Would like to put a 2jz twin turbo motor in my 2013 scion tc

Swapping a 2JZ Twin Turbo Motor into a 2013 Scion TC: What You Need to Know
would like to put a 2jz twin turbo motor in my 2013 scion tc—if this thought has crossed your mind, you're not alone. The Toyota 2JZ engine has achieved legendary status among car enthusiasts worldwide for its durability, power potential, and iconic twin-turbo setup. Meanwhile, the 2013 Scion TC offers a sleek platform with modern features and a sporty vibe, making it an interesting candidate for a serious engine swap. But combining these two isn't just a simple bolt-on job. There's a lot to consider if you want this ambitious project to come to life smoothly and efficiently. Let's dive into the details, challenges, and benefits of putting a 2JZ twin turbo motor into your 2013 Scion TC, while exploring how this swap can transform your ride from a modest daily driver to a head-turning powerhouse.

Why Consider a 2JZ Twin Turbo Swap for Your Scion TC?

The 2JZ engine, particularly the twin-turbocharged 2JZ-GTE variant, is renowned for its bulletproof construction and incredible power potential. Originally featured in the legendary Toyota Supra, this inline-six engine has a reputation for handling massive horsepower numbers with stock internals and responds exceptionally well to forced induction. The 2013 Scion TC, on the other hand, comes with a naturally aspirated 2.5L four-cylinder engine that produces around 180 horsepower—respectable for everyday driving but modest for those craving serious performance. Swapping in a 2JZ twin turbo motor could potentially unlock horsepower figures well beyond stock limits, making your Scion TC a unique, track-capable, and highly enjoyable machine.

Challenges of Installing a 2JZ Twin Turbo Motor in a 2013 Scion TC

While the idea sounds exciting, performing a 2JZ engine swap into a 2013 Scion TC is a complex endeavor. Here are some of the challenges you should anticipate:

1. Physical Fitment and Engine Bay Modifications

The 2JZ engine is an inline-six, longer and heavier than the stock inline-four in the Scion TC. This means the engine bay will require modifications to accommodate the larger motor. Custom motor mounts, possible firewall adjustments, and modifications to the

front subframe may be necessary to ensure proper clearance.

2. Transmission Compatibility

The stock 2013 Scion TC transmission was designed for a smaller, less powerful engine. You'll need to either source a transmission that mates well with the 2JZ or adapt a compatible Toyota transmission, such as the R154 manual gearbox or an automatic transmission from a Supra. Custom adapters or bell housings might be required.

3. Wiring and Electronics

Integrating the 2JZ twin turbo's engine management system with the Scion TC's existing wiring harness is another hurdle. You'll likely need a standalone engine management system (EMS) or a heavily modified ECU tune to handle fuel delivery, ignition timing, turbo boost, and other parameters.

4. Cooling and Exhaust Systems

The 2JZ twin turbo engine generates significantly more heat than the stock engine. Upgrading the radiator, intercooler, and exhaust system is crucial to maintain engine reliability and performance. Custom exhaust manifolds and piping will also be required to fit the unique configuration within the TC's chassis.

5. Suspension and Brakes Upgrade

With the increased power and weight, upgrading suspension components and brakes is essential to maintain handling balance and safety. Stiffer springs, performance shocks, upgraded sway bars, and larger brake kits will help control the car's new capabilities.

Steps to Successfully Swap a 2JZ Twin Turbo Motor into a 2013 Scion TC

If you're determined to proceed with this swap, careful planning and execution are your best friends. Here's a step-by-step overview of the process:

1. Research and Sourcing Components

- Find a reliable 2JZ twin turbo motor, preferably a 2JZ-GTE from a JDM Supra or Lexus IS300. - Choose a compatible transmission that can handle the power output. - Source or fabricate custom engine mounts, motor brackets, and adapters. - Look into aftermarket wiring harnesses or EMS solutions (e.g., AEM, Haltech).

2. Planning the Fabrication Work

- Assess what modifications are needed for the engine bay, including firewall clearance and mounting points. - Design or purchase custom exhaust headers and turbo piping suited for the Scion TC chassis. - Plan for upgraded cooling components like a larger radiator and front-mount intercooler.

