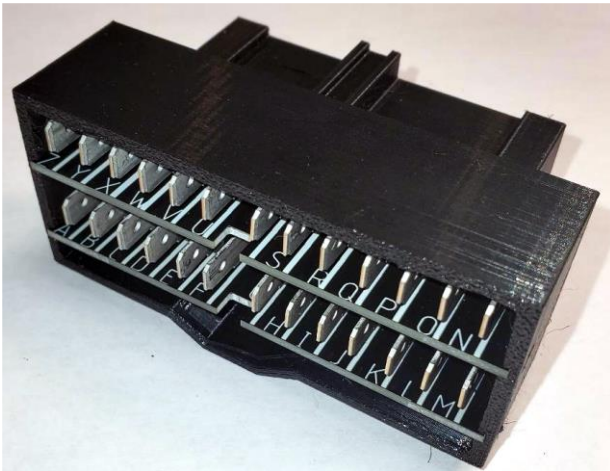




**NEW VINTAGE USA
DETROIT**

92-94 GM OBS TRUCK ADAPT-O-PLUG INSTRUCTIONS



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.

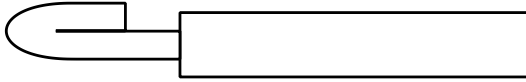
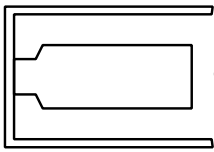
Using a multimeter set to the appropriate ohm scale (usually 200 Ω), place the ground side probe on a good ground.

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

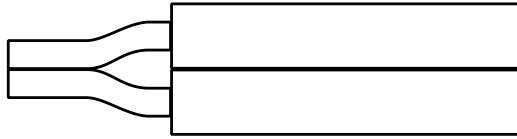
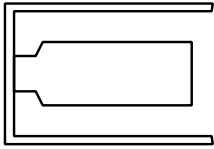
THE LAST RESORT:

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.

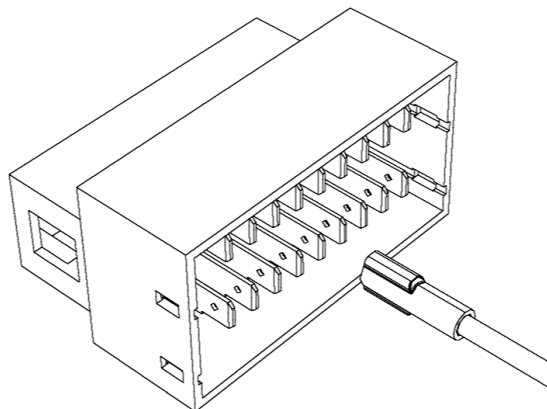
- When using one wire in the terminal, we find its best to strip off extra wire and fold it over to create a thicker piece for the crimp to attach to.
- 2 wires should fit in there nicely, be sure to strip off enough wire to extend full into the end of the terminal.



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.

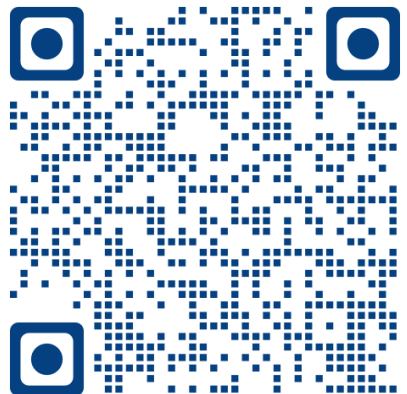
OIL PRESSURE SENDER: NVU recommends installing a new wire to the pressure sender to ensure you have the correct connection established. If you are using a new “conversion” or “update” harness from a trusted harness manufacturer, these are already in place and you can use those designated wires.

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.

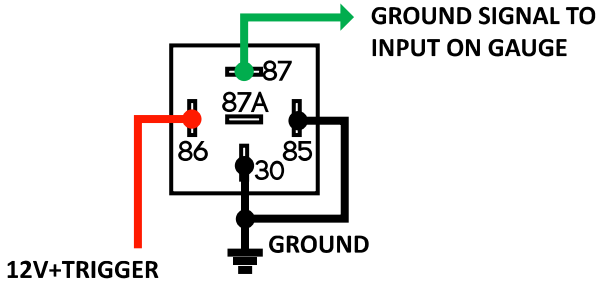
FUEL SENDER: This one is a pain usually to run a new wire all the way to the tank. Its best to try to re-use the original wire unless there is an issue with the vehicle wiring.

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.



