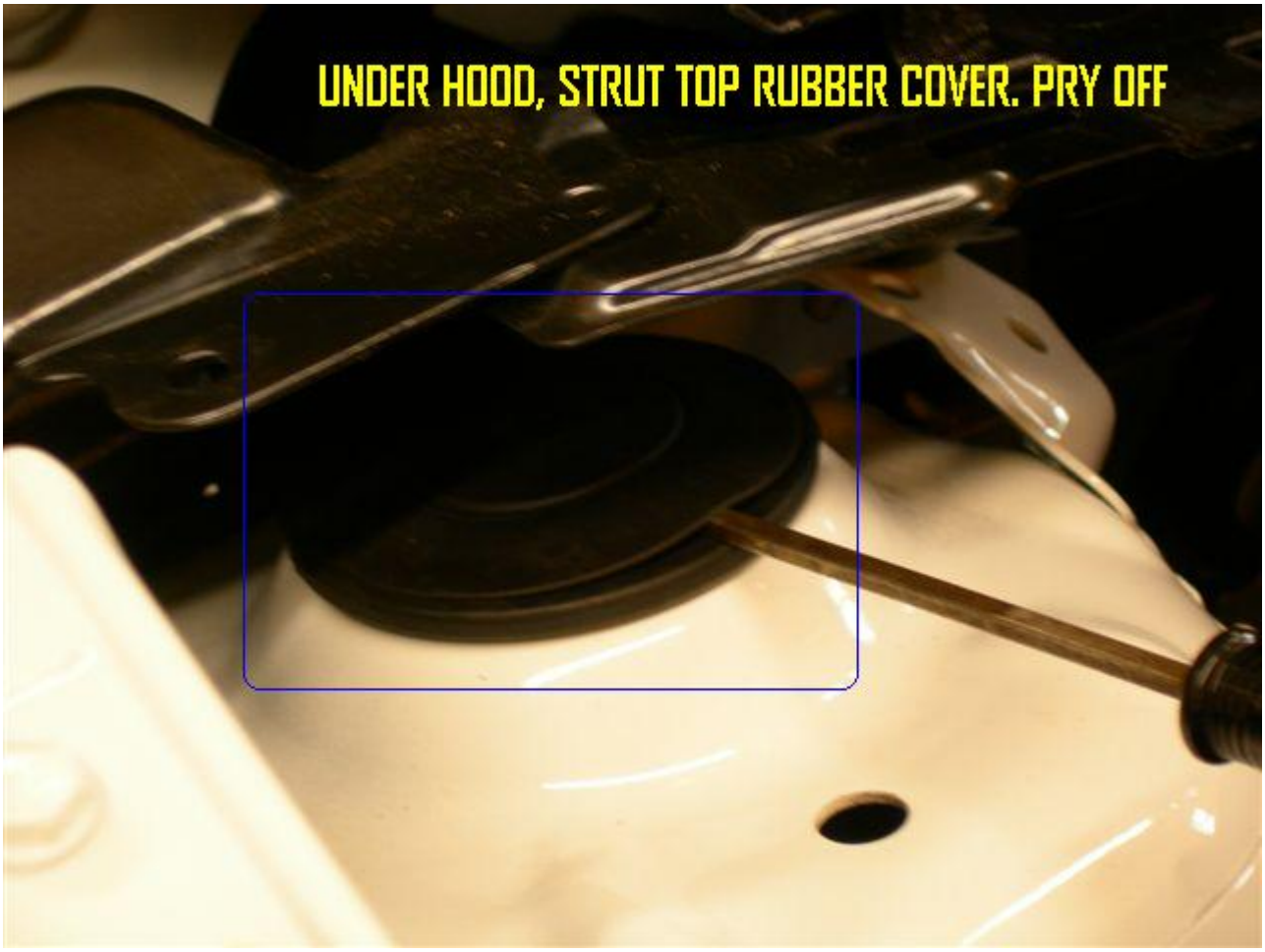
Remove these (3) plastic push pins. And just set pieces out of the way.





[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 entire 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 love the new stance!

DISABLED Daytime Running Lights How To 2007

Created by: Chris07LB
Read about and discuss: Here

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... that's 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** Phillips 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 turns 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 cigarettes with a brown label, "**TOYOTA RELAY ASSY RUNNING LIGHT 82810-52040**."
Depress the white tab, and unhook the plug from the relay box.





You're finished!

Disable your seat belt alarm (on/off switch)

Created by: **vodkalush**
Read about and Discuss: Here

What for:
If you want to disable your seatbelt alarm. I tend to do a lot 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)

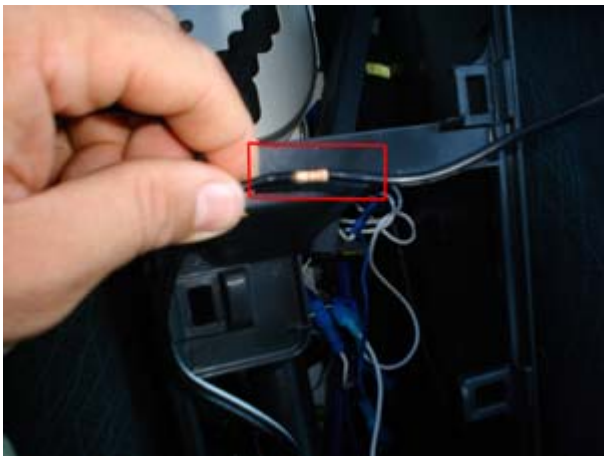
2. On the center side of your seat there is a small rubber "hose" with the seat-belt wire

3. Cut away some of the rubber hose, and expose the wires

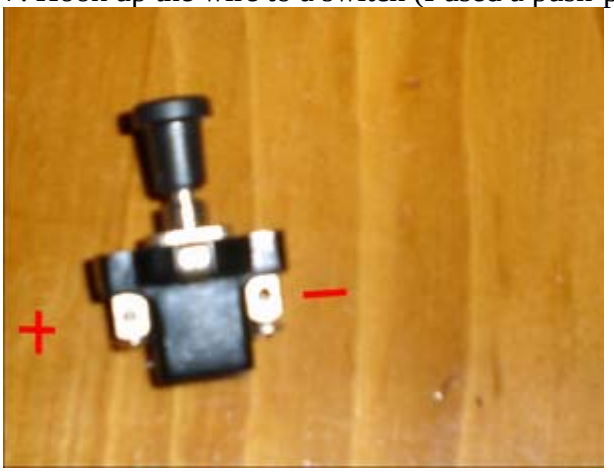


4. Separate the wire into "2" then strip a bit of each (you could probably remove the seat and
Then tap into the wire a lot easier... but taking the seat out sounds like a bitch)

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 accessible 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....

