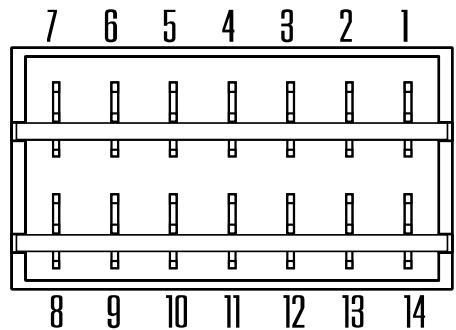
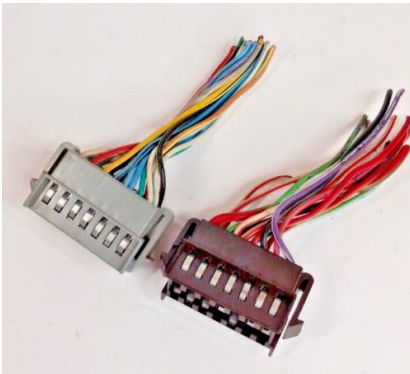




**FORD 14-PIN ADAPT-O-PLUG INSTRUCTION BOOKLET
FITS SELECT FORD VEHICLES**



FORD VEHICLES:

73-79 FORD TRUCK (WITH IDIOT LAMPS)

80-86 FORD TRUCK (WITH IDIOT LAMPS)

76-86 MUSTANG **2 plugs may be required-see instructions**

87-91 FORD TRUCK **2 plugs may be required-see instructions**

92-96 FORD TRUCK **2 plugs may be required-see 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.

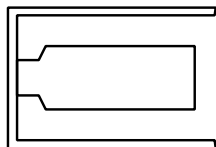
Using a multimeter set to the appropriate ohm scale (usually 200 Ω), place the ground side probe on a good ground.

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

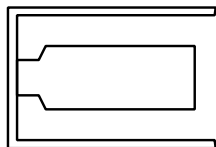
THE LAST RESORT:

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.

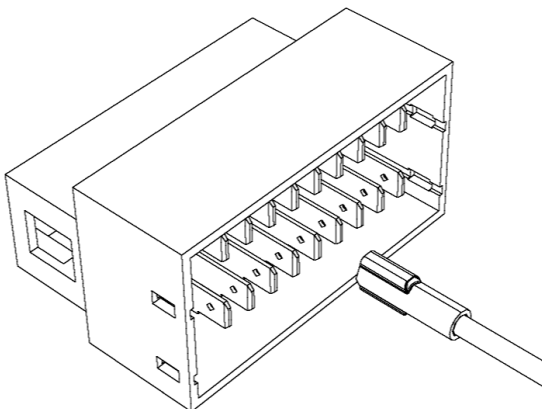
- When using one wire in the terminal, we find its best to strip off extra wire and fold it over to create a thicker piece for the crimp to attach to.
- 2 wires should fit in there nicely, be sure to strip off enough wire to extend full into the end of the terminal.



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. If in 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.

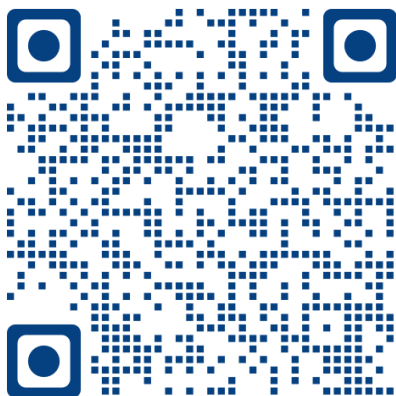
OIL PRESSURE SENDER: NVU recommends installing a new wire to the pressure sender to ensure you have the correct connection established. If you are using a new “conversion” or “update” harness from a trusted harness manufacturer, these are already in place and you can use those designated wires.

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.

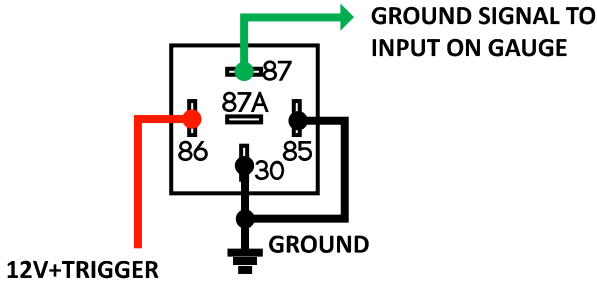
FUEL SENDER: This one is a pain usually to run a new wire all the way to the tank. Its best to try to re-use the original wire unless there is an issue with the vehicle wiring.

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.



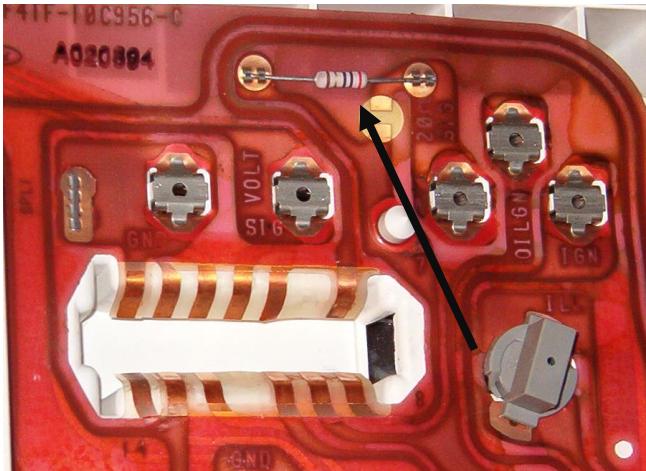
To trigger NVU indicator lights (in the gauge) will require 12V+ to illuminate the LEDs. If your signal is a ground trigger (brake light for example) there are 2 methods:

