



**NEW VINTAGE USA
DETROIT**

87-93 MUSTANG DIRECT FIT INSTALLATION GUIDE



TOOLS REQUIRED:



7MM

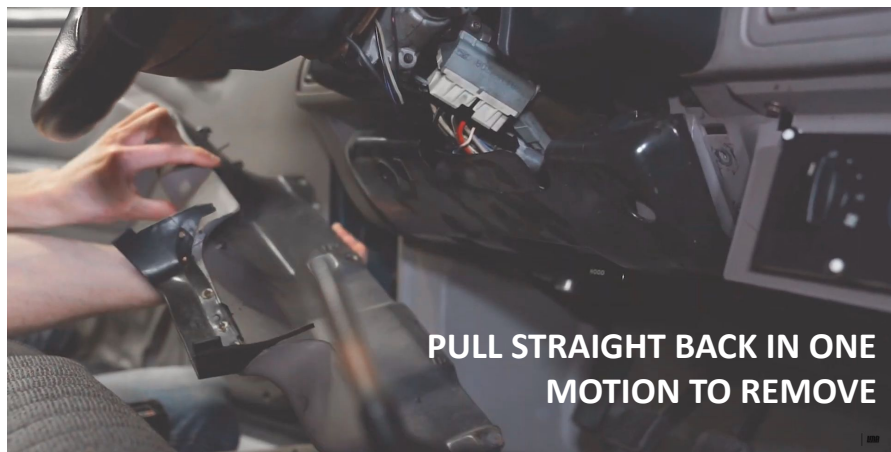


8MM



REMOVING THE FACTORY BEZEL

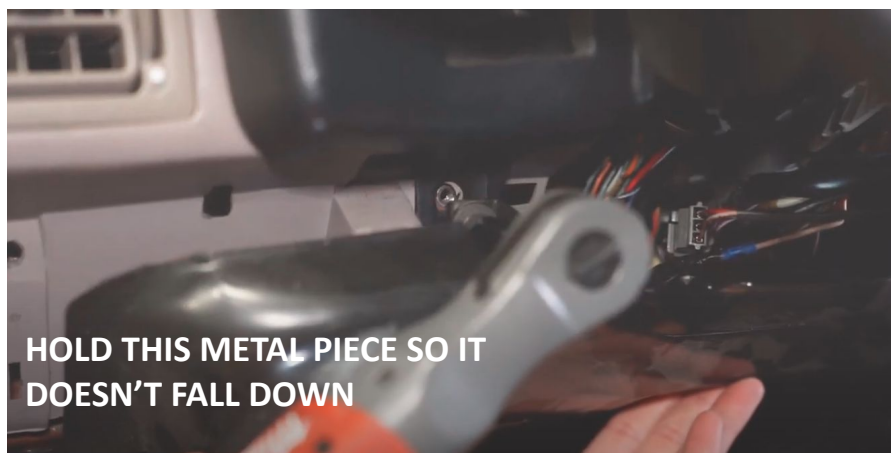




**PULL STRAIGHT BACK IN ONE
MOTION TO REMOVE**



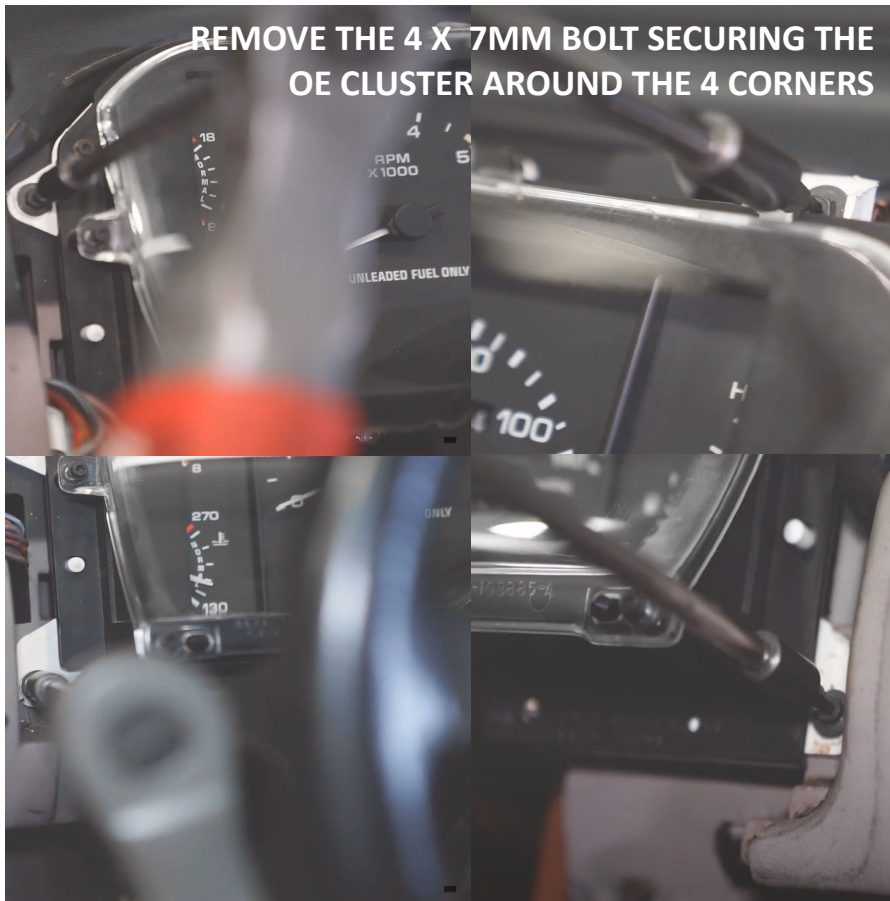
**REMOVE THE 2x 8MM BOLTS
HOLDING STEERING COLUMN**



