

Procedure for Wiring Supra Turbo MAF to MR2 Spyder Engine Harness



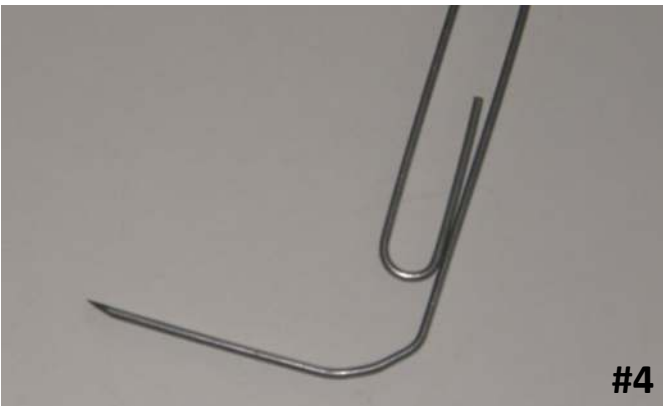
Picture 1 is the stock Spyder MAF connector that will plug right into the Supra MAF but the wires first need to be repositioned. As pictured, the five wires are numbered 1 thru 5, top to bottom, and are:

1. Black – B+
2. Black w/Red – E2G
3. Purple - VG
4. Yellow w/Black - THA
5. Brown - E2

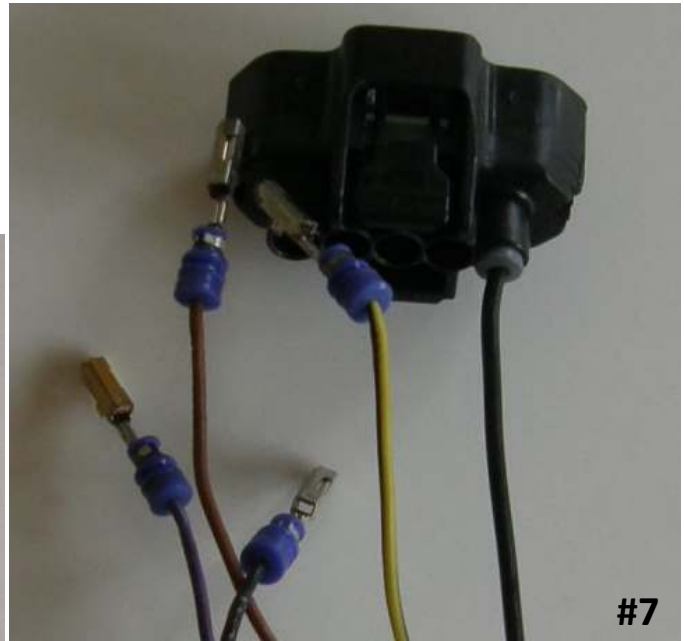
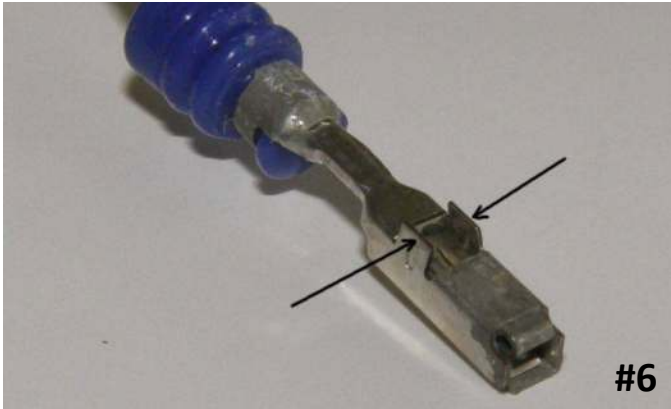
The #1 wire remains unchanged, but #2 thru 5 will need to be pulled out the back and moved to new positions.



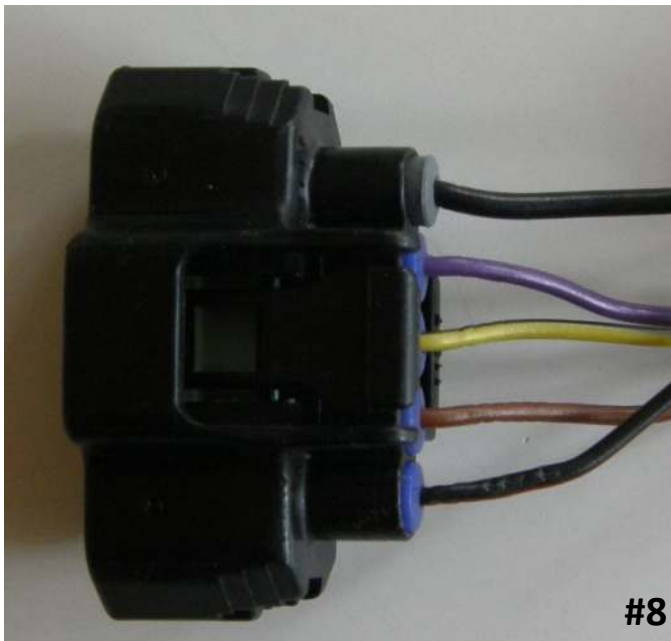
The first step is to use a pair of needle-nose pliers to pull out the white plastic insert (shown in Pictures 2 & 3).



Each of the connectors is held into the plastic connector by a small, tensioned metal “tang” which must be raised in order to pull the wire out the back side. What I find works well is a large paper clip with one end files to a chisel edge (as shown in Picture 4). By inserting the paper clip as shown in Picture 5, the “tang” can be raised, thus releasing the wire connector to be pulled out the back (and extra hand comes in really handy to do this). Picture 6 shows the wire connector removed: the little “tang” you need to raise in order to release it sits down between those two vertical tabs.



Here's the connector with all four of the wires that need to be repositioned after being pulled out of the plastic connector housing (see Picture 7).



And Picture 8 shows them reinstalled (and the white plastic insert also reinstalled) in the right locations to work with the Supra MAF. The sequence now is:

1. Black - B+
2. Purple - VG
3. Yellow w/Black - THA
4. Brown - E2
5. Black w/Red - E2G