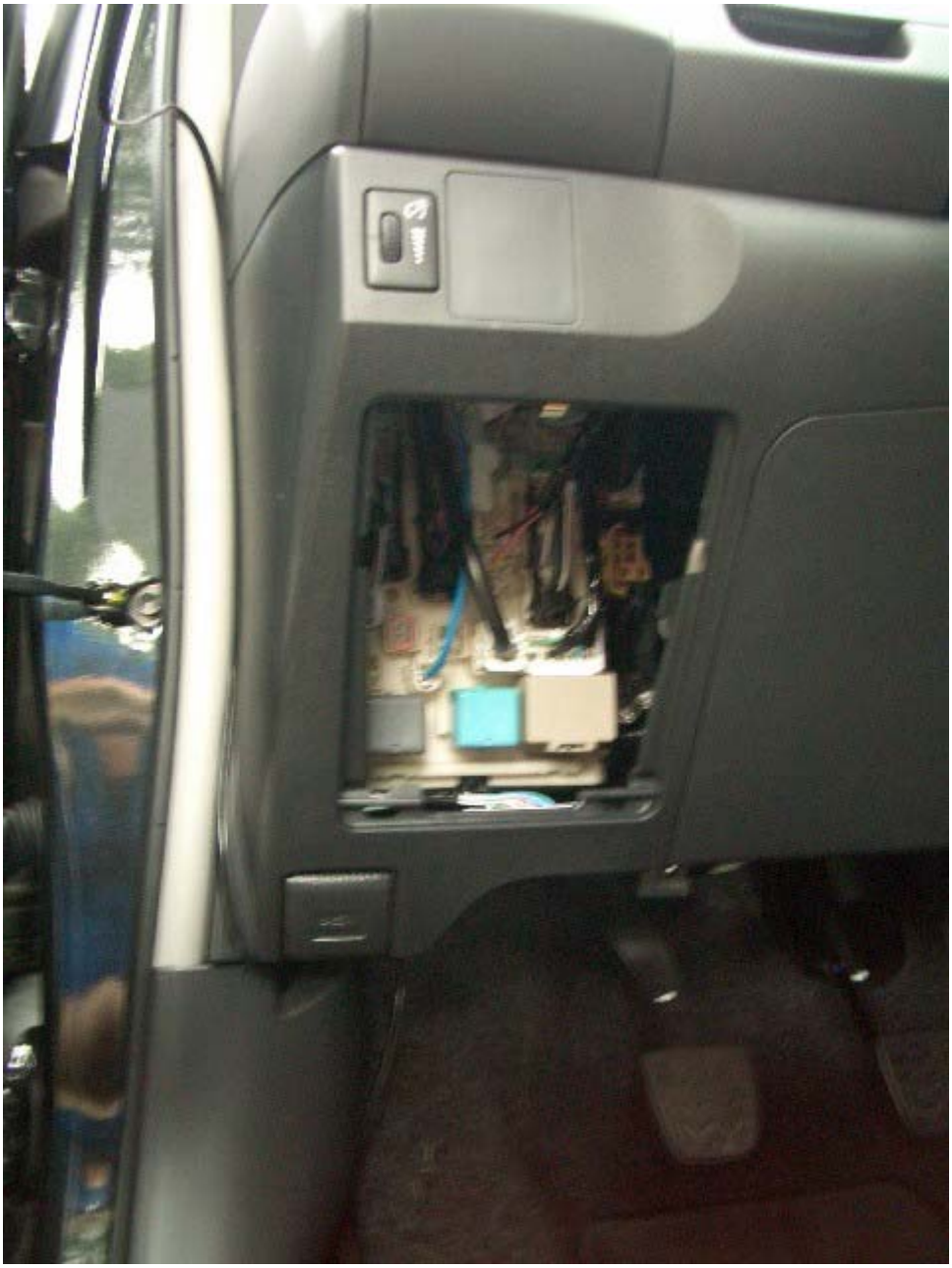
Discreet Mounting of 12V adaptor

Created by: **H8SGAS**
Read about and discuss: Here

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

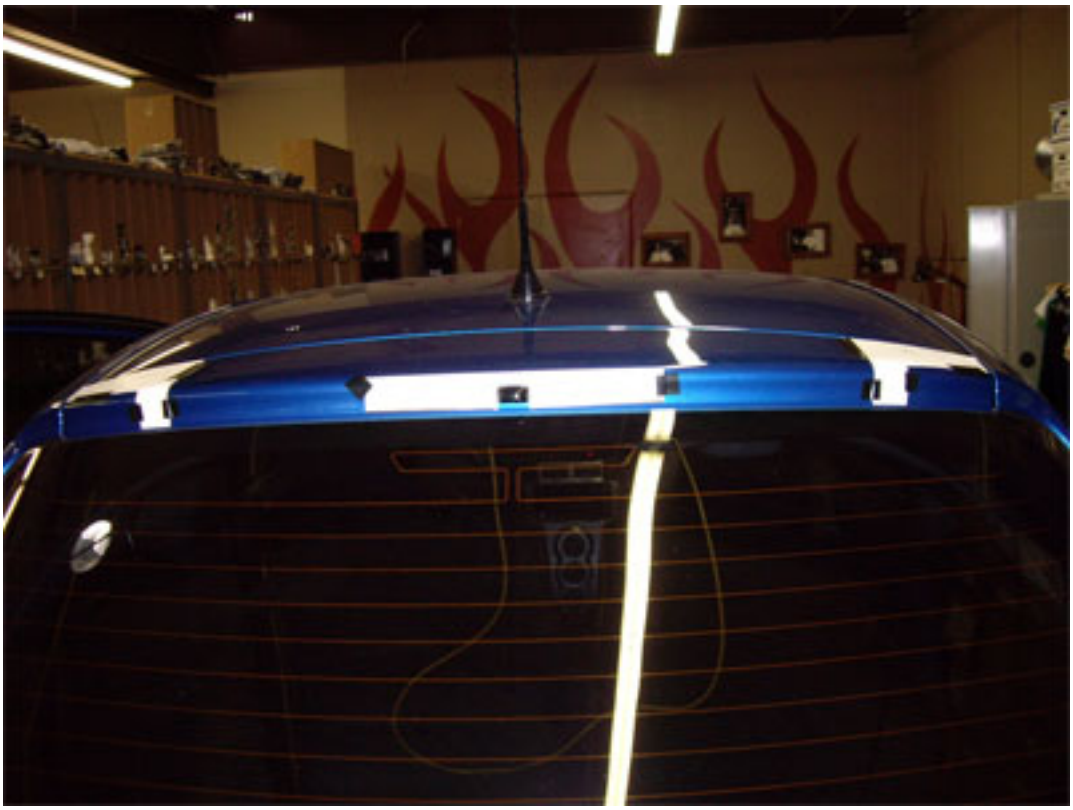
Hatchback Spoiler Install (Pics)

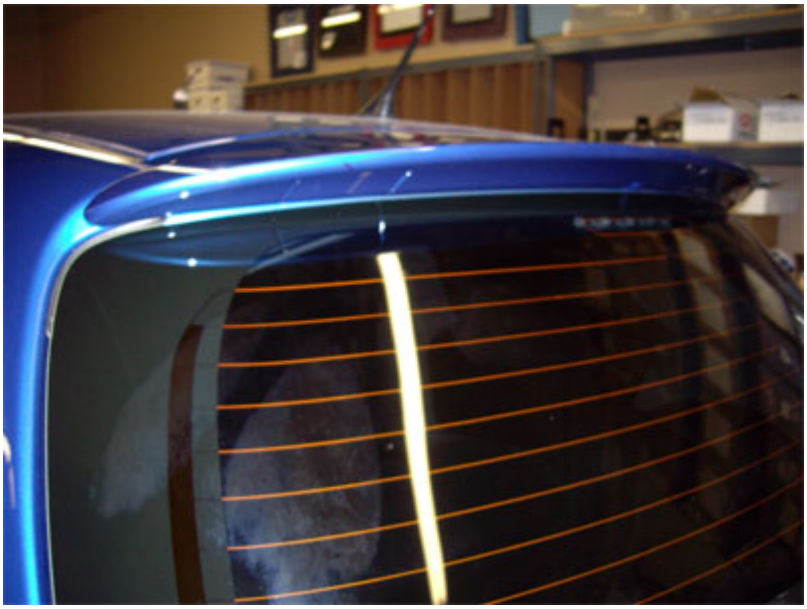
Created by: Toddhata
Read about and discuss: Here















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
Read about and discuss: Here

Terms 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)
- Masking tape

1- Start by opening your hood (DUH)
2- You will see these little black pivot 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 you're ready to take off the bumper. (As for me I didn't 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 (don't 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 that’s done, do it to the other one!!! When both headlights are off, shut the hood, lock up your 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 separate it with the butter knife!!! (if your doing it with your 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 separated it will look like this (that’s just the gooey glue)



12- Now get the parts you want to SPRAY paint. Go outside and spray IT! If you are painting it black, have about 3-5 coats on. AND REMEMBER NOT TO SPRAY TOO CLOSE, because there will be dry drip marks on it. You don’t want that. It doesn’t 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 your 2nd coat and so on.

Oh yea you might want to cover the spaces u don’t want to spray black, red, blue whatever color with good masking tape.

12 - Once everything is painted and you’re happy PUT IT ALL BACK TOGETHER :)


(I've just painted the top bit....that’s all I wanted done...)

13- now go back to your 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....

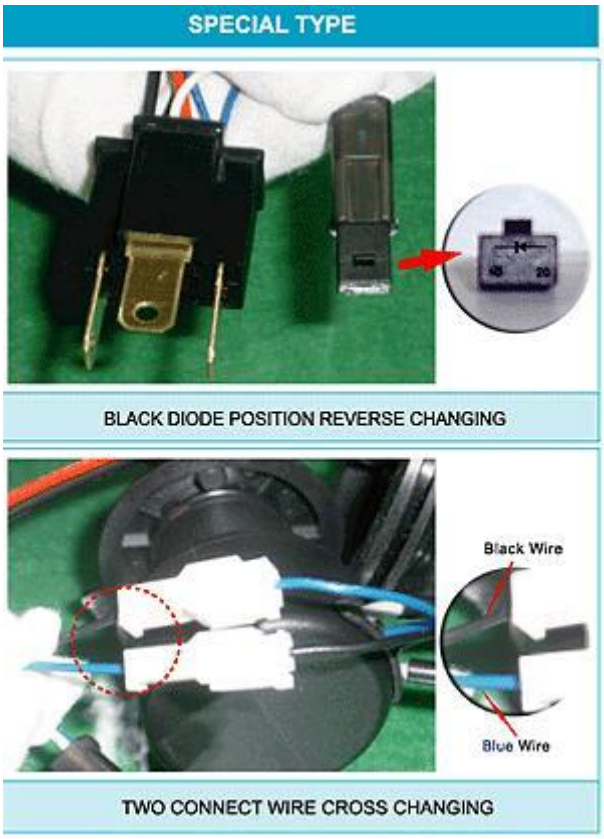


HID Installation

created by: Violin
Read about and Discuss: Here

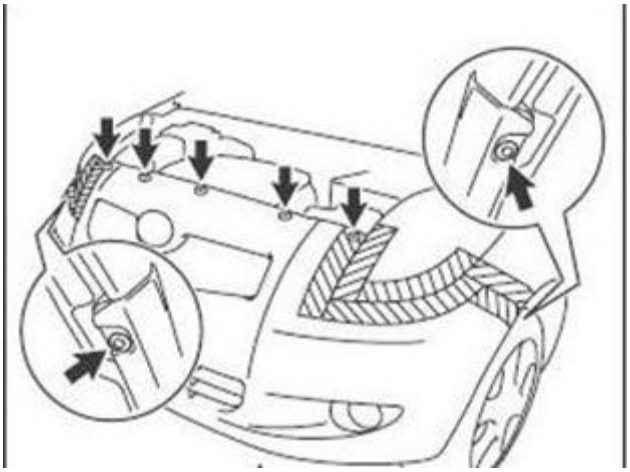
First of all, the Yaris has a switching ground system - one the three terminals are always powered, even with the lights off and the high and low beams are controlled by switching on the ground at one of the other two terminals. This is not the more common switching positives system found on most cars. Fortunately this kit makes it easy to handle this. On their web page, this is referred to as the 'special type':
http://www.namyung.co.kr/english/hotproduct/hidh4.asp

you simply disconnect the blue and black wires and reverse them. There is a diode with a little arrow drawn on it. You pull it out and turn it 180 degrees.



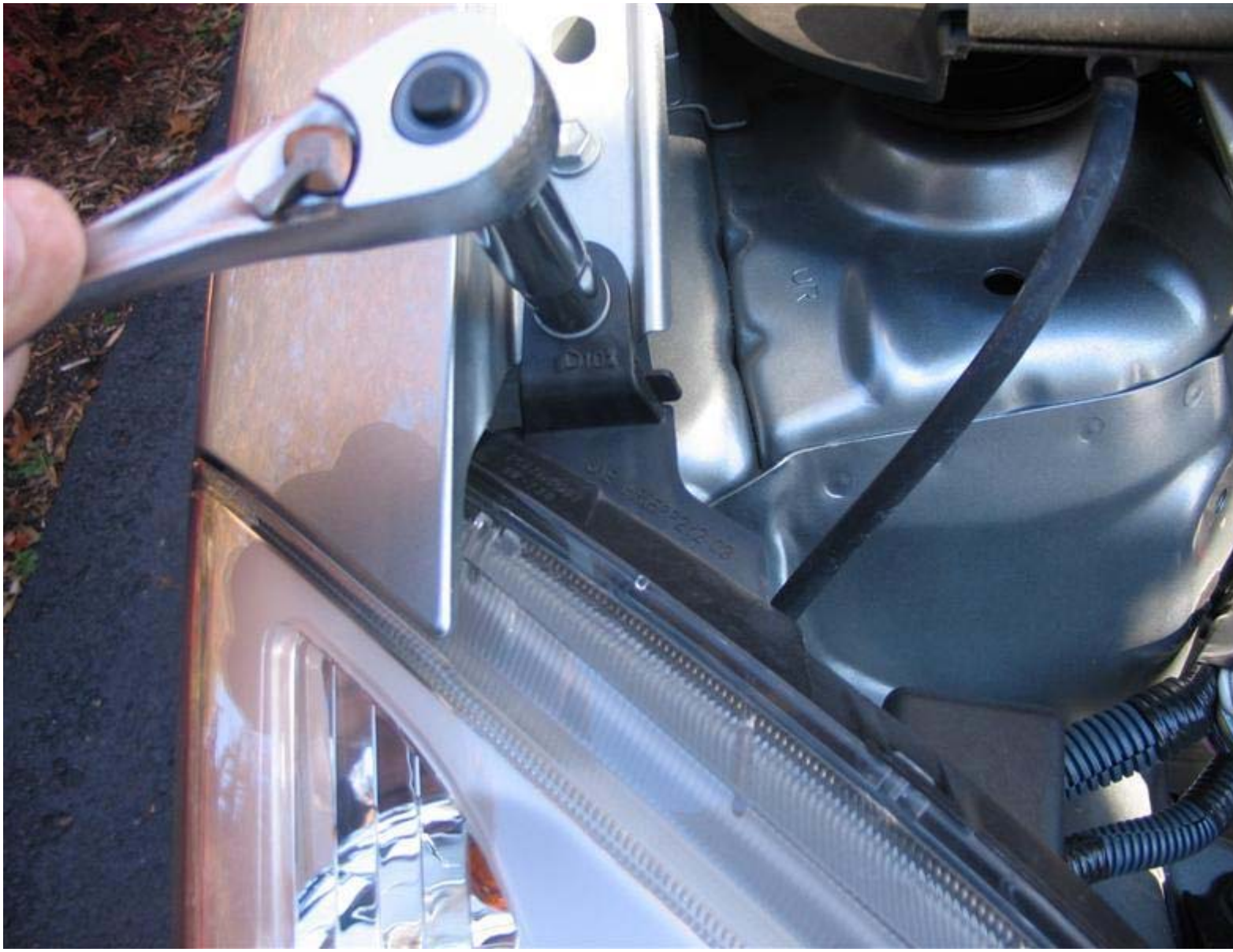
Disconnect the battery negative before you start.