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

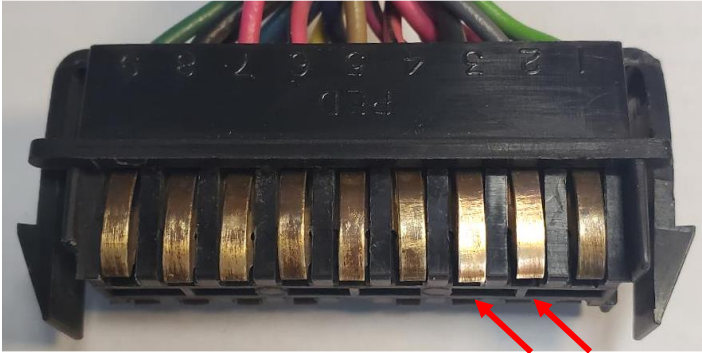
Some alternators may require a jumper to excite the unit to charge the battery. Often times the lamp in the cluster itself is “in charge” of that function. To simulate the bulb there are a few options:

- 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.



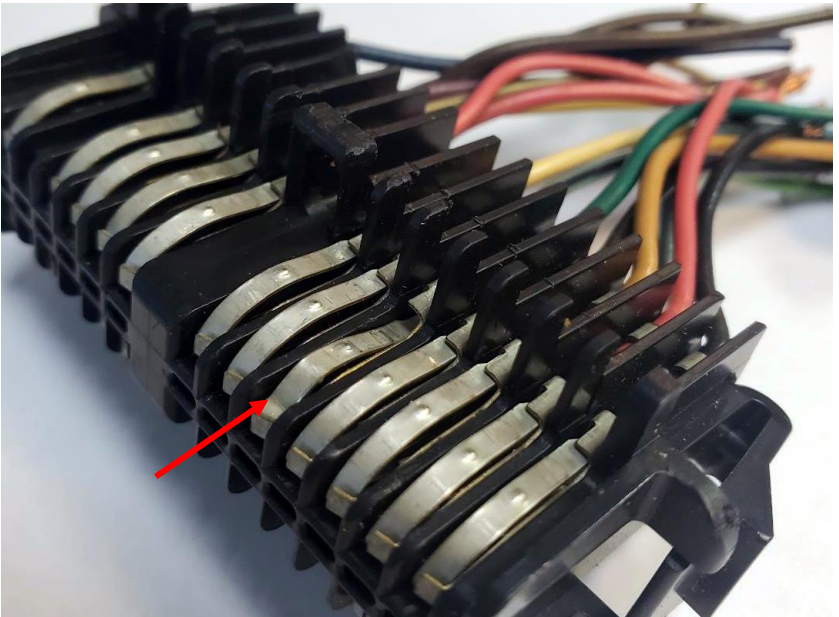
CLEANING PINS

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

It's 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.

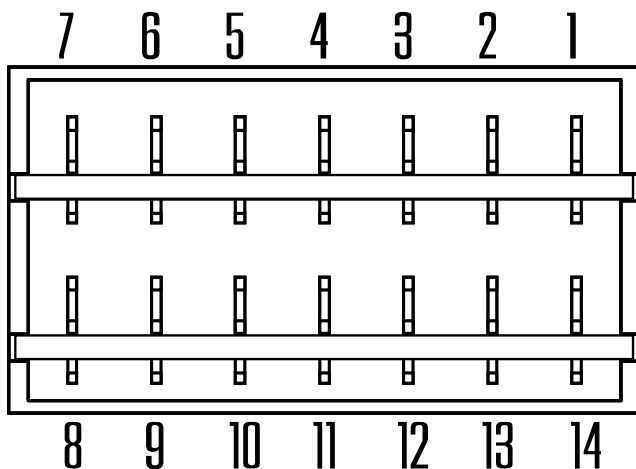


VEHICLE MODELS AND USE

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.

NOTE: 86-93 MUSTANG, 87-96 FORD TRUCK USE 2 PLUGS. PLEASE NOTE WHICH COLOR PLUG TO ARE WIRING WHEN INSTALLING. BROWN/BLACK/GREY

- NVU ADAPT-O-PLUGS FOR FORD 14 PIN WILL FIT ON EITHER OE PLUG



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

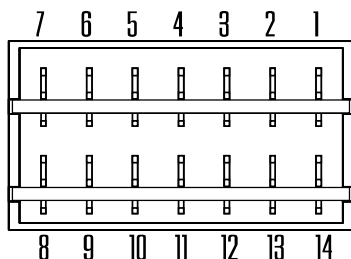
Below and next page are the available items on the stock cluster wiring. The above cluster is the only style supported by this diagram. Other options, pinouts and functions may be available based on your cluster, plug, PCM, model and year.

O= Optional: use this for warning lights and such

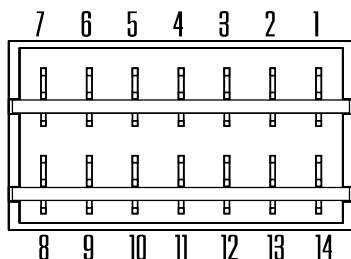
R= Required: the minimum items needed to get your gauges up and running

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

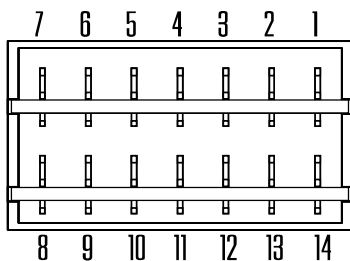
For ground trigger functions please see USING A RELAY in the previous section of this booklet.



