



**NEW VINTAGE USA
DETROIT**

**72-80 DODGE FULL SIZE TRUCK
INSTALLATION INSTRUCTIONS**



TOOLS REQUIRED:

- PHILIPS SCREWDRIVER
- DREMEL OR OTHER CUTTING TOOL
 - 2" HOLE SAW
 - SANDPAPER



STEP 1:

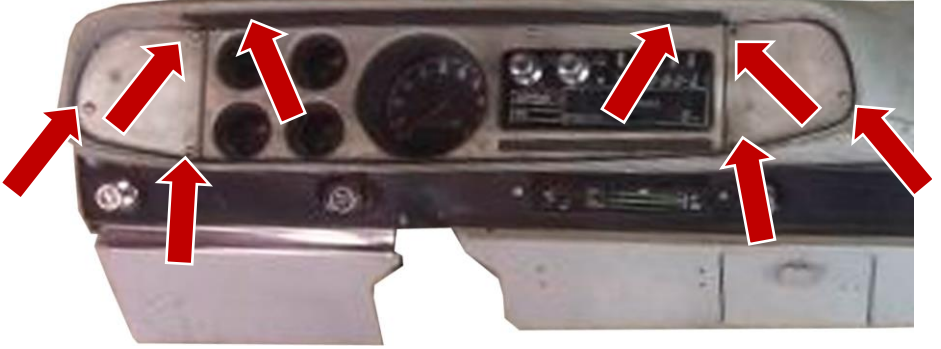
REMOVE THE 6-8 PHILIPS SCREWS HOLDING THE GAUGE CLUSTER TO YOUR DASH.

(KEEP THESE AS YOU WILL BE REUSING THESE TO REINSTALL YOUR BEZEL)

72-74= 6 SCREWS

75-80= 8 SCREWS

NOTE: ONCE THE SCREWS HAVE BEEN REMOVED FROM THE LOCATIONS SHOWN BELOW, THE BEZEL WILL BE ATTACHED BY THE CABLE AND SOME WIRING STILL, SO TAKE CARE DURING DIS-ASSEMBLY.



ONCE THE ORIGINAL GAUGES AND THE BEZEL HAS BEEN REMOVED FROM THE DASH (SHOWN BELOW)



STOCK GAUGES

YOU WILL NOT BE REUSING THE ORIGINAL GAUGES OR HOUSING, ONLY THE ORIGINAL BEZEL WILL BE RETAINED.

NOTE: THERE ARE A FEW DIFFERENT STYLE BEZEL DESIGNS FROM 72-80, BOTH WILL WORK BUT THE 75-80 MODEL DASH REQUIRES LESS TRIMMING ON THE SMALLER HOLES.

WE HAVE AN EXAMPLE OF THE DIFFERENT BEZELS ON PAGE 3



72-74 OE DASH



75-80 OE DASH

STEP 2:

TRIMMING OF THE DASH BEZEL TO ACCOMMODATE THE 2-1/16" GAUGES

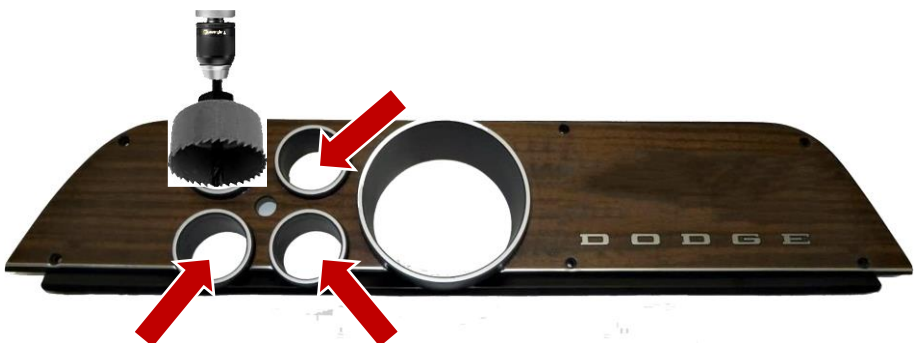
THIS IS WHERE YOU ARE GOING TO NEED A DREMEL OR OTHER ROTARY TOOL TO AID IN THE TRIMMING OF THE REAR OF THE BEZEL.

NOTE: 72-74 DASH BEZEL WILL REQUIRE EXTRA TRIMMING TO FIT MINOR GAUGES

72-74 BEZEL INSTRUCTIONS:

USING A 2 INCH HOLE SAW, DRILL AROUND THE OPENING OF THE MINOR GAUGES.

TIP: APPLYING MASKING TAPE TO THE BEZEL WILL PREVENT DAMAGING SURROUNDING AREA WHEN DRILLING THE HOLE OUT. SPEEDO WILL FIT AS IS, BUT WILL SIT HIGHER. THIS CAN BE TAKEN DOWN WITH A DREMEL AND SANDER TO ACHIEVE A MORE FLUSH LOOK.



