

1973-87 Chevy / GMC Truck

Gauge Cluster Kit
Installation Instructions
(500767)

...another wiring system manufactured by



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STEP 1: There are 4 small gauges. This is a photo of the bare gauge. Remove the 3 nuts and lock washers.



STEP 2: Install the blade terminals to the back of each of the 4 small gauges. Secure with lockwasher and nut. There are specific left, center, and right hand terminals. Install as shown in photo.

NOTE: Voltmeter uses the 'GRD' & 'I' terminal locations only.



STEP 3: Plug in appropriate lamp socket pigtail into the 4 smaller gauges.



STEP 4: Install appropriate lamp socket pigtails into the speedometer & tachometer.

STEP 5: Insert gauges into housing in locations shown. Install retention brackets on all gauges

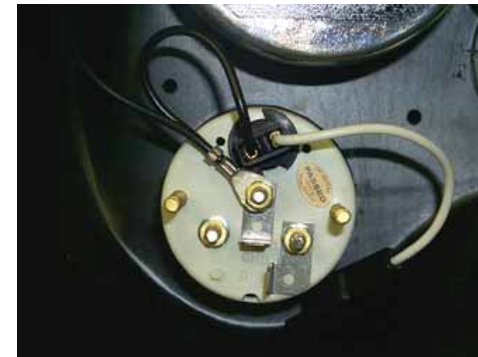
		Volt Meter	Fuel Gauge
		Oil Pressure Gauge	Temperature Gauge
Speedometer	Tachometer		

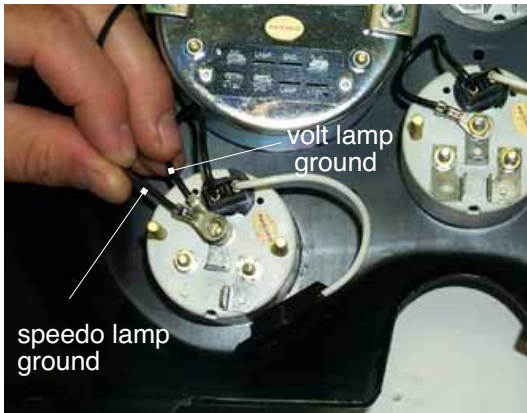


Complete gauge cluster assembly ready for wiring.

STEP 6: Drill 4 mounting holes for LED's, using 5/32" drill bit, at desired locations. Insert LED's in hole from front of panel.

NOTE: The LED housings are a taper fit into the hole. Press the LED housing all the way in to tighten against the instrument panel.



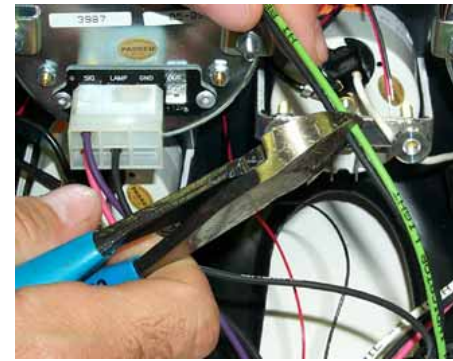


STEP 7: Connect the black ground wires from the lamp pigtails to the center ground studs of the smaller gauges as shown.

NOTE: The speedometer lamp ground will connect on the volt meter ground stud (as shown), and the tachometer lamp ground will connect to the fuel ground stud (not shown).

STEP 10: Select an LED lamp from the panel, and attach the appropriate signal lead wire from the harness, as noted below. Each signal wire will attach to the red LED lead wire from the panel. Trim the wires from the harness to the desired length before crimping.

LED color	function	power wire color
blue	hi-beam	light green
green	lh turn	lt blue
green	rh turn	dk blue
red	brake	pink



STEP 8: Plug in gauge connections using supplied connectors. Plug in connectors in the order shown below. Typical plug-in shown in picture.