It makes it a whole lot easier if you remove the five little black pop clips on the top of the bumper and the one in each wheel well to pop the top of the bumper out.





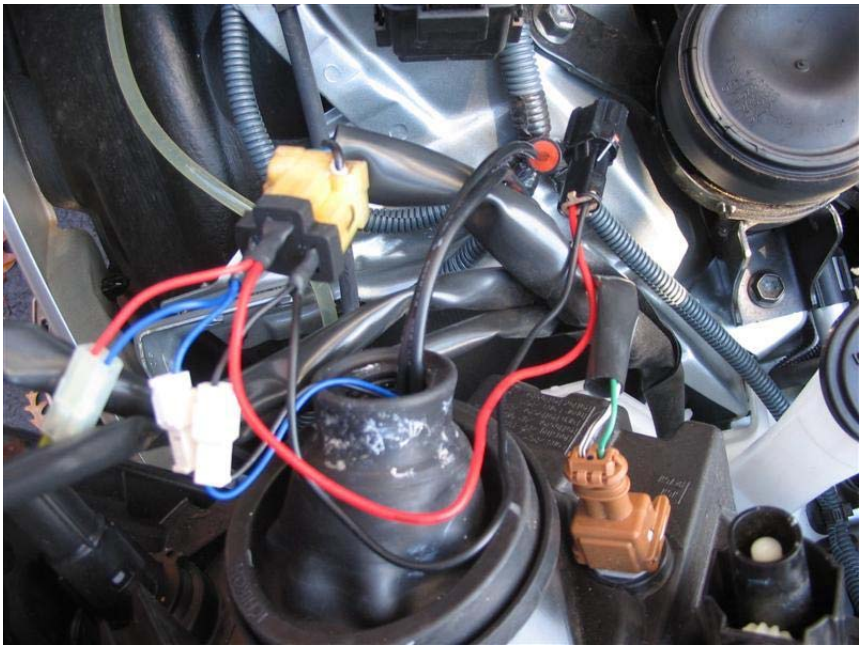
Remove the three bolts on each headlight.



It’s a good idea to mask each one so they don't get scratched.



Disconnect the wiring harness from each light and remove the rubber boot. Wearing latex gloves remove the old light bulbs and install the new ones. Carefully cut off the rubber boots supplied with the kit, they won't fit our headlights. Pull the wires through the factory boot and put it back in place.



This seemed like a good place to ground the new wiring harnesses.



The power wires on the new harnesses go to the positive terminal on the battery. I removed the fuses first.



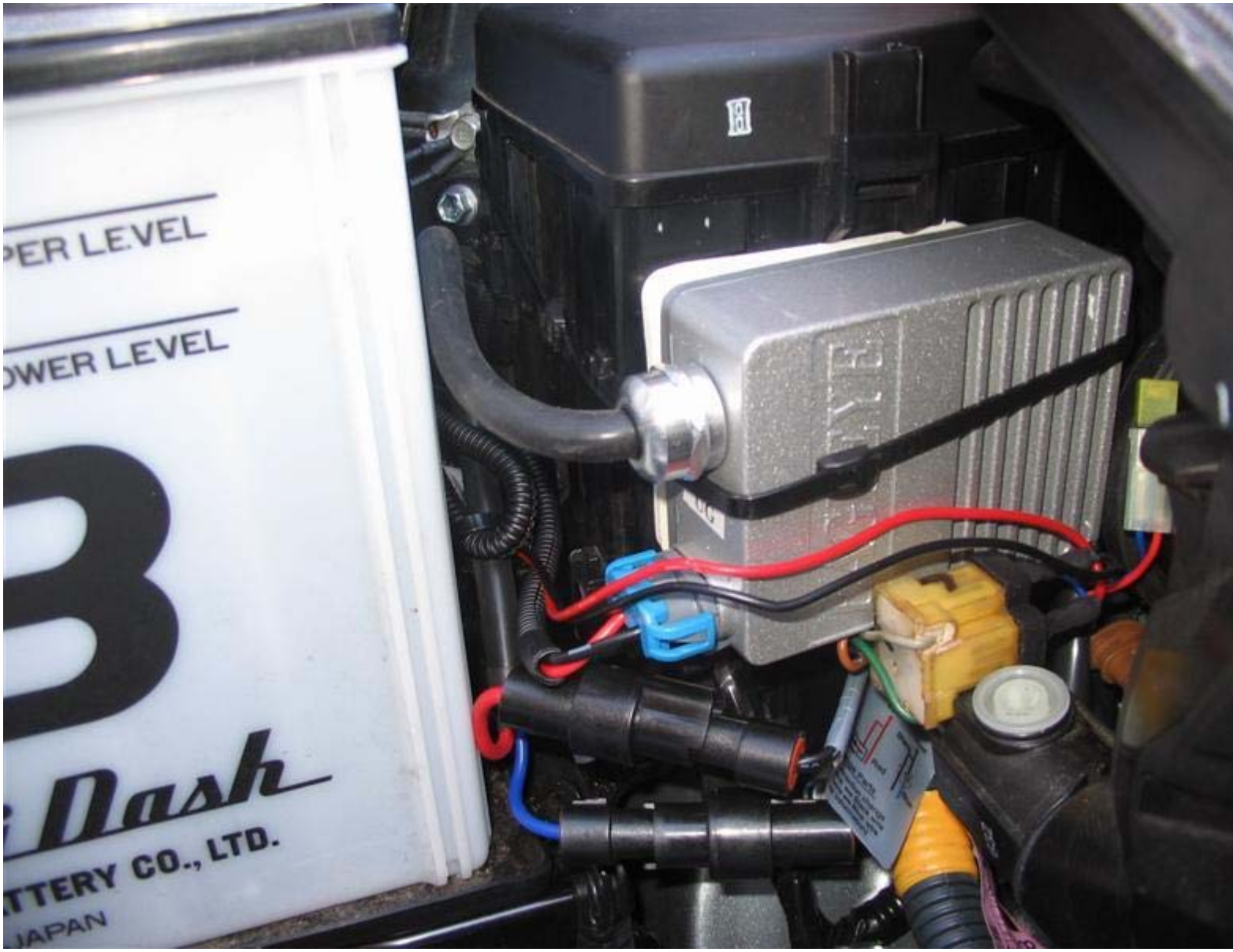
I got some M6 - 1.00 x 10 hex screws and lock washers to attach the relays on the top of the struts.


Hex Cap Screws
Class 8.8
0 08235 71044 1
Qty: 4
138373
HILLMAN
6mm
Wave Lock Washers
0 08235 71177 5
Qty: 10
138080





These spots worked for the ballasts.


ER LEVEL
WER LEVEL
Dash
TTERY CO., LTD.
APAN



I put a cable tie around each boot.



...and followed it up with some self sealing rubber tape - the kind electricians use on electrical services. This stuff is expensive, but I had some already and I really wanted to keep dust and moisture out of the headlight housing. You might safely omit this.



Finally, reinstall the 20 amp fuses in the new harnesses, reattach the battery ground, unmask the headlights and reattach them and the bumper.

Go grab a beer and wait till dark to aim the lights.

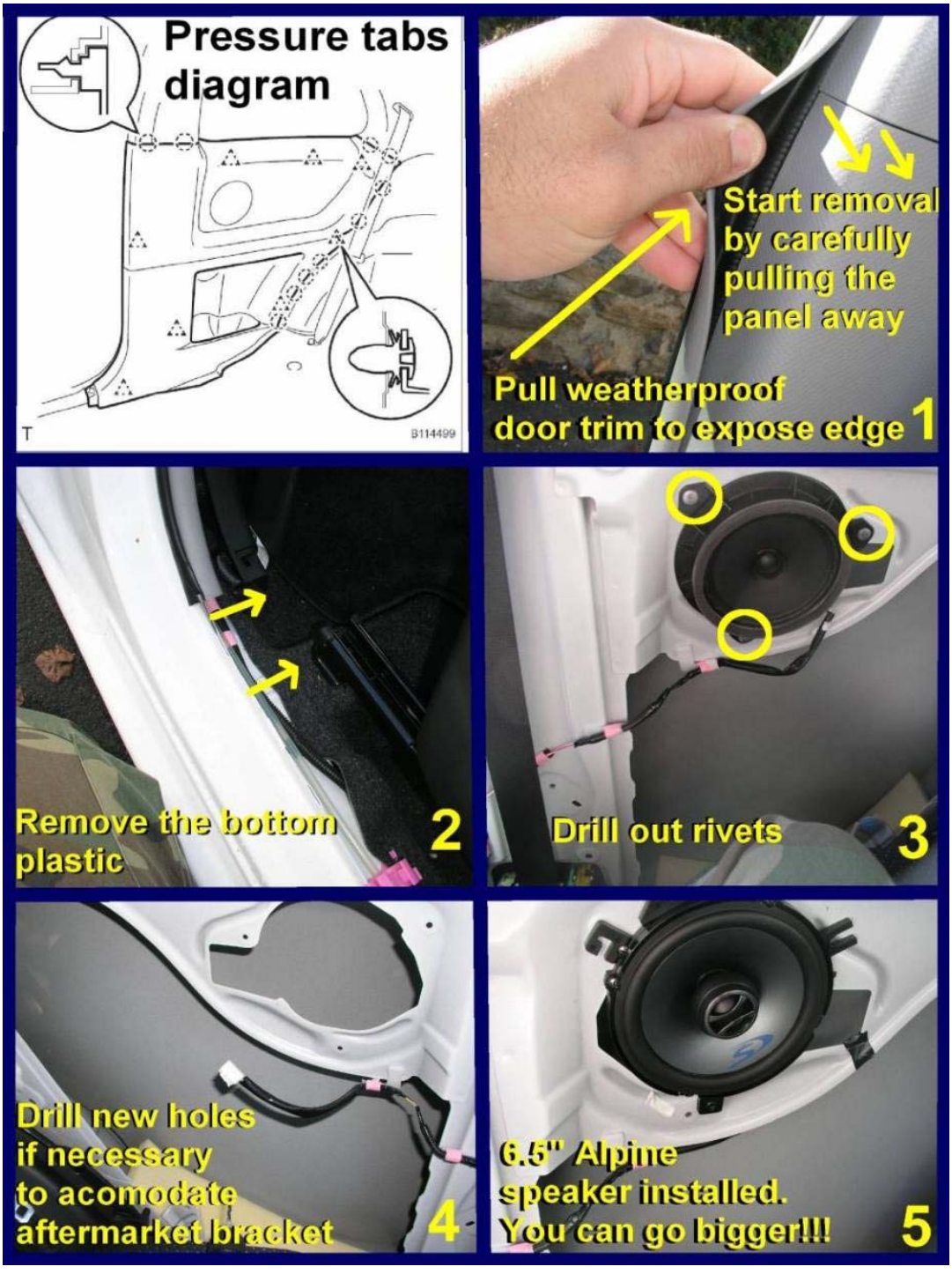
Lift back Rear speaker installation

by: **W.A.S.P**

Read about and Discuss: **Here**

First, look at the tabs' diagram so you will know what you will encounter when pulling the panel away from the car's body. You don' need to remove the rear seat or the weatherproof trim to pull the panel apart, just use patience, common sense and have a beer next to you and the process will be painless.

