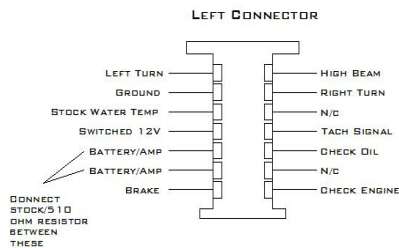
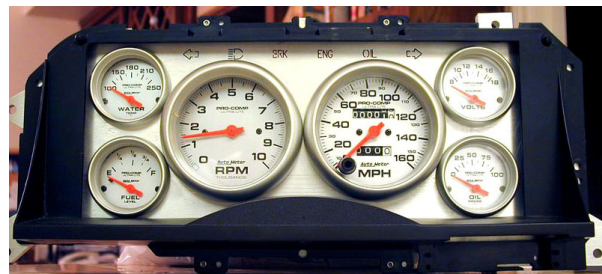
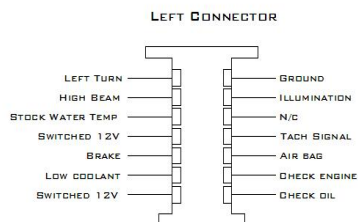
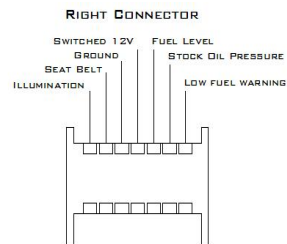


Some items worth mentioning regarding the installation of this dash plate:

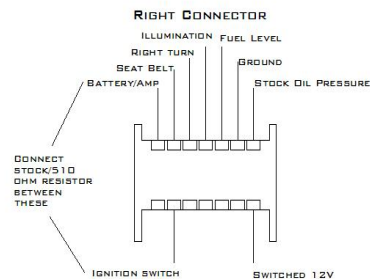
- The indicator lights are polarity sensitive 12VDC LEDs. Red is +, black is negative.
- Turn signals and high beam: connect one lead to correct wire on the factory harness and connect other lead to ground.
- Brake light, connect one lead to the correct wire on the factory harness and other lead to switched +12V.
- Use the stock gauge cluster for reference. On the backside of the cluster is the printed circuit for the factory gauges and lights. Refer to the diagram below but bear in mind different year cars might have slightly different wiring. Some had air bag lights, some low coolant lights, etc
- **IMPORTANT!** On the back of the stock cluster, there is a bulb for the battery idiot light. In the socket for this bulb or on the printed circuit sheet, there is a resistor. This bulb and/or resistor must be maintained in order for the stock charging circuit to function. Removing the cluster on the '87-'93 cars causes the stock alternator to stop charging. So, locate the two wires that originally went to the battery light and connect them to each other with the resistor/bulb from the stock cluster. Failure to do this will result in the battery not charging. If the original resistor is not available, a 510 ohm resistor can be used instead. If the car has been converted to a later 3G alternator, this step can be omitted.
- Assuming an Autometer mechanical speedometer is being used, the stock speedo cable will have to be removed from the car and taken to a speedo repair shop. The factory plastic clip must be removed and a threaded collar crimped on. Several shops listed under Speedometers (oddly not in the automotive section) can do this.
- Molex connectors can be used to make future removal and installation easier.
- An alternative is a gauge harness from Painless Wiring (pn 30301 mech speedo, 30302 elec speedo)
- The plastic behind the factory cluster must be trimmed away depending on the gauges being installed. Different gauges are of varying depths and have varying connection posts on their backsides. Trial fitting is recommended to ensure adequate clearance behind each gauge.
- This plate is intended to be used with the '87-'89 factory lens housing but with the clear plastic lens removed for clearance and for access to the trip odometer reset on the new speedometer. The '90-'93 cars have slightly different pieces to accommodate the air bag steering column. These pieces have a larger radius where they arch over the steering column and this larger radius partially blocks the tachometer and speedometer. This picture shows the '87-'89 lens housing with the clear lens removed.



'87-'89



'90-'93



THESE ARE THE STOCK CLUSTER CONNECTORS AS VIEWED FROM THE DRIVER'S SEAT LOOKING TOWARDS THE FRONT OF THE CAR. VERIFY THESE CONNECTIONS BY TRACING THE COPPER LEADS ON THE BACK OF THE CLUSTER YOU ARE REPLACING. SOME YEARS HAD 'AIR BAG' LIGHTS AND/OR 'LOW COOLANT' LIGHTS SO THE CONNECTIONS MAY HAVE CHANGED SLIGHTLY.