



**NEW VINTAGE USA
DETROIT**

69 CHEVELLE BRACKET INSTALLATION



PRODUCT PAGE



**TECH TIP:
LS SWAP INFO**



**TECH TIP: GM
SMALL BLOCK
INSTALL**



**TECH TIP:
EFI INSTALL INFO**

ORIGINAL CLUSTER REMOVAL:

Chock roadwheels, remove negative battery terminal, chill appropriate beverages.

Remove any vents and lower dash trim on the driver side.

Remove the wiper switch. Reach up and there is a release button on the right side of the switch you can reach with your finger. Depress and remove by pulling knob out.



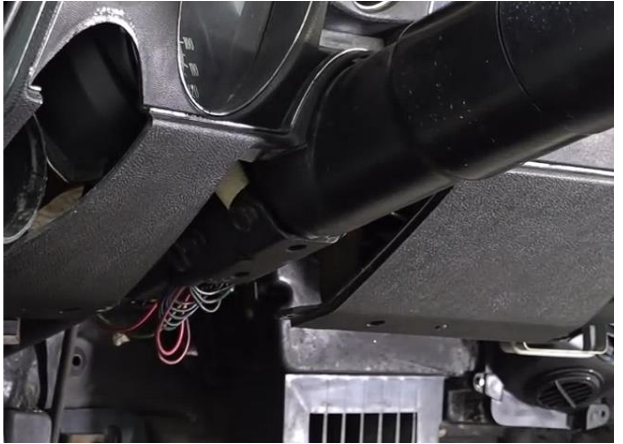
Remove radio knobs and knob trim by pulling straight off. Remove the retaining nuts around each shaft.



Remove the ashtray.



Remove column lower trim,



Remove the PRNDL wire (if equipped)



Loosen the column and let it drop.



Remove attachment for this support. Don't forget this



Start removing any bezel retaining screws. Double check before doing any major pulling.

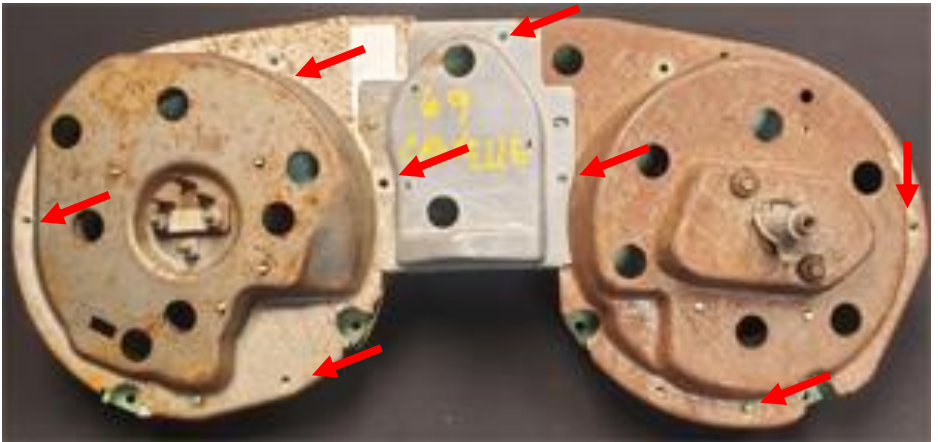


The entire assembly should now come out.

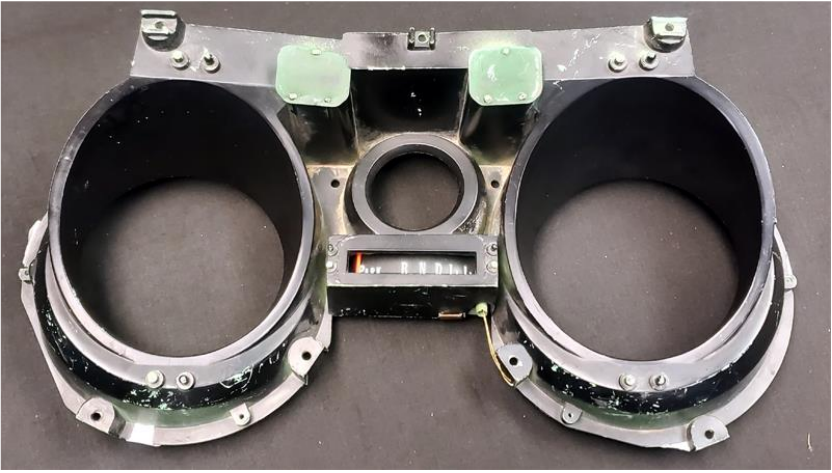


Everything is attached to the front panel. Remove all wiring to the gauges, wiper switch, etc. Remove the speedometer cable. The vents are also screwed to the panel from the back.

Remove the screws that hold the gauges in place, then they lift off the back of the housing.



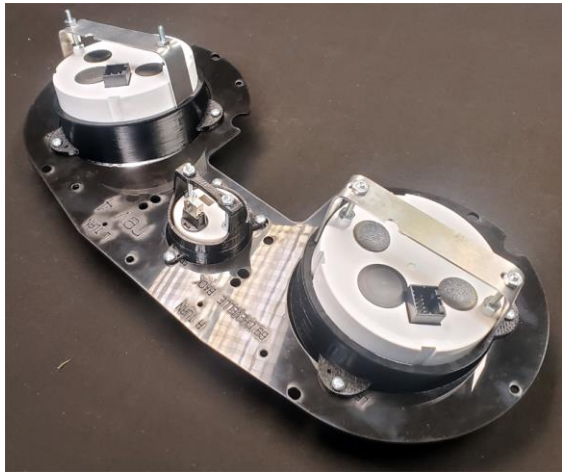
Flip over, remove the lens. Now would be a good time to do any cleaning/painting to make everything look like new.