Keep this in mind, in the middle of the panel there is a pressure tab blue in color that is not pictured in the diagram; be careful not to break it. Place one hand on the inside of the panel to feel the tabs that you can't see; don't just yank the panel off. Once the panel is off you will see that there is a lot of room for even a sub woofer in that space, you can use several sizes of speakers on the stock location, as long as you have the appropriate brackets, you might have to drill new holes for some applications. I used the brackets provided with my Alpine speakers and had to drill three new holes for the new brackets. Since the stock speakers have a special connector you might have to cut the wires. No biggie; once you see what the stock speakers are made of you will know you'll not use them again!
Do this process in reverse to reinstall the panel and there you go! Enjoy the new sound!!!!



Megan Header install [pics]

created by: **Chris07LB**
Read about and Discuss: **Here**

Special thanks to **RICEBOY** for heading up this Group Buy, and making it all go smooth.

Very easy to install, and with the correct tools, it can be installed within 30 minutes, to an hour taking your time.

First, here's how the two compare.







Let’s get started...

First remove the (4) 10mm bolts holding the heat shield to the stock header.

Next, jack up the car, and support it with jack stands at all four corners.

With a 3/4" drive ratchet, 12" extension, and a 15mm socket, remove the (2) bolts holding the collector to the header. Crawl out from under the car, and under the hood remove the last (3rd) 15mm bolt holding the support bracket to the bottom of the header. **Discard these bolts.** You will be using the (3) replacement studs, washers, and lock washers included with the Megan header.





Next a 1/4" drive ratchet, 12mm socket, and a 12mm box wrench will be used to remove the (2) nuts and (3) bolts holding the stock header to the block.

Unplug the O2 sensor, and remove stock header.

Remove O2 sensor from header bung, and install onto Megan header.
Install new donut to Megan header, and new gasket to block.



Install the (2) included studs on the collector. They will only thread on one way.



Slip the header inside the car, and align the studs to slip into the collector. Snug up the collector with the included washers, lock washers and nuts (17mm). Install 3rd stud, washer and lock washer into support bracket... sung up only for now.

Re-install the (2) nuts and (3) bolts to hold the new header to the block. Torque to specs. Now tighten the support bracket and collector nuts.



Be sure to route O2 sensor correctly onto the metal hold bracket. This will keep the wires from touching the header and melting.



Enjoy it for a few hundred miles, then re-torque to specs again.

Power Outlet Mod

Created by: sroberts
Read about and Discuss: Here

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 wires into.



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



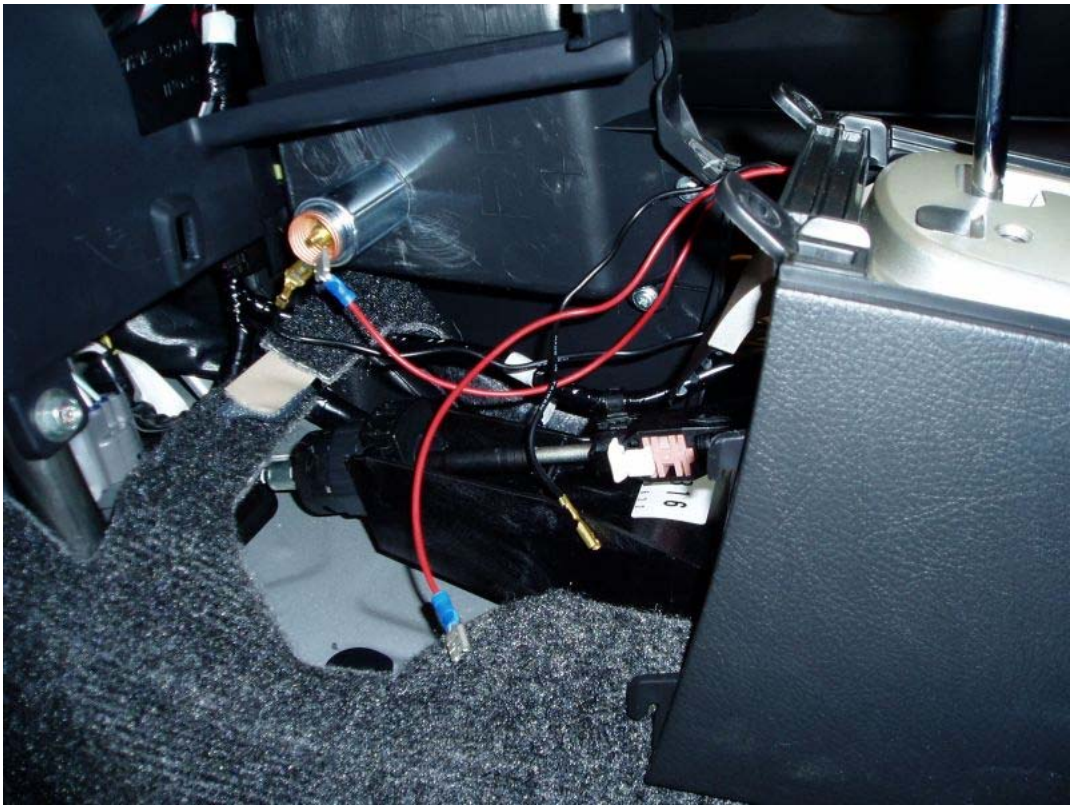
I then figured out the best place to install the outlets. This was tough because there is other things behind these compartments
Here is the drivers side outlet.



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 driver side 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!



Power Rear Hatch

created by: **acrbill**
Read about and Discuss: **Here**

I just got my power door lock kit that I ordered off of eBay. I also ordered an alarm so I could open the doors with a remote.

I had the guy send another actuator so I could figure a way to unlock the rear hatch.

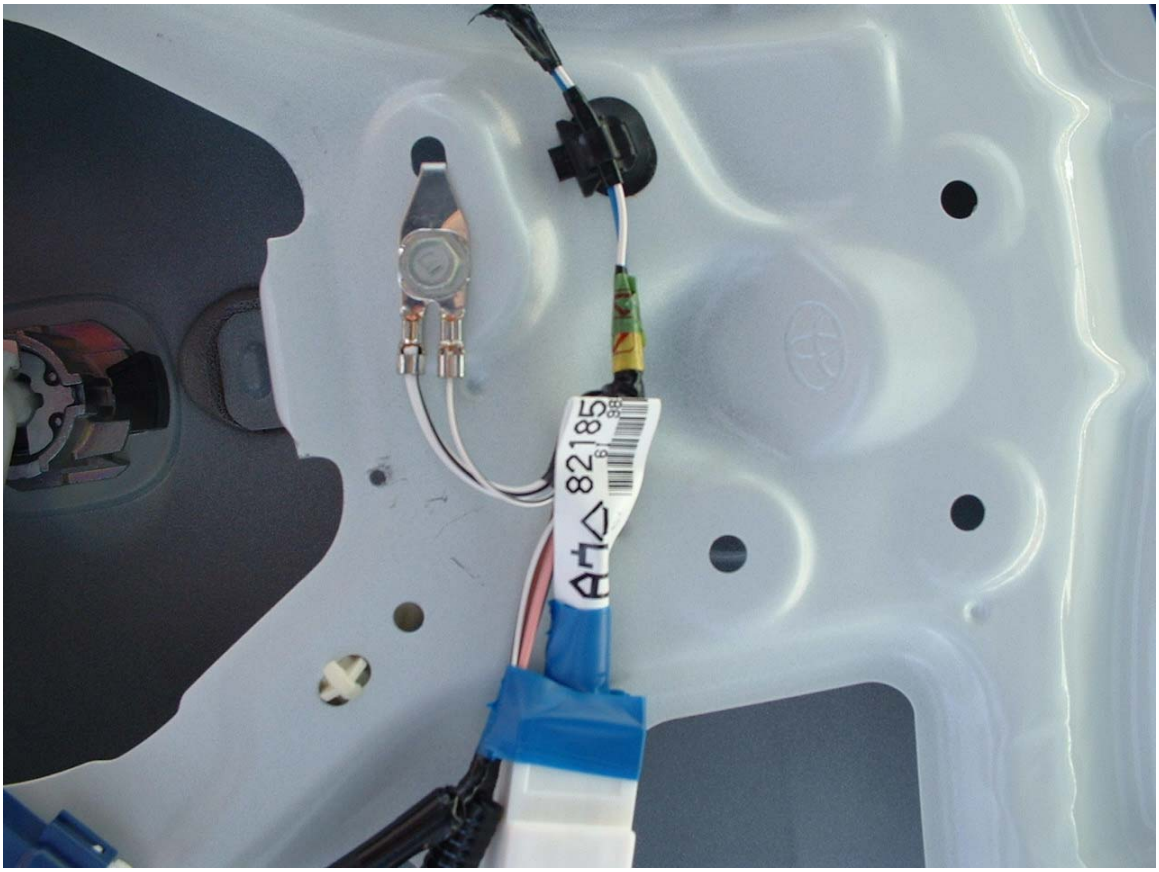
It took a bit of thinking but I figured it out.

This first pic shows the lock mechanism from behind. If you pop off the little inspection cover you will see that when you turn the key the white plastic arm moves.



The lock kit comes with some strapping that you attach to the actuator and then bend it so you can screw it to the door frame. In this instance they would be too flimsy so I bought a length of #10-32 threaded rods.
I threaded it into the screw holes on the actuator and secured them to the door frame through 2 unused holes.

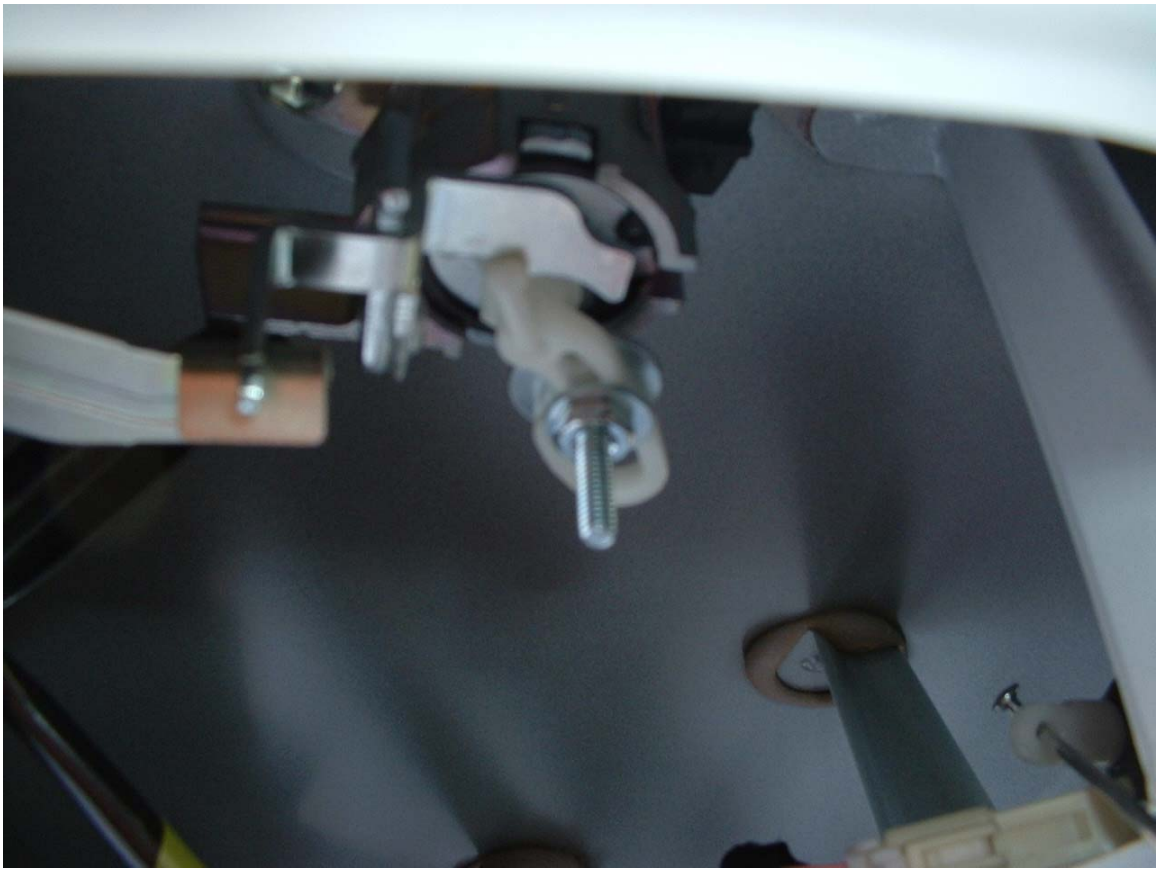
Here is a pic of the holes that I used. It's the 2 holes on the bottom of the pic.