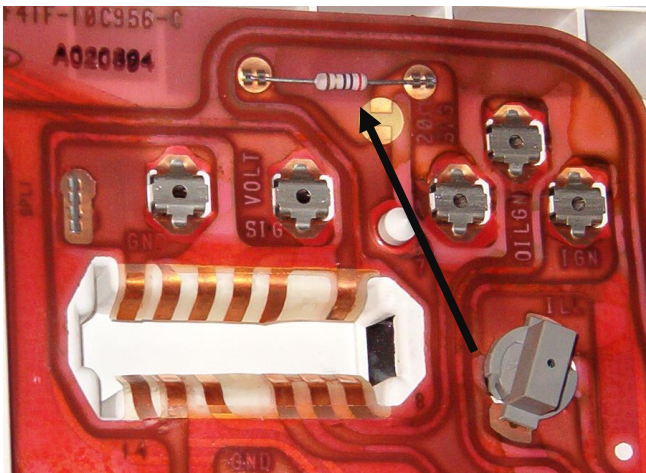
To trigger NVU indicator lights (in the gauge) will require 12V+ to illuminate the LEDs. If your signal is a ground trigger (brake light for example) there are 2 methods:

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

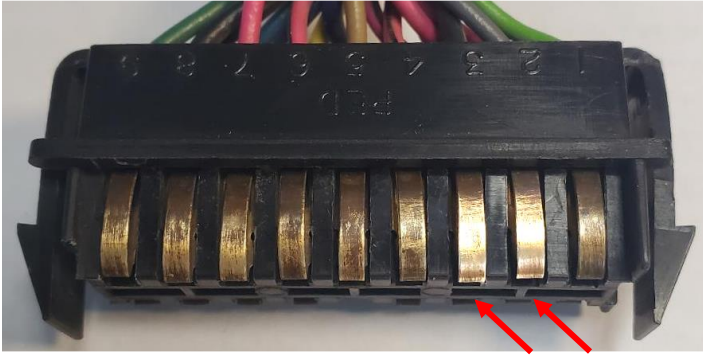
Some alternators may require a jumper to excite the unit to charge the battery. Often times the lamp in the cluster itself is “in charge” of that function. To simulate the bulb there are a few options:

- 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.



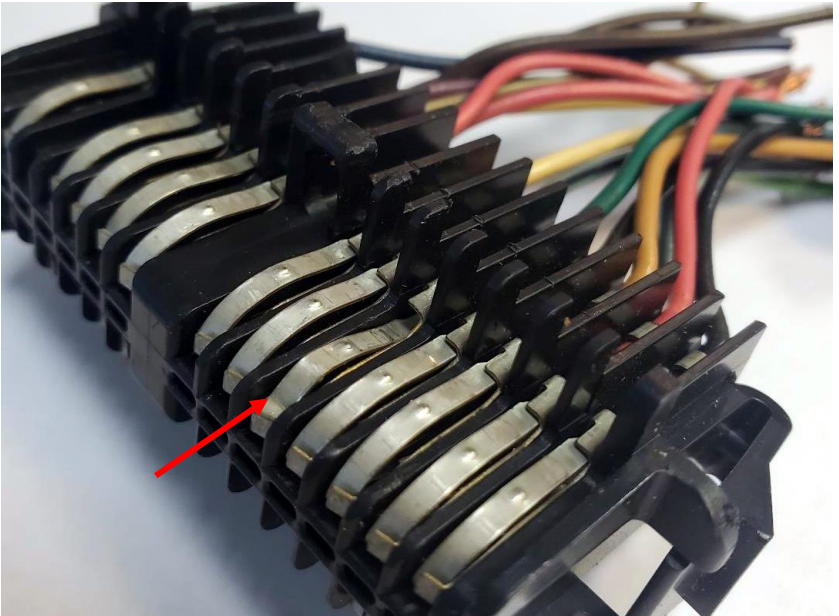
CLEANING PINS

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.

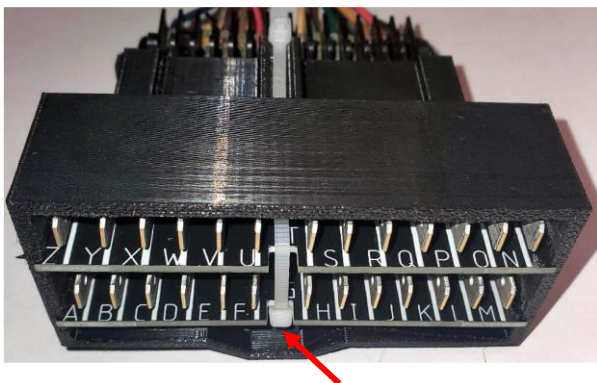
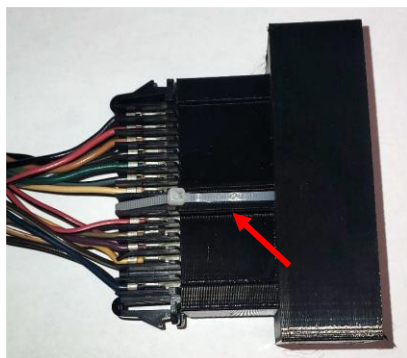




92-94 26-PIN CLUSTER NO TACHOMETER



92-94 26-PIN CLUSTER WITH TACHOMETER



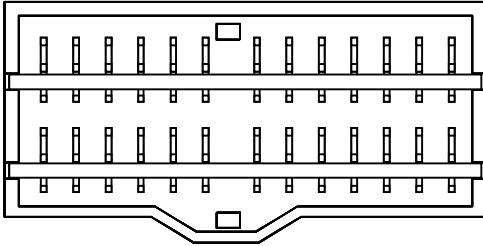
ATTACHMENTS:

This plug system does not have a locking mechanism from the factory as the cluster was bolted to the plug carrier. Use a cable tie to hold the parts together as shown.