3. Engine and Transmission Installation

- Carefully install the 2JZ engine and transmission using custom mounts. - Connect all mechanical linkages, including throttle cables or electronic throttle control. - Fabricate or modify the driveshaft and axles if necessary.

4. Electrical and Tuning Integration

- Wire the engine harness and sensors to the standalone EMS or modified ECU. - Set up tuning software and collaborate with a professional tuner experienced with 2JZ engines. - Perform dyno tuning to optimize performance and ensure reliability.

5. Supporting Upgrades and Testing

- Upgrade suspension, brakes, and tires to manage increased power safely. - Test drive and monitor engine parameters closely, checking for leaks, overheating, or irregular behavior. - Fine-tune suspension settings and ECU mapping as needed.

Benefits of a 2JZ Twin Turbo Swap in Your 2013 Scion TC

Despite the complexity, there are several compelling reasons enthusiasts pursue this kind of swap:

1. **Unmatched Power Potential:** The 2JZ twin turbo can produce anywhere from 300 to over 1000 horsepower with the right modifications, transforming your Scion TC into a serious performance monster.
2. **Engine Reliability:** Known for its robust construction, the 2JZ can handle aggressive tuning without frequent rebuilds.
3. **Unique Build:** A 2JZ-powered Scion TC is rare, making your car stand out in car meets, events, or even street racing circuits.
4. **Improved Sound and Feel:** The inline-six engine delivers a throaty, distinctive exhaust note and smoother power delivery compared to the stock four-cylinder.

Alternative Engine Swap Options for the 2013 Scion TC

If the 2JZ twin turbo swap feels too ambitious or costly, there are other engine swaps worth considering for boosting your Scion TC’s performance:

1. 2GR-FE V6 Swap

The 2GR-FE V6 engine from the Toyota Camry or Lexus IS offers a simpler swap with increased displacement and power (~268 hp). It fits relatively well with minor modifications and provides a nice balance between power and complexity.

2. 3S-GTE Turbocharged Inline-Four

For those seeking turbocharged power without the inline-six length, the 3S-GTE engine (from Toyota Celica or MR2) is a lightweight, compact option with a strong aftermarket support base.

3. Turbocharging the Stock 2AR-FE Engine

Alternatively, you can turbocharge the stock 2.5L inline-four engine in the Scion TC. This keeps the swap simpler and more cost-effective while boosting power output noticeably.

Final Thoughts on Putting a 2JZ Twin Turbo Motor in Your 2013 Scion TC

The idea that you *would like to put a 2jz twin turbo motor in my 2013 scion tc* is a bold and exciting plan that taps into the heart of automotive passion. It’s a project that requires detailed planning, a flexible budget, and a willingness to troubleshoot complex challenges. But for those who love the blend of classic Toyota performance heritage with modern styling and handling, this swap can create a truly unique and thrilling machine. If you’re serious about going forward, connect with experienced builders, gather as much information as possible, and prepare for a rewarding journey. Whether you’re building a weekend track car or a showpiece, the 2JZ twin turbo in a Scion TC can become a conversation starter and an unforgettable driving experience.

Installing a 2JZ Twin Turbo Motor in a 2013 Scion tC: An In-Depth Exploration
would like to put a 2jz twin turbo motor in my 2013 scion tc is a statement that resonates with automotive enthusiasts who seek to blend the reliability and modern aesthetics of the Scion tC with the legendary performance of Toyota’s iconic 2JZ engine. This aspiration, while exciting, opens a complex dialogue about feasibility, technical challenges, costs, and performance benefits. In this article, we investigate the implications of such a swap, dissecting the practicalities and offering a professional

perspective on this ambitious engine conversion project.