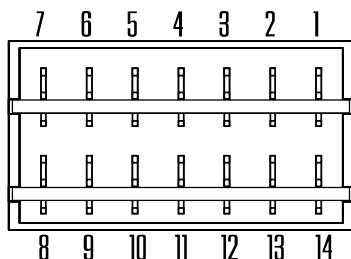
73-75 FORD TRUCK WITHOUT GAUGES (IDIOT LAMPS)			
NVU COLOR	PIN	OE COLOR	FUNCTION
BLACK SPEEDO, TACH	1		GROUND
WHITE SPEEDO, TACH	2		LIGHTING- SEE NOTES ON LED BULBS
	3	N/A	BLANK
	4	N/A	BLANK
BLUE SPEEDO	5		LEFT TURN LAMP 12V+
	6		ACCY VOLTAGE 12V+
GREEN SPEEDO	7		FUEL 73-10 Ω
RED SPEEDO, TACH	8		12V+ KEY ON
	9		BRAKE GROUND TRIGGER
	10		OIL PRESS LAMP NOT USED
	11	N/A	BLANK
TAN SPEEDO	12		HI BEAM 12V+
GREY SPEEDO	13		RIGHT TURN 12V+
	14		TEMP LAMP NOT USED



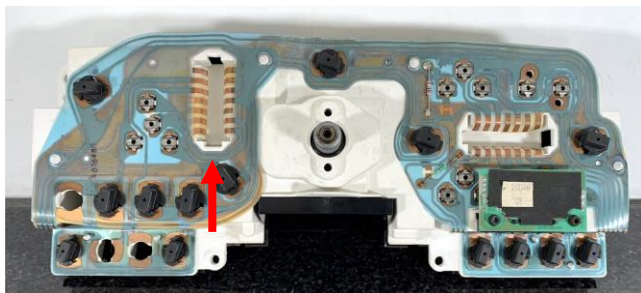
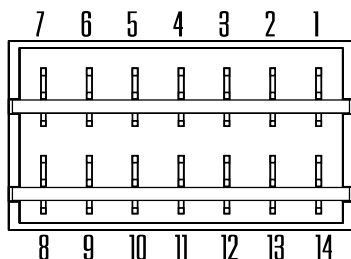
76-79 FORD TRUCK WITHOUT GAUGES (IDIOT LAMPS)			
NVU COLOR	PIN	OE COLOR	FUNCTION
BLACK SPEEDO, TACH	1		GROUND
WHITE SPEEDO, TACH	2		LIGHTING- SEE NOTES ON LED BULBS
	3	N/A	BLANK
	4	N/A	BLANK
BLUE SPEEDO	5		LEFT TURN 12V+
	6		ACCY VOLTAGE 12V+
	7	N/A	BLANK
GREEN SPEEDO	8		FUEL 73-10 Ω
RED SPEEDO, TACH	9		12V+ KEY ON
	10		OIL PRESSURE LAMP
	11		BRAKE LAMP GROUND TRIGGER
TAN SPEEDO	12		HI BEAM LAMP 12V+
GREY SPEEDO	13		RIGHT TURN LAMP 12V+
	14		TEMP LAMP



1980 FORD TRUCK WITH SPEEDO, FUEL AND TEMP GAUGES ONLY			
NVU COLOR	PIN	OE COLOR	FUNCTION
RED SPEEDO, TACH	1		12V+ KEY ON
	2		BRAKE GROUND TRIGGER
GREY SPEEDO	3		RIGHT TURN LAMP 12V+
TAN SPEEDO	4		HI BEAM LAMP 12V+
BLUE SPEEDO	5		LEFT TURN LAMP 12V+
	6	N/A	BLANK
	7		ACCY VOLTAGE 12V+
	8		TEMP LAMP
BLACK SPEEDO, TACH	9		GROUND
WHITE SPEEDO, TACH	10		LIGHTING - SEEE NOTES ON LED BULBS
GREEN SPEEDO	11		FUEL SENDER 73-10 Ω
	12	N/A	BLANK
	13	N/A	BLANK
	14		OIL LAMP



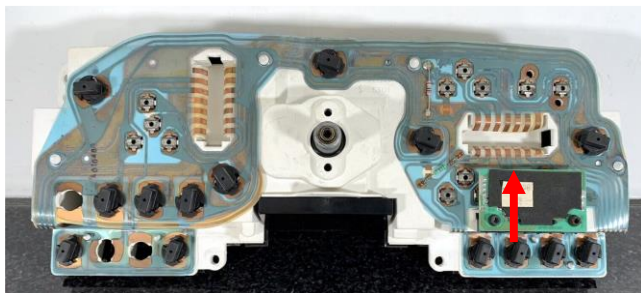
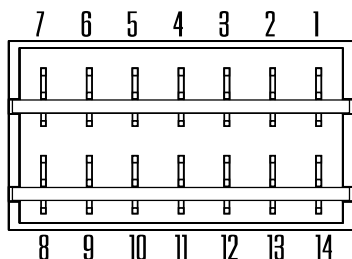
1980 FORD TRUCK WITH SPEEDO, FUEL AND TEMP GAUGES ONLY			
NVU COLOR	PIN	OE COLOR	FUNCTION
RED SPEEDO, TACH	1		12V+ KEY ON
	2		BRAKE LAMP GROUND TRIGGER
GREY SPEEDO	3		RIGHT TURN LAMP 12V+
TAN SPEEDO	4		HI BEAM LAMP 12V+
	5		SEAT BELT WANRING
BLUE SPEEDO	6		LEFT TURN LAMP 12V+
	7		ACCY VOLTAGE 12V+
	8		TEMP LAMP
BLACK SPEEDO, TACH	9		GROUND
WHITE SPEEDO, TACH	10		LIGHTING - SEEE NOTES ON LED BULBS
GREEN SPEEDO	11		FUEL 73-10 Ω
	12	N/A	BLANK
	13	N/A	BLANK
	14		OIL LAMP



