



**99-02* DODGE RAM
INSTALLATION INSTRUCTIONS
(*2500 & 3500 Models Only for 02 Model)**



TOOLS REQUIRED:

- Phillips Screwdriver
 - T20 Torx bit
 - Power Drill
 - Cut off wheel

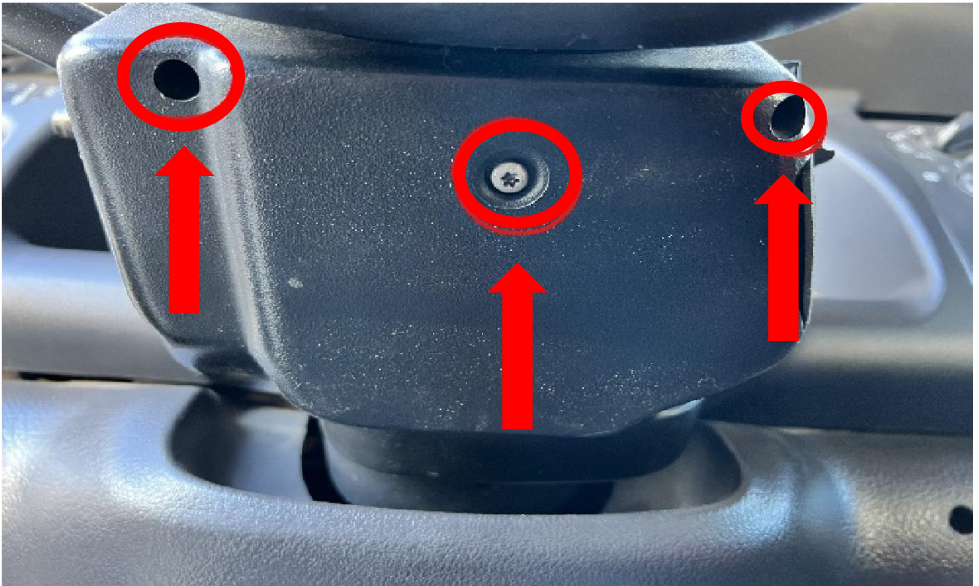


STEP 1: Tilt steering wheel to the lowest position.