**HOLD THIS METAL PIECE SO IT
DOESN'T FALL DOWN**



**REMOVE THE 4 X 7MM BOLT SECURING THE
OE CLUSTER AROUND THE 4 CORNERS**



**PULL BACK ON THE CLUSTER, PULL THE CABLE
TOWARDS THE CLUSTER AND PRESS TO RELEASE THE
SPEEDO CABLE!**





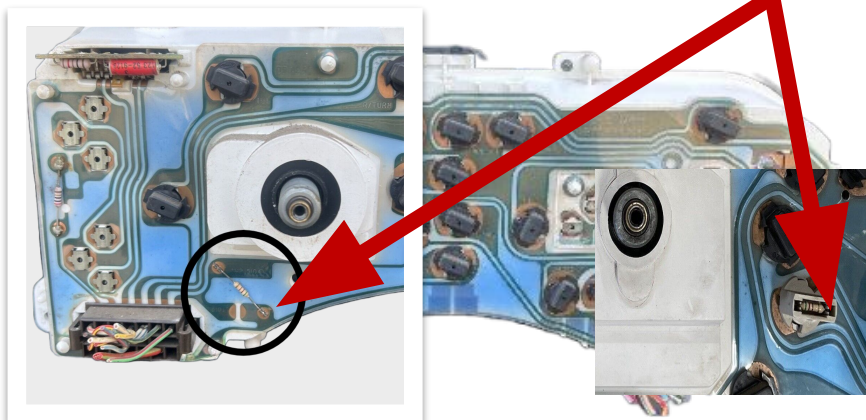
**UNPLUG THE 2 X FACTORY WIRING HARNESSES BY
PRESSING THE EDGE OF THE CONNECTORS**



