

**"J" Clamp**

Two "J-Clamps" (item "T" on this page) have been provided to retain the Cluster Kit Wiring in place (see photographs on pages 5 and 6).

**Splice Clips**

Two Splice Clips, plus one spare (item "V" on this page) have been provided for the circuit 8 and circuit 39 splices (see pages 2 and 3).

**GENERAL DESCRIPTION OF WIRES**

**Connector D** – This connector will plug into the mating Connector B of the Dash Harness.

Wire Color	Printing	Circuit #	Description
<b>1. Temperature Gauge</b>			
Dark Green	WATER TEMP SENDER	35	This wire is for your Coolant Temperature Gauge.
<b>2. Brake Warning Light</b>			
Tan	BRAKE LIGHTS/SWITCH	33	This wire is for your Brake Warning Light.
<b>3. Oil Pressure Warning Light (All non-Rallye Clusters)</b>			
Dark Blue	OIL PRESSURE SENDER	31	This wire is for your Oil Pressure Warning Light.
<b>4. Oil Pressure Gauge (All Rallye Clusters)</b>			
Dark Blue	OIL PRESSURE SENDER	31	This wire is for your Oil Pressure Gauge.
<b>5. Fuel Gauge</b>			
Tan	GAS GAUGE	30	This wire is for your Fuel Gauge.
<b>6. Tachometer (loose wire)</b>			
White	COIL --> TACH	121	This wire is for your optional Tachometer or an Aftermarket Tachometer.
<b>7. Right Turn Light</b>			
Dark Blue	RIGHT DASH IND	15	This wire is for your Right Turn Signal Indicator Light.
<b>8. Left Turn Light</b>			
Light Blue	LEFT DASH IND	14	This wire is for your Left Turn Signal Indicator Light.
<b>9. High Beam Indicator Light</b>			
Light Green	HI BEAM INDICATOR LIGHT	11	This wire is for your High Beam Indicator Light.

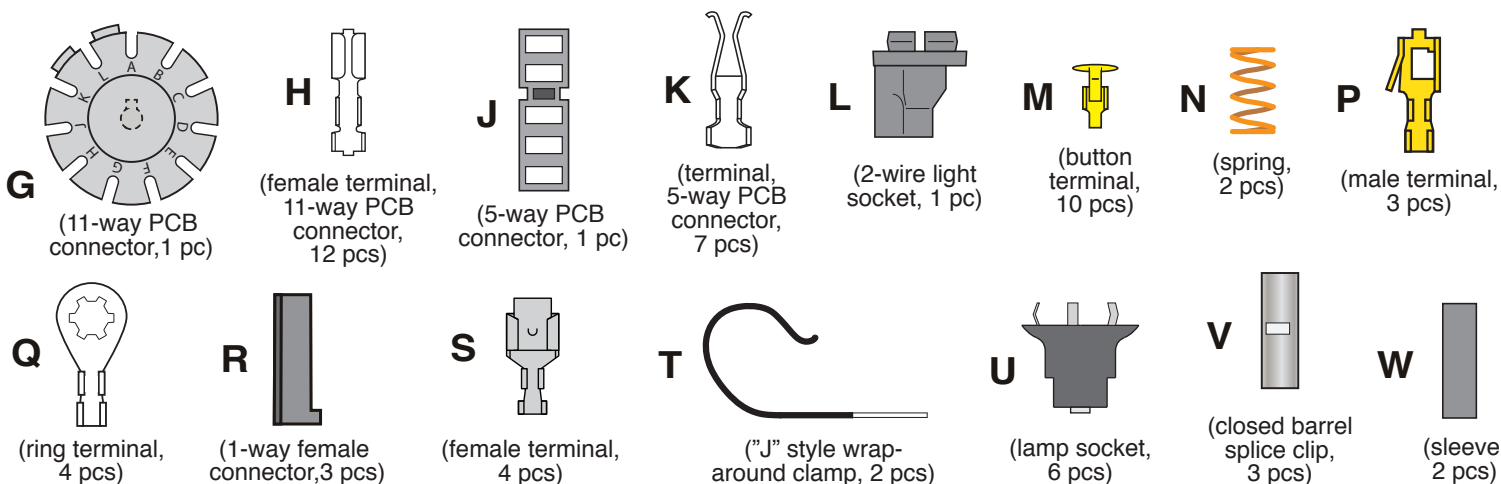
**Connector E** – This connector will plug into the mating Connector A of the Dash Harness.

