



93-96 CAMARO BRACKET INSTRUCTION BOOKLET



Remove the lower dash cover by removing these 4 screws. Pull cover down and away. You can opt to lower the steering column at this time, not required but it makes your life easier.



Remove the radio cover piece with the 5 8mm screws shown here. The cover then can be pulled off.



Remove the driver side A-Pillar. Pry away and there are 3 tabs holding it in place. You must have the door open.



Pop up the top dash pad. Its held in place by clips.



Remove the 7mm screws holding the top under the dash pad.



Remove the fasteners on the lower left portion of the trim bezel.



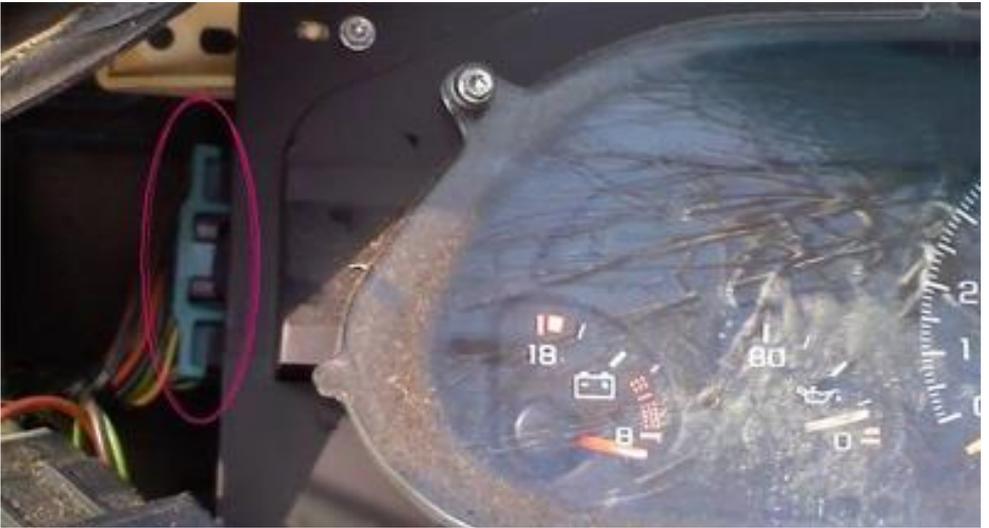
Remove this fastener on the right side of the dash bezel. Lower the tilt column if you have not done so already and remove the trim piece.



There are 4 screws holding the cluster in place, remove them.



Disconnect the cluster plug on the left rear side and the cluster should pull out of the dash.



Remove the 10 screws that hold the lens and cluster shroud on. Pull lens and should off your cluster— you will not be re-using the lens.



The factory cluster shroud will need to be modified and re-used. It can be re-painted if needed.

Remove the 8 nuts and lock washers holding the front cover on the new bracket. Lift off the top layer and the 3 spacers, set aside.

Place the factory shroud on the main bracket. This will show the areas that require removal. Carefully remove the material leaving at least 14-1/8" of the original flat all the way around. See next images for completed part.



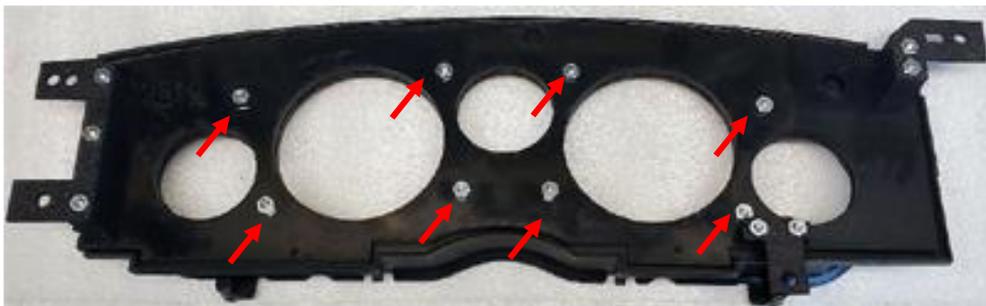
Remove enough material so that the 3 spacers will fit on the bracket as shown (red arrows). These will make up the gap where the material was removed so that your top panel will sit flush and flat.



Place the top panel in the bracket/spacers/shroud assembly. Align the factory shroud holes to the main bracket and secure with original screws or #6 self-tapping (red arrows).



Fasten the top cover to the main bracket using the 8-32 nuts and lock washers you removed earlier.



During installation, if needed the mounting tabs can be adjusted by loosening, repositioning and then re-tightening the tab nuts (red arrows)



Test fit panel and make any adjustments. Make sure there is clearance in the back for the gauges and wiring. Remove any material to allow the gauges to be set back in place.



Remove the test fit assembly. Wire according to the gauge wiring booklet. We recommend a good vehicle diagram from a repair manual in addition to probing the wires to verify connections.

Most of the connections can utilize the stack wiring harness.

NOTE: You must use the NVU temperature and pressure senders for the gauges to operate properly

GM PCMS: Please refer to the wiring information on pages 9,11 and 12 in your booklet.

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