Understanding the 2JZ Twin Turbo Motor and the 2013 Scion tC

The 2JZ engine, particularly the 2JZ-GTE variant with twin turbos, is renowned for its robust construction, high horsepower potential, and a storied racing heritage. Originally found in the Toyota Supra MK4, this inline-six powerhouse is capable of producing upwards of 320 horsepower in stock form and can be tuned well beyond 600 horsepower with the right modifications. Conversely, the 2013 Scion tC comes equipped with a 2.5-liter inline-four engine known for its balance of efficiency, reliability, and moderate power output of approximately 180 horsepower. The tC is a front-wheel-drive coupe with a modern chassis designed around its original powertrain, which presents unique challenges when considering an engine swap, especially one as ambitious as the 2JZ twin turbo motor.

Why Choose a 2JZ Twin Turbo Swap?

Enthusiasts who would like to put a 2jz twin turbo motor in my 2013 scion tc often cite several reasons:

1. **Power and Performance Gains:** The 2JZ twin turbo delivers a significant horsepower and torque boost compared to the stock engine.
2. **Engine Durability:** The 2JZ is famed for its iron-block durability, making it a reliable choice for high-performance applications.
3. **Aftermarket Support:** The engine enjoys extensive aftermarket parts availability, which facilitates tuning and customization.
4. **Iconic Status:** The 2JZ has a cult following, and swapping it into a unique chassis like the Scion tC creates a distinctive, head-turning build.

However, these advantages come with technical and financial considerations that merit a thorough evaluation.

Technical Challenges and Considerations

Swapping a 2JZ twin turbo motor into a 2013 Scion tC is far from a bolt-in upgrade. The two vehicles are fundamentally different in terms of chassis design, drivetrain layout, and engine bay dimensions.

Engine Bay and Mounting Issues

The 2JZ engine is a straight-six and physically larger than the Scion’s stock four-cylinder. This creates packaging challenges within the engine bay, which was not

designed to accommodate such a large powerplant. Custom engine mounts, modifications to the firewall, and possibly alterations to the front subframe will be necessary to fit the engine properly.

Drivetrain Compatibility

The 2013 Scion tC is front-wheel drive (FWD), while the 2JZ was designed for rear-wheel drive (RWD) platforms. This creates an immediate incompatibility in drivetrain layout. To harness the 2JZ's power effectively, many builders opt to convert the Scion tC to RWD, a complex and costly undertaking that involves installing a transmission tunnel, driveshaft, rear differential, and rear suspension modifications. Alternatively, if maintaining FWD is a priority, extensive custom drivetrain engineering is required, which is generally impractical given the 2JZ's RWD design and power characteristics.

Wiring and Electronics Integration

Integrating the 2JZ's engine management system with the Scion's ECU and wiring harness is another significant hurdle. The 2013 Scion tC's electronics were not designed to communicate with the 2JZ's sensors and actuators. This often necessitates standalone engine management solutions or extensive rewiring, which requires advanced technical knowledge and experience.

Cooling and Exhaust Systems

The 2JZ twin turbo setup demands upgraded cooling solutions to manage increased heat output. The Scion's stock radiator and intercooler systems will likely be insufficient, requiring aftermarket or custom-built components. Similarly, exhaust routing will need to be redesigned to accommodate turbo piping and maintain efficient flow.

Cost and Time Investment

Anyone seriously considering the swap needs to prepare for a substantial financial and time commitment. The costs can escalate quickly when factoring in:

1. Purchasing a quality 2JZ twin turbo engine and compatible transmission
2. Custom fabrication for engine mounts, driveshafts, and suspension components
3. Upgraded fuel, cooling, and exhaust systems
4. Professional tuning and engine management solutions
5. Labor costs if outsourced to experienced shops specializing in engine swaps

In terms of time, the project could span several months to over a year depending on skill level, parts availability, and the complexity of custom work.

Alternative Performance Upgrades for the Scion tC

For those who would like to put a 2jz twin turbo motor in my 2013 scion tc primarily seeking enhanced performance, it's worth considering less radical modifications that retain the car's original drivetrain:

1. **Forced Induction on Stock Engine:** Adding a turbocharger or supercharger kit designed for the 2.5L inline-four can yield significant power increases with less complexity.
2. **Engine Internals Upgrade:** Forging pistons, upgrading cams, and improving the intake and exhaust flow can enhance reliability and performance.
3. **ECU Tuning:** Custom tuning can unlock more horsepower and torque while optimizing fuel efficiency.
4. **Suspension and Brake Upgrades:** To handle increased power, upgrading suspension components and brakes is critical for safety and performance.

