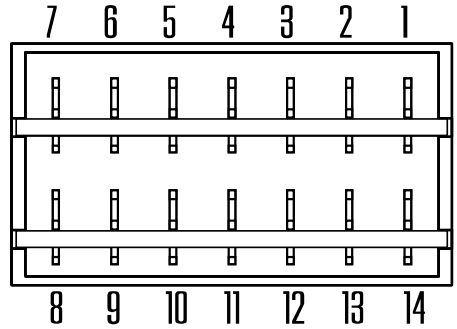




**NEW VINTAGE USA
DETROIT**

**14-PIN GM SNAP-ADAPT INSTRUCTION BOOKLET
FOR SELECT GM VEHICLES**



GM VEHICLES:

- 78-88 CUTLASS
- 82-84 TRANS AM
- 85-89 TRANS AM
- 85-92 TRANS AM
- 91-92 CAMARO
- 86-89 CAMARO

INTRODUCTION

This product is designed to help the installer save time and create a professional installation of aftermarket gauges in less time than splicing in the old and new harnesses. Use this instruction manual as a guide. Due to the wide variety of variations over model years we have used the most popular applications as our wiring diagram guides.

The following will help you to an easy, trouble-free installation:

- Use the diagrams to help verify each pin and function as below.
- If you have a variation on a cluster/pinout, please let us know so we can add that to our diagrams for future installs
- Use a test light/multimeter to verify each connection before making a final decision/connection.
- Crimp wires to spade terminals (provided) in the same direction as the spade- this will save space between connections as we have done our best to minimize the size of the adapter plug.
- Commonize connections in the spade terminal crimp to save wiring and time. Power, ground, lights can all be common from all gauges
- LED lighting: All NVU gauges use LED lighting, **which may or may not operate properly with OE dimmers**. If your lights will not work on the plug try turning up the dimmer all the way. If that does not work, we recommend connecting directly into the parking lamp circuit for a constant 12v. If you would like to dim the gauges, we have our LED dimmer available, part number 99003-04
- Use care when removing spade terminals, the boards are held in with clips that snap into the housing. Hold the board in place while removing spade terminals (they are tight) so that the housing/snaps are not damaged or pull out.

Plugging into original harness plug:

Most plugs are directional meaning that it can only be plugged in one way. Some are not due to the original design. Note when plugging in, that the same pin count and any spacing is in the same direction as the original.

There are 2 types of connections used:

1. Snap in: Same as original, the plugs will snap in. To remove, depress the tabs just like OE
2. Mechanical: Other plugs did not have a mechanical attachment as part of the original design. While this may have been useful for use at the factory, our application needs to be mechanically held in place. This is done using the included hardware (screws, nuts) or a cable tie. In cable-tie applications, slide the tie through the holes and slot guides. Clamp tightly once you are ready to complete the installation.

TESTING THE TERMINALS BEFORE FINALIZING CONNECTIONS.

As stated earlier in the instruction booklet, the diagrams within are to be used as a guide. With the large variation and options available, we have provided the most popular/common diagrams to start with. If you find something new or better, please let us know so that this booklet can continually be updated with newer material.

HOW TO TEST FOR EACH FUNCTION:

Plug the adapter into the stock plug.

TESTING FOR 12V+ POWER:

Using a test light or multimeter, place one end on a good ground. Turn on the key if needed.

Turn on the function you would like to test, lights, ignition, etc that would be powered by 12v+.

Probe the pins/terminal with the other end of the test lamp/multimeter. When you reach the pin that operates that function, the lamp will illuminate, or the multimeter will read vehicle voltage (12V).

Turn that item on and off to verify that is the correct pin. Make a note of it so you remember.

TESTING FOR A GROUND TRIGGER:

Same procedure as above but swap the power to a good 12V source and probe the terminals with the ground side. The light will illuminate, or multimeter will show vehicle voltage (12V)

TESTING FOR OHMS (TYPICALLY FUEL SENDER)

This one is a little trickier as you will need to know what Ω (ohms) range you are looking for. In a fuel gauge its best to know how much fuel is in the tank before starting, and noting what the original fuel gauge was reading before removal. Give us a call if you need a hand with this.

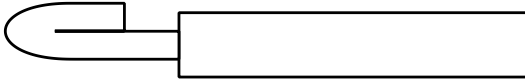
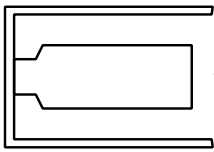
Using a multimeter set to the appropriate ohm scale (usually 200 Ω), place the ground side probe on a good ground.

Start probing the terminals with your multimeter, look for the range that would be appropriate for your fuel gauge at that level.