Wire Color	Printing	Circuit #	Description
<b>1. 12V Ignition Feed</b>			
Pink	12V IGNITION	39	This wire is used to provide 12V Ignition Voltage to the Oil Pressure Warning Lamp, the Brake Warning Lamp, the Optional Tachometer, or any other Aftermarket Gauges that you may add.
<b>2. Dash Illumination Lights</b>			
Gray	DASH LIGHTS	8	This wire is for your Dash Illumination Lights, your Optional Clock Light, your Optional Tachometer Light, or an Illumination Light of any other Aftermarket Gauge.
<b>3. Ground</b>			
Black	GROUND	150	This wire is for your Cluster Ground or the ground of an Aftermarket Gauge.
<b>4. 12V Accessory Feed to the Constant Voltage Regulator (loose wire) for all Rallye Clusters</b>			
Brown	no printing	4	This wire is used to provide a 12V Accessory Feed to your Constant Voltage Regulator.
<b>5. Clock (loose wire)</b>			
Yellow	CLOCK BAT	99	This wire is used to provide a 12V Battery feed for your Optional Clock (Rallye Clusters).

**Connector F** – This connector will plug into the mating connector C of the Dash Harness.

It is only used when connecting to an Aftermarket Electric Speedometer (see page 6 for details). Follow the Electric Speedometer Manufacturer's Instructions when installing these wires.

For Typical Aftermarket Gauge Connections, see page 4.



**WIRE CONNECTIONS**

**Non-Rallye Cluster (see pages 2 and 5)**

**Splices**

If you have the Optional Clock or the Optional Tachometer, you will need to splice in an additional gray #8 wire for the separate Illumination Light of the Clock or the Tachometer (see page 2). If you have the Optional Tachometer, you will need to splice in an additional pink #39 wire for the 12V Ignition feed for the Tachometer (see page 2).

**Printed Circuit Board Connector G**

Route wires #11, #14, #15, #30, #31, #33 and #35 from Connector D to the Printed Circuit Board (PCB) Connector G (see page 2). Route wires #8 and #39 from Connector E to the PCB Connector G. **Note: Connector G is a "Pull to Seat Connector"**. Cut to length, install terminal H, extend the wires beyond Connector G, insert the wires into the side of the connector, and pull to seat the terminals in the connector.

**Dash Illumination Lights**

The Dash Illumination Lights are included on the PCB; however you will still need a separate Illumination Light Socket if you have an Optional Clock or an optional Tachometer. Route the gray #8 wire (that you previously spliced in) to the back of the Clock or the Tachometer, cut to length, slide the wire through a socket U, and then crimp on a terminal M.

**Ground**

Route the black #150 wire from Connector E to a screw on the back of the Cluster that will provide a good path to ground (reference photograph on page 5). Cut to length, crimp on terminal Q and remove the screw and attach the ground ring terminal under the screw and reattach.

**Clock**

If you have the optional Clock, plug the yellow #99 wire into Connector E. Route the #99 wire from Connector E to the Clock. Cut to length, crimp on terminal S and install into connector R. You can now connect to the clock.

**Tachometer**

If you have the optional Tachometer you will have to route the extra pink #39 wire (that you previously spliced in) to the Tachometer. Cut to length, crimp on ring terminal Q (slide on sleeve W first) or crimp on terminal S (and plug terminal S into Connector R). One of these will be your 12V Ignition feed to the Tachometer. Plug the white #121 wire into Connector D. Route wire #121 from Connector D to the Tachometer. Cut to length and, crimp on ring terminal Q (slide on sleeve W first) or crimp on terminal S (and plug terminal S into Connector R). Install the appropriate connection onto your Tachometer Pulse location.

**Rallye Cluster (see pages 3 and 6)**

**Splices**

For the Cluster Illumination, you will have to splice in four gray #8 wires to the #8 wire coming from Connector E (see page 3) for the Illumination Light Sockets and the PCB Connector. There will always be three sockets. When there is no Optional Clock or Optional Tachometer, all three Illumination Light Sockets connect to the Cluster. If you have a Clock or a Tachometer, then two Lights go to the Cluster and one Light goes to the Clock or Tachometer. If you have the Optional Tachometer, you will need to splice in an additional pink #39 wire for the 12V Ignition feed for the Tachometer (see page 3).

**Printed Circuit Board Connector J**

Plug the brown #4 wire into Connector E. Route wires #30, #31, and #35 from Connector D to the Printed Circuit Board (PCB) Connector J (see page 3). Route wire #4 from Connector E to the PCB Connector J. Route wire #8 from the splice to the PCB Connector J. Cut the wires to length, crimp on terminal K, and plug the wires into Connector J.

**Dash Illumination Lights**

Route the three gray #8 wires (that were previously spliced in) to the back of the Cluster (see page 3). Two Light Sockets will go to the Cluster and one Light Socket to either the Optional Clock or the Optional Tachometer, or all three Light Sockets will go to the Cluster. Either way, cut the gray #8 wires to length, slide each wire through a socket U, and then crimp on a terminal M.

**Brake Warning Light (Socket L)**

Route the tan #33 wire from Connector D to the Brake Warning Light socket L. Cut to length, crimp on terminal P and plug into socket L. Route the remaining pink #39 wire from the splice to the Brake Warning Light socket L. Cut to length, slide on the 2-way socket L, and slide on spring N to the pink #39 wire, and then crimp on terminal M.