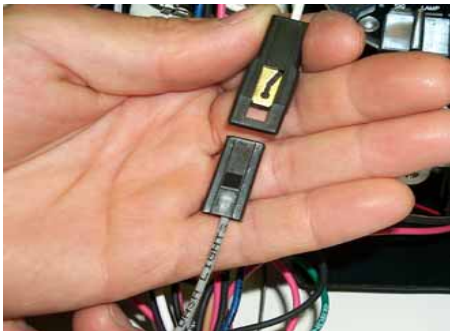
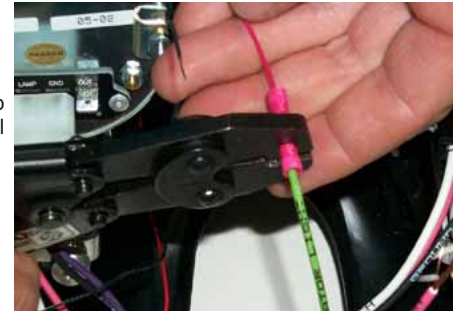
1. FUEL pink / black / tan
2. TACH pink / black / white
3. TEMP pink / black / dk green
4. OIL pink / black / dk blue
5. VOLT pink / black
6. SPEEDO pink / black / purple

STEP 11: Install butt connectors, as shown, matching the wire functions noted above with the proper LED. Trim the wires from the harness to the desired length before crimping.

Match the black wire from each LED panel lamp with a black ground wire from the harness for all LED lamps except the red brake warning LED.

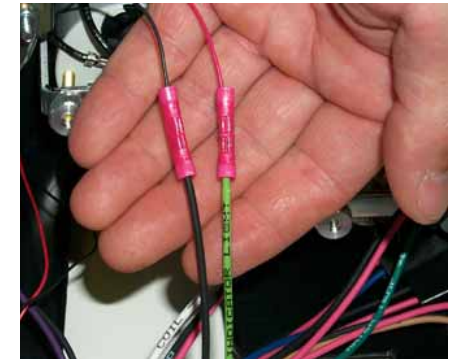
If you are using the red brake warning LED lamp, remove the factory lamp socket and attach the black lead wire from this LED lamp to the factory tan wire. (as noted above, the red will connect to the factory pink wire).

LED color	function	signal ground wire color
red	brake	tan



STEP 9: Plug each lamp power wire (white) into the mating connectors on each grey wire (DASH LIGHTS) on the new harness.

This is a completed LED splice.



STEP 12:

Connect your existing instrument cluster wires to the new wiring kit using the supplied connectors and terminals and pin location chart. Be sure to maintain color continuity with the gauge side wiring when plugging the wires into our connectors.

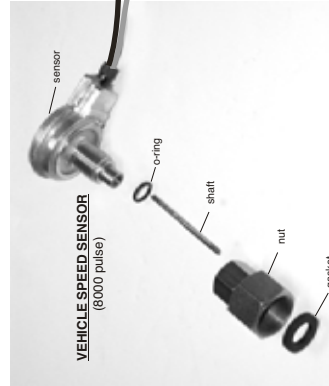
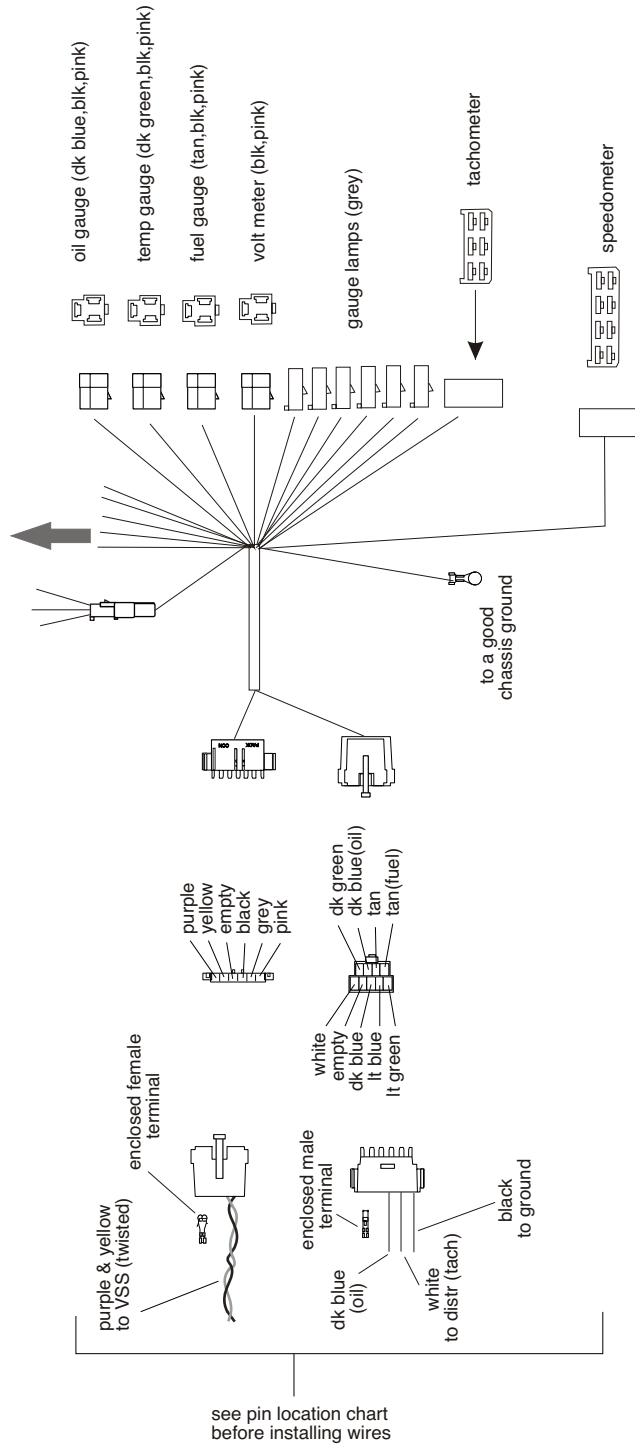
Using the enclosed PIN LOCATION chart, apply the appropriate terminal to your existing wires and plug into the supplied connector. There are empty cavities. Note: Empty cavities can be used for remaining wires from the original cluster connectors which are not used in this application. This will protect the wires.