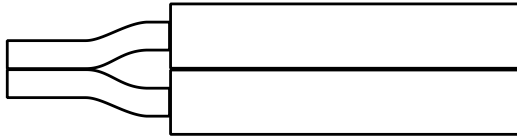
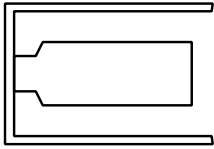
THE LAST RESORT:

Take a look at the back of the cluster, you can often trace the printed circuit to identify which pin does which function.

VIDEO LINK HERE:



Single wire:
fold over



Multiple
wires

CRIMPING WIRES TO SPADE TERMINALS

We have included BLUE spade terminals for 18-20 ga wire. This is a larger size that can be used for 1 or 2 wires to be attached.

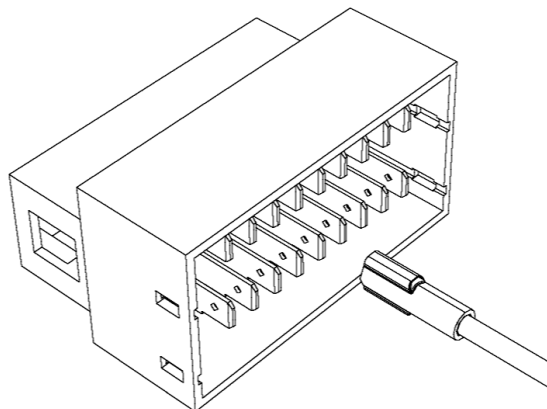
- When using one wire in the terminal, we find its best to strip off extra wire and fold it over to create a thicker piece for the crimp to attach to.
- 2 wires should fit in there nicely, be sure to strip off enough wire to extend full into the end of the terminal.



Use a quality crimper to ensure a good connection.

Connection should be tight and not be able to pull out. Make sure the crimp is in the same direction as the spade (red arrows) so that there is enough room between terminals.

The spade terminals will bottom out on the male side in the plug making a good connection. Remember to hold the board in if you need to remove the spades afterward to not damage the housing or pull the board(s) out.



GAUGE SIGNALS AND WIRING TIPS

NVU adapter plugs are designed to minimize your searching for the right wires as much as possible. Your new gauges probably have features your original vehicle was never designed to have, so some additional wiring may be required. Here are some helpful tips for a successful gauge installation.

ELECTRONIC SPEEDOMETER: this signal may or may not be in your wiring harness, LS swaps, new PCMs, cableless senders in older vehicles will require some additional wires to be run. In if doubt, just run new wires down to the new speed sender or PCM, that 15-20 minutes now can save you hours of troubleshooting later. If you are using a new “conversion” or “update” harness from a trusted harness manufacturer, these are already in place and you can use those designated wires.

TACHOMETER: Similar to above, old wires can also deteriorate, if you are unsure, just run a new wire to the appropriate tachometer signal source. Check page 12 in the NVU BIG BOOK or give us a call to help you through.

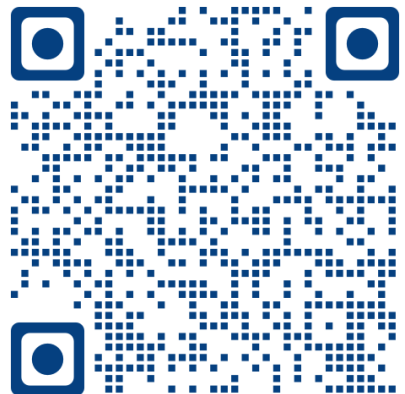
OIL PRESSURE SENDER: NVU recommends installing a new wire to the pressure sender to ensure you have the correct connection established. If you are using a new “conversion” or “update” harness from a trusted harness manufacturer, these are already in place and you can use those designated wires.

TEMPERATURE SENDER: NVU recommends installing a new wire to the temperature sender to ensure you have the correct connection established. If you are using a new “conversion” or “update” harness from a trusted harness manufacturer, these are already in place and you can use those designated wires.

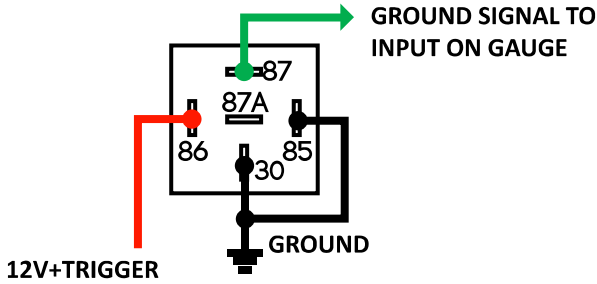
FUEL SENDER: This one is a pain usually to run a new wire all the way to the tank. Its best to try to re-use the original wire unless there is an issue with the vehicle wiring.