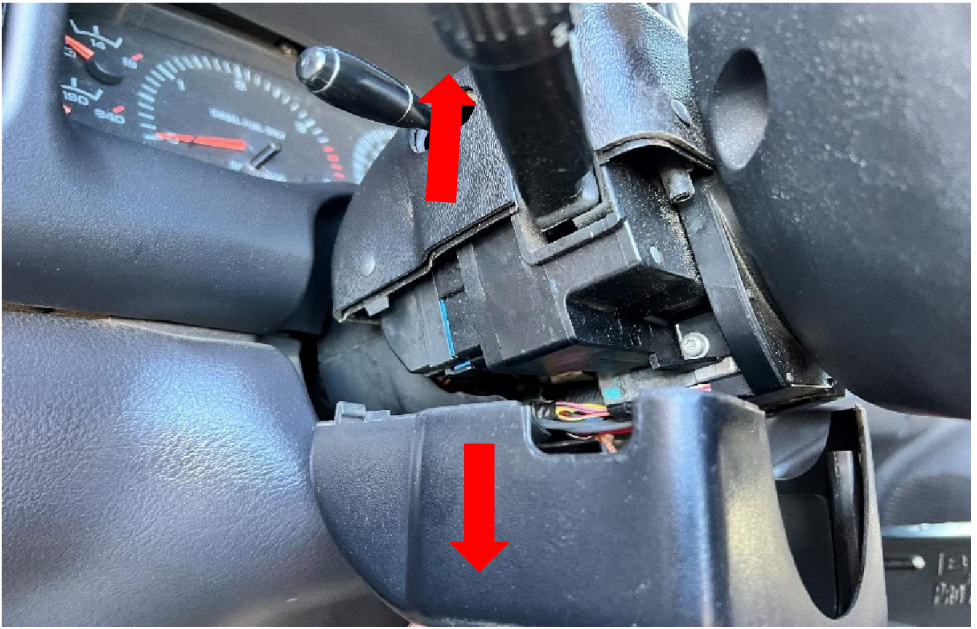




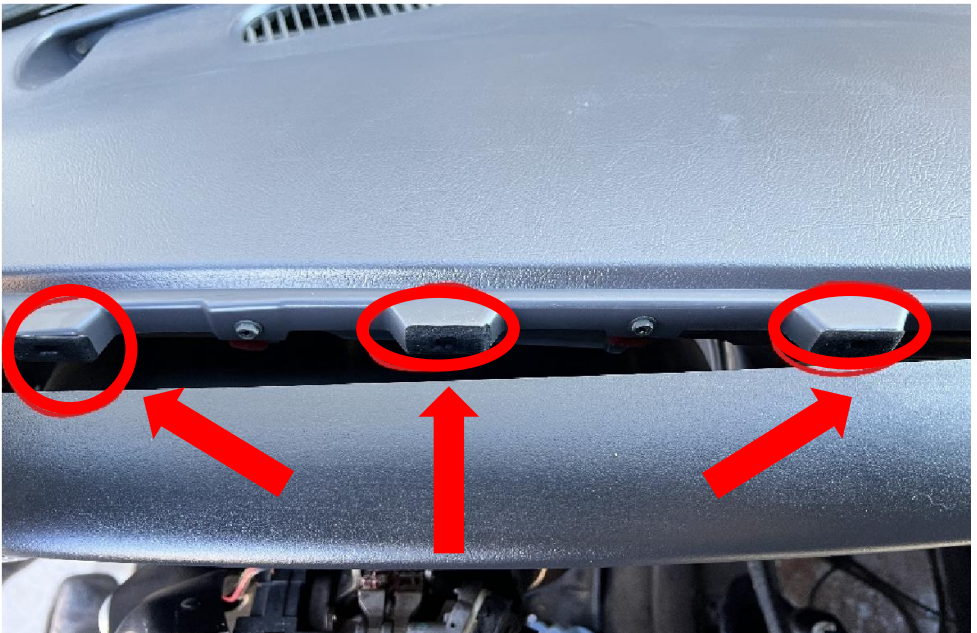
STEP 2: Remove steering wheel tilt arm by turning counterclockwise



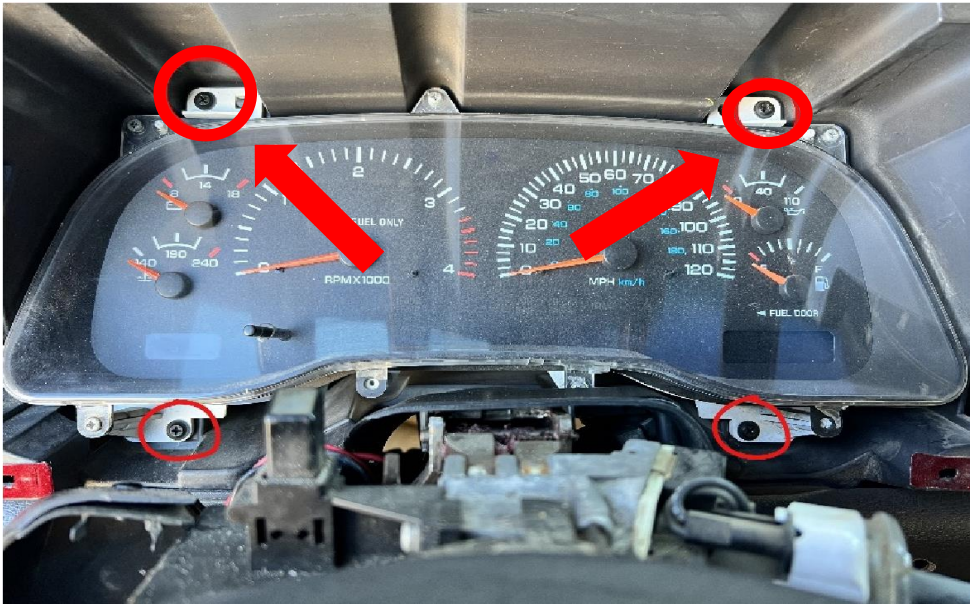
STEP 3: Remove the 3 T20 Screws from the bottom steering column cover.



