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Before
You Begin

Remove
& Install

Wire
New Radio

Mount
New Radio

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Factory Radio



Other Documents Available For This Vehicle:

No documents available at this time

New Radio



Adobe Acrobat Reader Printing Tips:

- 1) Select "**FILE**" then "**PRINT**" and select your printer.
- 2) In the print options box do the following:
 - A) Locate check box "**Shrink to Fit**". Place check in box.
 - B) Locate box "**Print Quality**". Select highest print dpi allowed by printer.
 - C) If print quality listed is not as high as that printers normal quality, press the "**SETUP..**" button. In the next screen, press the "**PROPERTIES**" button and set the printers print quality to the highest print dpi allowed.

Document Revision History

09/99 Document Creation

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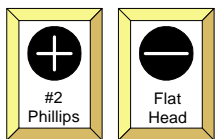
Overview Of This Radio Install

| Step | What Section To Go To |
|----------------------------|-----------------------|
| Remove old radio from dash | Remove & Install |
| Wire the new radio | Wire New Radio |
| Mount the new radio | Mount New Radio |
| Finishing the installation | Remove & Install |

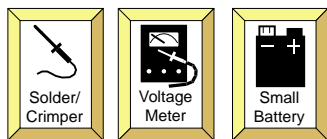
Parts Needed For This Radio Install

| Parts REQUIRED for the install | Description |
|---------------------------------|-----------------------|
| Snap on wire harness | 1989 and newer Toyota |
| | |
| | |
| | |
| | |
| | |
| Optional parts for this install | |
| None | |

Tools Needed To Complete This Install



Hand tools needed to remove radio



Accessory tools needed to test and wire the new radio

! TOOL TIPS:

Small Battery: use a battery to test speaker wires. Touching the (+) positive and (-) negative battery leads to a pair of speaker will cause the speaker to make a "Pop" sound indicating that pair of wires goes to that speaker.
Voltage Meter: Always check +12 Volt power wires for voltage before making wire connections. These wires will fluctuate between 10 and 14 Volts.
Solder Iron or Crimp Tool: make wire to wire connections using either a solder iron and electrical tape, OR plastic crimp terminals found at most hardware or auto parts stores.

PLUS: Wire ties or electrical tape: to neatly bundle and organize your wires for a professional appearance.

Installation Difficulty Ratings

Easy. No advanced skills or specialty tools needed.

Basics. Simple tools required. Installs quickly.

Intermediate. Requires knowledge of tools, or disassembly of panels.

Advanced. Requires advanced tools, or extra time.

Difficult. Involves modifying or cutting of the installation area. Advanced tools and/or skills required. Best if performed by experienced installers.

Do It Yourselfers

Basics

Professional Installer

Basics

Support Information If You Need Help

Supplemental information if you need help

| Document Title | Document # |
|--|------------|
| Basic DC electronics for automotive applications | 999001 |
| Wire splicing: soldering vs. crimping | 999004 |
| Why use radio installation kits | 999005 |
| Mounting your radio to an installation kit | 999007 |
| Why use an optional snap on wire harness | 999008 |
| Wiring your new radio using a wire harness | 999009 |
| Testing wires when installing a new radio | 999013 |

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► Remove Factory Radio



STEP 1:

The radio is secured to the frame of the vehicles dash with screws located behind the plastic dash panel surrounding the radio.

This plastic dash panel unsnaps from the body of the vehicles dash.



STEP 2:

The bottom of the plastic dash panel, just below the bottom of the radio, can be lifted up. Look up from the below the radio and you will notice rectangular openings or insertion points where a flat tool can be inserted to pry out the bottom of the plastic dash panel. With a **flat head screwdriver** or other flat object, pry out the bottom of the plastic dash panel



STEP 3:

Once the bottom edge of the plastic dash panel has been pulled out, the sides of the plastic dash panel will begin to separate from the body of the vehicles dash. You will now be able to put your fingers into the openings on the sides of the plastic dash panel.

Gently pull the plastic dash panel until it unsnaps from the body of the vehicles dash.



STEP 4:

Once all the clips on the plastic dash panel have been unsnapped, the dash can be pulled out. The top of the plastic dash panel will have wires attached to the clock, hazard and defrost switches. You do NOT need to unplug the connectors plugged into them. Move the plastic dash panel up and set it on top of the body of the dash.



STEP 5:

The radio is held in with four (4) **phillips screws / 8 mm bolts**. Remove the screw/bolts. Pull the radio forward.