LED lighting: All NVU gauges use LED lighting, ***which may or may not operate properly with OE dimmers.*** If your lights will not work on the plug try turning up the dimmer all the way. If that does not work, we recommend tying directly into the parking lamp circuit for a constant 12v. If you would like to dim the gauges, we have our LED dimmer available, part number 99003-04

**SCAN THE QR CODE AT RIGHT TO SEE
THE INSTRUCTIONAL VIDEO >>>**



HOW TO SET UP A RELAY TO CONVERT A 12V+ OUTPUT TO A GROUND TRIGGER FOR THE GAUGE.



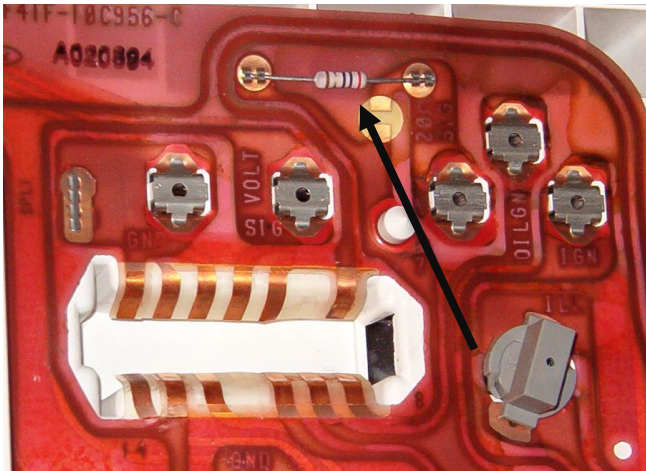
To trigger NVU indicator lights (in the gauge) will require 12V+ to illuminate the LEDs. If your signal is a ground trigger (brake light for example) there are 2 methods:

1. Use a relay as shown above, most any relay will do, LEDs draw less than 1 amp.
2. The NVU ground trigger controller can “flip” up to 3 ground triggers to power for use on almost any light or low amp circuit.

ALTERNATOR EXCITER JUMPER IF REQUIRED

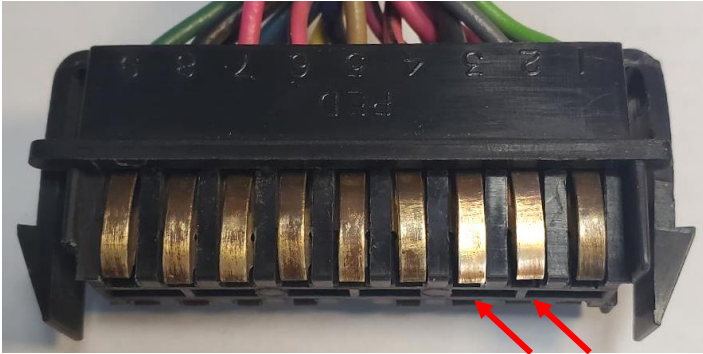
Some alternators may require a jumper to excite the unit to charge the battery. Often times the lamp in the cluster itself is “in charge” of that function. To simulate the bulb there are a few options:

- Use a 510 Ω resistor between the terminals. Most of the time there is already one on the back of the cluster itself.
- Convert to a 1 wire alternator
- Jump the excite wire on a 3-wire alternator basically converting it to one wire
- Use a bulb in that jumper location.



