

# INSTRUCTIONS ON HOW TO CONVERT FROM:

## OLD MECHANICAL GAUGE CLUSTER



## TO:

## NEW ELECTRONIC GAUGE CLUSTER



**NOTE: THESE INSTRUCTIONS DESCRIBE WHAT WAS REQUIRED FOR ME TO CONVERT FROM AND TO THE CLUSTERS SHOWN ON PAGE 1. INSTRUCTIONS MAY VARY FOR DIFFERENT CLUSTERS.**

**REQUIRED ITEMS:**

1. 4 PLUGS THAT PLUG INTO THE BACK OF THE NEW CLUSTER. YOU WILL HAVE TO CUT THEM OFF A HARNESS FROM THE JUNK YARD
2. SPEED SENSOR WHICH WILL REPLACE THE MECHANICAL ONE IN THE TRANSMISSION. YOU CAN TRY GETTING ONE FROM THE JUNK YARD BUT MOST WILL NOT SEPARATE IT FROM THE TRANSMISSION. THEY ARE SOLD AS ONE UNIT. YOUR LAST RESORT WOULD BE THE DEALER. DON'T FORGET TO GET THE APPROPRIATE SIZE GEAR THAT GOES ON THE END OF THE SPEED SENSOR. THEY COME IN 3 DIFFERENT SIZES. 17, 18, AND 19 TOOTH. COUNT THE NUMBER OF TEETH ON YOUR MECHANICAL ONE AND BUY THE SAME SIZE.
3. 16 GAUGE WIRE
4. WIRE CONNECTORS (SOLDER SUGGESTED), WIRE STRIPPERS, ELECTRICAL TAPE (HEAT SHRINK SUGGESTED)
5. TIME AND PATIENCE