PULL THE FACTORY CLUSTER OUT FROM THE DASH

HOLD ONTO YOUR FACTORY CLUSTER

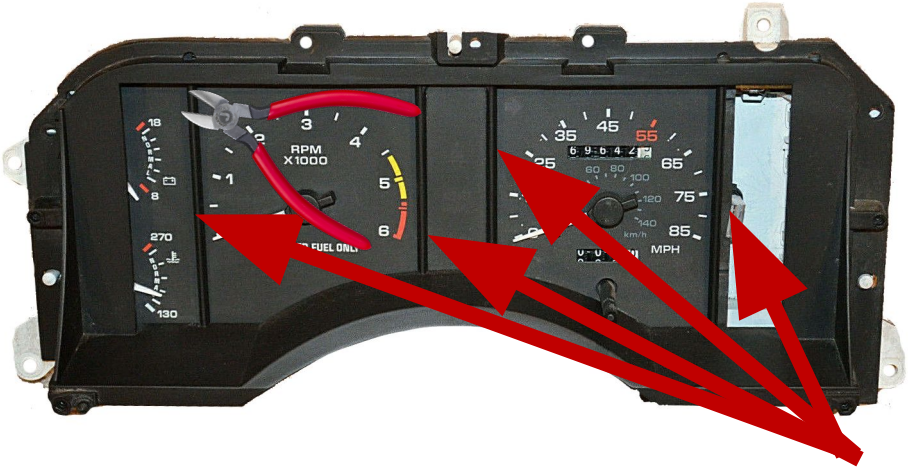
**YOU WILL NEED TO PULL A RESISTOR FROM THE REAR OF
THE OE CLUSTERS PRINTED CIRCUIT BOARD **SEE BELOW:****



TRIMMING THE OE SPACER

REMOVE THE FASTENERS SECURING THE PLASTIC LENS TO THE CLUSTER. REMOVE THE SPACER AND GO TO THE NEXT STEP

NOW USE A PAIR OF SNIPS TO CLIP OFF THE VERTICAL PLASTIC PIECES HIGHLIGHT BELOW (USE SANDPAPER TO CLEAN UP THE AREAS YOU TRIMMED)



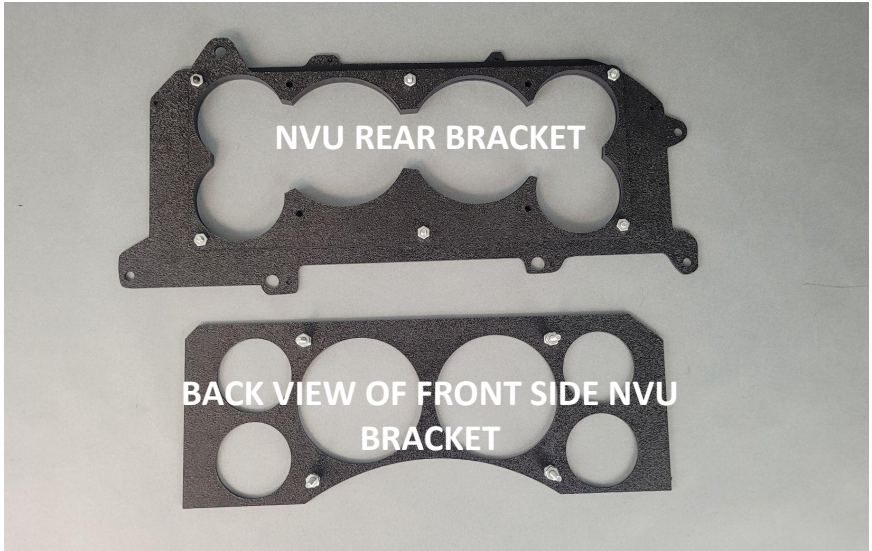
USING A HAND FILE/ROTARY TOOL/GRINDER TO CLEAR AWAY A BIT OF MATERIAL FROM THE FACTORY SPACER