Route the long purple & yellow wires to the transmission Vehicle Speed Sensor (VSS). Be sure to twist the wires as shown! This is necessary to prevent signal interference.

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LONG BARE LEADS
lt green: connect to lh beam LED red lead
black: connect to rh beam LED black lead
lt blue: connect to LH turn LED red lead
black: connect to LH turn LED black lead
dk blue: connect to RH turn LED red lead
black: connect to RH turn LED black lead
tan: connect to the brake LED black lead
pink: connect to the brake LED red lead



Typical 2 wire VSS connection

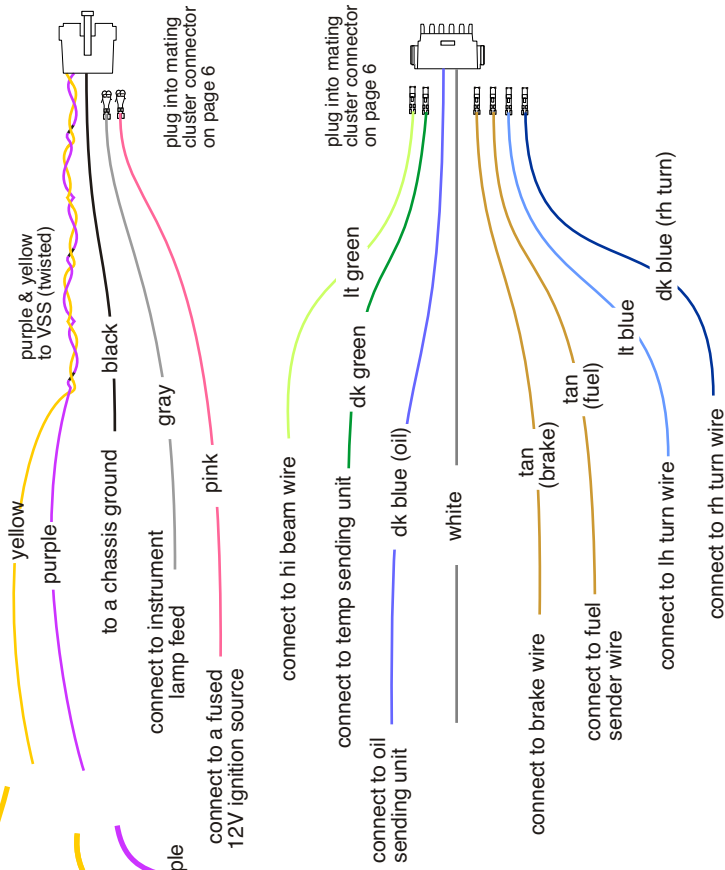


Typical 3 wire Autometer 5291 VSS connection

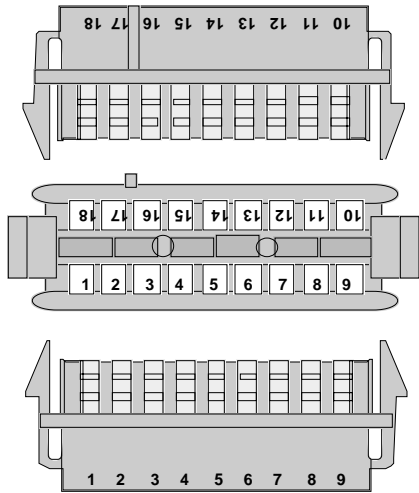
Note:
This VSS requires a lead wire from the red wire to a 12 volt ignition source. This wire is not included in the kit.

DASH SIDE CONNECTIONS

Use the included PIN LOCATION CHART on the following page to identify the wires which will be used for this connection process. Be sure to maintain color continuity (and wire function) with the mating connectors from the previous page. Using the information below, connect the necessary wires to the connectors shown. If you are using the wires from your existing instrument cluster connector, remove the existing terminals and terminate using the new terminals supplied in the kit. Plug these wires into the new cluster connector maintaining color continuity with the mating connectors from the previous page. Extra wires are provided in the kit if it is necessary to complete the cluster connections. Route the long purple & yellow wires to the transmission Vehicle Speed Sensor (VSS). Be sure to twist the wires as shown! This is necessary to prevent signal interference.



Printed Circuit Cluster Connector Pin Locations



