

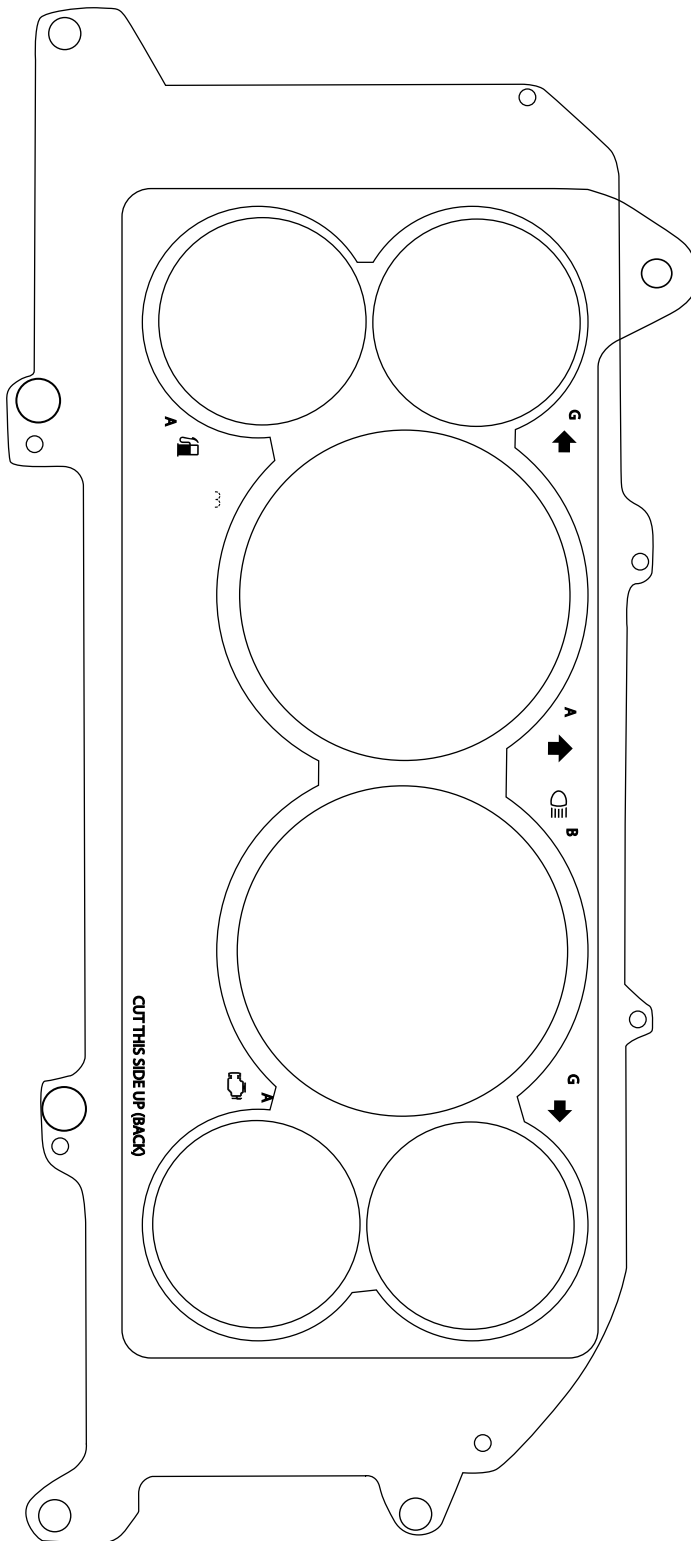


**NEW VINTAGE USA
DETROIT**

**NEW VINTAGE INSTRUMENT AND GAUGE KIT
INSTALLATION INSTRUCTIONS
GEN II BACKLIT INSTRUMENT KITS**



REAR VIEW OF CLUSTER ICON LOCATION





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NVU GAUGE PACKAGES FOR 87-93 MUSTANG PANEL INSTRUCTIONS

Thank you for choosing NVU as the source for your instrumentation and mounting solution needs. This kit is intended to be a universal installation package set up with most features for a 1987-1993 Mustang. Wiring into the factory or aftermarket harness is not required but can be tapped into for some functions. Please refer to the instrument instruction booklet for gauge operation and this page for panel instructions and wiring to factory harness. Functions such as fuel sender, turn signal and hi beam may be easier to tap into the harness.