TIP: USE THE NVU BRACKET TO LINE UP THE SECTION NEEDED TO BE TRIMMED

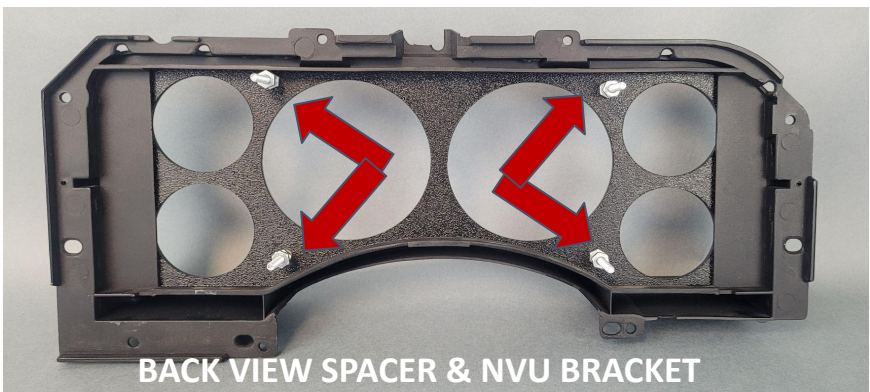


INSTALLING NVU BRACKET INTO FACTORY SPACER

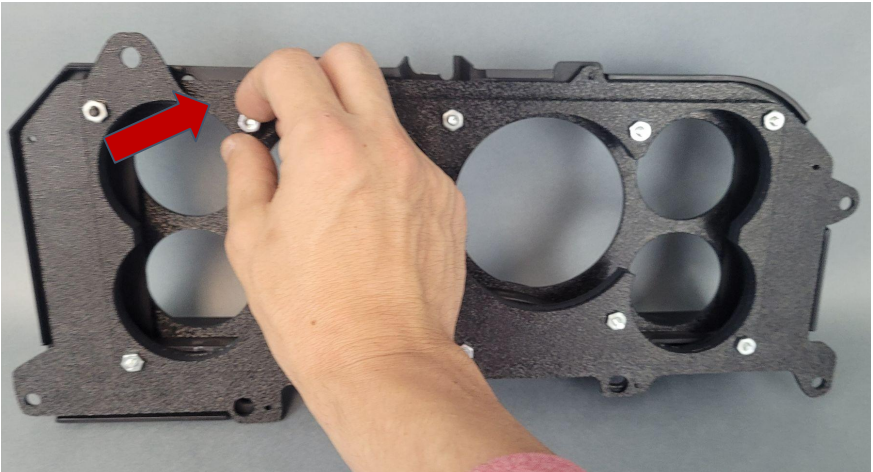
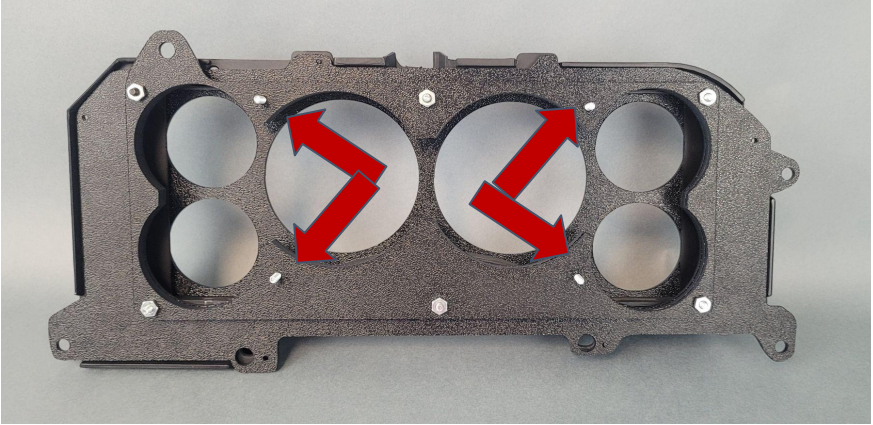
THE BRACKET IS MADE UP OF TWO PIECES, THEY
SIMPLY CONNECT WITH 4 NUTS ON THE CENTER OF
THE BRACKET.



REMOVE THESE NUTS IN ORDER TO INSTALL
THROUGH THE OE CLUSTER SPACER(**SHOWN BELOW**)



**INSTALL THE FRONT PIECE THROUGH THE SPACER, PLACE
THE REAR PIECE ON BY SECURING THE 4 NUTS THAT
HOLD THE BRACKET (SHOWN BELOW)**

