



**NEW VINTAGE USA
DETROIT**

**NEW VINTAGE USA
78-87 MONTE CARLO INSTRUCTION BOOKLET**



Your kit should be wired to the 12-pin plug prior to assembly. The color coded plug is described below. Refer to your gauge instruction booklet for instrument function and programming. If any of the DIP switches require changing the back plate can be easily removed without disturbing the cluster.

Keep in mind:

Have a good ground, instruments and their senders require a clean, secure ground.

Avoid sealant. If you can avoid using sealant on the sender threads, please do. The sealant can cause false readings. If you do require sealant, keep it at the top of the threads so the base of the sender will bite into the block.

Speed signal: Speedometer can operate from any speed sender or GM PCM.

Tach signal: Can be taken from the negative side of the coil, PCM (pull-up resistor required) or CDI (MSD) tach output terminal. Some HEI distributors have a TACH terminal, use that for the tach.

FUEL gauge: This kit is set to operate on a stock sending unit which has a 0-90 ohm range (0 empty, 90 full)

Brake/Warning indicator: You can use this for whatever you like.

There are 2 buttons on the kit, one is for setting the speedometer and odometer, the other is for the tachometer setting. Mount these anywhere that is both convenient and out of the way.

Feel free to contact us with any installation questions, we are more than happy to help!



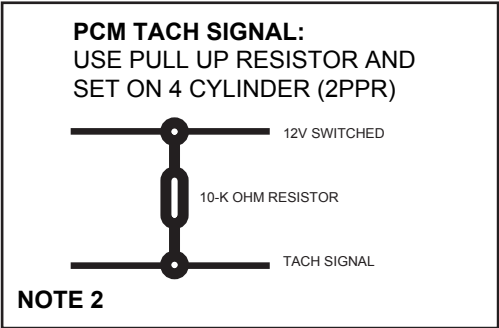
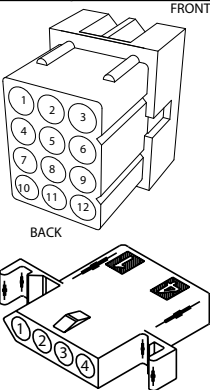
NEW VINTAGE USA
2415 BURDETTE
FERNDAL, MI 48220
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12-PIN PLUG

POS	COLOR	FUNCTION	NOTE
1	ORANGE	SPEED SIGNAL	PCM, SPEED SENDER SEE NOTE 1
2	22GA RED	LEFT TURN 12V+	
3	20 GA RED	12v SWITCHED POWER	KEYED 1A FUSE
4	20 GA GREEN	FUEL SENDER	STOCK 0-90 OHM
5	WHITE	LED LIGHTING	CONNECT TO PARK LAMPS NOT DIMMER
6	BLUE	HI BEAM 12V+	
7	22GA GREEN	RIGHT TURN 12V+	
8	YELLOW	TEMPERATURE SENDER	
9	GREEN/YELLOW	OIL PRESSURE SENDER	
10	BROWN	NOT USED	
11	VIOLET	TACH SIGNAL	NEG SIDE OF COIL, PCM (NOTE 2), ALT.
12	BLACK	GROUND	GOOD, CLEAN GROUND

4-PIN PLUG

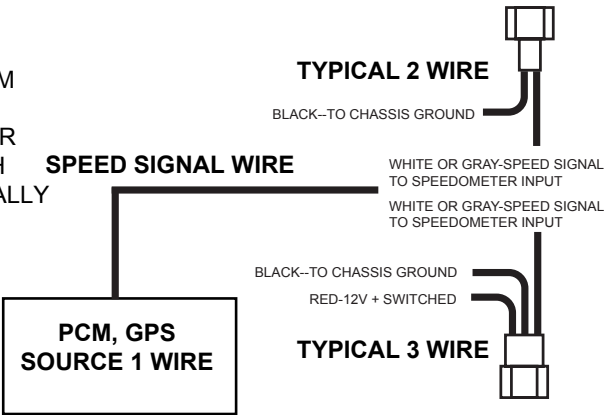
POS	COLOR	FUNCTION	NOTE
1	YELLOW	CHECK ENGINE 12V+	UNIVERSAL WIRING IS USED ON THE 4 PIN PLUG FOR MULTIPLE APPLICATIONS, WIRE AS NEEDED FOR YOUR APPLICATION. EACH LED IS 12V POWERED.
2	BROWN	CHECK ENGINE GROUND	
3	ORANGE	BRAKE/WARN 12V+	
4	VIOLET	BRAKE/WARN GROUND	