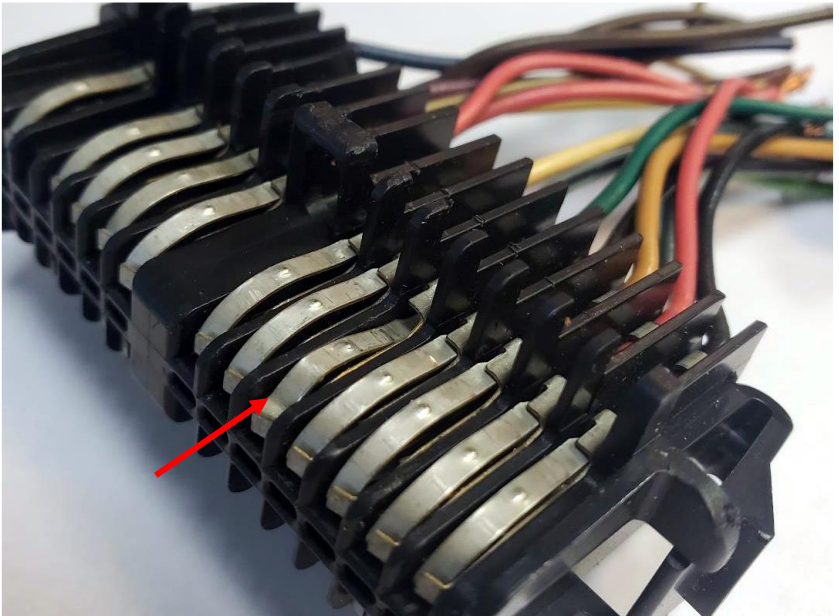
CLEANING PINS

The original plugs have been in the vehicle for a long time, for best results the pins should be gently cleaned. Use a Scotchbrite or similar pad or an eraser. Gently clean the contact area. **DO NOT USE SANDPAPER OR STEEL WOOL OR A SHORT/FIRE MAY RESULT.** Cleaned pins shown below (arrows)



BENT PINS

Before plugging together, inspect the original plug pins for any bent or pushed down pins that may not have good contact with the adapter. **CAREFULLY** adjust as needed.



CHECKING CONNECTIONS

Its always a good idea to make sure you have a good connection, bent or dirty pins can lead to frustration. A multimeter set to OPEN/CLOSED can be a fast way to double-check before you button things up.



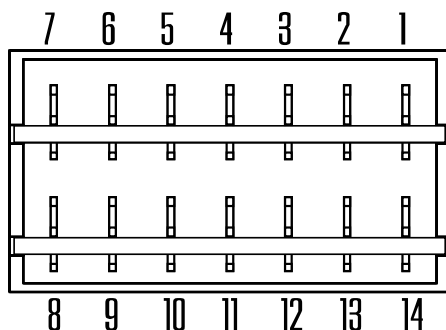
LABELS ON BOARD

The boards have labels that match the pin layout on your drawings, use those as you install the wires onto the spade terminals.



VEHICLE MODELS AND USE

This plug was used by many OE vehicle manufacturers over a period of over a decade. The number of clusters and variations on builds vary greatly. The following diagrams are for your guidance only. Please verify each connection prior to final installation of your NVU gauges or damage will result. Follow the pin verification procedure on prior pages in the book to ensure an easy installation.



TERMINAL SIDE OF PLUG– NOTE: OE PLUG CAN ONLY BE PLUGGED IN ONE WAY- THERE ARE LOCATORS ON THE PLUG AND ADAPTER.

Below and next page are the available items on the stock cluster wiring. The above cluster is the only style supported by this diagram. Other options, pinouts and functions may be available based on your cluster, plug, PCM, model and year.

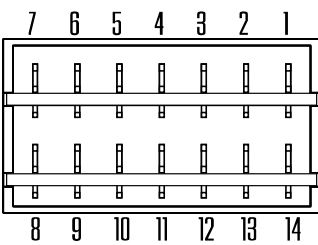
O= Optional: use this for warning lights and such

R= Required: the minimum items needed to get your gauges up and running

N/A= Available pin but not used on NVU gauges.

For ground trigger functions please see USING A RELAY in the previous section of this booklet.

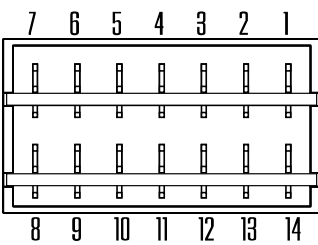
78-88 CUTLASS STANDARD CLUSTER



78-88 CUTLASS STANDARD CLUSTER CONNECTOR C1 PASS SIDE

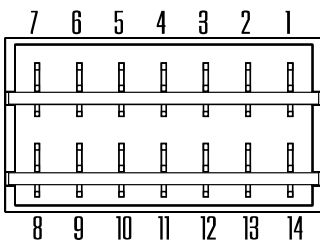
NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
TACH- TAN	1	Yel	Service Engine Soon Ind.	MAY REQUIRE RELAY TO SWAP POLARITY TO 12V+
-----	2		(Blank Indicator)	
-----	3		(Blank Indicator)	
-----	4		(2nd Coolant Temp Ind.)	
-----	5		(2nd Coolant Temp Ind.)	
-----	6		(Wait Indicator)	
-----	7		(2nd Fasten Belts Ind.)	
-----	8		(Water in Fuel Ind.)	
-----	9		Not Used	
-----	10		Not Used	
-----	11		Not Used	
-----	12		Not Used	
-----	13		Not Used	
-----	14		(Low Fuel Indicator)	

