



**NEW VINTAGE USA
DETROIT**

69-70 MUSTANG BRACKET INSTALLATION



The procedure is the same on 69 and 70 Mustang even though the bezels are different on the front and back.

1. Remove original cover bezel and gauges assembly from the dash. Disconnect any wiring, speedometer cable, etc.
2. Remove the original gauges but leave the original spacers. NVU recommends removal of the stock lens as well as the new instruments are fitted with glass lenses. No more scratched plastic! NOTE: Your kit can be ordered without lenses so that you can re-use the original angled lens. This may be helpful if glare is an issue or in convertibles.

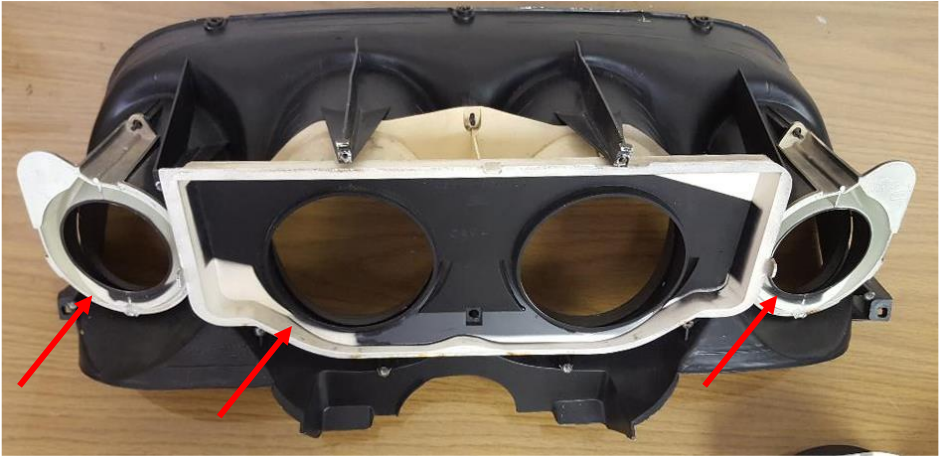
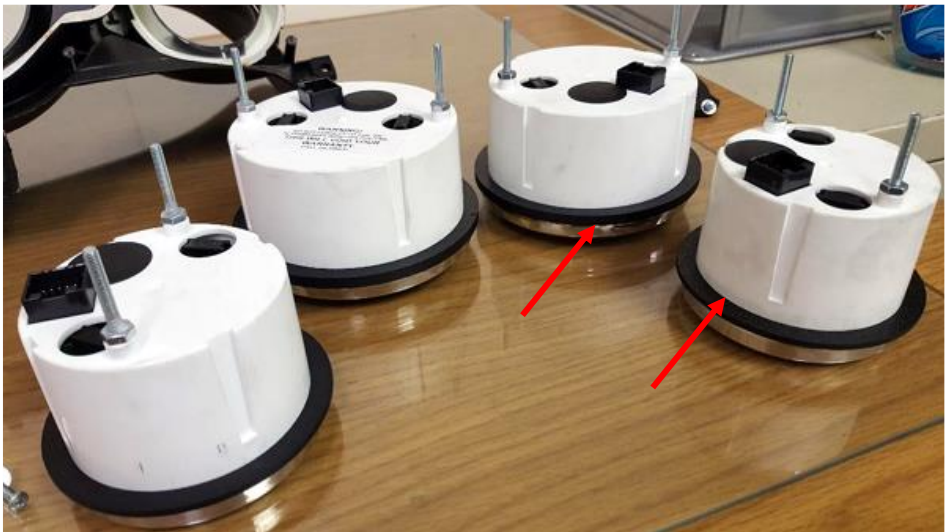


FIG 1. Original spacers in place (red arrows)

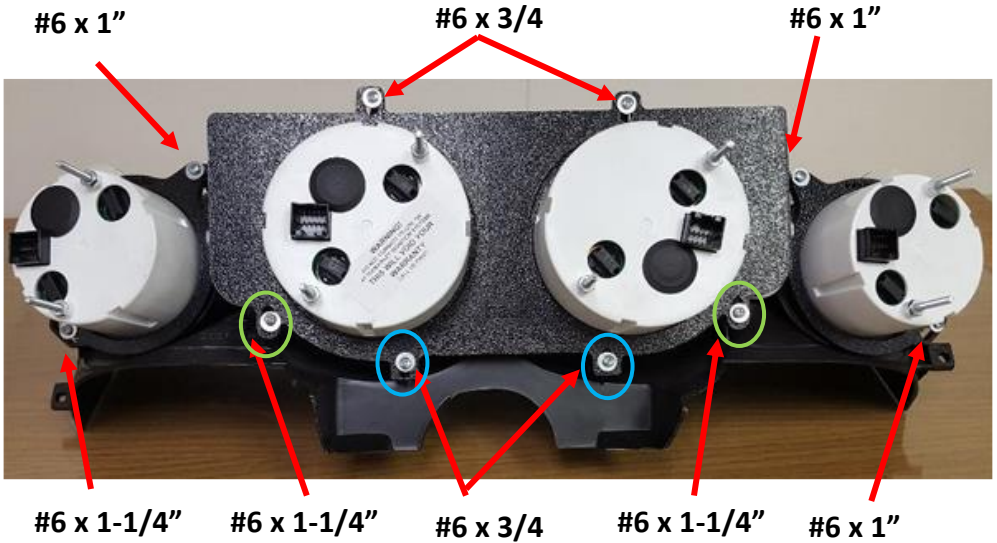
3. Install spacers on gauges. They will be tight, press them all the way down to the bezel.