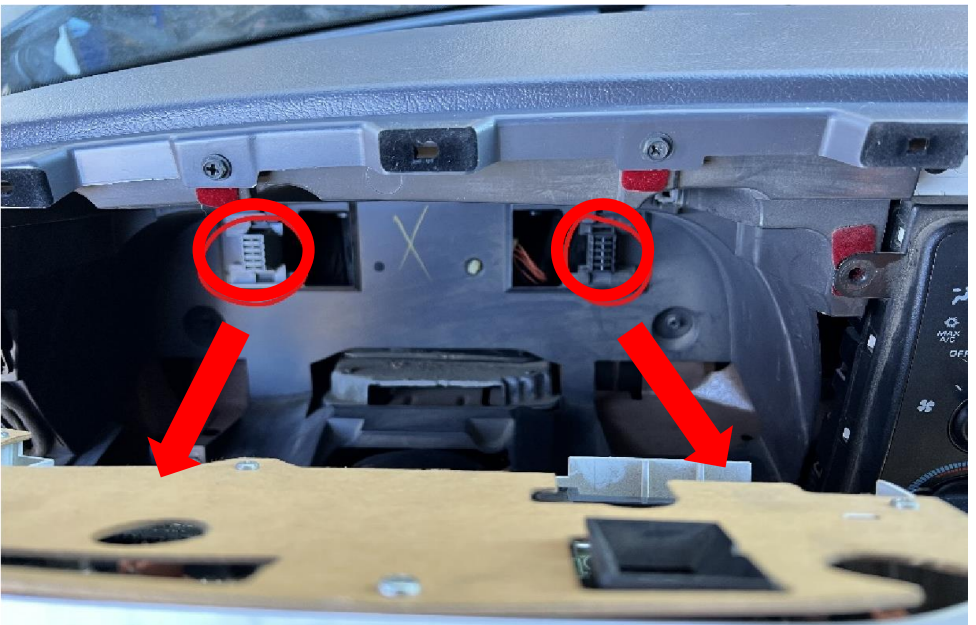
STEP 4: Remove top and bottom steering column covers.



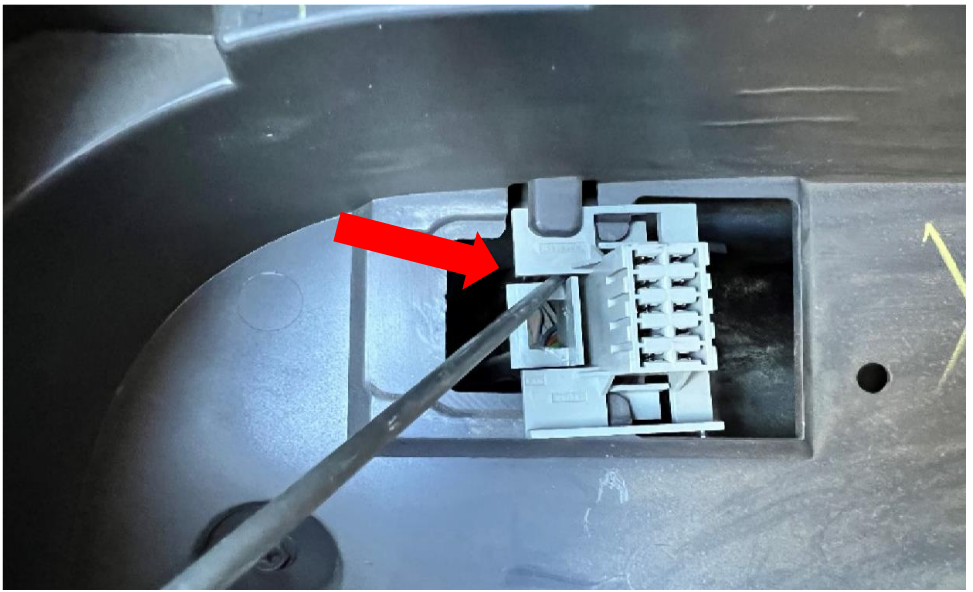
STEP 5: Remove dash bezel by gently pulling away from dash.
You will feel the clips release.



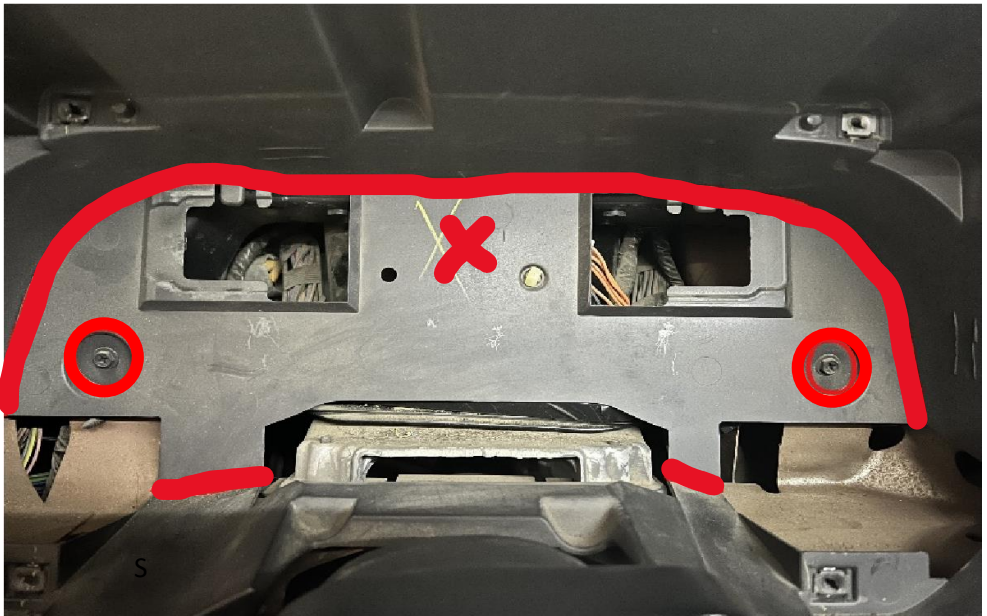
STEP 6: Remove 4 screws from cluster assembly.