78-88 CUTLASS STANDARD CLUSTER



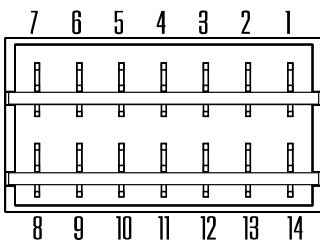
78-88 CUTLASS STANDARD CLUSTER CONNECTOR C2 DRIVER SIDE

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
SPEEDO-BLUE	1	Lt. Blu	LH Turn Indicator	
SPEEDO/TACH- BLACK	2	Blk	Ground	
SPEEDO/TACH- WHITE	3	Gry	Illumination	
	4	Brn	Charge Indicator	MAY REQUIRE PULL UP RESISTOR TO 12V+
SPEEDO/TACH- WHITE	5	Gry	Illumination	
SPEEDO/TACH- BLACK	6	Blk	Ground	
SPEEDO-GREEN	7	Pnk	Fuel Gauge	ALREADY SET TO FACTORY RANGE (REFER TO BIGBOOK FOR MORE SETTING)
SPEEDO-GREY	8	Dk. Blu	RH Turn Indicator	
	9	Yel	Fasten Belts Indicator	
	10	Tan/Wht	Brake Indicator	
SPEEDO-GRN/YEL	11	Dk. Grn	Coolant Temp Indicator	NVU SENDER MUST BE INSTALLED ON THE ENGINE
SPEEDO/TACH- RED	12	Pnk/Blk	Ignition Input	
	13	Tan	Oil/Choke Indicator	
SPEEDO- TAN	14	Lt Grn	Hi Beam Indicator	



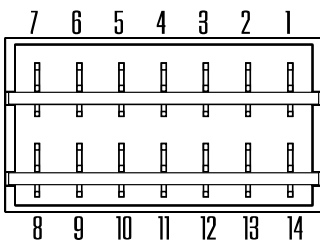
78-88 CUTLASS RALLY CLUSTER CONNECTOR C1

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
TACH-TAN	1	Yel	Service Engine Soon Ind.	MAY REQUIRE RELAY TO SWAP POLARITY TO 12V+
	2		(Blank Indicator)	
	3		(Blank Indicator)	
	4	Dk Grn/Yel	Coolant Temp Indicator	
	5	Pnk/Blk	Ignition Input	
	6		(Wait Indicator)	
	7		(2nd Fasten Belts Ind)	
	8		(Water in Fuel Ind.)	
	9		Not Used	
	10		Not Used	
	11		Not Used	
	12		Not Used	
	13		Not Used	
	14		(Low Fuel Indicator)	



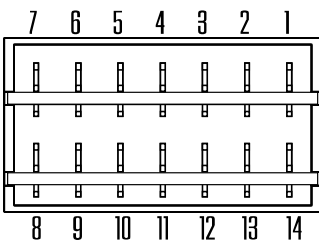
78-88 CUTLASS RALLY CLUSTER CONNECTOR C2

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
SPEEDO/TACH-WHITE	1	Gry	Illumination	
SPEEDO/TACH-BLACK	2	Black	Ground	
SPEEDO- GREEN	3	Pnk	Fuel Gauge	ALREADY SET TO FACTORY RANGE (REFER TO BIGBOOK FOR MORE SETTING)
TACH- YELLOW	4	Tan	Oil Pressure Gauge	NVU SENDER MUST BE INSTALLED ON THE ENGINE
	5	Yel	Fasten Belts Indicator	
	6	Tan/Wht	Brake Indicator	
SPEEDO-GRN/YEL	7	Dk Grn/Wh t	Coolant Temp Gauge Input	NVU SENDER MUST BE INSTALLED ON THE ENGINE
NOT USED	8		(Oil/Choke Indicator)	
	9	Brn	Charge Indicator	MAY REQUIRE PULL UP RESISTOR TO 12V+
SPEEDO/TACH-RED	10	Pnk/Blk	Ignition Input	12V+
SPEEDO- TAN	11	Lt Grn	Hi Beam Indicator	
SPEEDO-BLUE	12	Lt Blu	LH Turn Indicator	
SPEEDO-GREY	13	Dk Blu	RH Turn Indicator	
TACH- VIOLET	14	Wht	Tachometer Input	TACH COMES SET TO 8 CYL (CHANGE VIA SETUP MENU IF NEEDED)