TRIMMING OF THE DASH BEZEL TO ACCOMMODATE THE 2-1/16" GAUGES(continued)

75-80 BEZEL INSTRUCTIONS:

TRIM THE REAR TUNNEL FROM THE MINOR GAUGE HOLES THE BEZEL AS SHOWN BELOW, REDLINE SHOWS WHERE YOU NEED TO TRIM. AS YOU CAN SEE ONE HAS BEEN TRIMMED OFF TO SHOW YOU HOW IT WILL LOOK.



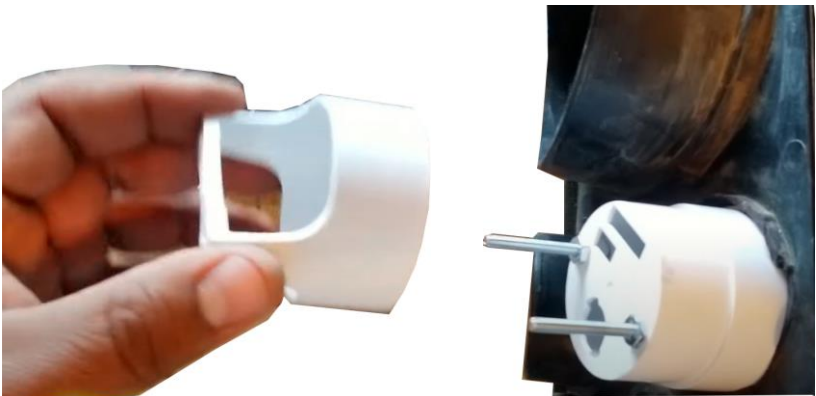
THIS HOLE HAS BEEN TRIMMED ALREADY

STEP 3:

PLACE GAUGES THROUGH FRONT OF BEZEL AND SECURE

USING THE SUPPLIED BACK CLAMPS AND MOUNTING HARDWARE, LIGHTLY TIGHTEN THE GAUGES INTO THE PANEL. THIS PROCEDURE IS THE SAME ACROSS 72-80 MODELS.

TIP: ALIGN GAUGES BEFORE FULLY TIGHTENING AND REINSTALLING THE BEZEL



STEP 4:

REINSTALLING INTO YOUR DASH

PLACE THE GAUGE BEZEL WITH YOUR NVU GAUGES INTO THE DASH AND SECURE TO DASH WITH YOUR FACTORY PHILIPS SCREWS.

72-74 OE DASH

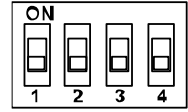


75-80 OE DASH



ANALOG INPUT FUEL GAUGE

DIP switches are used on the back of some of the gauges to set ranges for your application. This can be changed at any time but in general they are set at the factory or on site during installation and are left in that position for the life of the vehicle. When setting DIP switches, ON should be in the up position.



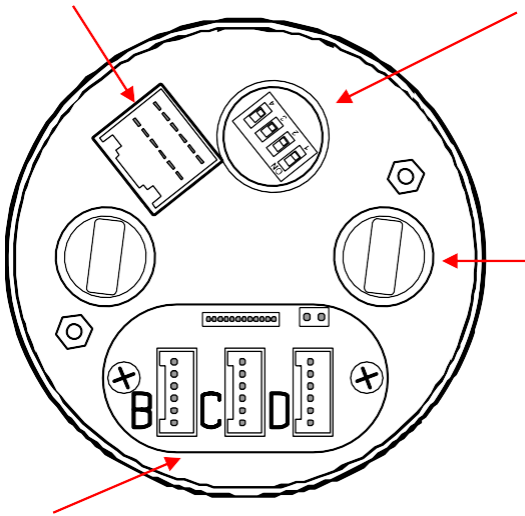
NOTE: TO CHANGE THE SETTING , AFTER SELECTING THE DIP SWITCH, POWER MUST BE CYCLED OFF/ON FOR THE NEW SETTINGS TO TAKE EFFECT.

FUEL GAUGE: YOUR GAUGE SHIPS SET TO FACTORY 73-10 SETTING

All fuel gauges are programmable by the DIP switches on the SPEEDO driver gauge.

All fuel gauges and ranges are identical on all instruments. Set the switches as shown in the chart below for your application.

DIP-SWITCH ACCESS



SENDER TYPE MAKE/YEAR	RANGE E-F ?	1	2	3	4
EARLY GM/FORD PRE 65	0-30	OFF	OFF	ON	OFF
GM 65-89	0-90	OFF	ON	OFF	OFF
GM 90S-UP	40-250	OFF	ON	ON	OFF
FORD/AMC/MOPAR 65-86	73-10	OFF	OFF	OFF	ON
FORD 87-UP	20-145	ON	ON	OFF	OFF
UNIVERSAL/SW	240-33	ON	OFF	OFF	OFF
CUSTOM/EARLY FORD	168-15	ON	OFF	ON	OFF
CHRYSLER/DODGE 86-96	110-10	ON	ON	ON	OFF
CHRYSLER/DODGE 97-up	220-20	ON	ON	OFF	ON



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