



**NEW VINTAGE USA
DETROIT**

C4 CORVETTE 84-89 BRACKET INSTRUMENT BOOKLET



**NEW VINTAGE USA
21840 WYOMING PL STE. A
OAK PARK, MI 48237
VOICE: 248.850.5482
FAX: 248.565.8291**

**www.newvintageusa.com
service@newvintageusa.com**

Disconnect battery.

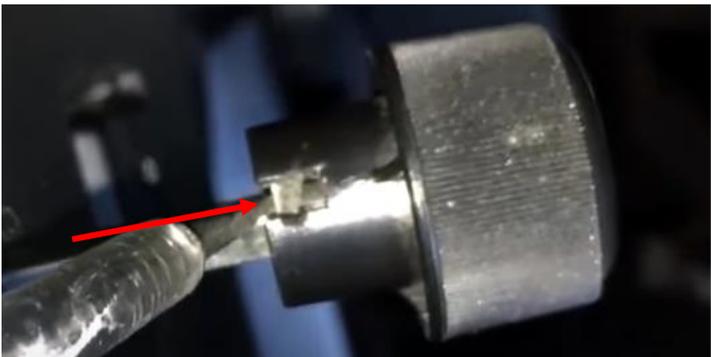
Tilt the steering column down for additional working room.

Remove the screws holding the dash bezel on (arrows). Keep for re-installation of panel. There is also one screw near the front of the side cover in front of the vent hole. It may be covered by the weatherstripping.



Remove the headlight switch knob:
Pull light switch out to full on

Rotate dimmer knob until you see the release. Press the release tab as shown (arrow), knob will pull off.



Pull the panel away slightly. Move left and tilt top back toward you and then lift out of the way. Store carefully as the part may be brittle



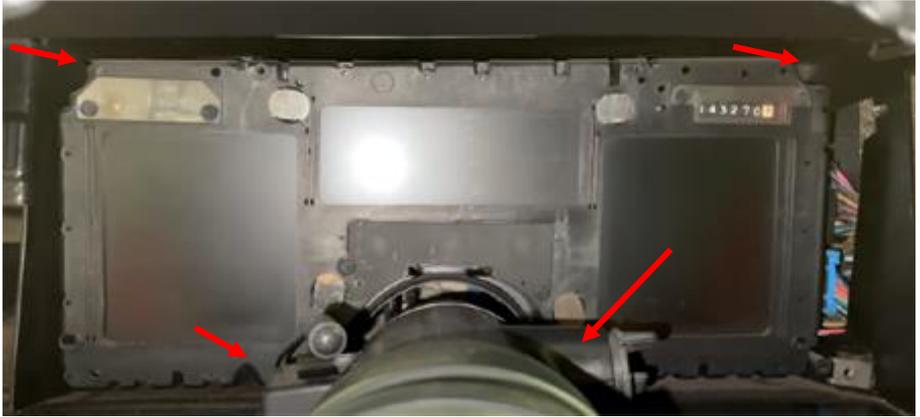
You may be able to remove the original cluster without taking the console trim out but its worth the 3-4 minutes to perform this step.

Remove all of the trim screws. One is on the side by the cluster.

The trim piece then lifts off.



Remove the 4 socket head screws shown below. Once those are removed the part can be tilted back and then out. Remove the plugs from the cluster. BYE!



Now you have an empty box as shown below. Some clearance will be required on the back side to fit the gauge depth. There is nothing structural in there. Just be cautious when trimming not to hit anything behind the panel or any wiring.



Prepare to install the adapter bracket. This will do directly over the front of the dash panel and attach directly to that panel



Line up your template to cover the detail line on the panel around the factory gauges. Do not cover the panel fasteners (red arrows), stay just below them. Attach with tape to hold secure.

Mark with a marker or paint pen and remove all material visible through the holes. Drill out the attachment with a 5/32 bit or slightly larger.

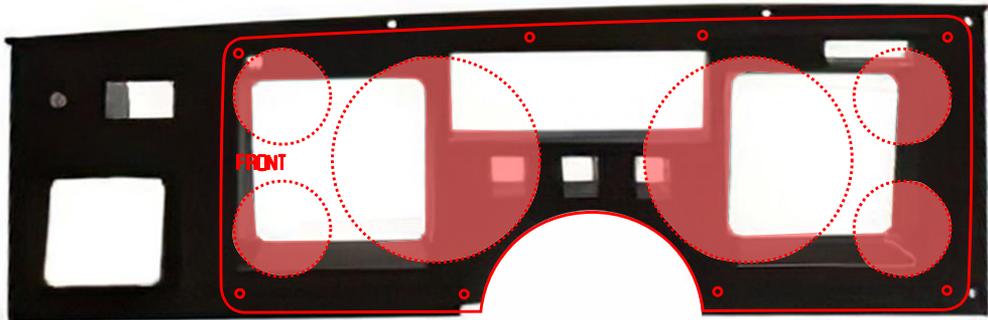


USE CAUTION!!!