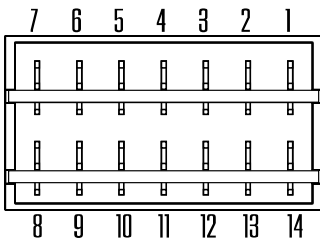
85-92 TRANS AM CLUSTER CONNECTOR C1

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
TACH- VIOLET	1	WHT	tachometer	TACH COMES SET TO 8 CYL (CHANGE VIA SETUP MENU IF NEEDED)
-----	2	BLK	ground from hi beam LH turn RH turn and cluster	
-----	3	GRY	cluster illumination	
-----	4	GRY	security indicator	
SPEEDO-GRN/YEL	5	DK GRN	coolant temp gage output	NVU SENDER MUST BE INSTALLED ON THE ENGINE
-----	6	-----	n/a	NOT USED
-----	7	-----	n/a	NOT USED
TACH- YELLOW	8	TAN	oil pressure gage output to fuel pump/oil pressure sender	NVU SENDER MUST BE INSTALLED ON THE ENGINE
SPEEDO/TACH-RED	9	PNK/BLK	ignition power from gage fuse	
-----	10	-----	n/a	NOT USED
-----	11	-----	n/a	NOT USED
-----	12	BLK	ground from seat belt indicator/voltmeter	
-----	13	-----	seat belt indicator, yellow	
SPEEDO-ORANGE	14	-----	vehicle speed signal	CALIBRATE GAUGE WITH KNOWN PULSES OR COMPLETE AUTOCAL DRIVE



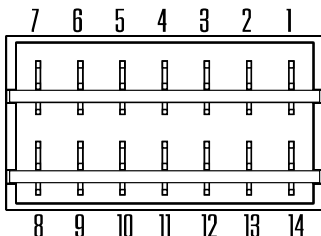
85-92 TRANS AM CLUSTER CONNECTOR C2

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
-----	1	TAN/WH T	brake warning indicator	
SPEEDO/TAC H- BLACK	2	BLK	ground	
SPEEDO/TAC H- WHITE	3	GRY	instrument cluster illumination	
-----	4	-----	n/a	NOT USED
-----	5	-----	n/a	NOT USED
-----	6	-----	n/a	NOT USED
SPEEDO-BLUE	7	LT BLU	LH turn indicator	
SPEEDO- TAN	8	LT GRN	hi beam indicator	
SPEEDO-GREY	9	DK BLUE	RH turn indicator	
SPEEDO- GREEN	10	PPL	fuel gauge output to sender	ALREADY SET TO FACTORY RANGE (REFER TO BIGBOOK FOR MORE SETTING)
-----	11	BRN	supplemental inflatable restraint (air bag)	
-----	12	-----	n/a	NOT USED
TACH- TAN	13	BRN/W HT	service engine soon light	MAY REQUIRE RELAY TO SWAP POLARITY TO 12V+
-----	14	-----	shift indicator	



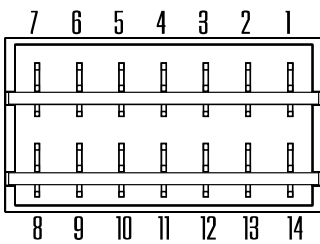
91-92 CAMARO CLUSTER CONNECTOR C1

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
-----	1	BRN	INFL REST INDICATOR	NOT USED
TACH- TAN	2	BRN/WHT	SES INDICATOR	MAY REQUIRE RELAY TO SWAP POLARITY TO 12V+
-----	3	BLK	GROUND	EXTRA GROUND
SPEEDO-GRN/YEL	4	DK GRN	TEMP GAUGE	NVU SENDER MUST BE INSTALLED ON THE ENGINE
-----	5	BLK	GROUND	EXTRA GROUND
-----	6	YEL	SEATBELT INDICATOR	NOT USED
TACH- VIOLET	7	WHT	TACH SIGNAL	TACH COMES SET TO 8 CYL (CHANGE VIA SETUP MENU IF NEEDED)
SPEEDO/TACH-BLACK	8	BLK/WHT	GROUND	
SPEEDO/TACH-RED	9	PNK/BLK	GAUGE POWER 12v+	
-----	10	TAN/BLK	SHIFT INDICATOR	NOT USED
-----	11	GRY	SECURITY INDICATOR	NOT USED
-----	12	TAN/WHT	BRAKE INDICATOR	NOT USED
-----	13	-----	NOT USED	NOT USED
-----	14	-----	NOT USED	NOT USED