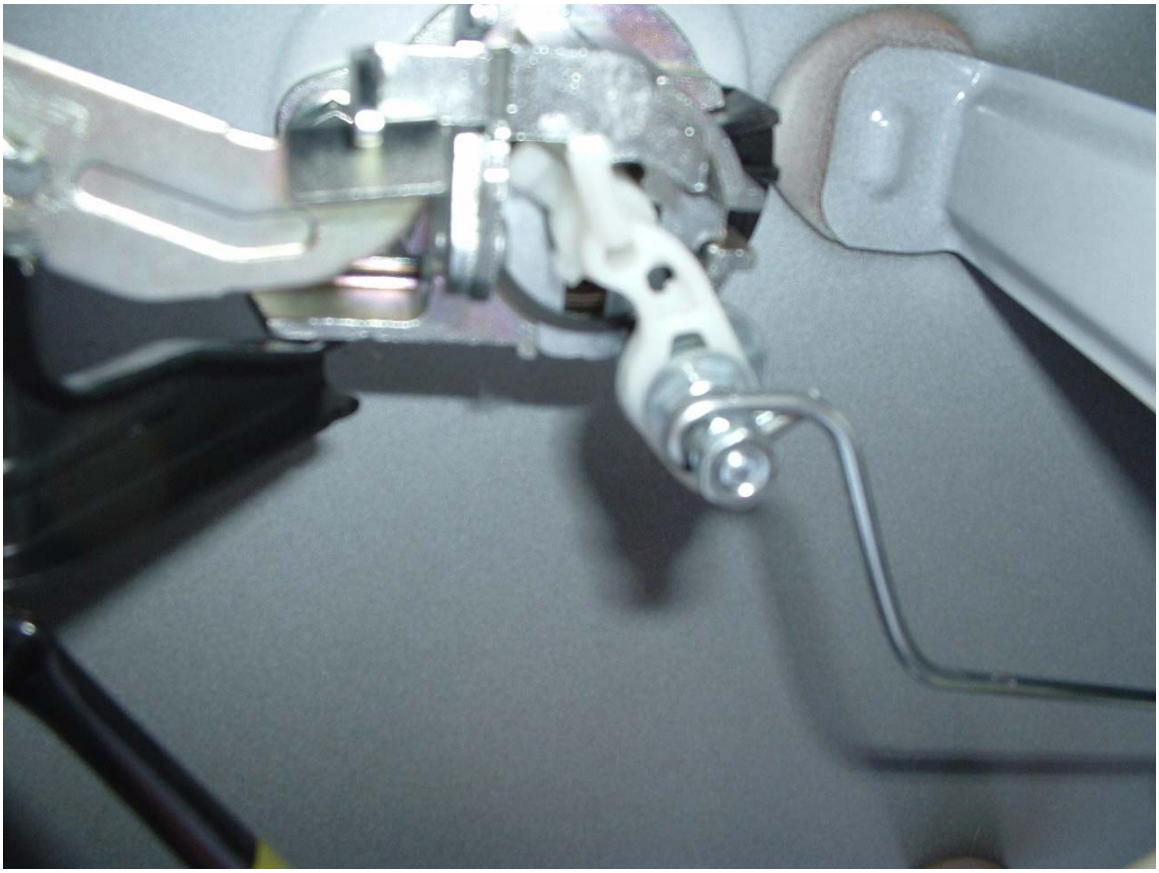
If you look at the first pic you will see the open area on the plastic lever piece. This is what made the install sort of tricky. First off that entire mechanism moves when you press the button in. That meant that I could not mount the linkage solidly.
The other problem was that if you measure the swing of the end of the lever the actuator did not have enough push length to completely open or close the lock. As you move closer to the center of the mechanism obviously that swing amount lessens, but you lose leverage so I decided that I had to mount the linkage to the center of that arm slightly favoring the center of the lock.

Now that I had the theory worked out I needed to find something that would let me mount the linkage to the arm and still allow the button to be pressed without bending or binding.

What I ended up doing is securing a 1" #10-32 bolt to the lever. I used washers on each end and sandwiched the lever.

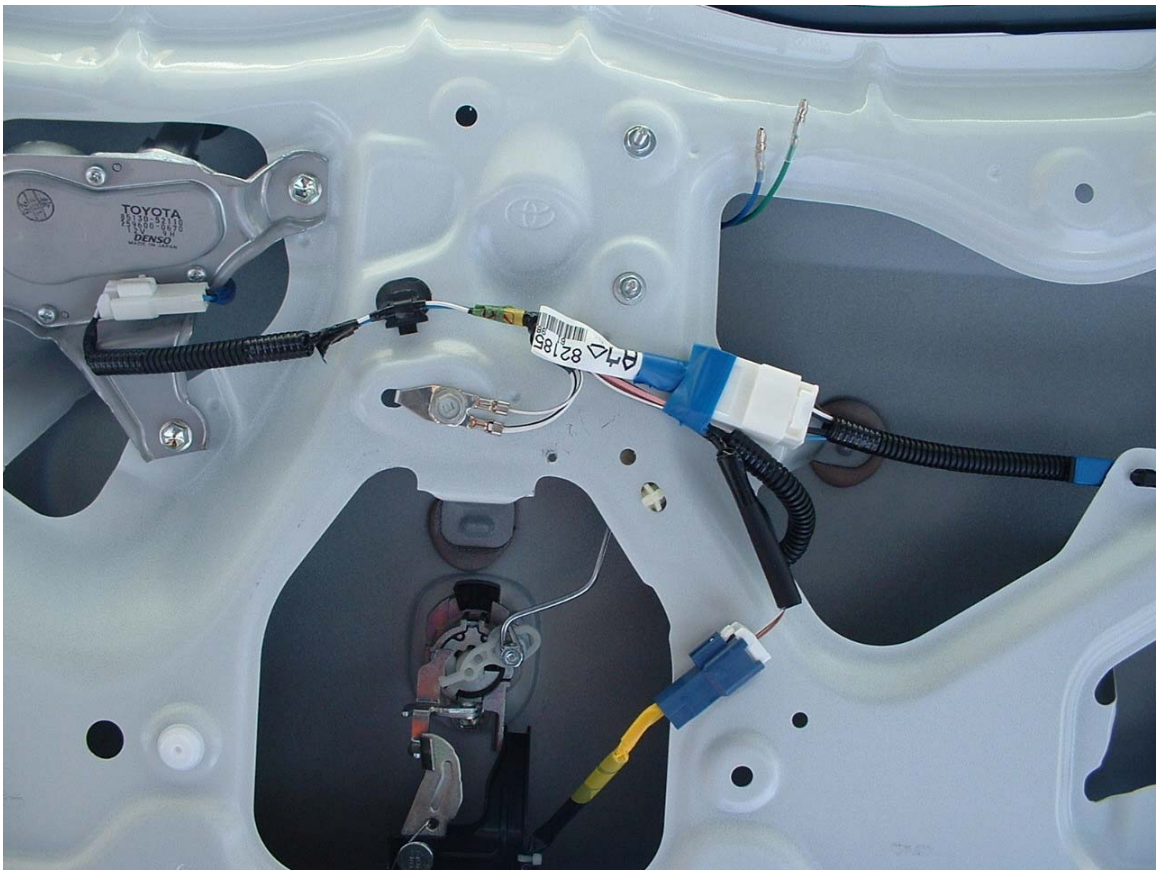


I turned the end of the actuator so that the rod would have an up and down range of movement.
I bent the linkage to line up with the bolt and marked the bolts location on the linkage. I then looped the end of the rod to attach to the bolt.



Here in the last pic you can see the rod coming through the holes, the bent linkage and

How it attaches to the bolt and lock mechanism.



Once it was all done I used my portable jumper cable box and triggered the actuator to be sure that it fully locked and unlocked the mechanism. I had to open up the bend on the linkage a bit, but now it works well.

Next step will be to run the wiring, but that shouldn't be too difficult.

Removing Door Panel (pics)

Created by: **punch**
Read about and Discuss: Here

Off 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 break the plastics tabs off... then you have to unsnap the inside door handle mechanism to fully separate the pieces.









TAKING OFF DOOR PANELS

Created by: hasher22
Read about and Discuss: Here

NOTE: Sorry people I have pics to the tutorial but I can't be F***ED uploading 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 detached.

>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.

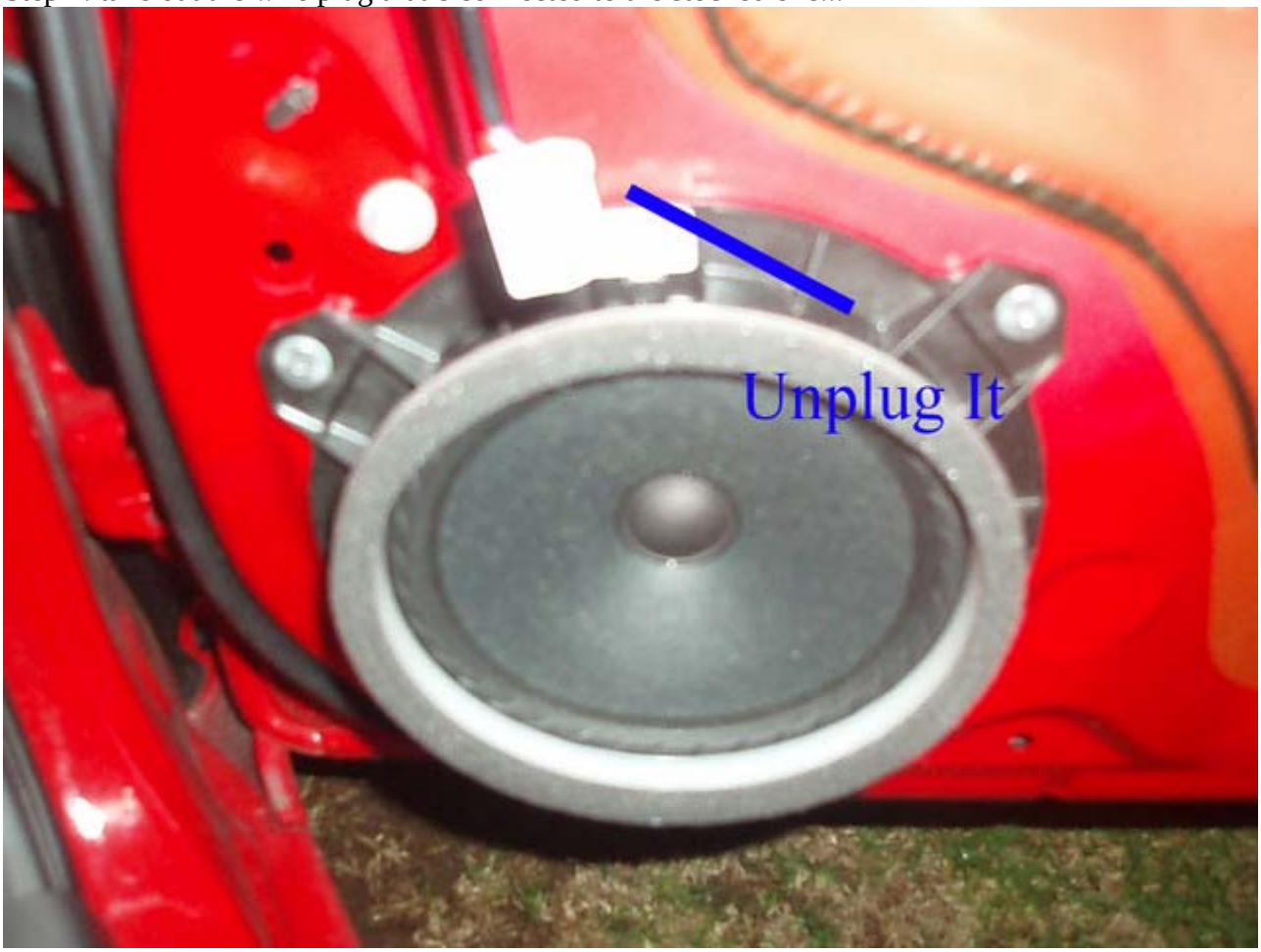
REPLACING 6.5" INCH SPEAKERS. LB & SEDAN