The dash bezel can be brittle and will temporarily lose strength during this process. Once the new panel and gauges are installed, the strength will return as the ABS and gauges will stiffen the panel material. Leave the rubber column gasket in place, trim as needed.

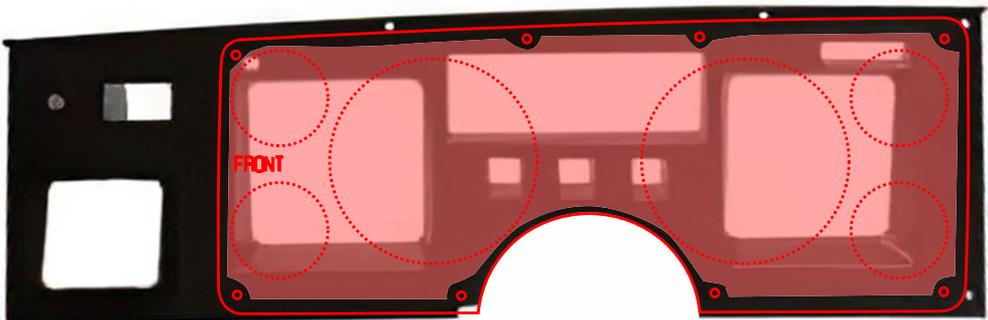
Option 1

Carefully trim the material shown in red. Use a rotary cutting tool, cutoff wheel or grinder.



Option 2

Carefully trim the material shown in red. Use a rotary cutting tool, cutoff wheel or grinder. This will be easier but will make the panel less stiff



Grind flat any areas that require clearance for the gauges or screws. The two top center screw holes will need to have the area flattened for the nuts. (red arrows)

Flatten any flanges 1-8-1/4" around the gauges so the back clamps will sit flat.



Remove the nuts and lock washers from the studs on the back of the panel.

Insert the panel through the drilled holes and attach with lock washers and nuts. Tighten until snug, do not overtighten or you may crack the panel. The screws are designed to slip in the panel if overtightened.

If desired, there is a 7th gauge hole pre-scored on the back of the ABS panel. Carefully cut out the tabs and pop out with a thin screwdriver. The black overlay can be cut with a razor knife or other cutoff tool. Use caution when cutting.



Your panel will look like this.



Gauge wiring should follow the gauge booklet. Splice into the factory harness at the plug. You may opt to leave the OE plugs in place and splice in behind it (recommended) retaining the factory plugs. Just tape off the plug when completed wiring. Use the 6-gauge kit diagrams on 23-24 in your book.

Tachometer: some PCMs will require the use of a pull-up resistor (included) start

On the OE plug, the PCM requires a signal to return from the cluster to run the vehicle. You MUST loop D11 to D13 for the PCM to communicate.

Below is a chart of wiring colors/configurations **PLEASE VERIFY WITH YOUR MAKE/YEAR/MODEL TO VERIFY BEFORE FINALIZING WIRING**

FUNCTION	NVU GAUGE COLOR	OE PIN	OE COLOR	NOTES
GROUND	BLACK			GOOD GROUND
12V+ SWITCHED POWER	RED			
TACH SIGNAL	VIOLET (TACH)	D5	WHITE	
OIL PRESS	YELLOW (TACH)	D6	DK GREN/WHT	USE NEW NVU SENDER (BEST NEW WIRE)
WATER TEMP	GR/YEL (SPEEDO)	D4	DK GREEN	USE NEW NVU SENDER (BEST NEW WIRE)
LEFT TURN	BLUE (SPEEDO)	C2	LT BLUE	
RIGHT TURN	GREY (SPEEDO)	C4	DK BLUE	
SPEED SIGNAL	ORANGE (SPEEDO)	C15	PINK/BLK	LOOP D11 TO D13 SEE NOTYES ABOVE
FUEL SENDER	GREEN (SPEEDO)	C8	PINK	0-90 Ω (OFF-ON-OFF-OFF)
HI BEAM	TAN (SPEEDO)	C3	LT GREN	
LIGHTS	WHITE (BOTH)			RUN TO PARKING LAMPS NOT DIMMER

Star with your speedometer set to 4,000 PPM and tach on 4 cylinder. Your setting may vary based on engine and transmission configuration. The settings are for a stock GM PCM wired to OE harness.

This set does not currently support factory cruise output currently– there are solutions available contact us for more details!

THIS PAGE IS BLANK

THIS PAGE IS BLANK

THIS PAGE IS BLANK



NEW VINTAGE USA
21840 WYOMING PL STE. A
OAK PARK, MI 48237
VOICE: 248.850.5482
FAX: 248.565.8291

www.newvintageusa.com
service@newvintageusa.com