

Thank you for choosing iWire for your merge!

Here are some very important links with pictures. Scan the QR code with your phone to access the full photoset for each section.

General Help

<http://www.facebook.com/media/set/?set=a.465129663517301.109456.115786161784988&type=1>



Dash Install Time Lapse

<http://www.youtube.com/watch?v=IUSuTOi6z5A&feature=youtu.be>



Plugs that stay open

<http://www.facebook.com/media/set/?set=a.166445680052369.35704.115786161784988&type=3>



Fender Harness

<https://www.facebook.com/media/set/?set=a.465126713517596.109452.115786161784988&type=3>



There will be excess from the WRX harness on the driver side by the blue and black plugs (or big square SMJ plug), just tuck it under the dash up over the stock RS harness. It's best to loop it over the metal bracket that connects the dash bar to the chassis above the steering column. On a WRX it loops in the fender but there is not enough room for this on an RS.



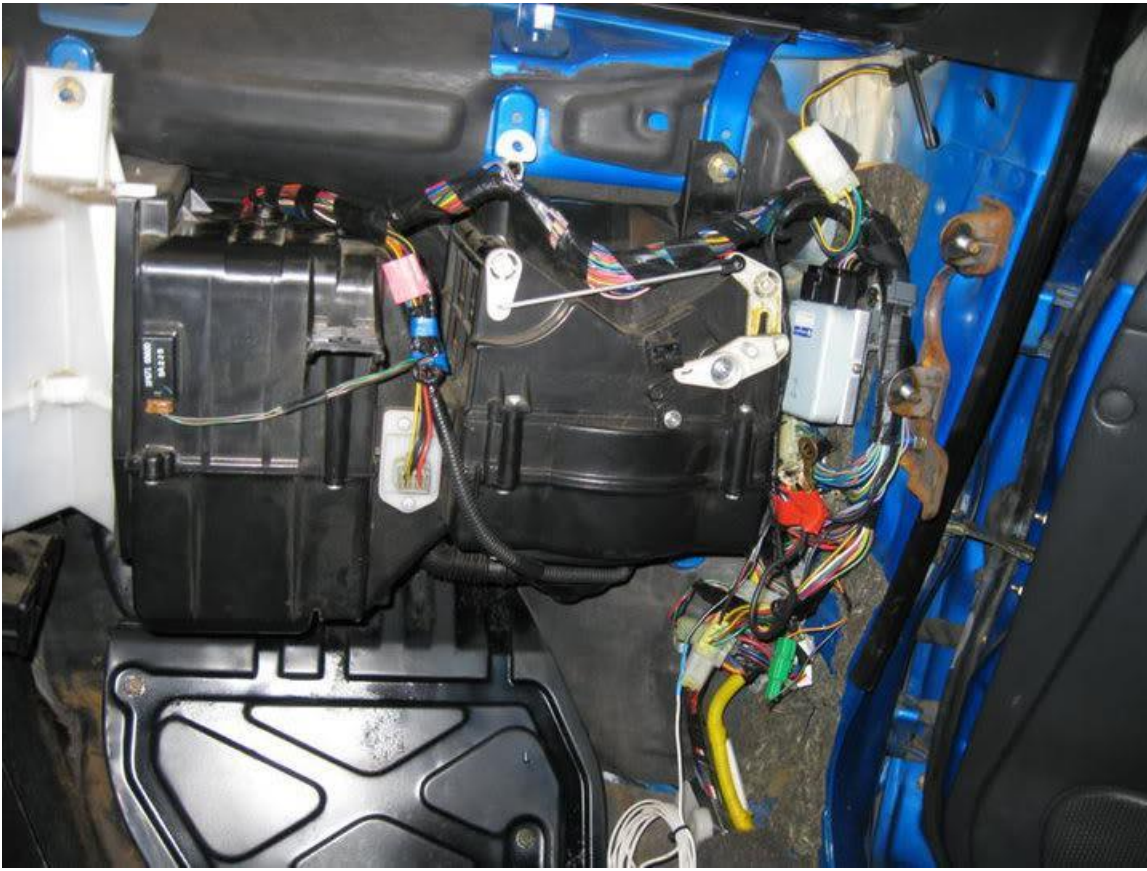
To run the WRX main engine plugs (brown and black (sometimes grey) square plugs) wiring through the fender cut a slit in the grommet on the RS harness that comes through a big oval on the driver's side. When you pull the wires through be careful not to cut them on the chassis, it's pretty sharp. Take the harness and put it above the RS harness over the tabs that stick out to make sure it doesn't come down and rub.



When you pull the engine plugs through the firewall make sure that you pull off the grommet and plastic tubing attached to it. Once everything is lined up then put the grommet back in with the part that sticks out facing up and put the plastic tubing over and tape up solidly.



Route the vehicle speed sensor (Black 3 pin) the 2, 2 pin transmission plugs (grey and brown) and the rear o2 sensor (long wires with 4 pins) away from anything hot (transmission is ok). Take the rear O2 plug over the transmission to the driver side and plug in making sure to stay away from heat and secure down. Also make sure the rear o2 sensor (yellow wire from the downpipe) is not going to touch the downpipe. Melted o2s cause serious problems!!



Make sure to secure down the Fuel Pump Controller (looks like big heat sink located by the passenger side door). I usually zip tie it to the harness on that side. Make sure it has a little room to breathe, it gets a little warm, but not hot.



You'll notice the back plate (shaped like an x) has a sharp spot on the left side where the loom goes up. Make sure to slide the plastic cover where the metal is to make sure it doesn't push through at all.

The harness needs to go to the left (inside) of the bracket that hold the white box inside. Make sure it's not sitting in the space between the white and black box.

Additional Note:

And if you pulled the front harness make sure the grounds that bolt onto the chassis at the strut tower, above the dogbone on the transmission, and the front of the chassis on the frame rails are on solid. Take a little sand paper or sanding device to the chassis side as well as the connector itself to make sure the contact points are clean. This is REALLY IMPORTANT if they painted your engine bay, the ground usually comes from the threads inside the bolt and if there is paint in there, you won't get the grounds and will have problems. It is absolutely important to do this to the ground with RED tape by the passenger side door. This is the ground for your fuel pump controller.