



**NEW VINTAGE USA
DETROIT**

92-96 F/S FORD TRUCK/BRONCO INSTALLATION GUIDE



**PRODUCT PAGE WITH
FEATURES AND WIRING**



**SMALL BLOCK FORD
SPECIFIC INSTALL**



**COYOTE SPECIFIC
INSTALL INFO**



**HOLLEY TERMINATOR/X-MAX
SPECIFIC INSTALL**

Step 1: Removing the Gauge Bezel

Light Switch Knob Removal:

Pull Knob til on position,
Using a small flat blade screw driver
push in and pry back towards
yourself and the knob
Will slide off.
Simply slide knob in the same
orientation to reinstall.



Bezel Trim Removal:

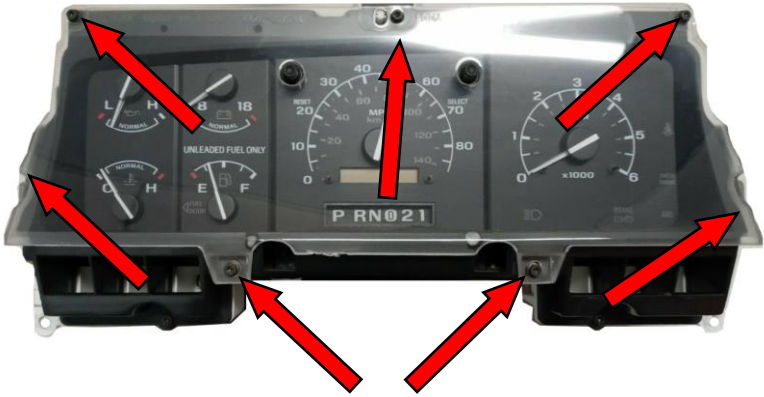
Using a flat blade screwdriver or pry
tool to release the clips that hold the
trim pieces over the two mounting
screws.



Removing mounting bolts:

Now that the trim pieces are
Removed you need to remove
Two 7MM bolts securing the
Bezel.





Dis-assemble Stock Cluster:

You will need to remove the 7 screws (shown above) from the front of the cluster in order to remove.

This will allow the clear lens to be removed (*Not Reused*)



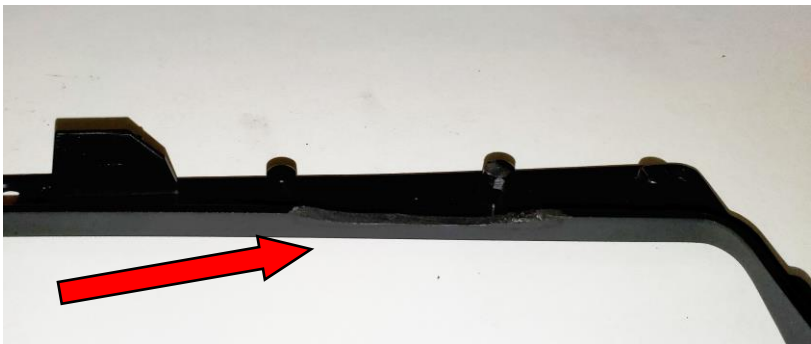
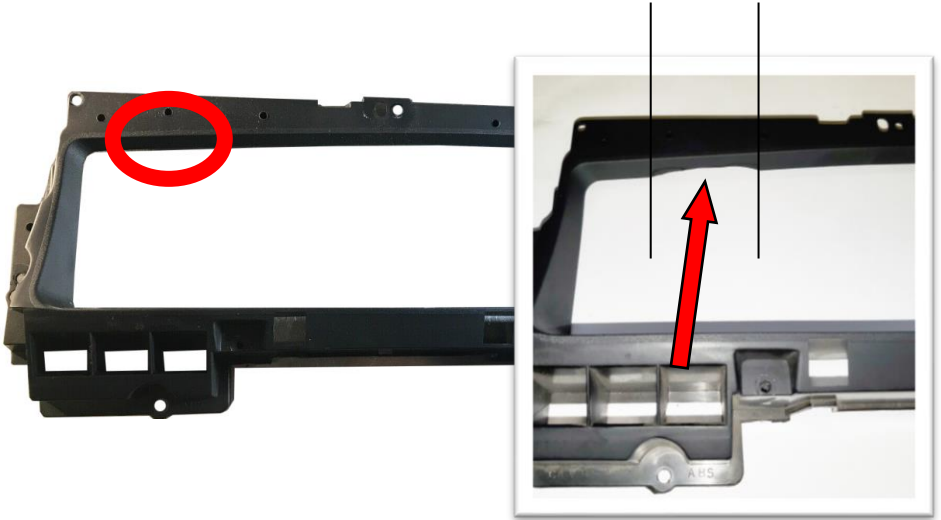
Now Remove the spacer (shown above) and set aside, it will be reused to install your new NVU Direct Fit Gauge Kit.