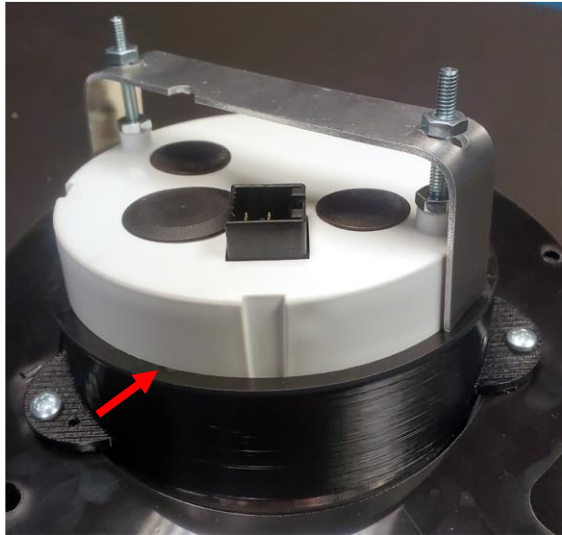
Place the gauges in the panel as shown. If using 3-1 gauges, check the position of the turn signals to position the gauges left and right. (speedo, left, tach right)



Hold the gauges in place using the back clamps and supplied hardware. Secure loosely for adjustment once installed in the bezel.



Use the ABS spacer/circle where the back clamp is on the bracket. This will make it easier to rotate the gauge when its in the bezel to get it lined up exactly how you want it.



Attach to the original bezel using original screws or use the supplied 6x 5/8" self tapping screws.

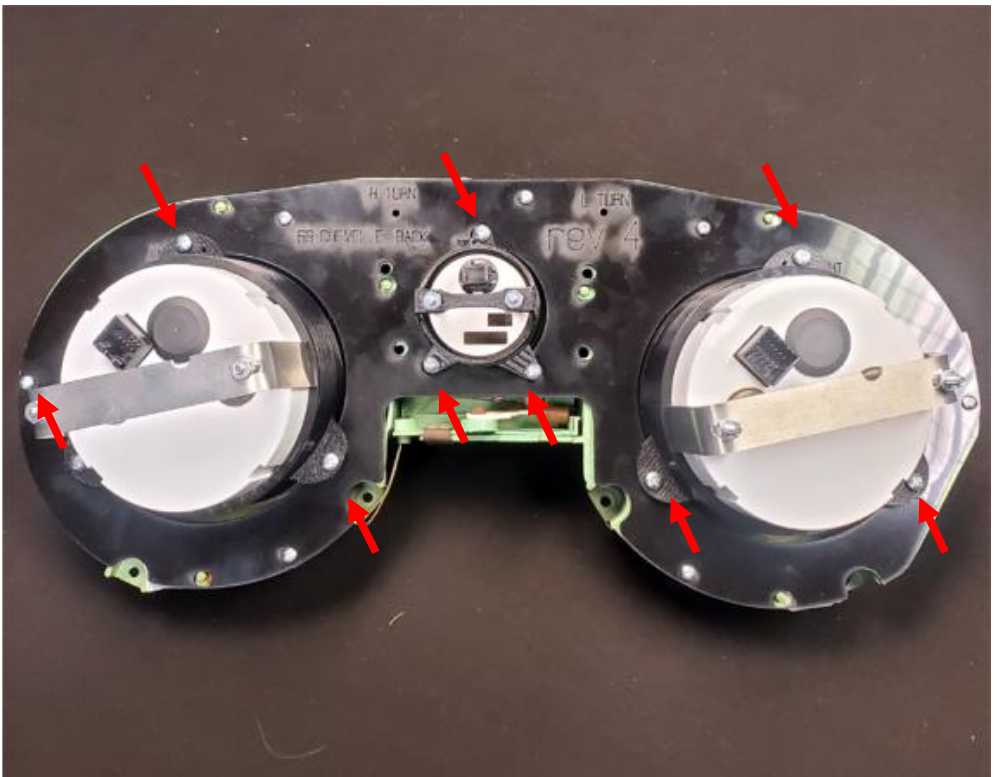


Position and rotate gauges as you see fit. Its best to hold them in place in the dash so you can see exactly how they line up and are rotated in the dash when you are sitting in the car.



In addition to rotation adjustment; using the back clamps, you can also adjust the position and align the gauges with the holes using the adjustment screws.

Each gauge has 3 clamp screws, loosen them, move the gauge where you like (up/down, left/right) and then snug the screws back down.



OE TURN SIGNALS:

There are 2 LEDs on the back of the cluster that you can use to illuminate your OE turn signals. These have 2 wires. Red is 12v+ black is ground. These are optional as turn signals are already in the gauges them selves.

WIRING:

Follow along in your BIG OOK referencing the appropriate gauge kit.

ENJOY YOUR NEW GAUGES!

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