ALIGNMENT:

This plug can be installed upside-down if you are not careful. Align the letters/numbers on the board with the numbers/letters on the back of the OE plug. Make sure the "gap" between the pin groups is lined up with the cable tie recess.



Z Y X W V U T S R Q P O N**TERMINAL SIDE OF PLUG**

This plug does not have an "UP" or "DOWN" locator. To plug in properly, cable tie slot must be aligned with locators on plug where the spacing of the pins has a gap.

A B C D E F G H I J K L M

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.

**92-94 GM TRUCK WITH AND WITHOUT TACHOMETER (GAS)
TOP ROW OF PLUG A-M GREEN= REQUIRED**

NVU WIRE	PIN	FUNCTION
O	A	CHARGE LIGHT (RESISTOR) 500 Ω TO IGN This is used on the stock alternator to excite the charging system. The 500Ω resistor on the original cluster can be used if needed. Jump this to 12V power. Do not use this with a self-energizing alternator.
O	B	SERVICE ENGINE (GROUND TRIGGER)
O	C	CHARGE LIGHT IGN SIDE (RESISTOR) Jump this pin to PIN A above if those requirements are met.
O	D	FUEL WARNING LIGHT (GROUND TRIGGER)
O	E	BRAKE (GROUND TRIGGER)
RED SPEEDO, TACH	F	12V + KEY ON Main power for the gauges. This circuit is key on and part of the fused circuit for the original cluster. No additional protection is required. 1A fused circuit if you need additional protection
O	G	TRAC LIGHT (GROUND TRIGGER)
O	H	RUN LIGHT (GROUND TRIGGER)
O	I	CHECK OIL LIGHT (GROUND TRIGGER)
O	J	LOW COOLANT LIGHT (GROUND TRIGGER)
O	K	UPSHIFT LIGHT (GROUND TRIGGER)
BLUE SPEEDO	L	LEFT TURN 12V+ TRIGGER
TAN SPEEDO	M	HI BEAM 12V+ TRIGGER

**92-94 GM TRUCK WITH TACHOMETER (GAS)
BOTTOM ROW OF PLUG N-Z GREEN= REQUIRED**

NVU WIRE	PIN	FUNCTION
BLACK SPEEDO, TACH	N	GROUND Main gauge ground for new instrument kit.
O	O	12V + KEY ON This is an addition power feed for the original gauge cluster and is not required to connect to the new gauge kit
N/A	P	OIL PRESS (ORIGNINAL SENDER) NVU always recommends running a new wire to the matched NVU sender to avoid any confusion in the engine bay. ALWAYS use the provided NVU sender with NVU gauges and kits
O	Q	GROUND This is an additional ground for the stock cluster and is not required for the new gauge kit
N/A	R	WATER TEMP (ORIGINAL SENDER) NVU always recommends running a new wire to the matched NVU sender to avoid any confusion in the engine bay. ALWAYS use the provided NVU sender with NVU gauges and kits
VIOLET TACH	S	TACH This may or may not be on the harness for the factory non-tachometer equipped vehicles. Stock tach signal is 8 cylinder. When not present please see page 12 in the NVU BIG BOOK. LS/TERMINATOR/OTHER PCMS: See page 12 in the BIG BOOK, do not use this pin.
ORANGE SPEEDO	T	SPEEDO Speed signal from the DRAC box or VSS depending on year. Stock output is 4,000 PPM. Please refer to the BIG BOOK when setting up. LS/TERMINATOR/OTHER PCMS: See the BIG BOOK, do not use this pin.
O	U	12V + KEY ON This is an addition power feed for the original gauge cluster and is not required to connect to the new gauge kit
WHITE SPEEDO, TACH	V	INSTRUMENT ILLUMINATION DIMMER 12V+ TRIGGER Your stock dimmer may or may not be suitable for LED lighting for gauges. Depending on the LEDS, condition of dimmer and other factors, the dimmer may not operate the lights. If this is the case, NVU recommends using the parking lamp circuit for the gauge lighting.
GREEN SPEEDO	W	FUEL SENDER 0-90 Ω Stock fuel tank pin location
O	X	SEAT BELT LIGHT (GROUND TRIGGER)
O	Y	GLOW PLUG LIGHT (GROUND TRIGGER)
GREY SPEEDO	Z	RIGHT TURN 12V+ TRIGGER