4. Place the gauges in their desired position. They can be in any position you desire, stock or what you like.



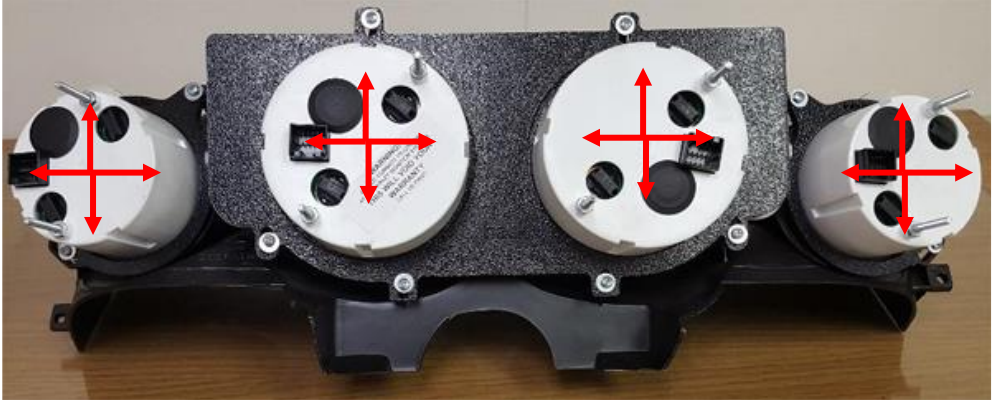
5. Install cover plates loosely. They are labelled with sides and are all labelled on the back with laser engraving. Use a washer on each screw. NOTE: Screw holes are oversized to allow for build variation.



NOTE: PANELS VARY WIDELY ON YEAR AND VENDOR! THE TOP SCREWS ARE ALWAYS THE SAME.

The bottom are usually different. Only 2 screws are required on the bottom. Black panel uses outer (green) holes. Woodgrain panel used inner (blue) holes

6. Before tightening back plates, gauges can be moved and rotated for the best viewing for your vehicle, seat position, driver height. Once you are satisfied with the location, snug the screws down until instruments are set.



NOTE: back clamps not required. The plates use compression to hold the gauges in place. If you need more clearance, the studs may be cut, they are used in the assembly process and are not required.

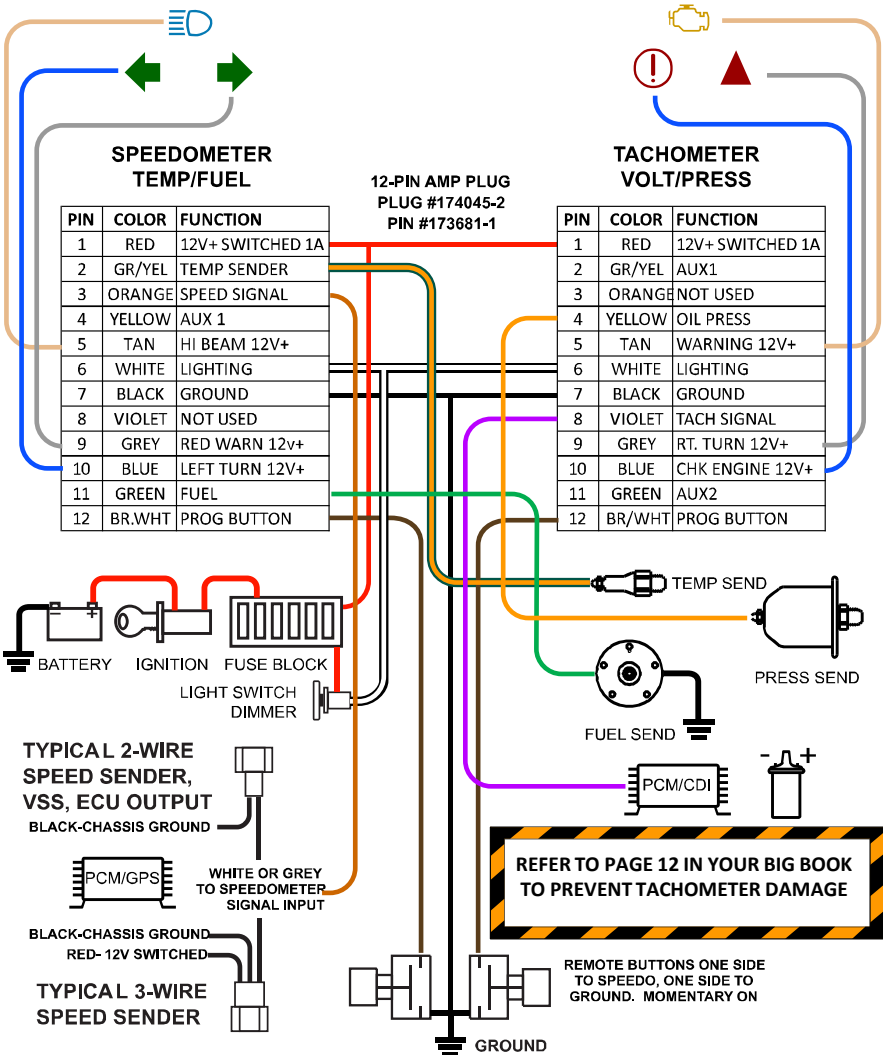
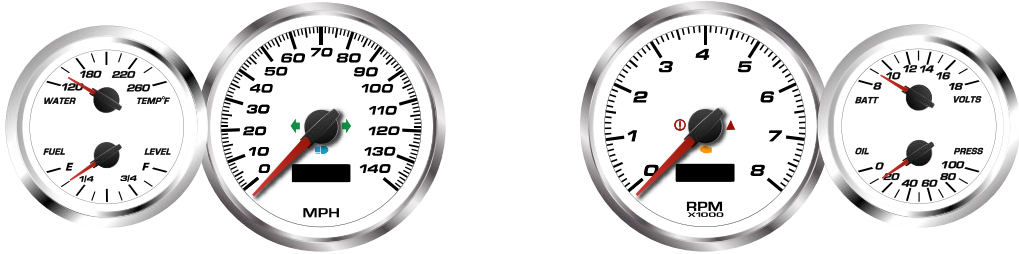