created by: hasher22
Read about and Discuss: Here (post 5+)

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

THE PROPER WAY

Step 1: take out the wire plug that's connected to the stocked one...



Step 2: Get a DRILL and DRILL OUT the rivets that is riveted on.... (The silver things) there’s 3



Step 3: get the "SAT6" bracket/spacer and attach your 6.5" speaker onto it. Don’t know where to get the brackets from? That’s easy. From EBAY!



Step 4: Once your new speakers are in the Sat6 speaker brackets, its time to connect the wire. Remember Neg with Neg, Pos with Pos. Use the scissors the strip the wire and connect it.
This chart will help you if you don't 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 don't 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.

REPLACING 6x9" INCH SPEAKERS SEDAN

Created by: vodkalush
Read about and Discuss: Here

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 rivets 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 rivet (holding front of cover)*



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



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



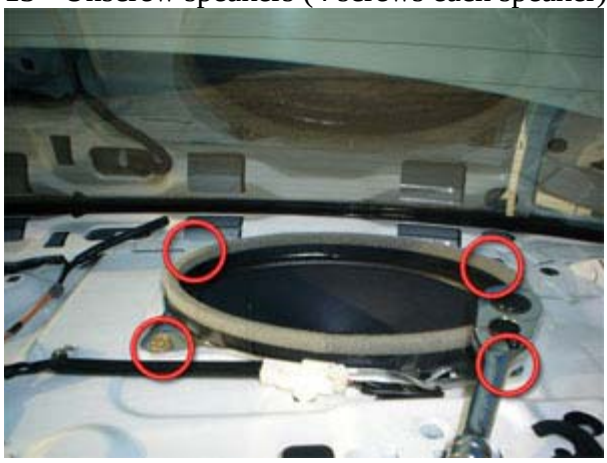
11 - The stock speaker; remove foam padding.



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 car seat brackets back on. Install all of the plastic rivets.



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



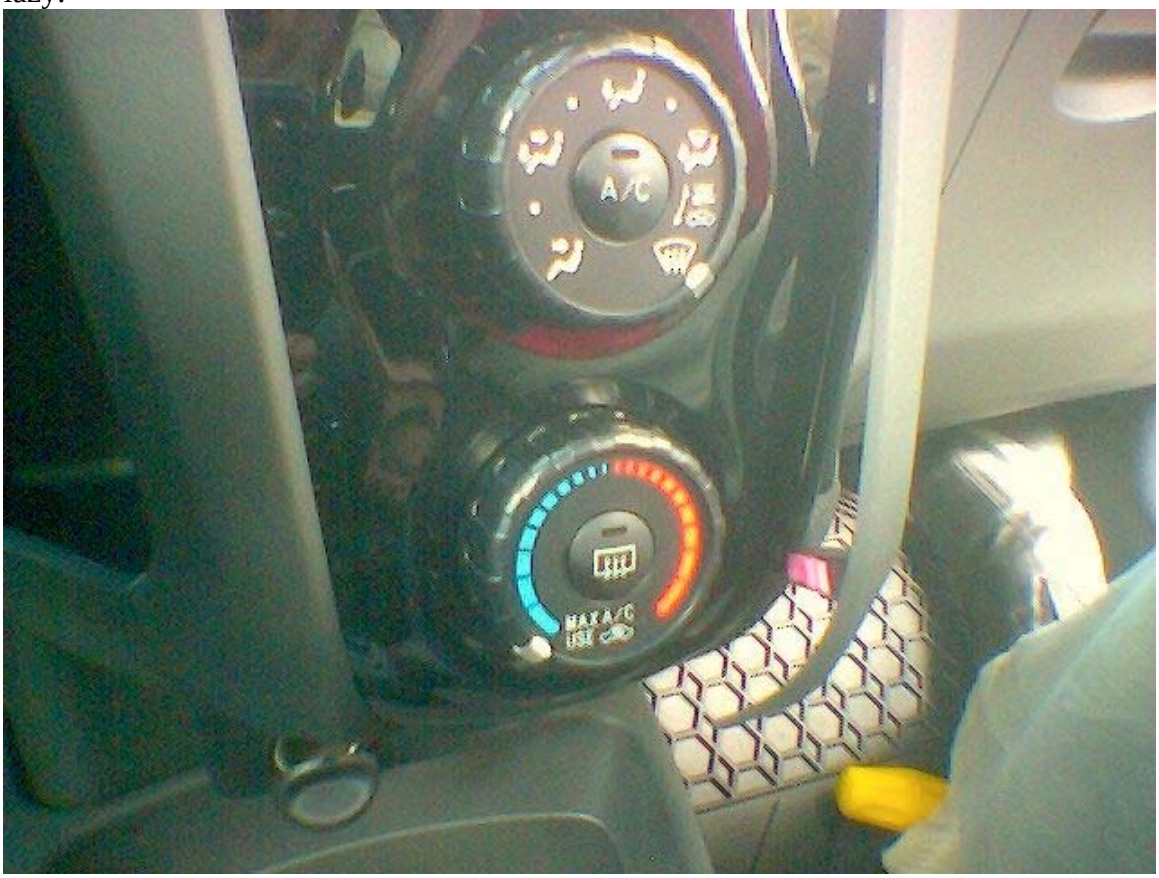
Replacing stock deck - photo tutorial

Created by: **gravylegs**
Read about and Discuss: Here

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 whole 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 don't 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**
Read about and Discuss: Here

First, for the money and quality of the Tanabe Strut Bar, you can't go wrong.
Everything about the kit is straight forward 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 won't back off / loosen over time like whets included.



Install is a simple 30 minutes taking your time.

Tools needed;
1/4" drive ratchet
3/8" drive ratchet
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 ratchet 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 it’s where it

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





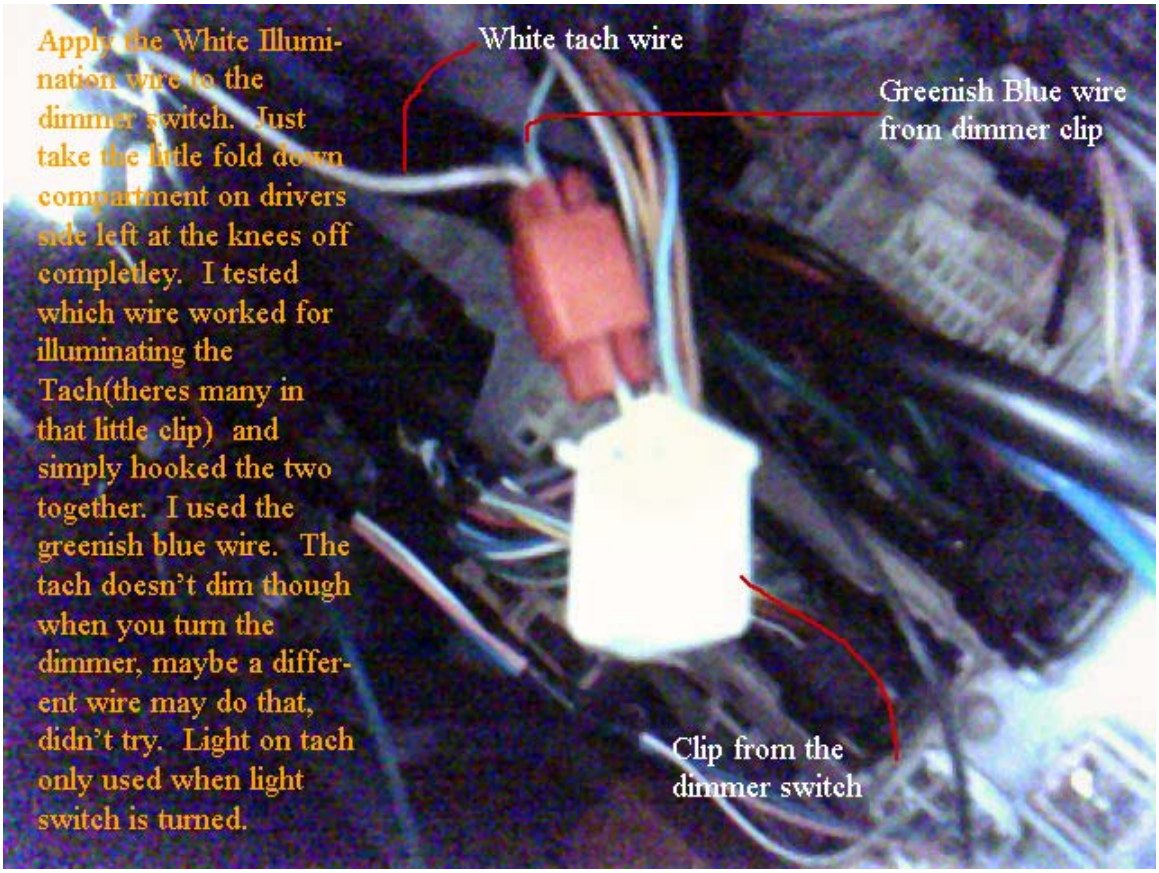
Finished! Go enjoy your new tighter feeling Yaris.