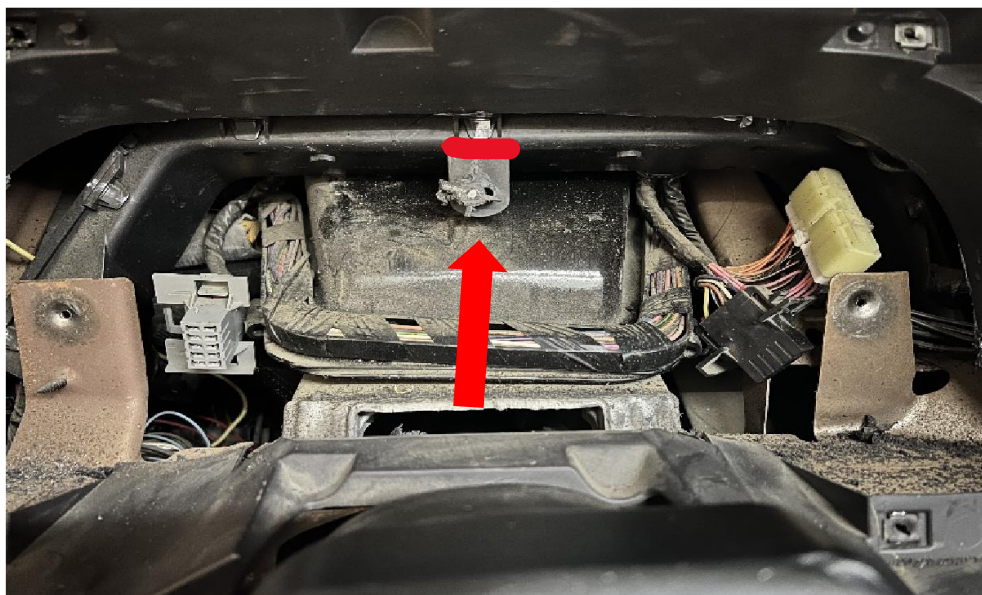
STEP 7: Gently pull cluster assembly away from the dash the factory connectors will stay where they are.



STEP 8: You will need to remove cluster electrical plugs by using flat head screw driver, pushing locking tab down and sliding connector towards inside of dash.



STEP 9: Remove 2 screws from panel, take drill with cut off wheel and cut on red line shown in picture. **Note: There is a screw behind panel on red X.** Breaking apart plastic panel after cutting will give you asses to screw.



STEP 10: After removing plastic panel cut on red line in picture removing plastic support.

