

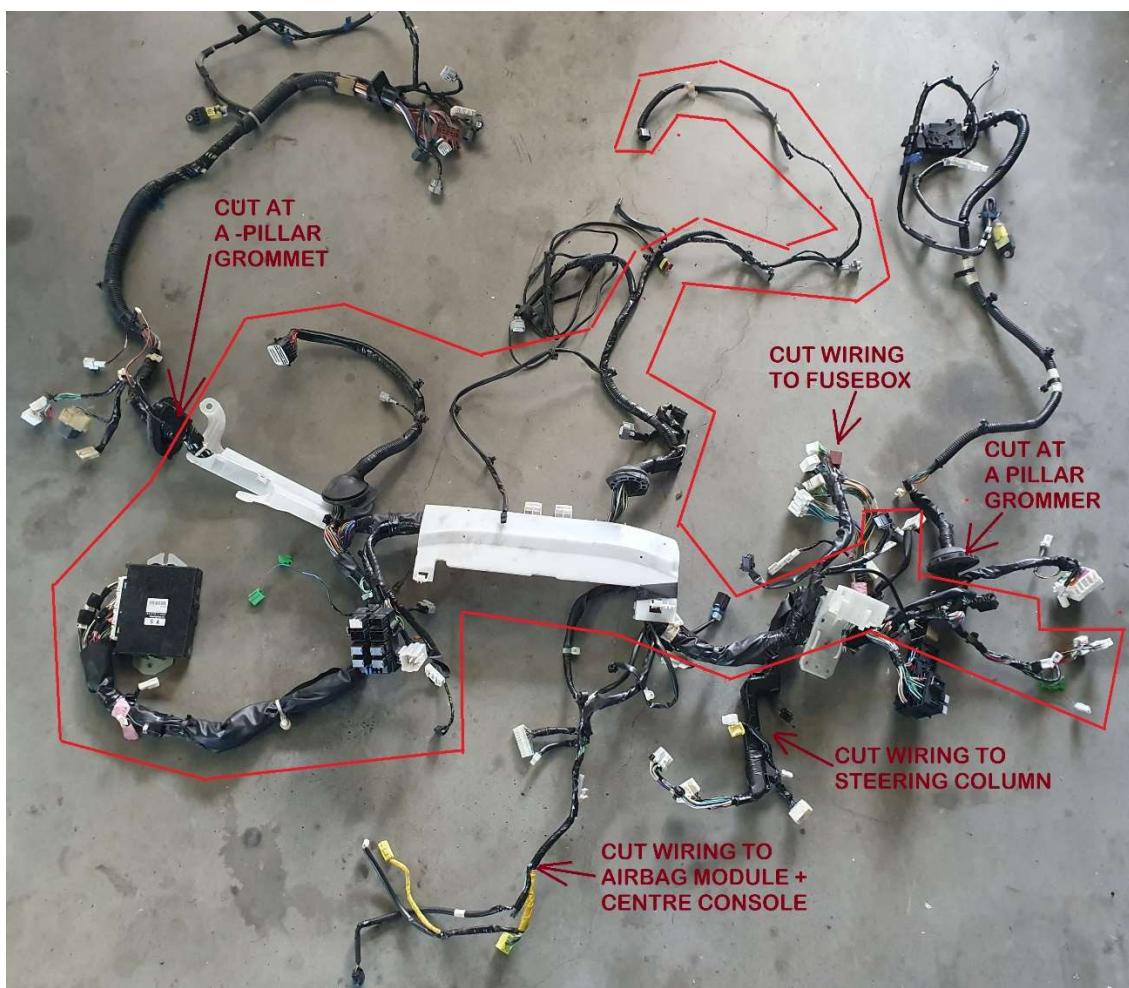
Subaru CANBUS Engine Wiring Harness

Section Required from Donor Vehicle

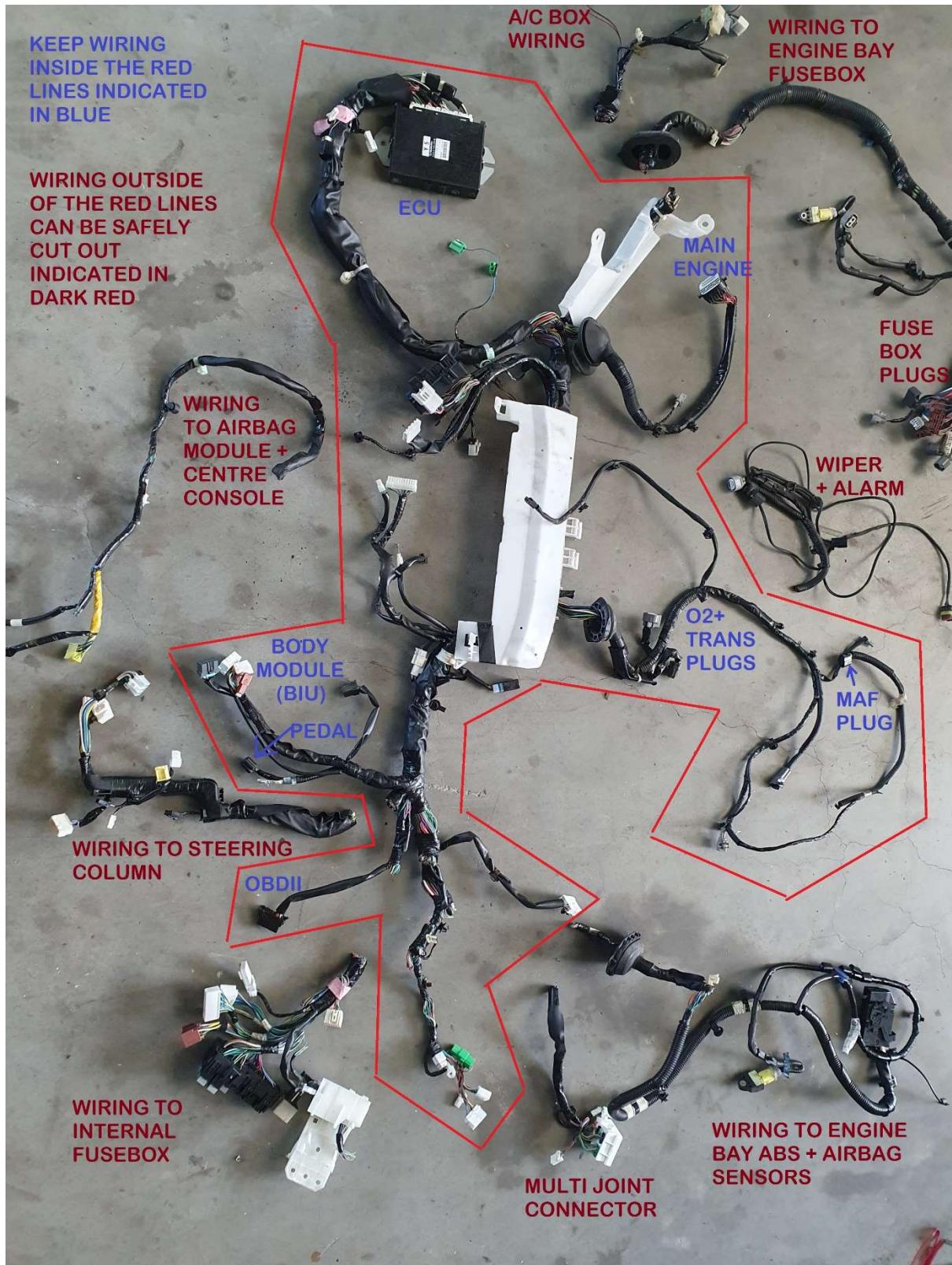
With Immobiliser Delete (2010 WRX STI)

This document shows which part of the main body harness of a Canbus engine that is required to be sent in for modification for stand alone, assuming the use of the AGT Interface box or Interface board. The body harness is the main harness under the dash and runs between the engine bay fusebox and the interior fusebox. It also goes into the engine bay through each A pillar (can be cut at the A-pillars) and through the firewall to the engine (required). We also have a video showing the removal of the Canbus harness, however this video was before we were able to do the immobiliser delete, so it retained the Body module, barrel/key and cluster.