Unplug the antenna cable, and 2 white connectors from the rear of the radio.

► Wiring The New Radio

Move to: **Wire New Radio** Section

► Mounting The Radio Options

Move to: **Mounting New Radio** Section

The Install Doctor **STRONGLY** recommends purchasing a 'DIN' radio for this vehicle. 'DIN' radios are a direct replacement for the Toyota radio in this vehicle. More information is available in the **Mounting New Radio** section.

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▶ Completing The Radio Installation



STEP 1:

Plug the antenna cable into the rear of the new radio. Make sure all wiring to the new radio has been completed and connect any connectors into the rear of the new radio. Insert the new radio into the dash opening and align the metal brackets to their mounting locations. Secure the radio with the same 4 phillips screws / 8mm bolts that had originally secured the auto makers factory radio.



STEP 2:

Reattach the plastic dash panel onto the body of the vehicles dash.

The radio installation is now complete.

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Remove & Install

Wire New Radio

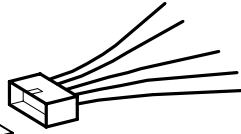
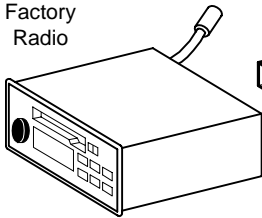
Mount New Radio

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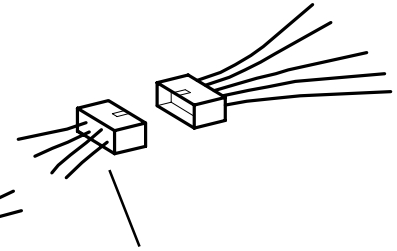
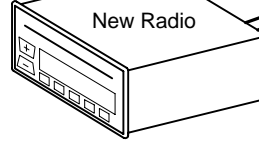
Step By Step Wiring

Page 1 of 2

Auto Makers
Factory
Radio



Wire Harness Inside Vehicles Dash Which Plugs Into The Rear Of The Factory Radio



Optional (STRONGLY RECOMMENDED) Snap On Wire Harness That Splices Into The Wires Of The New Radio

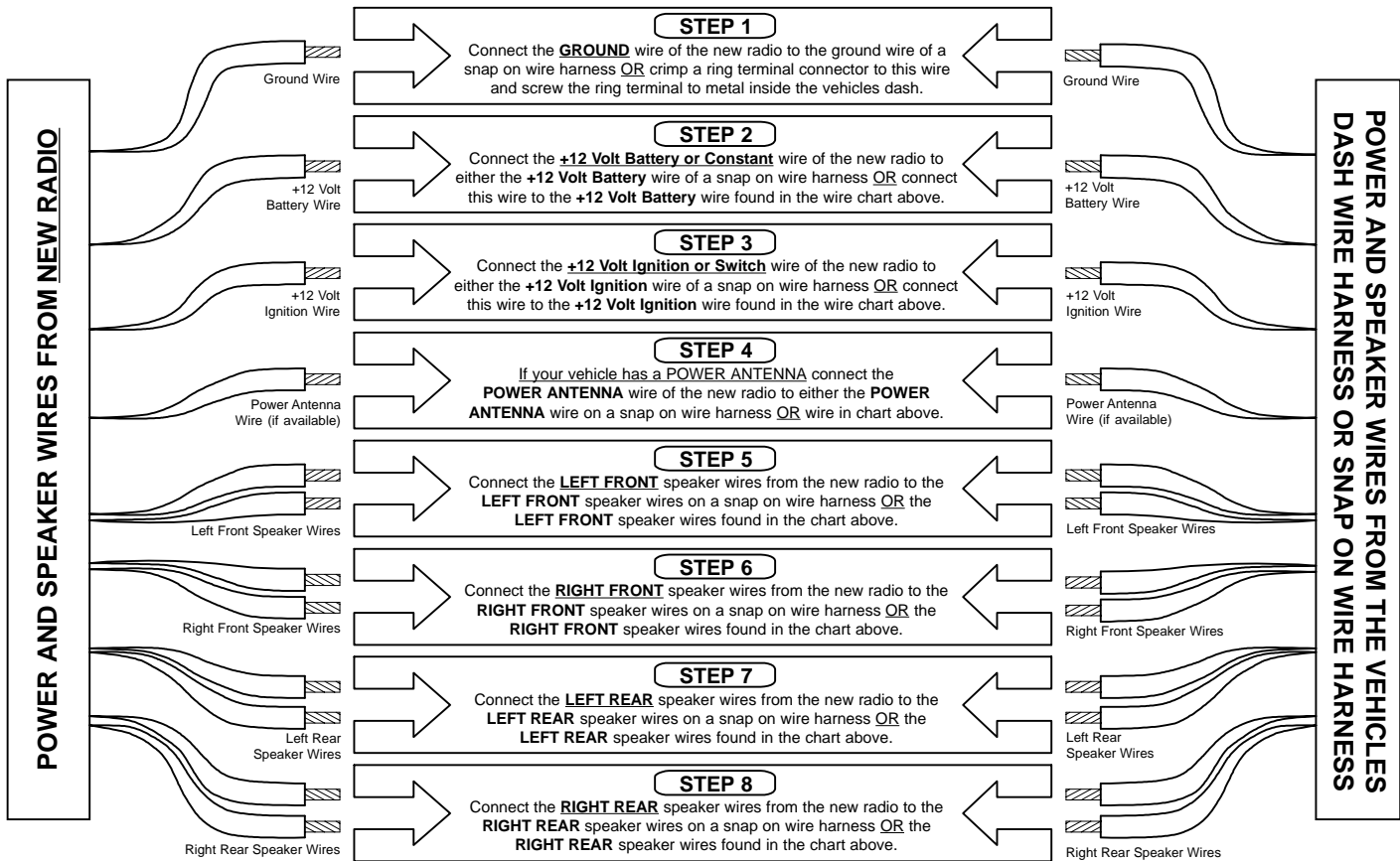
(Note: the radio shown is for display purposes and may not be similar in size or dimensions than the auto makers factory radio in your vehicle)