88 FORD TRUCK WITH TACH GREY PLUG (ARROW)

88 FORD TRUCK WITH TACHOMETER 14-PIN GREY PLUG 1 OF 2 (TYPICAL) W/O TACH SIMILAR			
NVU COLOR	PIN	OE COLOR	FUNCTION
	1	LG/DG	SEAT BELT LAMP
TAN SPEEDO	2	LG/BLK	HI BEAM 12V+
BLACK SPEEDO, TACH	3	BLACK	GROUND
WHITE SPEEDO, TACH	4	LB/RED	LIGHTS - SEE NOTES ON LED BULBS
	5	N/A	EMPTY
VIOLET TACH (GAS) ORG TACH (DIESEL)	6	DG/YEL	TACH SIGNAL- SET TO # CYLINDERS EXCEPT DIESEL DIESEL: USE TRIGGER WHEEL TOOTH COUNT
	7	BLK/YEL	V8 GROUND
GREY SPEEDO	8	WHT/LB	RIGHT TURN LAMP 12V+
	9	DG	ABS LAMP
	10	LT BLU	4WD LAMP GROUND TRIGGER
	11	LB/BLK	LOW RANGE LAMP GROUND TRIGGER
GREEN SPEEDO	12	YEL/WHT	FUEL SENDER 20-150 Ω
RED SPEEDO, TACH	13	RED/YEL	12V+ KEY ON
	14	N/A	UNUSED

88 FORD TRUCK CLUSTER WITH TACH GREY PLUG 1 OF 2

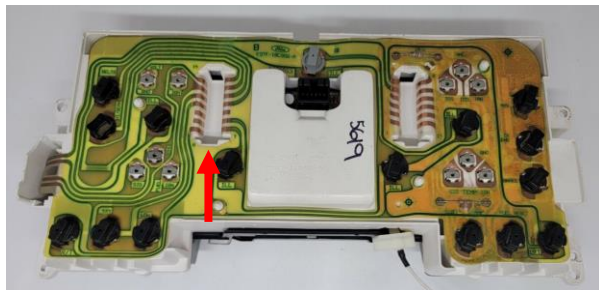
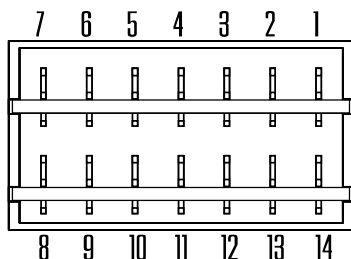


88 FORD TRUCK WITH TACH BLACK PLUG (ARROW)

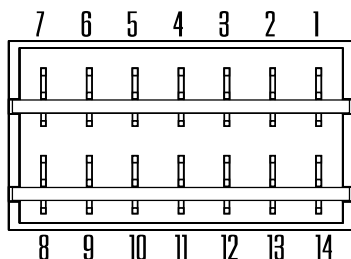
88 FORD TRUCK WITH TACHOMETER 14-PIN BLACK PLUG 2 OF 2 (TYPICAL) W/O TACH SIMILAR			
NVU COLOR	PIN	OE COLOR	FUNCTION
	1	RED/WHT	OIL PRESS SENDER- USE NVU SENDER
	2	BLACK	GROUND
BLUE SPEEDO	3	LG/WHT	LEFT TURN LAMP 12V+
	4	N/A	UNUSED
	5	RED/YEL	12V+ KEY ON ADDITIONAL FEED
	6	N/A	UNUSED
	7	BLK/LT BLUE	EMISSIONS LAMP-NOT USED!
	8	VIO/WHT	BRAKE LAMP GROUND TRIGGER
	9	PNK/LG	CHECK ENG LAMP GROUND TRIGGER
	10	BLK	GROUND
	11	RED/WHT	TEMP SENDER USE NVU SENDER
	12	WHT/RED	IMS
	13	LG/RED	CHARGE LAMP MAY REQUIRE 510Ω JUMPER TO #14 TO EXCITE ALTERNATOR
	14	RED/LG	CHARGE LAMP MAY REQUIRE 510Ω JUMPER TO #13 TO EXCITE ALTERNATOR

88 FORD TRUCK W/ TACH CLUSTER BLACK PLUG 2 OF 2

NOTE: This plug only has 2 required connections, you can probably get away with one plug and splice in the few additional wires on the 2nd plug.



92 FORD TRUCK 14-PIN BLACK PLUG 1 OF 2 (TYPICAL) SEE - SPEEDO DRIVER WIRING			
NVU COLOR	PIN	OE COLOR	FUNCTION
	1	N/A	BLANK
TAN SPEEDO	2	GERY/WHT	HI BEAM 12V+
	3	BLACK	GROUND ADDITIONAL FEED
	4	DKGRN/LT GRN	FASTEN BLET LAMP
GREEN SPEEDO (TACH CLUSTER)	5	YEL/WHT	FUEL LEVEL 20-150 Ω (TACH MODEL)
WHITE SPEEDO, TACH	6	LT BLU/RED	LIGHTS - SEE NOTES ON LED BULBS
	7	BLACK	GROUND
GREY SPEEDO	8	WHT/LT BLU	RIGHT TURN 12V+
VIOLET TACH (GAS) ORG TACH (DIESEL)	9	WHT/PNK	TACH SIGNAL- SET TO # CYLINDERS EXCEPT DIESEL DIESEL: USE TRIGGER WHEEL TOOTH COUNT
	10	BLK/YEL	TACH GROUND NOT USED
	11	LT BLY/BLK	LOW RANGE GROUND TRIGGER (F-SERIES)
	12	LT BLUE	4X4 GROUND TRIGGER
RED SPEEDO, TACH	13	RED/YEL	12V+ KEY ON
	14	BLACK	NOT USED