**INSTRUCTIONS:**

**STEP 1:** DISCONNECT THE BATTERY

**STEP 2:** STUDY THE PLUG NUMBERS AND PIN LOCATIONS FOR BOTH CLUSTERS ON PAGE 3

**STEP 3:** LABEL THE NEW PLUGS (A B C D) ACCORDINGLY SO YOU DON'T GET THEM CONFUSED (SEE PAGE 3)

**STEP 4:** CUT OFF THE ORIGINAL PLUGS FROM THE HARNESS AND SET ASIDE

**STEP 5:** SPLICE TOGETHER THE NEW PLUGS WITH THE ORIGINAL HARNESS AS DESCRIBED ON PAGE 4

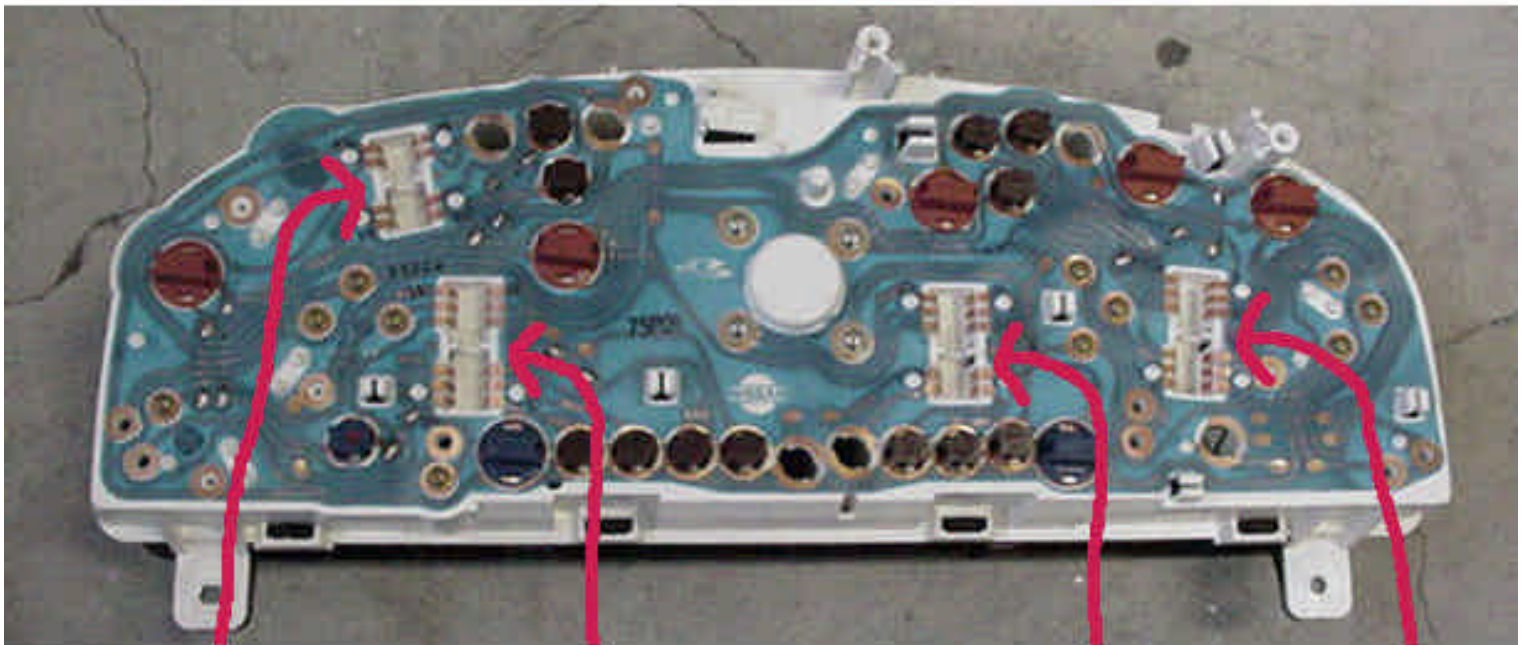
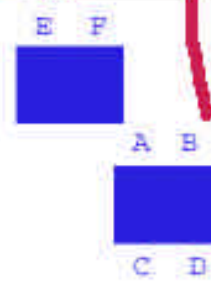
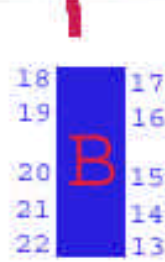
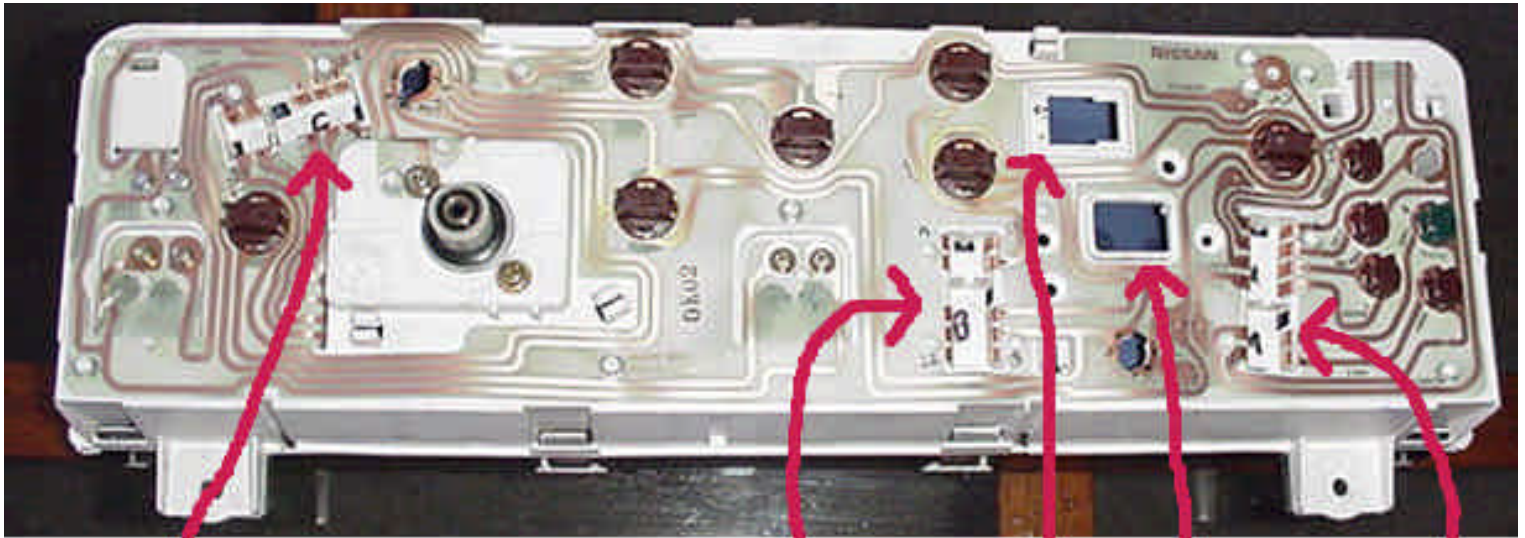
**STEP 6:** REMOVE OLD SPEEDO CABLE FROM VEHICLE ALONG WITH THE GEAR IN THE TRANSMISSION