These approaches can provide a balanced performance boost without the extensive challenges of a 2JZ swap.

Community Insights and Build Examples

Despite the challenges, the automotive community has documented several ambitious 2JZ swaps into non-traditional platforms. Forums dedicated to Scion and Toyota tuning often showcase builds where owners have successfully installed the 2JZ into the tC chassis, highlighting both the ingenuity and perseverance required. These builds typically involve:

1. Custom-fabricated engine mounts and transmission crossmembers
2. Rear-wheel-drive conversions, often borrowing components from other Toyota models
3. Standalone engine management systems like the AEM Infinity or Haltech
4. Upgraded suspension setups to accommodate the new drivetrain layout and increased power

While such projects are impressive, they are often portrayed as labor-intensive, costly, and suited for experienced builders or professionals.

Performance Potential Post-Swap

When successfully executed, the 2JZ twin turbo motor can transform the Scion tC into a powerhouse capable of competing with higher-tier sports cars. Depending on tuning and supporting modifications, horsepower figures in the 400-600+ range are achievable. This level of performance drastically changes the character of the tC from a practical coupe to a track-capable machine.

Final Thoughts on the 2JZ Twin Turbo Swap in a 2013 Scion tC

The desire to place a 2JZ twin turbo motor in a 2013 Scion tC reflects a passion for blending classic Toyota performance with modern styling. While technically possible, it represents a significant engineering challenge that requires careful planning, substantial resources, and a deep understanding of automotive mechanics. For those committed to the project, the rewards include a unique vehicle with legendary engine performance and bespoke engineering craftsmanship. However, for enthusiasts prioritizing cost-efficiency and reliability, exploring performance upgrades within the tC's original framework might prove more practical and equally satisfying. Ultimately, whether for track dominance or the joy of a complex build, the 2JZ twin turbo swap into a Scion tC remains a fascinating subject in the world of automotive customization—one that continues to inspire innovation and passion among gearheads worldwide.

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And in that steady rhythm—open, pause, return—knowledge finds its place naturally.

Questions & Answers About would like to put a 2jz twin turbo motor in my 2013 scion tc

No	Question	Answer
1	Is it possible to put a 2JZ twin turbo motor in a 2013 Scion tC?	Yes, it is possible to swap a 2JZ twin turbo motor into a 2013 Scion tC, but it requires significant modifications including custom mounts, drivetrain adjustments, and upgraded supporting components.
2	What are the main challenges when installing a 2JZ twin turbo in a 2013 Scion tC?	The main challenges include fabricating engine mounts, modifying the transmission and driveshaft, upgrading the fuel system, tuning the ECU, and ensuring proper cooling and exhaust setups.
3	Do I need to upgrade the transmission when installing a 2JZ twin turbo motor in my 2013 Scion tC?	Yes, upgrading or swapping the transmission is often necessary to handle the increased power and torque from the 2JZ twin turbo motor, as the stock transmission may not be strong enough.
4	What supporting modifications are recommended for a 2JZ twin turbo swap in a 2013 Scion tC?	Recommended supporting modifications include upgraded fuel injectors and fuel pump, improved cooling system, performance exhaust, suspension upgrades, and a standalone or reprogrammed ECU for proper tuning.
5	How much can I expect to spend on a 2JZ twin turbo swap for a 2013 Scion tC?	The cost can vary widely but generally ranges from $8,000 to $15,000 or more, depending on the quality of parts, labor, and additional modifications required for a reliable build.

2jz twin turbo swap, 2jz engine install, 2013 Scion tC engine swap, twin turbo 2jz setup, Scion tC 2jz conversion, 2jz motor for Scion tC, twin turbo swap guide, JDM 2jz engine, 2jz twin turbo build, Scion tC performance upgrade

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