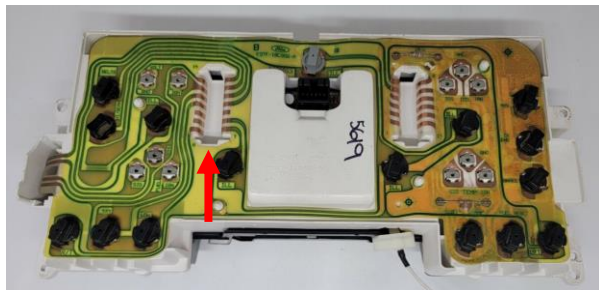
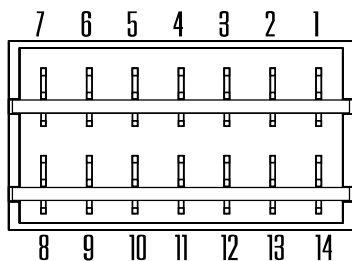


92 FORD TRUCK 14-PIN GREY PLUG 2 OF 2 (TYPICAL) SEE - SPEEDO DRIVER WIRING

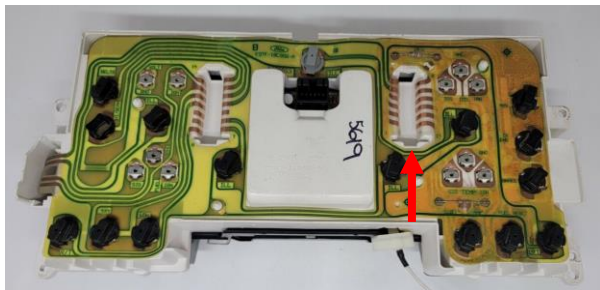
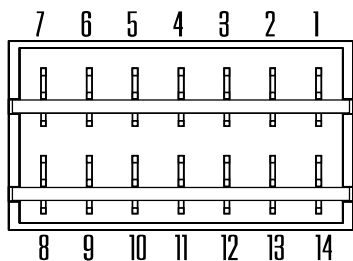
NVU COLOR	PIN	OE COLOR	FUNCTION
	1	BLACK	GROUND ADDITIONAL FEED
	2	DK GRN	ANTI LOCK LAMP GROUND TRIGGER
	3	PK/LT GRN	ENGINE WARNING GROUND TRIGGER (EXCEPT DIESEL)
	4	PK/WHT	BRAKE LAMP GROUND TRIGGER
	5	GY/ORG	FUEL REST LAMP GROUND TRIGGER
GREEN SPEEDO (NON-TACH CLUSTER)	6	YEL/WHT	FUEL SENDER 20-150 Ω (NON-TACH MODEL)
BLUE SPEEDO	7	LT GRN/WHT	LEFT TURN 12V+
BLACK SPEEDO, TACH	8	BLACK	GROUND USE THIS ONE
	9	WHT/RED	OIL PRESSURE SENDER
	10	RED/WHT	TEMPERATURE SENDER
	11	LT GRN/RED	CHARGE LAMP MAY REQUIRE 510 Ω JUMPER TO #12 TO EXCITE ALTERNATOR
	12	RED/LT GRN	CHARGE LAMP MAY REQUIRE 510 Ω JUMPER TO #11 TO EXCITE ALTERNATOR
	13	RED/YEL	KEY ON 12V+ ADDITIONAL FEED
	14	RED/YEL	NOT USED

92 FORD TRUCK GREY PLUG 2 OF 2

NOTE: This plug only has 2 required connections, you can probably get away with one plug and splice these two in if needed or if you have a tach cluster originally.



95 FORD TRUCK 14-PIN BLACK PLUG 1 OF 2 (TYPICAL) SEE - SPEEDO DRIVER WIRING			
NVU COLOR	PIN	OE COLOR	FUNCTION
	1	LGT/YEL	CHARGE LAMP MAY REQUIRE 510Ω JUMPER TO #14 TO EXCITE ALTERNATOR
TAN SPEEDO	2	GY/WHT	HI BEAM 12V+
	3	BLK	GROUND
	4	D GRN/LT GRN	SEAT BELT LAMP GROUND TRIGGER
GREEN SPEEDO (TACH CLUSTER)	5	YEL/WHT	FUEL SENDER 20-150 Ω (TACHOMETER MODEL)
WHITE SPEEDO, TACH	6	LB/RED	LIGHTS - SEE NOTES ON LED BULBS
	7	BLK/YEL	GROUND
GREY SPEEDO	8	WHT/LT BLU	RT TURN LAMP 12V+
VIOLET TACH (GAS) ORG TACH (DIESEL)	9	WHT/PNK	TACH SIGNAL- SET TO # CYLINDERS EXCEPT DIESEL DIESEL: USE TRIGGER WHEEL TOOTH COUNT
	10	BLK/YEL	TACH GROUND NOT USED
	11	LB/BLK	LOW RANGE LAMP GROUND TRIGGER
	12	LT BLU	4X4 LAMP GROUND TRIGGER
RED SPEEDO, TACH	13	RED/YEL	12V+ KEY ON
	14	RED/LT GRN	CHARGE LAMP MAY REQUIRE 510Ω JUMPER TO #1 TO EXCITE ALTERNATOR