Trimming of Stock Gauge Cluster Spacer:

To assure the best fitment you will need to trim off a small area of the Factory Spacer. This can be achieved using a Dremel or other similar type cutting tool.

Trim where shown, you can use the lower mounting hole and Indicator light holes for reference to make your cut.

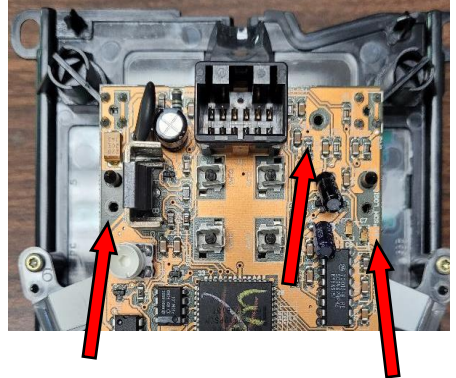
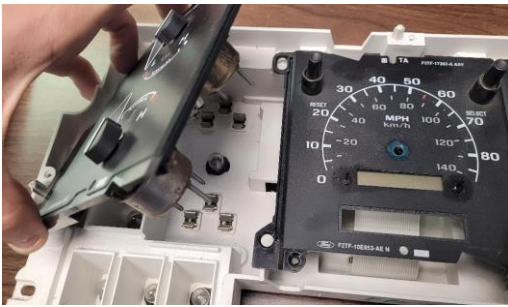
You can also lay the spacer over the gauges once installed to into the NVU Direct Fit Bracket and mark out your trim area.



Removing PSOM from Stock Cluster:

Once you have removed the clear plastic lens and factory spacer the stock cluster is ready to be disassembled. The factory gauges come apart in 3 pieces.

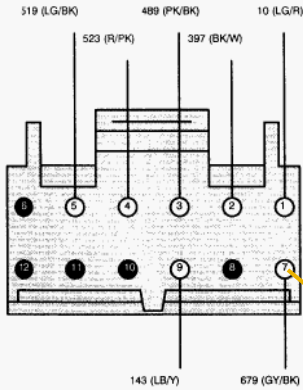
Start by pulling the left side of the cluster towards yourself, it will unplug from the carrier. Next you will remove the right bank of gauges by pulling towards yourself. Now its time to pull the Speedo, which has the PSOM attached to the back of the unit. Pull towards yourself to remove Speedo/PSOM assembly, now its time to remove the ribbon cable and the 3 screws holding the PSOM to the Speedo assembly.



Reusing the PSOM from Stock Cluster:

The PSOM was developed by Ford to send a Speed signal through the rear ABS signal, without a working PSOM your vehicle maybe inoperable. Use caution when working with your PSOM, to avoid damage your vehicles operation.

Splice into Pin 7 on your PSOM Harness and Connect this wire to your Orange Speedo wire as shown below.



C230

PROGRAMMABLE SPEEDOMETER/ODOMETER MODULE (PSOM)



PIN NUMBER	CIRCUIT	CIRCUIT FUNCTION
1	10 (LG/R)	Power - (Hot at All Times)
2	397 (BK/W)	Ground
3	489 (PK/BK)	Power - (Hot in Run)
4	523 (R/PK)	Speed Input from Rear Axle Speed Sensor
5	519 (LG/BK)	Speed Input Return from Rear Axle Speed Sensor
6	—	Not Used
7	679 (GY/BK)	Speed Output Vehicle Speed
8	—	Not Used
9	143 (LB/Y)	PSOM Conversion Constant Service Ground
10	—	Not Used
11	—	Not Used
12	—	Not Used

LED Indicator lights(Factory Location) & Alternator Resistor

Indicator Lights are just 12v LEDs, one side to ground other to trigger wire

92-94 Models

To allow your Alternator to charge, you must install a 510 Ohm Resistor across Pin 11 to Pin 12 on the gray harness connector.

95-96 Models

Use Pin 1 to Pin 12 on Black Connector



TIP: 510 resistor is located on the rear of OE gauges, re use it!

Installing Gauges Into Direct Fit Bracket:

Simply place the gauges through the panel in your desired orientation, then tighten the back clamps to secure them in position.



Installing Factory Spacer onto NVU Direct Fit Bracket:

Place the Spacer on top of the Direct Fit Bracket and Secure them together using the hardware from the factory cluster.



Important: Don't forget to plug your PSOM harness back in!

Since we have retained the factory spacer it allows for the cluster to be slide back into the dash and secured in the same factory locations that you unscrewed before. Simply line up the holes and secure with your factory hardware.



Don't forget to plug in your bezel harnesses for your fuel switch as well as other harnesses your vehicle maybe equipped with such as 4x4 or other options.

Installing your Factory Bezel onto your dash:



Re-Installing your Factory Bezel back on the dash is easy, Simply align the tab on the dash with those of the bezel. Push into place and secure with the 2 screws you removed during disassembly. Replace the trim pieces and pop them back into place to cover your screw holes.

If you have any question or concerns about your install please contact New Vintage USA at Service@Newvintageusa.com or Call us at 248-850-5482