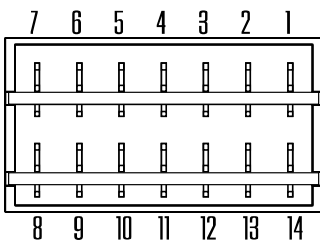
91-92 CAMARO CLUSTER CONNECTOR C2

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
SPEEDO-ORANGE	1	BRN	SPEED SIGNAL	GRAB FROM DRAC MODULE (SET TO 4000 PULSES)
-----	2	BLK/WH T	GROUND	EXTRA GROUND
SPEEDO-GRN/YEL	3	TAN	OIL PRESSURE	NVU SENDER MUST BE INSTALLED ON THE ENGINE
SPEEDO- GREEN	4	PPL	FUEL SIGNAL	ALREADY SET TO FACTORY RANGE (REFER TO BIGBOOK FOR MORE SETTING)
SPEEDO-GREY	5	DK BLU	RIGHT TURN	
SPEEDO-BLUE	6	LT BLU	LEFT TURN	
-----	7	BLK	GROUND	EXTRA GROUND
SPEEDO- TAN	8	LT GRN	HIGH BEAM INDICATOR	
-----	9	-----	NOT USED	NOT USED
-----	10	-----	NOT USED	NOT USED
-----	11	-----	NOT USED	NOT USED
-----	12	BLK	GROUND	EXTRA GROUND
SPEEDO/TACH-WHITE	13	GRY	LIGHTS	
-----	14	PNK/BLK	GAUGE POWER 12v+	EXTRA 12V+ CONNECTION



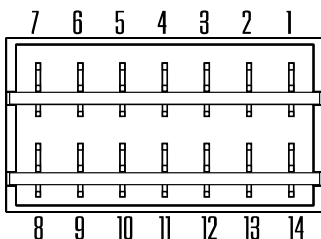
82-84 TRANS AM CLUSTER BLACK CONNECTOR

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
SPEEDO-YEL/GRN	1	DRK GRN	COOLANT TEMP	NVU SENDER MUST BE INSTALLED ON THE ENGINE
SPEEDO-GREEN	2	PNK	FUEL SENDING UNIT	ALREADY SET TO FACTORY RANGE (REFER TO BIGBOOK FOR MORE SETTING)
SPEEDO/TACH-WHITE	3	GRY	12V+ ILLUMINATION	
SPEEDO/TACH-BLACK	4	BLK	GROUND	
-----	5	NOT USED	NOT USED	
-----	6	NOT USED	NOT USED	
-----	7	BLK/WH T	ECM GROUND	
-----	8	PNK/BLK	12V+	
SPEEDO-BLUE	9	LT BLU	LEFT TURN INDICATOR	
SPEEDO-GREY	10	DK BLU	RIGHT TURN INDICATOR	
-----	11	NOT USED	NOT USED	
-----	12	NOT USED	NOT USED	
SPEEDO/TACH-RED	13	PNK/BLK	FUSED 12V+	
-----	14	NOT USED	NOT USED	



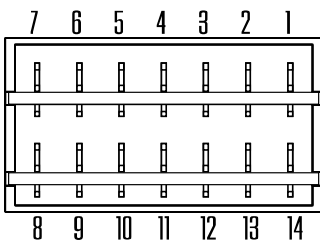
82-84 TRANS AM CLUSTER WHITE CONNECTOR

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
SPEEDO- TAN	1	LT GRN	HI BEAM INDICATOR	
-----	2	NOTUSED		
-----	3	NOT USED		
-----	4	BLK	GROUND	
-----	5	BROWN	CHOKE INDICATOR	MAY REQUIRE RELAY TO SWAP POLARITY TO 12V+
-----	6	TAN/WH T	BRAKE INDICATOR	MAY REQUIRE RELAY TO SWAP POLARITY TO 12V+
-----	7	NOT USED		
-----	8	NOT USED		
-----	9	NOT USED		
-----	10	BLK	GROUND	
TACH- YELLOW	11	TAN	OIL PRESSURE	NVU SENDER MUST BE INSTALLED ON THE ENGINE
-----	12	YEL	SEATBELT INDICATOR	
-----	13	NOT USED	NOT USED	
TACH- VIOLET	14	WHT	TACH SIGNAL	



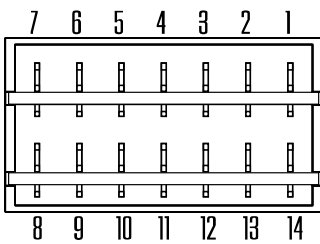
85-89 TRANS AM CLUSTER C1 BOTTOM CONNECTOR