1973-87 CHEVROLET/GMC TRUCK DASH PRINTED CIRCUIT CONNECTOR PIN LOCATIONS

Circuit NO.	Function	Wire Color	1973-75 factory gauges Pin Loc	1973-75 warning lights Pin Loc	1976 factory gauges Pin Loc	1976 warning lights Pin Loc	1977 factory gauges Pin Loc	1977 warning lights Pin Loc	1978-87 factory gauges Pin Loc	1978-87 warning lights Pin Loc
30	Fuel tank sender	tan	18	18	7, 18	18	7, 18	18	7, 18	18
39	12 Volt fused power	pink	5, 12	5, 12	4, 5, 12	5, 12	4, 5, 12	5, 12	4, 6, 16	5, 12
25	Alternator light	brown	note 1	7	note 1	7	note 1	7	note 1	7
33	Brake Warning ground	tan / black	6, 13	8	6, 13	8	6, 17	8	17	8
14	Left Turn Indicator	light blue	10	10	10	10	10	10	11	10
31	Oil pressure sender	dark blue	note 2	3	note 2	3	note 2	3	5	3
15	Right Turn Indicator	dark blue	11	11	11	11	11	11	12	11
11	High Beam Indicator	light green	1	1	1	1	1	1	1	1
8	Instrument Lights	gray	2	2	2	2	2	2	2	2
35	Coolant temp sender	dark green	8	4	8	4	8	4	9	4
150	Ground wire	black	9	9	3, 9, 15	9, 15	3, 9, 15	9, 15	3, 8, 10	9, 15
105	Ammeter	see note 5	black	3	see note 3					
106	Ammeter	see note 5	black / white	4	see note 3					
237	Seat belt warning light	Pink / white			16	16	16	16	13	16
939	1973-80	Orange		6		6		6		6
50	1981-85	Brown								6
931	1977-86	Dark Blue					14		15	
419	1987 only								15	14

Notes:

- Factory gauges trucks were not equipped with an alternator charge light
- Factory gauge trucks 1973-77 used a mechanical oil pressure line. Electric oil pressure gauges first appeared in 1978.
- New gauge clusters use a voltmeter. Factory gauge clusters used voltmeters starting in 1976:
The original ammeter circuits (105 and 106) for original 1973-75 gauge trucks will not be used.
These wires must be isolated and protected from any possible short to ground before completing installation.
- Tachometer wiring for factory gauge trucks was handled by a separate tachometer harness