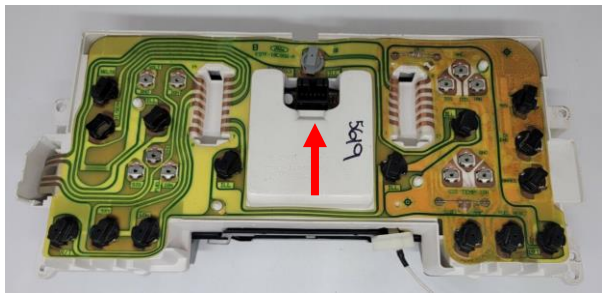
95 FORD TRUCK 14-PIN GREY PLUG 2 OF 2 (TYPICAL) SEE - SPEEDO DRIVER WIRING			
NVU COLOR	PIN	OE COLOR	FUNCTION
BLACK SPEEDO, TACH	1	BLK	GROUND -
	2	PK/LT GRN	CHECK ENGINE LAMP GROUND TRIGGER
	3	DK GRN	ANTI LOCK BRK LAMP GROUND TRIGGER
	4	PNK/WHT	BRAKE LAMP GROUND TRIGGER
	5	DB/LT GRN	ANTI THEFT LAMP
GREEN SPEEDO (NON TACH CLUSTER)	6	YEL/WHT	FUEL SENDER 20-150 Ω (WITHOUT TACHOMETER MODELS)
BLUE SPEEDO	7	LT GRN/WHT	LEFT TURN LAMP 12V+
	8	WHT/RED	OIL PRESSURE SENDER
	9	LK/WHT	GROPUND ADDITIONAL FEED
	10	RED/WHT	TEMP SENDER
	11	N/A	NOT USED
	12	BLK/YEL	AIR BAG LAMP
	13	RED/YEL	12V+ KEY ON - ADDITIONAL FEED
	14	N/A	ANTI-SLOSH MODULE NOT USED

95 FORD TRUCK GREY PLUG 2 OF 2

NOTE: This plug only has 2 required connections, you can probably get away with one plug and splice these two in if needed or if you have a tach cluster originally.

92-96 Ford truck

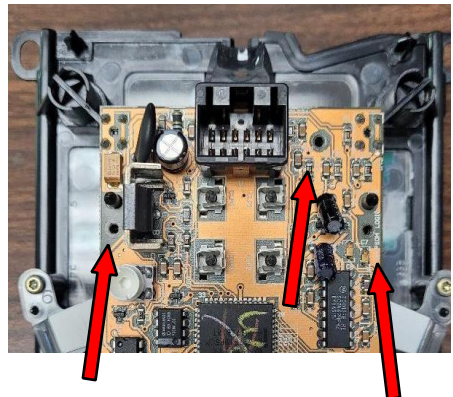
PSOM wiring:



Removing PSOM from Stock Cluster:

Once you have removed the clear plastic lens and factory spacer the stock cluster is ready to be disassembled. The factory gauges come apart in 3 pieces.

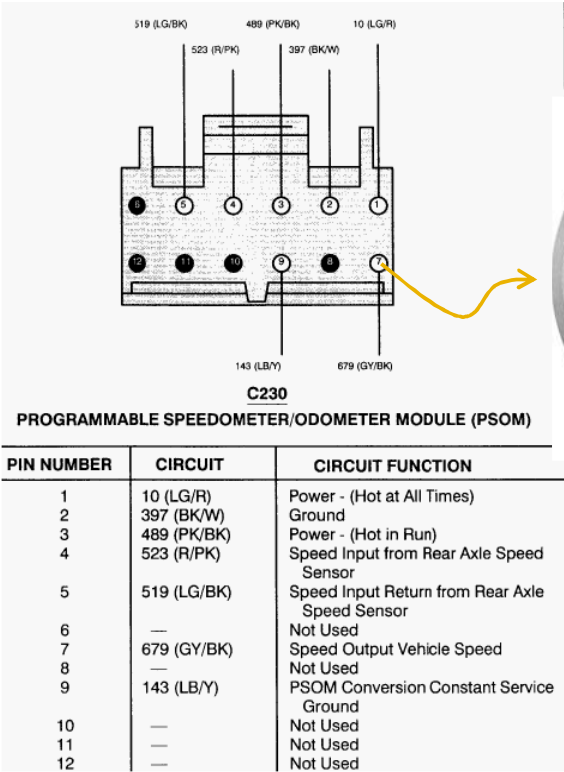
Start by pulling the left side of the cluster towards yourself, it will unplug from the carrier. Next you will remove the right bank of gauges by pulling towards yourself. Now its time to pull the Speedo, which has the PSOM attached to the back of the unit. Pull towards yourself to remove Speedo/PSOM assembly, now its time to remove the ribbon cable and the 3 screws holding the PSOM to the Speedo assembly.



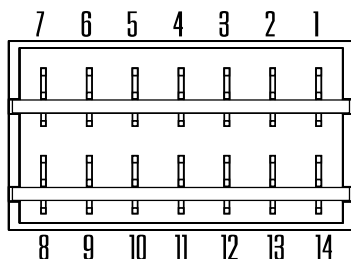
Reusing the PSOM from Stock Cluster:

The PSOM was developed by Ford to send a Speed signal through the rear ABS signal, without a working PSOM your vehicle maybe inoperable. Use caution when working with your PSOM, to avoid damage your vehicles operation.

Splice into Pin 7 on your PSOM Harness and Connect this wire to your Orange Speedo wire as shown below.