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
TACH- VIOLET	1	WHT	TACH SIGNAL	GAUGE COMES SET TO 8 CYL
-----	2	BLK	GROUND	EXTRA GROUND
SPEEDO/TACH- WHITE	3	GRY	ILLUMINATION	
-----	4	LT BLU	CHOKE INDICATOR	
SPEEDO- YEL/GRN	5	DK GRN	COOLANT TEMP	NVU SENDER MUST BE INSTALLED ON THE ENGINE
-----	6	NOT USED	NOT USED	
-----	7	NOT USED	NOT USED	
TACH-YELLOW	8	TAN	OIL PRESSURE	NVU SENDER MUST BE INSTALLED ON THE ENGINE
SPEEDO/TACH- RED	9	PNK/BLK	IGNITION 12V+	
-----	10	NOT USED	NOT USED	
-----	11	NOT USED	NOT USED	
SPEEDO/TACH- BLK	12	BLK	GROUND	
-----	13	YEL	SEATBELT INDICATOR	
SPEEDO- ORANGE	14	GRN/BL K	SPEEDO SIGNAL	SET GAUGE TO 4000 PULSES (FROM BUFFER BOX)



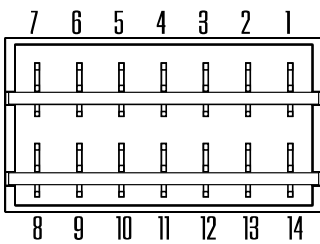
85-89 TRANS AM CLUSTER C2 TOP CONNECTOR

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
	1	TAN/WH T	BRAKE INDICATOR	
	2	BLK	GROUND	
	3	GRY	ILLUMINATION	EXTRA ILLUMINATION
	4	NOT USED	NOT USED	
	5	NOT USED	NOT USED	
	6	PNK/BLK	UP SHIFT INDICATOR	
SPEEDO-BLUE	7	LT BLU	LEFT TURN INDICATOR	
SPEEDO-TAN	8	LT GRN	HI BEAM INDICATOR	
SPEEDO-GREY	9	DK BLU	RIGHT TURN INDICATOR	
SPEEDO- GREEN	10	PNK	FUEL SENDING UNIT	ALREADY SET TO FACTORY RANGE (REFER TO BIGBOOK FOR MORE SETTING)
	11	NOT USED	NOT USED	
	12	NOT USED	NOT USED	
TACH- TAN	13	YEL	CHECK ENGINE	
	14	TAN/BLK	UP SHIFT INDICATOR	



86-89 CAMARO C1 CONNECTOR

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
-----	1	NOT USED	NOT USED	
-----	2	PNK/BLK	12V+	
-----	3	GRY	SECURITY INDICATOR	
SPEEDO- GREEN	4	PNK	FUEL SENDING UNIT	ALREADY SET TO FACTORY RANGE (REFER TO BIGBOOK FOR MORE SETTING)
	5	BRN/WHT	SERVICE ENGINE SOON	MAY REQUIRE RELAY TO SWAP POLARITY TO 12V+
-----	6	PNK/BLK	12V+	
-----	7	TAN/BLK	SHIFT INDICATOR	
SPEEDO-ORANGE	8	BRN	VEHICLE SPEED SENDER	
	9	BLK/WHT	VEHICLE SPEED SENDER BUFFER GROUND	
SPEEDO/TACH-RED	10	PNK/BLK	12V+	
TACH- VIOLET	11	WHT	TACH SIGNAL	
SPEEDO-GREY	12	DK BLU	RIGHT TURN INDICATOR	
-----	13	TAN	FUEL PUMP/OIL PRESSURE SWITCH	
-----	14	NOT USED	NOT USED	



86-89 CAMARO C2 CONNECTOR

NVU COLOR	PIN	OE COLOR	FUNCTION	NOTES
-----	1	YEL	FASTEN SEATBELT INDICATOR	
SPEEDO/TACH-BLK	2	BLK/WH T	GROUND	
SPEEDO/TACH-WHITE	3	GRY	12V+ ILLUMINATION	
-----	4	NOT USED	NOT USED	
SPEEDO/TACH-RED	5	PNK/BLK	12V+ HOT IN RUN/START	
-----	6	NOT USED	NOT USED	
SPEEDO-YEL/GRN	7	DK GRN	COOLANT TEMP	NVU SENDER MUST BE INSTALLED ON THE ENGINE
SPEEDO-BLUE	8	LT BLU	LEFT TURN INDICATOR	
SPEEDO/TACH-BLACK	9	BLK	GROUND	
SPEEDO-TAN	10	LT GRN	HI BEAM INDICATOR	
-----	11	GRY	CLUSTER ILLUMINATION	EXTRA ILLUMINATION
-----	12	GRY	CLUSTER ILLUMINATION	EXTRA ILLUMINATION
-----	13	PNK/BLK	12V+ HOT IN RUN/START	EXTRA 12V+
-----	14	TAN/WH T	BRAKE WARNING (GROUND TRIGGER)	MAY REQUIRE RELAY TO SWAP POLARITY TO 12V+