TACH INSTALLATION

Created by: Leenis24
Read about and Discuss: Here

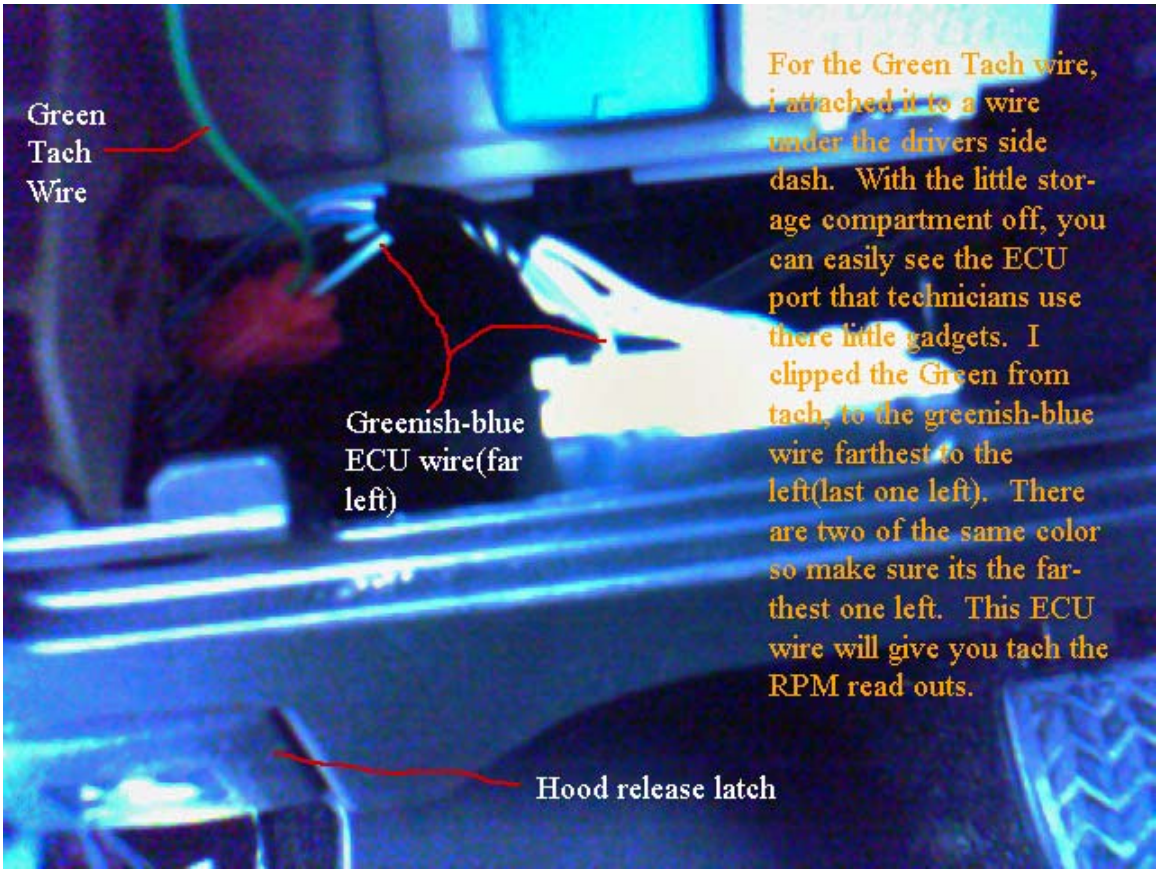
1.



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.

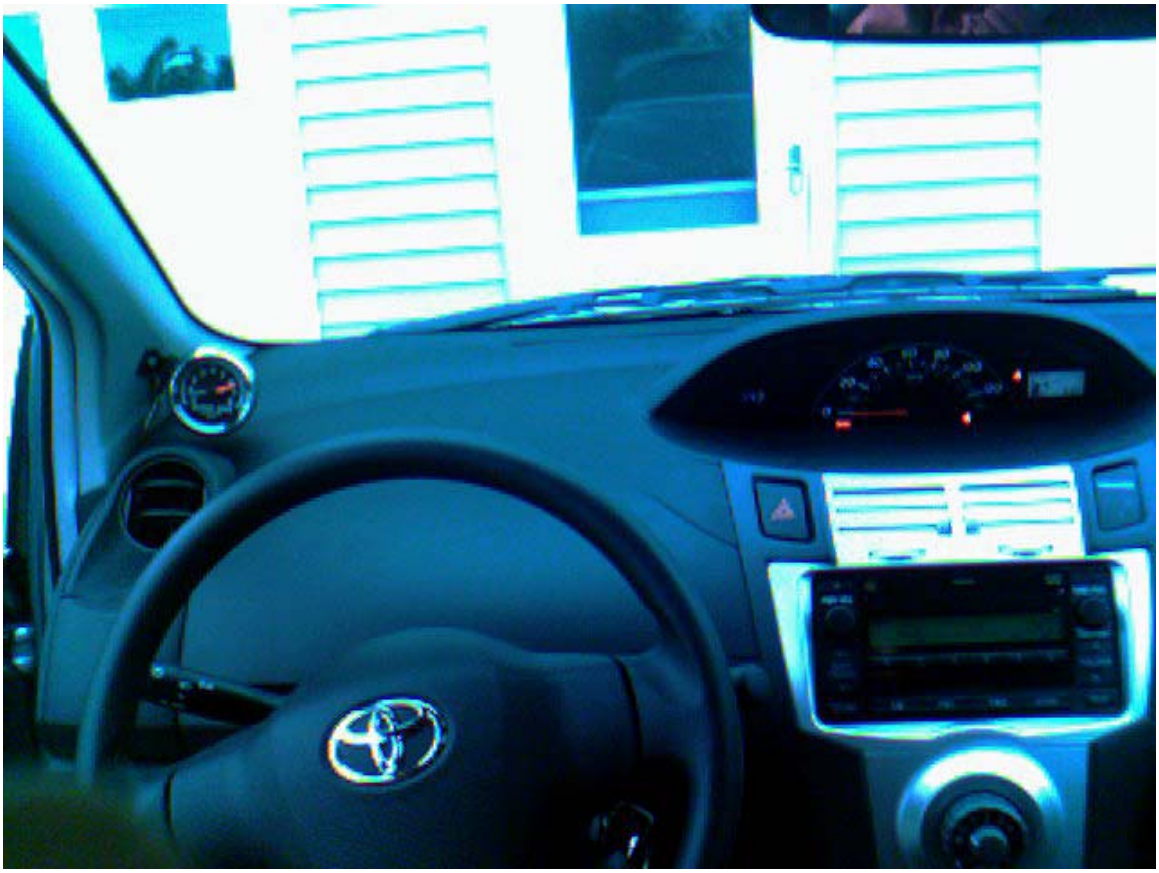
3.


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.



Tint/Vinyl your tail lights

Created by: Chris07LB
Read about and Discuss: Here and Here

OK, I'll begin by saying that this is the first mod I have attempted to do myself on this car... any car really for that matter. I took the dash off an Eclipse once, but other than that I'm not much of a DIY-Er.

Having said that, I was REALLY geared up to get these lights smoked. I love the look, and I was excited to get there. Now that the entire situation is over, I can tell you three things.

1) There are lines and bubbles everywhere in my tail lights right now
2) I now know without a doubt how to do this perfectly
3) I only made one mistake

The one mistake was that I didn't bring a friend, because flat out, those tail lights are too angular to do this yourself. You need to stretch this film a whole bunch to get it over that big ridge on the tail light without any imperfections. In order to stretch it, you need to apply constant high heat. I found that a 2-5 second interval of heat from a run-of-the-mill hair dryer at about 6 inches was perfect. Ideally, you want to heat, stretch, squeegee, spray, heat, stretch, squeegee... etc. Throw taking pictures for a DIY in there and this is officially a two man job. Rvinyl didn't suggest the heating or the spraying of the adhesive surface either; those are just tricks I figured out through a little trial and a little more error. That being said, I'll at least give you guys what I have so far...

Excuse the poor quality images, camera phone...



Stuff I used
2 2' x 1' rolls universal vinyl, 20%
Graphics squeegee
Blow dryer
LED flashlight (night install)
Spray bottle
10mm ratchet
Plastic drop cloth
Exacto knife

Gloves
70% isopropyl alcohol

MISTAKE: Using a plastic drop cloth for sticky vinyl was the stupidest idea ever... it was a nightmare any time the vinyl touched the surface.

Our first suspect, the side markers.



Driver's side, with your fingertips toward the rear of the car, slides the entire piece toward the front of the car.



While holding the marker forward, pull from the back and the clip should clear the skin. Then just pull her out.



See that tab just below the wires?



Push it and remove the harness.



Next, tail lights. Start by removing the two vented panels in the rear. Just wedge the tip of a knife or a flathead screwdriver into the slot on the top of the panels and a little leverage will have them loose in no time. (Images of right tail light)



This shot is looking up behind that panel into the rear of the tail light housing. You'll see two bolts on your left. They're 10mm. Remove those.



Once those are off, the light will come out. They're stubborn though, so be a little careful. I had a lot more luck pushing them out from inside the trunk than I did pulling them out from the rear.

Once you have them out, remove the silver plastic panel on the back that has the parking/turn signal light in it. It just pulls off. The brake light bulb in the back screws to the left a quarter turn and pulls out as well.



In a spray bottle, mix two parts water to one part alcohol. Spray the lights... I mean douse them. Drown them. I sprayed the lights and wiped them clean with a lint-free micro fiber towel probably a dozen times. You don't want any oils or dirt on the lights. It won't allow the vinyl to adhere. This is the same reason why you should use gloves.



OK, no pictures from here because, well, my hands were tied. Basically I spent 15 minutes trying to squeegee bubbles out of the tail lights. It wasn't happening... paralleling my original fears, the vinyl wouldn't bend over that huge ridge in the tail light without making a ton of bubbles. I tried a little heat (dryer on low) to no avail. Finally, I said screw it... at that point I was convinced this was going to be a total loss if not a good learning experience. I cranked the hair dryer to high and started stretching and was finally having some luck. The second light I did came out close to perfect. The side markers are perfect. The first light is a wreck, and even the second light has some bubbles, but again, it was a learning experience at this point.

The proper way to do this would be to have someone standing over you applying high heat to the vinyl at sporadic intervals. In the few seconds after the vinyl is heated, it is extremely flexible and can be formed to anything. A quick stretch with two hands, hit it with the squeegee and you're good to move on. A couple other imperatives are to spray both the adhesive side of the vinyl and the tail light **liberally** with your alcohol/water mix often and to NOT work from the center out as you may be tempted to do right off the bat.

So for now, I roll around with my less-than-perfect install until payday on Thursday when I can order some more vinyl and try again. The nice thing is the vinyl was only 20 bucks, so it isn't like I broke the bank learning the hard way. The next install will be

perfect. I'll be doing it next Monday, at which point I will post it as a DIY. For now it’s just a LITHWY (learn it the hard way yourself).

Here are some night preview shots of what it will look like. Since it was in pisspoor lighting and done on a low-res camera, you wouldn't know I screwed up. Haha.



For those of you that have been following my vinyl-fueled saga from day one, here is the final update. I smoked the tail lights and side markers using universal vinyl film purchased from rvinyl.com. To smoke all lights on a Yaris, you will need approximately 7 square feet of vinyl. This is a generous estimate, but the product is cheap and it is better to have too much than not enough. The tail lights and side markers alone can be done with two 2'x1' sheets, one for each side. Tools I used in the project include:

- Graphics squeegee (purchased from rvinyl.com)
- 2-1 mixture 70% or higher isopropyl alcohol to water, in spray bottle
- Clean, lint-free micro fiber towels
- Exacto knife
- Hair dryer
- 10 mm socket (for tail light removal)
- Flathead screwdriver (for interior panel removal to expose tail light bolts)
- Plastic drop cloth

The first time around I learned a few things.