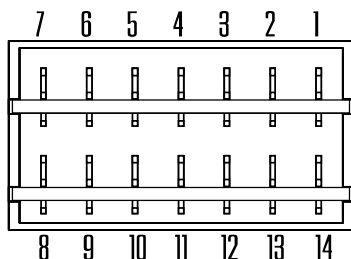


This page is blank



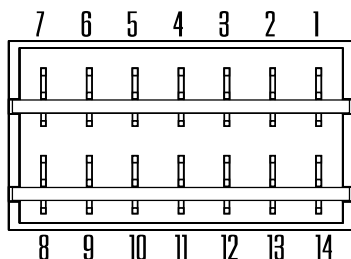
1979-80 MUSTANG LEFT PLUG (WHEN SITTING IN DRIVER SEAT)

1979-80 MUSTANG LEFT/DRIVER SIDE CONNECTOR			
NVU COLOR	PIN	OE COLOR	FUNCTION
	1		NOT USED
	2		NOT USED
	3		NOT USED
	4		NOT USED
	5		NOT USED
	6		NOT USED
	7		NOT USED
	8		NOT USED
	9	BLACK	GROUND
RED SPEEDO, TACH	10	RED/YEL	12V+ KEY ON
VIOLET TACH	11	DK GRN/YEL	TACH SIGNAL SET TO # CYLINDERS
	12	RED/WH	TEMP SENDER
	13	Y/LG	AMMETER: MAY REQUIRE SHUNT TO CHARGE
	14	RED/ORG	AMMETER: MAY REQUIRE SHUNT TO CHARGE



1979-80 MUSTANG RIGHT PLUG (WHEN SITTING IN DRIVER SEAT)

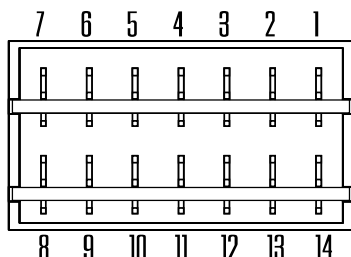
1979-80 MUSTANG RIGHT SIDE CONNECTOR			
NVU COLOR	PIN	OE COLOR	FUNCTION
GREEN SPEEDO	1	YEL/WHT	FUEL SENDER 73-10 Ω
	2	BLK/LT GRN	12V IVR INPUT
	3	PNK/WHT	BRAKE LAMP GROUND TRIGGER
	4	WHT/RED	OIL PRESSURE SENDER
	5		NOT USED
	6		NOT USED
	7	RED/YEL	SEAT BELT LAMP/BUZZER GROUND TRIGGER
	8		NOT USED
WHITE SPEEDO, TACH	9	LT BLU/RED	LIGHTING - SEE NOTES ON LED BULBS
GREY SPEEDO	10	WHT/LT BLUE	RIGHT TURN 12V+
BLACK SPEEDO, TACH	11	BLK	GROUND
TAN SPEEDO	12	LT GRN/BLK	HI BEAM 12V+
BLUE SPEEDO	13	LT GRN/WHT	LEFT TURN 12V+
	14	DK G/LT G	FASTEN BELTS LAMP



81-86 MUSTANG LEFT PLUG (WHEN SITTING IN DRIVER SEAT)

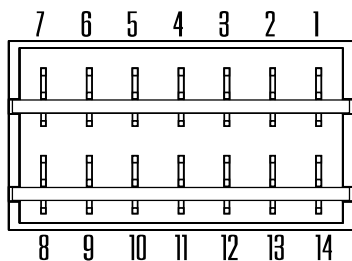
1981-86 MUSTANG LEFT/DRIVER SIDE CONNECTOR			
NVU COLOR	PIN	OE COLOR	FUNCTION
	1		NOT USED
	2		NOT USED
	3		NOT USED
	4		NOT USED
	5		NOT USED
	6		NOT USED
	7		NOT USED
	8		NOT USED
	9	BLK	GROUND
	10	RED/YEL	BRAKE
	11	RED/WHT	TEMP SENDER
	12	YEL/LTG	AMMETER: MAY REQUIRE SHUNT TO CHARGE
	13	RED/WHT	AMMETER: MAY REQUIRE SHUNT TO CHARGE
	14	PNK/WHT	BRAKE LAMP GROUND TRIGGER

This plug is not required for basic gauge functions



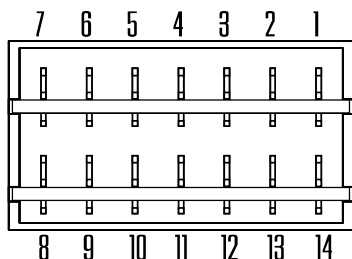
81-86 MUSTANG RIGHT PLUG (WHEN SITTING IN DRIVER SEAT)

1981-86 MUSTANG RIGHT SIDE CONNECTOR			
NVU COLOR	PIN	OE COLOR	FUNCTION
GREEN SPEEDO	1	Y/W/LB	FUEL SENDER 73-10 Ω
BLACK SPEEDO, TACH	2	BLK/LG	GROUND
	3		NOT USED
	4		NOT USED
	5	WHT/RED	SEAT BELT GROUND TRIGGER
WHITE SPEEDO, TACH	6	LB/RED	LIGHTING - SEE NOTES ON LED BULBS
GREY SPEEDO	7	WHT/LB	RIGHT TURN LAMP 12V+
BLUE SPEEDO	8	LG/WHT	LEFT TURN LAMP 12V+
TAN SPEEDO	9	LTG/BLK	HI BEAM LAMP 12V+
	10	DKG/LTG	FASTEN BELT LAMP
RED SPEEDO, TACH	11	RED/YEL	12V+ KEY ON
VIOLET TACH	12	GKG/YEL	TACH SET TO # OF CYLINDERS
	13	BLK	GROUND
	14		NOT USED