To begin:

Remove Factory dash shroud and cluster, carefully remove plug from back of cluster and any other attached parts.

Remove factory cluster cover/bezel from cluster, retain for installation later if desired. This spacer takes up the gap between the original cluster and dash. Although it is not required it does make for a nice finish when installed. Models with indicators and divider bars molded into the cover will have to perform minor trimming of these items. It is best to clip with wire cutters, file, sand and repaint for a nice finished product.

WARNING LAMP WIRING AND OPERATION:

The warning lamps in the panel are 12V pre-wired, no need for additional resistors for operation. Red lead is 12V+ black is ground. Each lamp can be triggered with a 12V+ or ground signal. It is best to commonize powers or grounds on all gauges or lamps for a clean installation.

We recommend using the minor gauge warning outputs to trigger the warning functions for battery, fuel, pressure and temperature. To accomplish this, simply wire the leads to the warning output plugs on each gauge. Once programmed, the lamps will illuminate the appropriate icon. Back of cluster has each icon etched in each location.

To trigger lamps from factory cluster wiring:

Each lamp is triggered by a 12V+ signal. (confirm connections with a test lamp before final wiring by turning on vehicle power and inserting a probe confirming 12V+ signal) For a ground trigger lamp, apply 12V power to red lead and trigger via black ground wire.

SPEED SIGNAL:

Use the factory VSS (vehicle speed signal) and connect to the signal input on the speedometer. If the transmission does not have a speed sender, NVU recommends a hall effect or sine wave sender provided by NVU.

TACH SIGNAL: Can be picked up from factory cluster wiring, negative side of the coil or from the PCM.

ALTERNATOR CHARGING:

Install a 510-ohm ¼ watt resistor as shown in the diagram. This will trick the charging circuit to believe the factory cluster is installed. This resistor is on the back of the factory cluster or a new one may be purchased at any electronic store. If after resistor installation the alternator will not charge, a bulb will have to be installed to jump the alternator. This can be installed in the same spot as the resistor, in addition to the resistor.

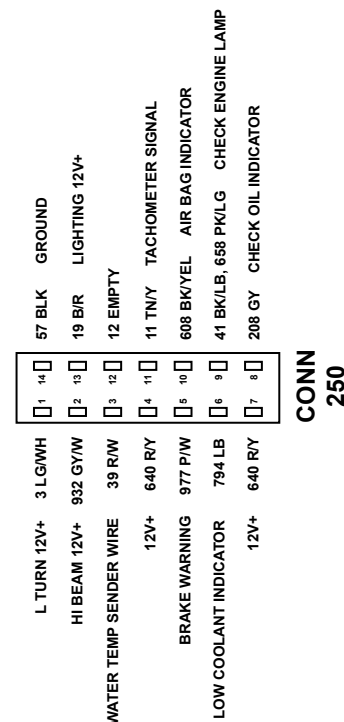
GAUGE WIRING:

The following diagrams below are to be used as a guide. NVU recommends running new wires when possible to avoid issues that may come up re-using original wires. Common problems include using the incorrect lead or broken connections. Often times it is easier to run new wires especially for the water temperature, oil pressure, vehicle speed and engine speed signals. Ground the set well to a good chassis ground.

Speedometer Signal

All 87-98 Run the gray cable from the gauge over to the computer and connect the red wire to the wire in pin # 03 (VSS+) the Dark Green/White wire.

1990-1993 PLUG WIRING



1987-1989 PLUG WIRING