Spacer and bracket allows for rotation and moving gauge around for aligning to YOUR build

Slotted adjustments for aligning

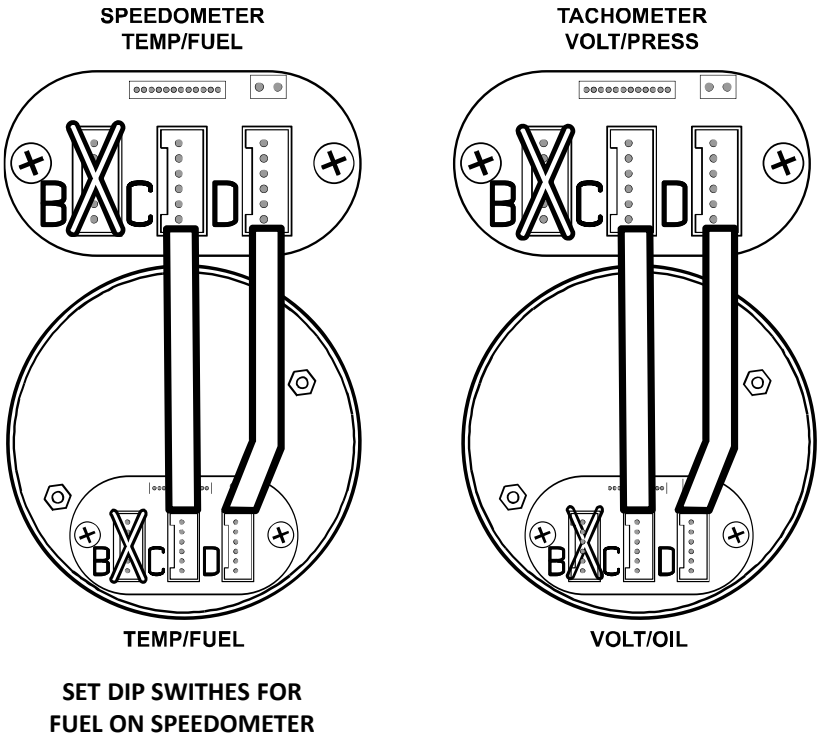
4-GAUGE KIT DIRECT DRIVE WITH DUALS

Please refer to your Phoenix big book for additional installation information. The following drivers pertain to all direct drive kits with dual gauges. The speedometer and tachometer are the drivers that run the dual gauges



CONNECTING THE DUAL GAUGES

Our direct-drive system takes the guess work time out of wiring the external gauges. All inputs are through the speedometer and tachometer, those then drive the dual gauges. Once the jumper cables are plugged into the driver gauges as shown below, no further connections are required. Lighting is powered by these connections.



Use the C and D plugs on each gauge as shown to connect the dual gauges.

SPEEDOMETER:

Programmable fuel: (GREEN WIRE) connects to your fuel gauge. The input is programmable and can be set using the chart in your BIG BOOK on page 34

Water temperature: (GREEN/YELLOW WIRE) Connects to the NVU temperature sender.

TACHOMETER:

Volts: No input required, internal to the gauge

Oil pressure: (YELLOW WIRE) Connects to NVU oil pressure sender