**STEP 7:** INSTALL NEW SPEED SENSOR AND GEAR INTO TRANSMISSION

**STEP 8:** SPLICE IN NEW WIRES FROM THE SPEED SENSOR TO THE CLUSTER



# PLUG AND PIN NUMBERS



## ORIGINAL HARNESS WIRE COLORS

PLUG/PIN # - WIRE COLOR

A1 - BRN/YEL (PARK BRAKE INDICATOR) <----->  
A2 - YEL/BLK (CHARGE INDICATOR) <----->  
A3 - RED/YEL (HIGH BEAM INDICATOR) <----->  
A4 - BLK (HIGH BEAM INDICATOR GND) <----->  
A5 - YEL/BLU (OIL PRESS INDICATOR) <----->  
A6 - N/C  
A7 - BLK/PNK (SEAT BELT INDICATOR) <----->  
A8 - BLK (GND) <----->  
A9 - N/C  
A10 - GRN/WHT (FUSE F) \* <----->  
A11 - N/C  
A12 - WHT/BLK (FUSE K) \* <----->  
  
B13 - N/C  
B14 - PNK/BLK (ILLUM CONTROL RHEOSTAT) <----->  
B15 - PNK/BLU (ILLUM CONTROL RHEOSTAT) <----->  
B16 - GRY/BLU (LEFT SIGNAL INDICATOR) <----->  
B17 - N/C  
B18 - N/C  
B19 - N/C  
B20 - N/C  
B21 - N/C  
B22 - N/C  
  
C23 - N/C  
C24 - BLK (GND) <----->  
C25 - WHT/BLU (ECU PIN# 32) <----->  
C26 - N/C  
C27 - GRY/RED (RIGHT SIGNAL INDICATOR) <----->  
C28 - YEL/PPL FUEL INDICATOR) <----->  
C29 - N/R  
C30 - N/R  
C31 - YEL/RED (TEMP GAUGE) <----->  
C32 - YEL/GRN (FUEL GAUGE) <----->  
  
A - N/R  
B - N/R  
C - N/R  
D - WHT (ECU PIN# 2) <----->  
  
E - RED/GRN (FUSE T) \* <----->  
F - N/R  
  
WHT - (WASHER FLUID INDICATOR) <----->  
SPEED SENSOR ON TRANSMISSION <----->  
SPEED SENSOR ON TRANSMISSION <----->

## NEW PLUG WIRE COLORS

PLUG/PIN # - WIRE COLOR

C26 - BRN/YEL  
C23 - YEL/BLK  
A10 - RED/YEL  
A11 - BLK  
C24 - YEL/BLU  
  
C25 - BLK/PNK  
B21 - BLK  
  
A2 + C30 - GRN/WHT  
  
B17 - WHT/BLK  
  
A5 - PNK/BLK  
D40 - PNK/BLU  
A9 - GRY/BLU  
  
D42 - BLK  
A7 - WHT/BLU  
  
D35 - GRY/RED  
B16 - YEL/PPL  
  
A3 - YEL/RED  
A8 - YEL/GRN  
  
C33 - WHT  
  
A4 + C34 - RED/GRN  
  
C27 - WHT  
B22 - WHT  
C28 - RED

### \* NOTES:

FUSE T = HOT AT ALL TIMES  
FUSE F = HOT IN RUN OR ACC  
FUSE K = HOT IN RUN OR START

# HAZARD SWITCH RE-WIRE INSTRUCTIONS

TO RE-WIRE THE HAZARD SWITCH YOU WILL NEED TO CUT OFF THE PLUG THAT PLUGS INTO THE SWITCH. MAKE SURE YOU DON'T CUT THE WIRES TOO CLOSE TO THE PLUG. LEAVE ENOUGH ROOM FOR YOU TO STRIP THE WIRES. RECONNECT THE WIRES AS DESCRIBED BELOW. A NEW PLUG FROM THE JUNK YARD IS NOT REQUIRED.

## WIRES ON HARNESS

BRN/WHT

ORG

RED/YEL

GRN

GRY/RED

GRY/BLU

PNK/BLU

PNK/BLK

<----->

<----->

<----->

<----->

<----->

<----->

<----->

<----->

## WIRES ON PLUG

RED/YEL

PNK/BLK

GRY/BLU

BRN/WHT

GRY/RED

PNK/BLU

GRN

ORG