[1] Do not attempt to apply this vinyl kit by yourself. You'll need 4 arms.
[2] The tint severely affects the function of the reverse lights. (Notice the second time I cut these out)
[3] Completely perfect results are extremely hard to attain.
[4] The key is heat!
I can't do a true DIY for this mod because it would be pointless. This is more of a feel mod than a step-by-step execution mod. In other words, you'll never get this right the first time. You'll be lucky to get it right the second time, but with practice you'll get better and better. This is the second time I have smoked these lights now, and the third set of lights I have smoked in the past two months, so I had a little bit of practice. I wish I had a digital camcorder, because I would have really liked to just record the process I went through for each light. Each tail light took about twenty minutes to a half hour to wrap with the help of a friend. It took maybe another 15 to clean up each light and cut the center section out. It isn't easy, but it’s cheap, and that was the goal... to provide an alternative to headlightarmor.com's tail light smoking kit, which costs more than twice as much as it cost me to apply this vinyl twice and purchase all the tools I need to work with vinyl over and over again.

So like I said, I can't give you guys a DIY, but I'll let you know everything I know now that I wish I would have known then.

1. **Your alcohol mixture will buy you time**
   In general; follow the instructions that come with the kit. There are two things in the supplied rvinyl instructions that I disagreed with, and this is one. They suggest to only use the alcohol to clean the surface of the light, but I found by spraying the adhesive side of the vinyl it bought me some time to adjust and remove bubbles.
2. **Yaris tail lights are extremely hard to wrap**
   this is more a harsh reality/warning than a pointer. The other car I did was a 1991 Ford Escort hatch, and those tail lights were flat except for one curve. Ours have two. The second curve makes the difference between a 15 minute install with 3 bubbles and a 30-45 minute install with a couple more bubbles.
3. **Buy a graphics squeegee, and use it often**
   Using force alone to adhere the vinyl to the surface of the light will leave you with more bubbles, more wrinkles, and a less professional looking finished product. When ordering the vinyl, spring for the two dollar squeegee and use the sucker often.
4. **All bubbles are bad**
   the instructions say not to worry too much about bubbles, because they should evaporate out/gradually disappear. This is BS and the second part of the instructions that I didn't agree with. 75% of bubbles left some visible imperfection after being popped with the tip of an exacto knife and left to dry out.
5. **The tool you'll use the most: hair dryer**
   x10. Because of all the bends and such in our lights, and because this vinyl is a rigid product when cold or room temp, you need to constantly be heating the vinyl to around 80-85 degrees and stretching it around the curves of the lights. After it is heated to this temperature, you have 2-3 seconds of time to stretch the vinyl before it is back to room temperature and rigid again. This is why you need a second party. If you're going alone on this, by the time you set your hair dryer down to start tugging on the vinyl it is already rigid again.

6. **This stuff is extremely flexible when heated**
   It was a true eureka moment when I finally figured out heat was the key, because once you know that this job becomes a LOT easier. You just keep heating a section, pulling, and squeegee, then on to the next. In-between sections, you'll have situations in which the way you applied one section will cause a bubble/ripple/fold on another, and then you have to go back and fix it. It gets frustrating, but after chasing yourself around the light for a while you'll get to the final product, and let me tell you for the price you can't beat it.

And as for that final product... here it is!





I suggest this mod to those who have no experience with vinyl/tint work and want to gain some on a budget. I had never done anything like this before and decided I would just give it a shot. Three cars later, I'm still not perfect with it, but every set I do looks better and better. I now plan on finishing the look with some aggressive headlight eyebrows, but it won't be for a while. I've played with enough vinyl for one year.

Cusco Type 1 Lower Bar Installed [pics]

Created by: **Chris07LB**
Read about and Discuss: Here

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, it's 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.



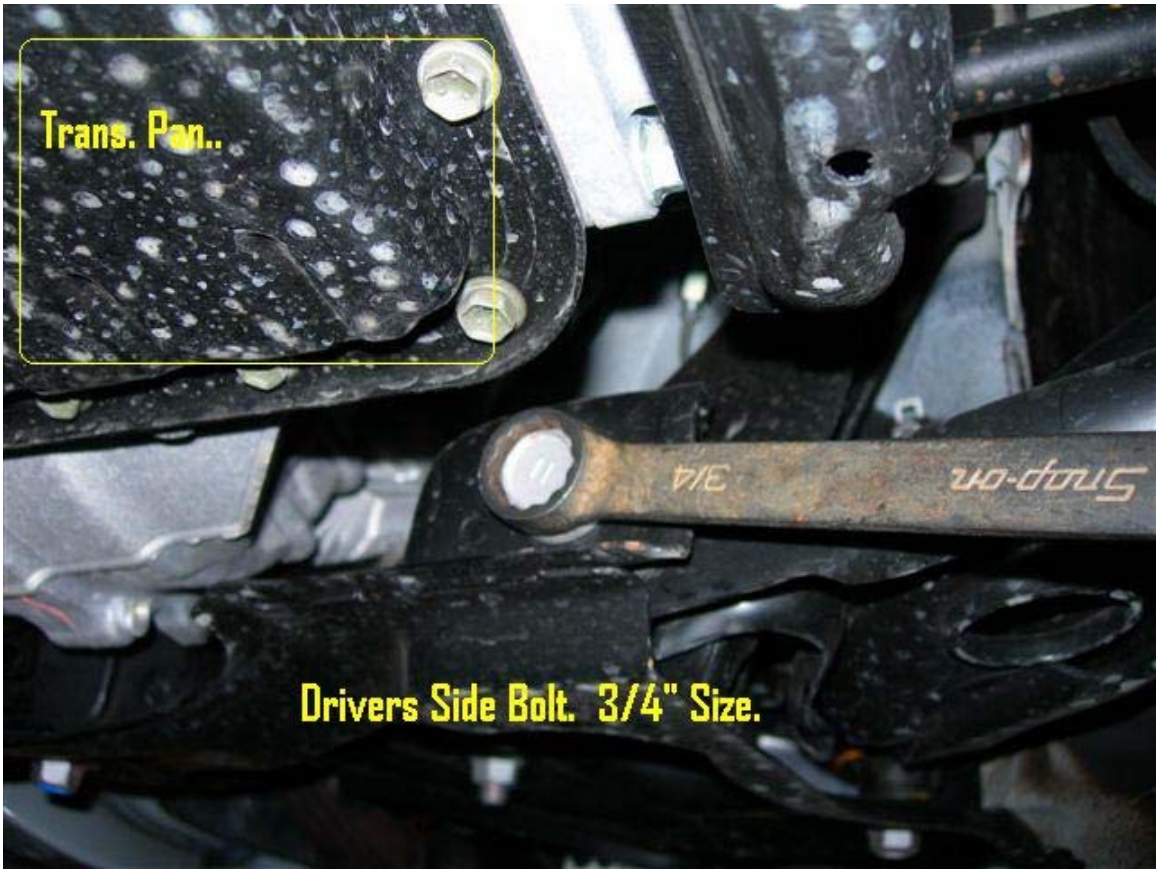
Quick pic of tools used. It’s next to impossible to get a 3/4" socket and ratchet on the bolts, so a box wrench and a little persuasion with a hammer worked perfect for loosening and tightening.

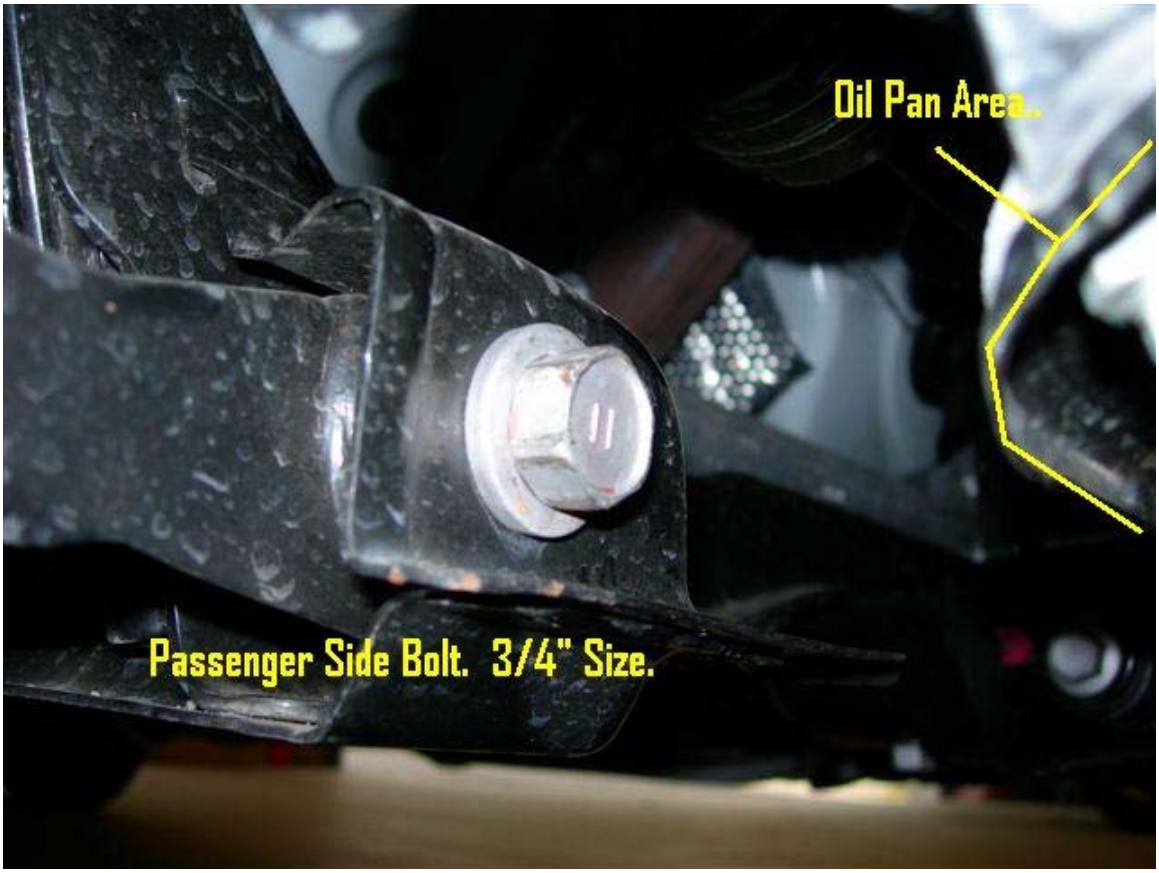


Cusco Type 1 with its packaging.



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**
Read about and Discuss: Here

One of the things that bug's me about our cars, is the very noticeable exterior color overspray in the inner wheel wells.
Now maybe because I own a Polar White, it's a little more noticeable 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 nozzle made the job very easy to get in and around tight areas.

Starting with the front driver's 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 didn’t want to risk kicking up road grime, and having it stick to the fresh surface.

F.A.Q
Frequently Asked Questions

As of this release date this section has no content and is only here as a place holder for future releases. Please contact me via private messaging through Yarisworld.com if you wish to help me create the content of this section.

- vodkalush

Special Thanks

I would like to thank the following YarisWorld.com members (in not specific order) for taking the time to create useful and easy to follow guides for all the other YarisWorld.com members.

1. W.A.S.P
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3. Idjiit
4. H8SGAS
5. hasher22
6. vodkalush
7. mrlam
8. Chris07LB
9. Toddhata
10. Violin
11. sroberts
12. acrbill
13. punch
14. gravylegs
15. Leenis24

Thanks again guys for all the hard work

-vodkalush