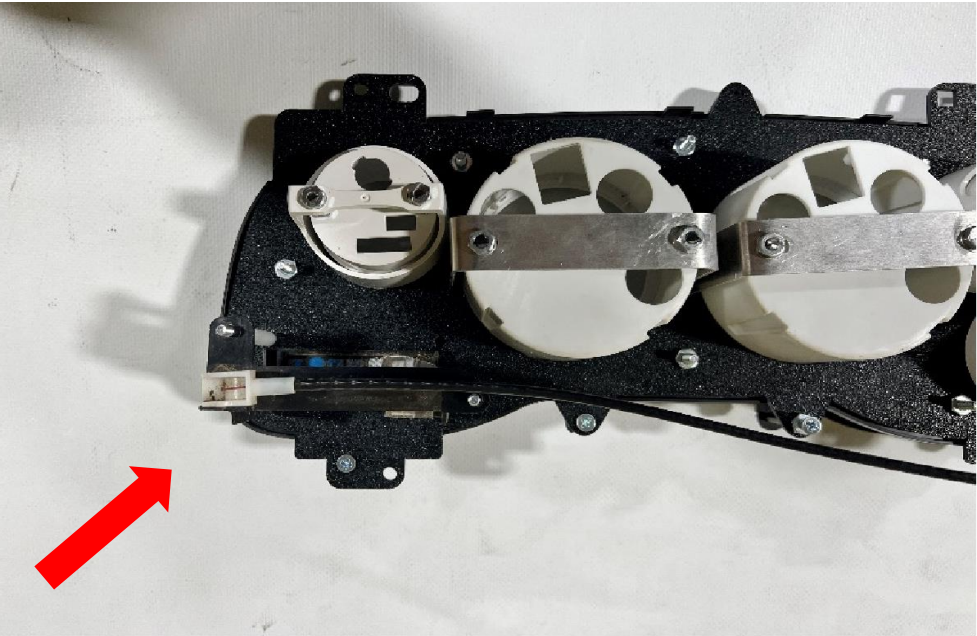


STEP 11: Remove plastic covers from old cluster. They will be reused



STEP 12: Assemble plastic covers onto new gauge cluster with supplied hardware.

Note: clear lens is optional new gauges will fit with or with out.



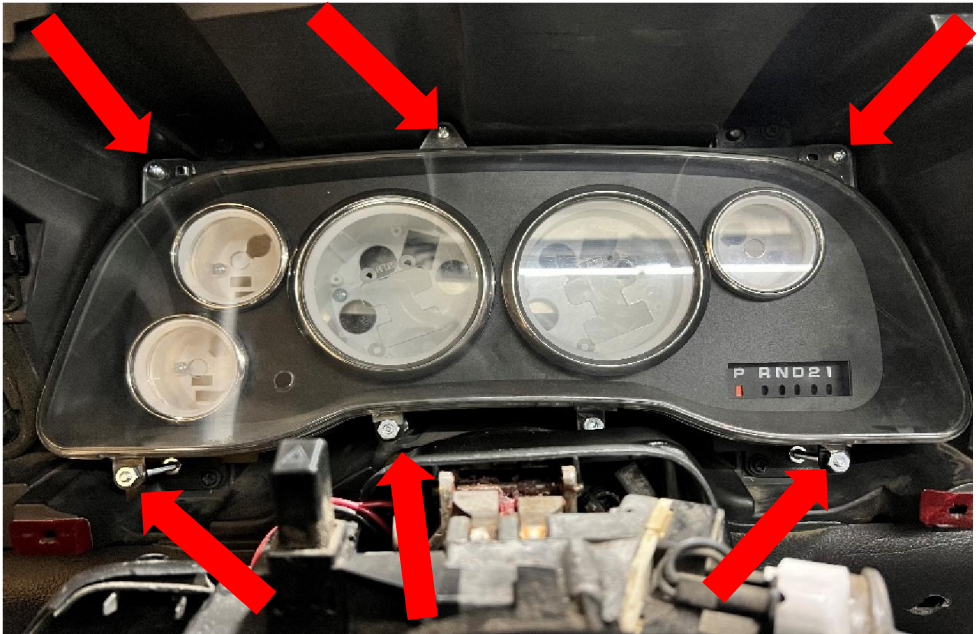
Step 13: Install shift indicator onto back of new cluster.

Note: this step is only for truck with Auto transmission.



Step 13.2: FRONT VIEW

Note: this step is only for truck with Auto transmission.



STEP 14: Install new cluster into dash reusing original cluster mounting screws.



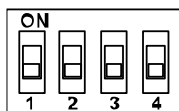
Step 15: Repeat steps 1-6 in reverse for finished assembly



Your installation is now complete! Enjoy!

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.



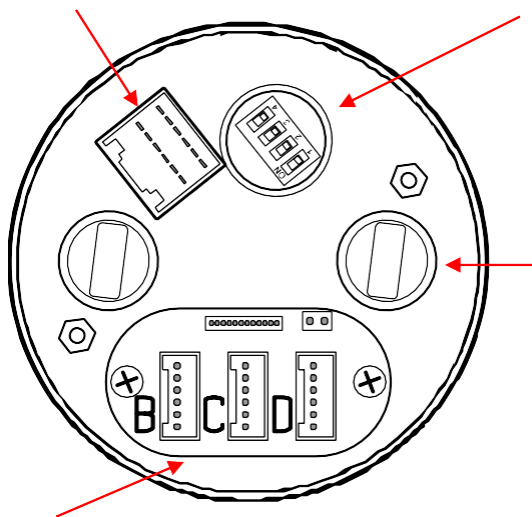
NOTE: TO CHANGE THE SETTING , AFTER SELECTING THE DIP SWITCH, POWER MUST BE CYCLED OFF/ON FOR THE NEW SETTINGS TO TAKE EFFECT.

FUEL GAUGE: This model falls between two fuel level ohm ranges, select based on your application

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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