The example shown below is from a 2010 WRX STI (with EJ257). WRX, EJ25 and EZ30/36 are similar. The stages are shown marked up, showing which sections can be removed to save space and weight to send in for modification. The end weight of this harness cut down was just 6kg (14lbs) and fit in a box with dimensions of 45x30x20 (18"x12"x8").



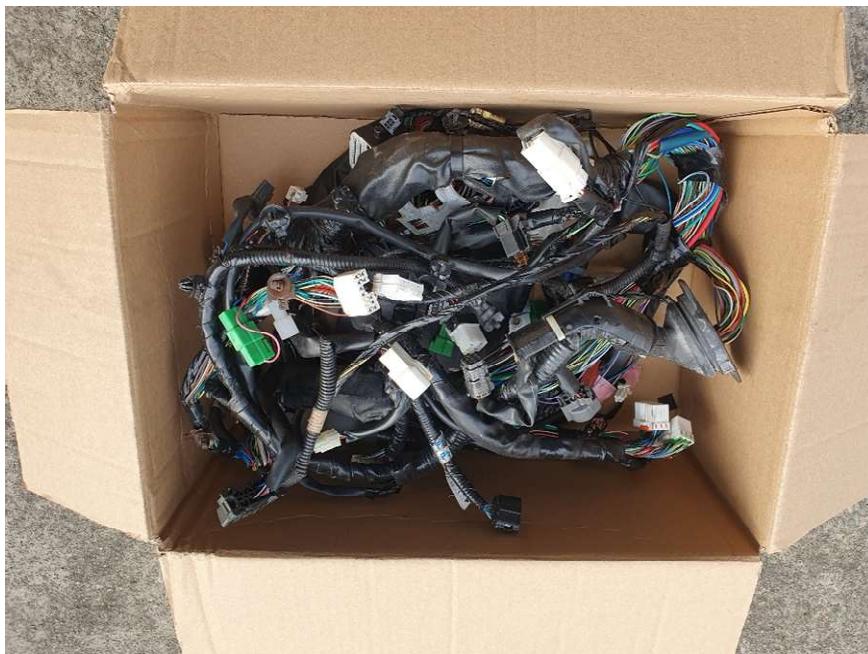
Full body harness showing section required (inside RED line)



Same harness showing the sections cut off



Same harness with cut off sections removed



Same harness packed into a 45x30x20 (18"x12"x8") box weighing 6kg (14lbs)

Make sure you include the ECU module and the harness modification detail sheet
(you can keep the pedal)