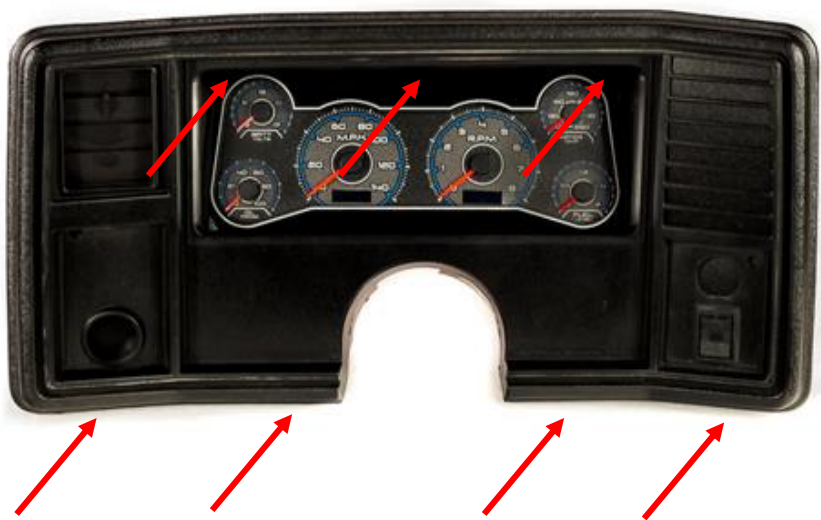
NOTES:
PCM SPEED SIGNAL
IS USUALLY 4,000 PPM

GPS: DRIVE A MILE OR
MATCH PULSES WITH
SPEEDO/UNIT MANUALLY

NOTE 1

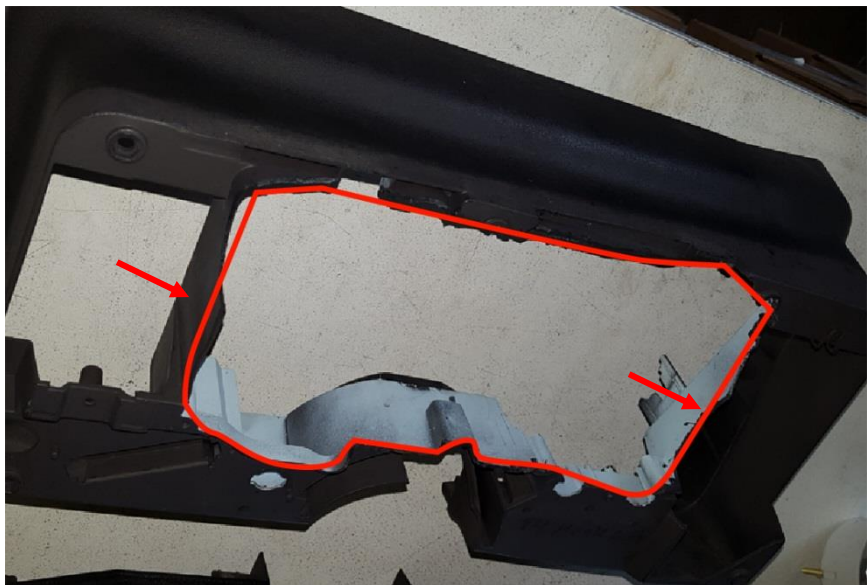


Remove the 7 screws holding the cover plate on, save for re-installation later.



Remove lens/plate and original gauges (not re-used)





BACK

With a dremel or cutoff wheel (wear eye protection) remove the back of the plastic on the gauge housing (RED). Leave the sides intact, this will keep the part dimensionally stable. (arrows). Remove any burrs or the cluster will squeak when plastic rubs on it.



FRONT



Assemble blockout and install on gauge assembly. The notches lock in and should be sturdy once inserted. Adhesive is optional.

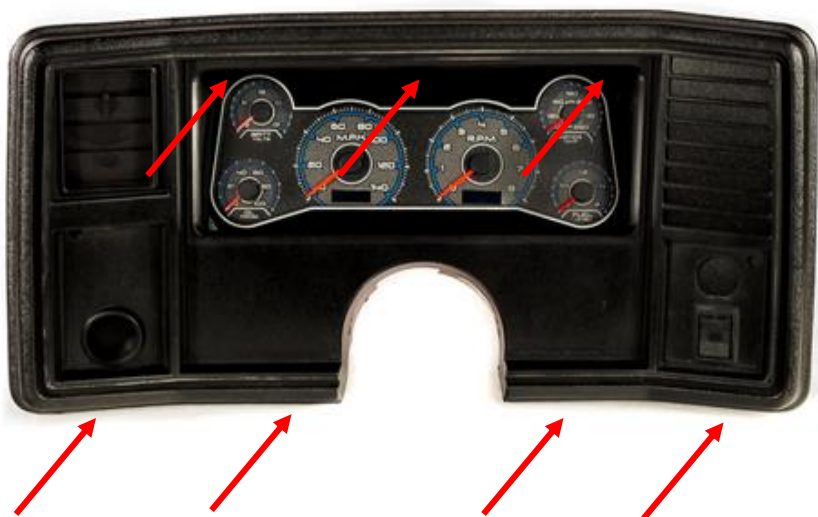
Screw in with #8x3/4 screws (arrows) in the event that the inside of the lens or dial needs to be cleaned, the lens can be removed with the #6 screws.





Your gauge kit should now look like this.





Re-install cover bezel using the screws saved from the first step. Do not re-use the stock blackout panel and lens.

Calibrate your gauges as needed per your GenII instruction booklet and enjoy! Please feel free to contact us at any time for assistance with your installation.



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