87-89 MUSTANG LEFT PLUG (VIEWING FROM DRIVER SEAT)

1987-89 MUSTANG LEFT/DRIVER SIDE CONNECTOR			
NVU COLOR	PIN	OE COLOR	FUNCTION
BLUE SPEEDO	1	LG/WHT	LEFT TURN LAMP
BLACK SPEEDO, TACH	2	BLK	GROUND
	3	RED/WHT	TEMP SENDER
	4	RED/YEL	WARNING LAMPS NOT USED
	5	R/LTGR	12V+ ALTERNATOR EXCITER JUMP 510Ω RESISTOR TO #6
	6	LT GR/RED	12V+ ALTERNATOR EXCITER JUMP 510Ω RESISTOR TO #5
	7	PK/WHT	BRAKE LAMP GROUND TRIGGER
	8	BLK/Y	CHK ENG GROUND TRIGGER
	9		NOT USED
	10	G/Y	LOW OIL LAMP
VIOLET TACH	11	DKG/YEL	TACH SIGNAL SET TO # OF CYLINDERS
	12		NOT USED
GREY SPEEDO	13	WHT/LB	RIGHT TURN 12V+
TAN SPEEDO	14	LG/BLK	HI BEAM 12V+

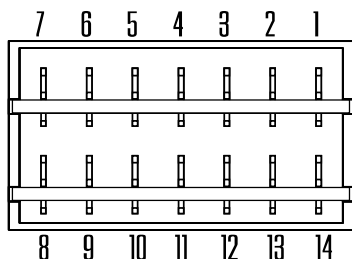


87-89 MUSTANG RIGHT PLUG (VIEWING FROM DRIVER SEAT)

1987-89 MUSTANG RIGHT SIDE CONNECTOR			
NVU COLOR	PIN	OE COLOR	FUNCTION
	1	GRN/YEL	LOW OIL LAMP GROUND TRIGGER
	2	RED/WHT	WARN LAMP SWITCH NOT USED
	3		NOT USED
	4		NOT USED
	5		NOT USED
	6	YEL/BLK	FUEL RELAY NOT USED
	7	PK/YEL	WASHER FLUID LAMP GROUND TRIGGER
	8	YEL/BLK	FUEL RELAY NOT USED
	9	WHT/RED	OIL PRESS SEND
GREEN SPEEDO	10	Y/W/ LB	FUEL SENDER 20-150 Ω
	11	RED/Y	WARNING LAMP NOT USED
	12	BLACK	GROUND
	13	DG/LG	FASTEN BELTS LAMP GROUND TRIGGER
WHITE SPEEDO, TACH	14	LB/RED	LIGHTING - SEE NOTES ON LED BULBS

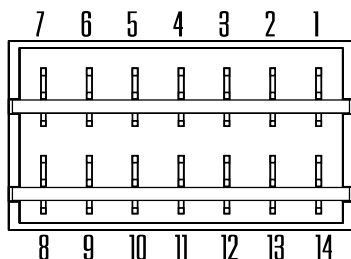
PLUG 2 OF 2

NOTE: This plug only has 2 required connections, you can probably get away with one plug and splice these two in if needed or if you have a tach cluster originally.



1990-93 MUSTANG LEFT PLUG (VIEWING FROM DRIVER SEAT)

1990-93 MUSTANG LEFT/DRIVER SIDE CONNECTOR			
NVU COLOR	PIN	OE COLOR	FUNCTION
BLUE SPEEDO	1	LG/WHT	LEFT TURN 12V+
TAN SPEEDO	2	GY/WHT	HI BEAM 12V+
	3	RED/WHT	COOLANT TEMP SENDER
RED SPEEDO, TACH	4	RED/YEL	12V+ KEY ON
	5	PNK/WHT	BRAKE GROUND TRIGGER
	6	LT BLU	LOW COOLANT LAMP GROUND TRIGGER
	7	RED/YEL	12V+ KEY ON ADDITIONAL FEED
	8	GRN/YEL	CHECK OIL LAMP GROUND TRIGGER
	9	BK/LB,	MALFUNCTION LAMP GROUND TRIGGER
	10	BLK/YEL	AIRBAG LAMP
VIOLET TACH	11	TAN/YEL	TACH SIGNAL SET TO # CYLINDERS
	12		NOT USED
WHITE SPEEDO, TACH	13	LB/RED	LIGHTS - SEE NOTES ON LED BULBS
BLACK SPEEDO, TACH	14	BLACK	GROUND



1990-93 MUSTANG RIGHT PLUG (VIEWING FROM DRIVER SEAT)

1990-93 MUSTANG RIGHT SIDE CONNECTOR			
NVU COLOR	PIN	OE COLOR	FUNCTION
	1		NOT USED
	2	RED/LG	12V+ ALTERNATOR EXCITER JUMP 510Ω RESISTOR TO #14
	3		NOT USED
	4		NOT USED
	5		NOT USED
	6		NOT USED
	7	RED/YEL	12V+ KEY ON ADDITIONAL FEED
	8	WHT/RED	OIL PRESS SENDER
	9	BLK	GROUND
GREEN SPEEDO	10	YEL/WHT	FUEL SENDER 20-150 Ω
	11	LB/RED	LIGHTS - SEE NOTES ON LED BULBS ADDITIONAL FEED
GREY SPEEDO	12	WHT/LB	RIGHT TURN 12V+
	13	DG/LTG	FASTEN BELTS LAMP GROUND TRIGGER
	14	LG/RED	12V+ ALTERNATOR EXCITER JUMP 510Ω RESISTOR TO #14