Supplemental information if you need help

| Document Title | Document # |
|--|------------|
| Testing wires when installing a new radio | 999013 |
| Why use an OEM snap on wire harness | 999008 |
| Wiring your new radio using a wire harness | 999009 |
| Wire splicing: soldering vs. crimping | 999004 |

Wiring Instructions:

The power and speaker wires needed to connect the new radio are attached to the connector of the wire harness located inside the vehicles dash. The Install Doctor **STRONGLY** recommends using an optional snap on wire harness that is specifically designed to snap into the vehicles dash wire harness connector. This will keep you from cutting the vehicles wires. This optional snap on wire harness will have wires on the opposite side of the connector that will allow you to splice these wires to the new radios wires. The only other option is to cut off the vehicles dash wire harness connector and splice the new radios wires directly to these wires. The optional snap on wire harness takes all the guess work out of trying to figure out what each wire is in the vehicles dash wire harness. The optional snap on wire harness shows you what each wire is.



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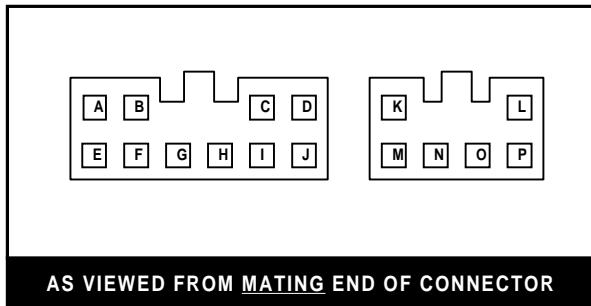
Mount
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▶ Radio Wire & Color Code Information

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Factory in-dash wire harness (this vehicle has a 2 pc harness)
that snaps into the factory radio



| Pin | What It Is | Typical Toyota In Dash Wire Color | Typical New Radio Equivalent Wire Color |
|-----|-------------------------|--------------------------------------|--|
| A | Right Front Speaker (+) | Green | Gray |
| B | Left Front Speaker (+) | Pink | White |
| C | +12 Volt Ignition Wire | Gray | Red |
| D | +12 Volt Battery Wire | Blue w/ Yellow Stripe | Yellow |
| E | Right Front Speaker (-) | Blue | Gray w/ Black Stripe |
| F | Left Front Speaker (-) | Purple | White w/ Black Stripe |
| G | Ground Wire | Black | Black |
| H | Power Antenna Wire 1 | | Blue (join wires 1 & 2 |
| I | Power Antenna Wire 2 | | together to this blue wire) |
| J | | <i>Do Not Use</i> | |
| K | Right Rear Speaker (+) | Red | Purple |
| L | Left Rear Speaker (+) | Black | Green |
| M | Right Rear Speaker (-) | White | Purple w/ Black Stripe |
| N | | <i>Do Not Use</i> | |
| O | | <i>Do Not Use</i> | |
| P | Left Rear Speaker (-) | Yellow | Green w/ Black Stripe |

Note: using an optional snap on wire harness adapter will simplify the wiring. Most snap on wire harness adapters have already converted and color coded the wires from the auto makers in dash wire harness to match typical aftermarket radio wire colors.