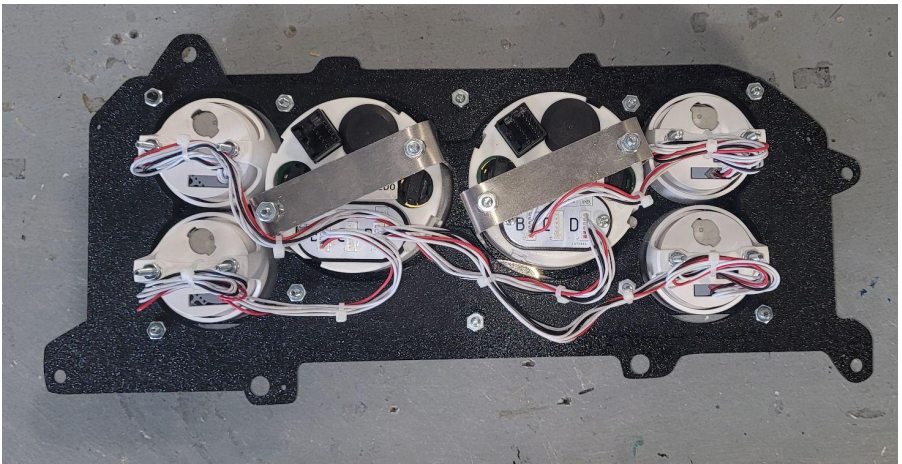
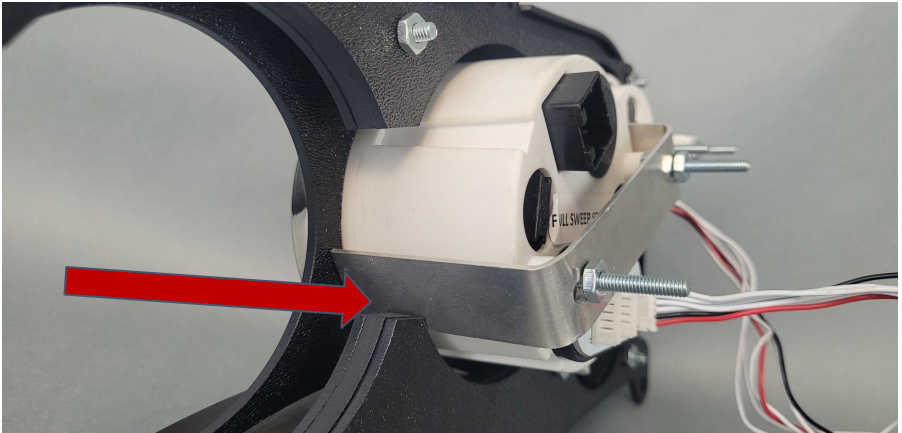


**NOW THAT THE BRACKET IS SECURED TO THE OE SPACER,
IT'S TIME TO START FITTING THE GAUGES THROUGH THE
FRONT OF THE BRACKET IN THE ORIENTATION OF YOUR
CHOOSING!**

