



**NEW VINTAGE USA
DETROIT**

C4 CORVETTE 90-96 BRACKET INSTRUCTION BOOKLET



Disconnect battery.

Start by removing the lower dash panel. T-15 torx bit used to remove the 2 screws on the lower side panel.



Remove the 5 bolts on the lower portion of the panel. Use a 9/32" socket..
The panel then should drop away

Unplug the courtesy lamps and remove the panel.



To remove the lower metal panel, use a 10mm socket to remove the 4 bolts. NOTE these are different sizes and need to be installed the same location(s) when re-assembling. You may have to move the carpet out of the way to access the bolts next to the console.



Use a 15mm socket to remove the steering column support. This will drop the column slightly, enough to remove the cluster and trim.



A Phillips screwdriver is used to remove the 4 screws that hold the cluster trim on. Do not drop these! Tilt the top of the trim toward you and pull the piece out.



Use a 9/32" socket or proper torx bit to remove the 4 screws holding in the cluster. Pull the cluster out, the plug is part of the rear housing and does not require any harness removal.



Now that the cluster is out, add the gauges to the panel or use the bracket as a template for clearance the areas to make room for the gauges in the back..

Following the instrument instruction booklet, wire up the gauges. Use a factory repair manual or other wiring diagram as needed. Probe the wires to ensure proper connections.



It is suggested to leave the factory harness intact and place in where needed in the OE harness. You can use a multimeter or test light to find functions like hi beam and turn signals.

If using the factory PCM signals for speedo and tachometer, start with the GM "LS" settings, all GM PCMs output a 4-cylinder tach signal and 4,000 PPM (Pulses per mile)

Gauge lighting: We suggest using the parking lamp circuit as the factory dimmer may not work well on the gauge lighting (LED)

Once wiring is complete, reassembly of the dash is the reverse of disassembly.

The chart below is from a 1990 model and there may be variations from year to year and trim level, Always verify your connections first.

This cluster does not support VSS output for the cruise control– a signal splitter may be required.

34 PIN CLUSTER PLUG VERIFY ALL ITEMS BEFORE USING THIS CHART					
FUNCTION	NVU GAUGE	COLOR	OE PIN	OE COLOR	NOTES
GROUND	BLACK		A1	BLACK	GOOD GROUND
12V+ SWITCHED POWER	RED		A4	PINK/BLACK	
TACH SIGNAL	VIOLET (TACH)		B10	WHITE	4 CYLINDER MAY REQ PULL-UP RESIST
OIL PRESS	YELLOW (TACH)				USE NEW NVU SENDER (BEST NEW WIRE)
WATER TEMP	GR/YEL (SPEEDO)				USE NEW NVU SENDER (BEST NEW WIRE)
LEFT TURN	BLUE (SPEEDO)		A8	LT BLUE	
RIGHT TURN	GREY (SPEEDO)		A5	DK BLUE	
SPEED SIGNAL	ORANGE (SPEEDO)				MAY BE FROM DRAC BOX OR SENDER
FUEL SENDER	GREEN (SPEEDO)				40-240
HI BEAM	TAN (SPEEDO)		A6	LT GR/BLK	
LIGHTS	WHITE (BOTH)		A2	GREY/BLK	MAY NEED TO WIRE TO PARK LAMP

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NEW VINTAGE USA
21840 WYOMING PL STE. A
OAK PARK, MI 48237
VOICE: 248.850.5482
FAX: 248.565.8291

www.newvintageusa.com
service@newvintageusa.com