*** These are special instructions for connecting your wiring system to a stock instrument cluster. ***

**Note:** If you are using aftermarket gauges, follow the instructions included in the 92965220 Gauge Connection Kit along with the specific gauge manufacturers instructions for connection of their gauges.

If you are using the stock gauges and warning lamps, refer to the diagrams on the following pages for your application. Use the enclosed parts and information below for wire termination, gauge, and lamp connections. PLEASE keep in mind that the 1953-55 stock system and gauges were a 6 volt operation, and as such, you will need a voltage reducer on the gauge feed wires if you choose to utilize your original factory Ford gauges. Connectors A, B, and C will plug into your dash harness as noted on the Dash Harness instruction (510305, bag G) sheet. Connection C will only be used in the event that you are using an electric speedometer.

**CONNECTOR A (sheet 2 or 4)**

- **GRAY** Instrument Lamps
- **BROWN** Alt. Ign.

(Used for 1956 stock clusters only!) Please pay particular attention to the location that this loose brown wire must be plugged into. If you are using a GM alternator/regulator that requires a resistance wire in the circuit, plug this wire into connector A at the end position next to the light green high beam indicator wire. If you are using a Ford alternator/regulator which does NOT use a resistance wire in the circuit (as they usually have an internal resistor in the regulator), plug this wire into connector A between the grey dash lamps and dark blue RH turn indicator wires. Install components as shown on sheet 4, and plug into the generator warning lamp hole in cluster. Plug the pink wire from sheet 5 into the other side of this lamp socket to complete the connection.

**CONNECTOR B (sheet 3 or 5)**

- **DK BLUE** Oil Gauge / Lamp
- **DK GREEN** Temp Gauge
- **TAN** Fuel Gauge
- **PINK** 12v ignition
- **BLACK** Ground
- **WHITE** Tach (loose wire)

Install components as shown on sheets 3 or 5, and attach onto the oil gauge sender stud (1953-55), or plug the lamp socket into the warning lamp hole in the cluster (1956). If using a warning lamp, be sure to plug the pink wire from sheet 5 into the other side of this lamp socket to complete the connection.

Install components as shown on sheets 2 or 4 and plug into the right turn indicator hole in the cluster.

Install components as shown on sheets 2 or 4, and plug into the left turn indicator hole in the cluster.

**CONNECTOR C (sheet 6)**

This connector is used when using an aftermarket electronic speedometer only. Follow the manufacturer's instructions when installing these wires. If you are using the stock speedometer, then discard this connector. See page 6 for wire descriptions and a typical connections.
NOTE: You **MUST** use a voltage reducer on our pink gauge feed wires if you intend to run your factory 1953-55 Ford gauges as they were of a 6 volt design.

**1953-55 FORD F-100 truck**
NOTE: You MUST use a voltage reducer on our pink gauge feed wires if you intend to run your factory 1953-55 Ford gauges as they were of a 6 volt design.

1953-55 FORD
F-100 truck
If using a Ford alternator, plug the loose piece brown "alt ign" wire in here.

If using a GM alternator, plug the loose piece brown "alt ign" wire in here.
1956 FORD F-100 truck

aftermarket tach feed wire (optional) to fuel gauge sender post to temp gauge sender post

12v ignition feed to generator warning lamp (on sheet 4)

Oil pressure warning lamp
to cluster housing (ground)

plug white tach wire in HERE

CONNECTION B

white

tan
dk green
dk blue
pink
black

tan to fuel gauge sender post
dk green to temp gauge sender post

dk blue to cluster housing (ground)

dk green to generator warning lamp (on sheet 4)

Warning lamp to temp gauge

12v ignition feed to generator warning lamp (on sheet 4)
Below are some general instructions for hooking up an electric speedometer. This connector and these instructions will ONLY be used in the event that you are utilizing an aftermarket electric speedometer. If your car does NOT have an electric speedometer, this connection will NOT be used and should not be plugged onto your dash harness. It is best to consult the speedometer manufacturer's instructions if you have any questions.

- **Yellow**: VSS Ground. Connect to VSS "-" on speedometer.
- **Purple**: VSS Signal. Connect to VSS input on speedometer.
- **Purple/White**: VSS Power. Connect to 12V power on speedometer.
- **Black/White**: Speedo Ground. Connect to ground on speedometer.
- **Pink/White**: Speedo Power. Connect to 12v power on speedometer. **NOTE**: This wire will double onto the same stud as the purple/white VSS power wire from above.