** The wire colors listed in the chart above are typical for this vehicle manufacturer during these years but may not be the exact colors for this vehicle. This is another reason to use a snap on wire harness adapter. **

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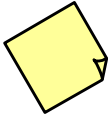
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NOTE:

Before you begin: The best method to mount a new radio in this vehicle is to unscrew the auto makers factory radio from the brackets attached to the radio and screw the new radio into these brackets just as the factory radio was. This keeps the vehicle looking as stock from the factory as possible and means that you do not have to purchase an installation kit to mount the radio.

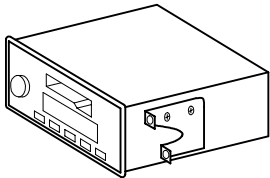
All information needed to complete an 'ISO' mounting of the new radio to the brackets originally attached to the factory radio is included on this page. If you are installing a "shafted" style radio or you will be using an installation kit to mount your new radio instead of the 'ISO' mounting method, you can find additional help in the following tech documents:

This method is called **"ISO" mounting a radio**. "ISO" mounting a radio has become a very common installation method for mounting new replacement radios. In order to "ISO" mount your radio, three things must exist:

- 1) The radio must be a 'DIN' style rectangular radio
- 2) The 'DIN' radio must have mounting holes predrilled into both sides of the radio to allow the radio to be secured with screws to the brackets originally attached to the factory radio.
- 3) The radio must have a removable trim ring surrounding the face of the radio

| Document Title | Document # |
|--|------------|
| Why use radio installation kits | 999005 |
| Mounting your radio to an installation kit | 999007 |
| Radio security | 999010 |

1

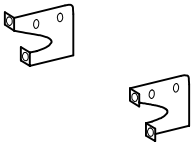


Remove the auto makers factory radio from the vehicle. Remove the screws/bolts securing the radio to the brackets.

Removal Tip: some auto makers use phillips screws, some use 8 mm bolts with phillips screw cutouts in the top of the bolts. For best results use a socket to prevent stripping out the screws. If your radio has hard to remove phillips screws, insert the tip of the phillips screwdriver into each phillips screw and firmly tap with a hammer to loosen the tension bond between the phillips screws and the metal chassis of the auto makers factory radio. Then attempt to unscrew the phillips screws.

Auto makers original radio with metal brackets attached to the radio

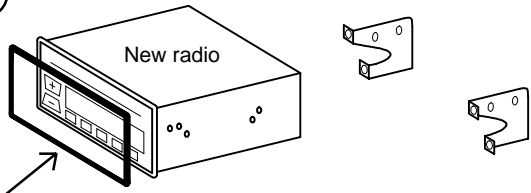
2



Remove the auto makers factory radio, but leave the brackets.

Tip: Before removing the brackets, carefully look at where the brackets attach to the radio. The brackets will attach to the new radio in exactly the same location and orientation.

3

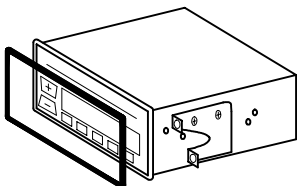


On the side of the new 'DIN' radio should be predrilled holes to allow you to screw the new radio into the brackets. Most car radio manufacturers design their radios with many holes on the side of the radio so the radio can be mounted to many different kinds of bracket configurations.

If you are going to mount your radio in this manner, you will probably have to remove the radios face trim ring around the face of the new radio. This trim ring will most likely prevent the vehicles dash panel from securing properly back onto the dash.

New radios removable trim ring surround the face of the radio

4



A common **mistake** when mounting your new radio to the auto makers radio brackets is selecting the wrong holes on the side of the new radio.

As stated above, the brackets should attach to the new radio in the exact same spot on the new radio. If you have problems aligning the brackets to the new radio, reattach the brackets back onto the auto makers factory radio to see where and how the brackets attach to that radio, then transfer that bracket to the new radio and the holes on the side of the new radio.

New radio attached to the brackets originally attached to the factory radio