**WE CHOSE TO MOUNT THEM INTO THE BRACKET SIMILAR
TO THE LAYOUT FROM THE FACTORY!**

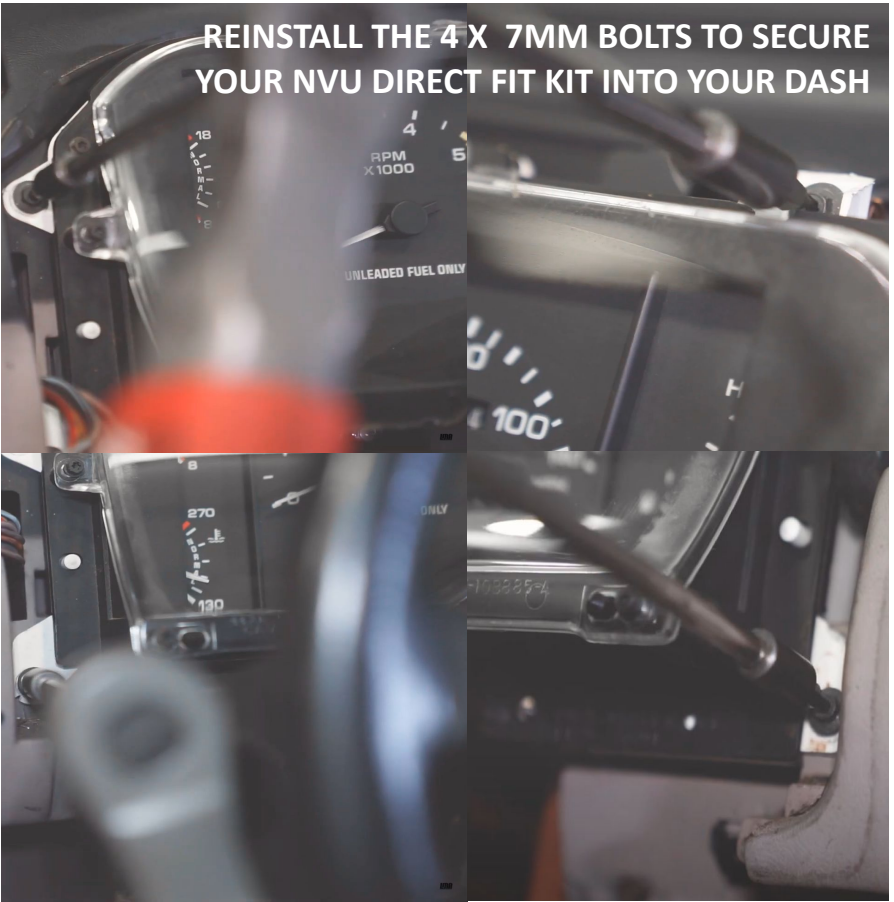
FLIP TO THE NEXT PAGE

**INSTALL THE GAUGES THROUGH THE FRONT, SECURING
THE GAUGES WITH THE SUPPLIED BACK CLAMP &
HARDWARE**



CONSULT PHOENIX BIG BOOK FOR WIRING(6 GA KIT)

REINSTALL THE 4 X 7MM BOLTS TO SECURE
YOUR NVU DIRECT FIT KIT INTO YOUR DASH



REFER TO PHOENIX BIG BOOK INSTALLATION BOOKLET FOR
WIRING INFORMATION, FLIP TO NEXT PAGE FOR HOW TO
INSTALL THE 510 RESISTOR FOR THE CHARGE SYSTEM

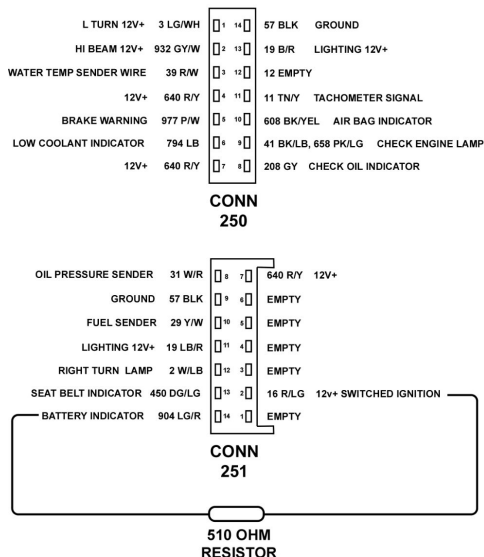
YOUR STOCK GAUGE CLUSTER WAS FITTED WITH A 510 OHM RESISTOR THAT YOUR REMOVED EARLIER, THIS WILL NEED TO BE REINSTALLED IN ORDER FOR THE ALTERNATOR TO PROPERLY CHARGE!.

SKIPPING THIS STEP WILL NOT ALLOW THE CARS ALTERNATOR TO CHARGE THE BATTERY!

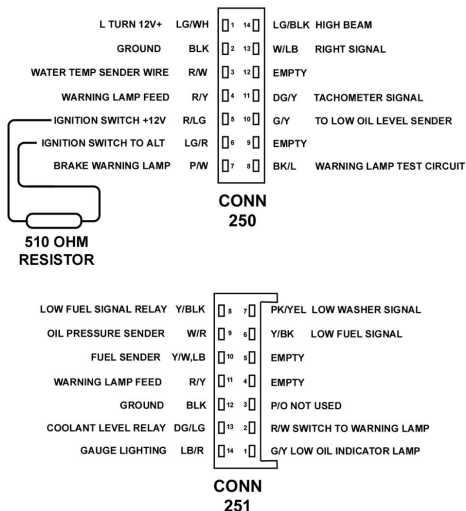
Speedometer Signal

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



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 ump the alternator. This can be installed in the same spot as the resistor, in addition to the resistor.

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.