

Fitment Guide

Toyota 86GT

V1.0

Fitment info written by customer, Denzil Bourne.



I removed the front of the instrument cluster (Google it under "remove Scion FRS instrument cluster") and drilled a hole through the dead centre to pass the wires through and attached the device with double sided tape. Looks and works perfectly here, but it does hide the odometer (you can see it if you look over the Ecliptech). I extended the tach signal wire as this was the only wire that needed to pass through the firewall. (soldered together and applied shrink wrap over the join).

ALTERNATIVELY: You could simply slip the wires to the right and down between the plastic flap that hides the gap between the light and wiper stalks and the instrument cluster....my solution completely hides the wires from view.

1. TACH SIGNAL.

I took the tach signal from the **BLUE/YELLOW** wire from the front RHS cylinder (furtherest away from the driver on the right as you sit in the car) If you trace the wire(s) from the igniter in the corrugated sheath to the rear and upwards, you can easily cut through the insulating tape where the sheath is split (trace it down and you can see the split) to expose the B/Y wire where it is more accessible. Be careful not to be too rough or you might damage the wires (total of six from two igniters).

I passed the wire from the Ecliptech through the empty small grommet on the firewall above the exit of the steering column (can't miss it.. about 20mm diameter). When complete, I secured the tach wire inside the car and engine compartment with ratchet pull fasteners. Connected B/Y with wire snap connectors and resealed with insulating tape.

2. POWER.

I took power from the inside (drivers side) fuse box from the **GREEN/WHITE** wire on the top of a multi connector, which you will see when you remove all the covers. This wire is connected to the ACC/IGN/Start switch (note there is another ignition fuse in the engine bay which could confuse, but I won't go into that any further). The best way to access this is to remove a few plastic covers as follows: remove kick plate that runs along drivers door (long thin one with the circles) pulls up, but you need a tool to slide under and carefully, firmly/release the clips, remove the cover with the remote boot release..access by removing the small cover on the outside (RHS) side of dashboard (need a tool to lever off..be careful not to damage plastic..just clips in), reveals a screw which holds the cover with the boot release, then pull the cover towards you, gently but firmly. Remove panel containing bonnet release (note: a little snap connector on firewall then pull to the left towards console) Also note that 2 green clips might be left in the holes in the body which were originally attached to the panel..they sometimes slide out...you need to lever these out from the body and put them back in the cover when replacing the cover..I used needle nosed pliers.

The WHITE/GREEN power wire can also be accessed by undoing the two screws that hold on the cover for the ignition key and wiper/lights stalk. Easier to access but tighter to apply snap wire connector. Also you need to look elsewhere for earth. My preference is the way described earlier.

3. EARTH.

With all panels removed, to the left of the multi connector with the GREEN/WHITE wire you will see a nut fastening part of a unpainted steel frame near the airbag. Remove the nut and attach earth lead on (soldered round connector).