**Ground**

Route the black #150 wire from Connector E to a screw on the back of the Cluster that will provide a good path to ground (reference photograph on page 6). Cut to length, crimp on terminal Q and remove the screw and attach the ground ring terminal under the screw and reattach.

**Clock**

If you have the optional Clock, plug the yellow #99 wire into Connector E. Route the #99 wire from Connector E to the Clock. Cut to length, crimp on terminal S and install into Connector R. You can now connect to the clock.

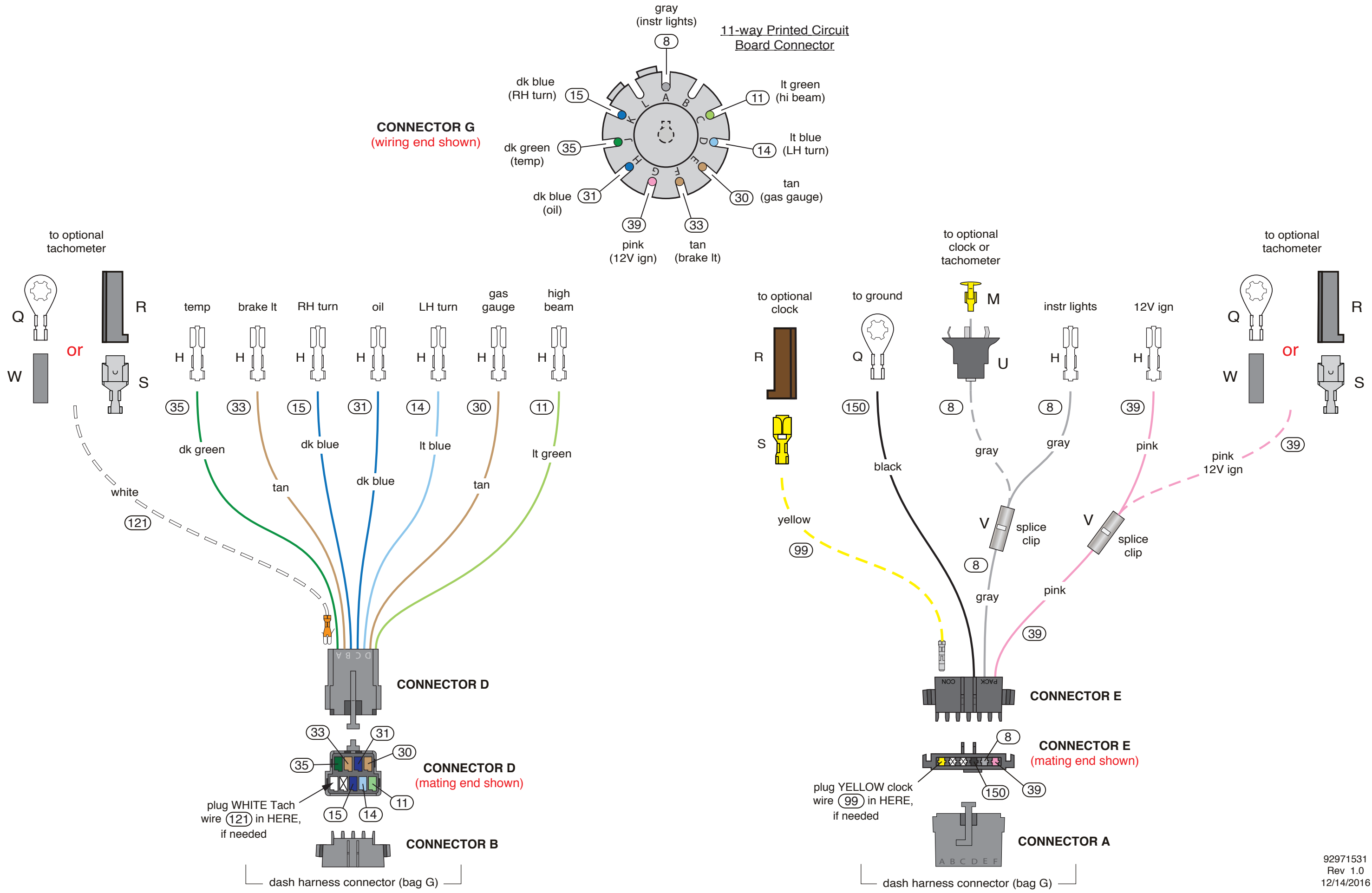
**Tachometer**

If you have the optional Tachometer you will have to route the extra pink #39 wire (that you previously spliced in) to the Tachometer. Cut to length, crimp on ring terminal Q (slide on sleeve W first) or crimp on terminal S (and plug terminal S into Connector R). One of these will be your 12V Ignition feed to the Tachometer. Plug the white #121 wire into Connector D. Route wire #121 from Connector D to the Tachometer. Cut to length and, crimp on ring terminal Q (slide on sleeve W first) or crimp on terminal S (and plug terminal S into Connector R). Install the appropriate connection onto your Tachometer Pulse location.

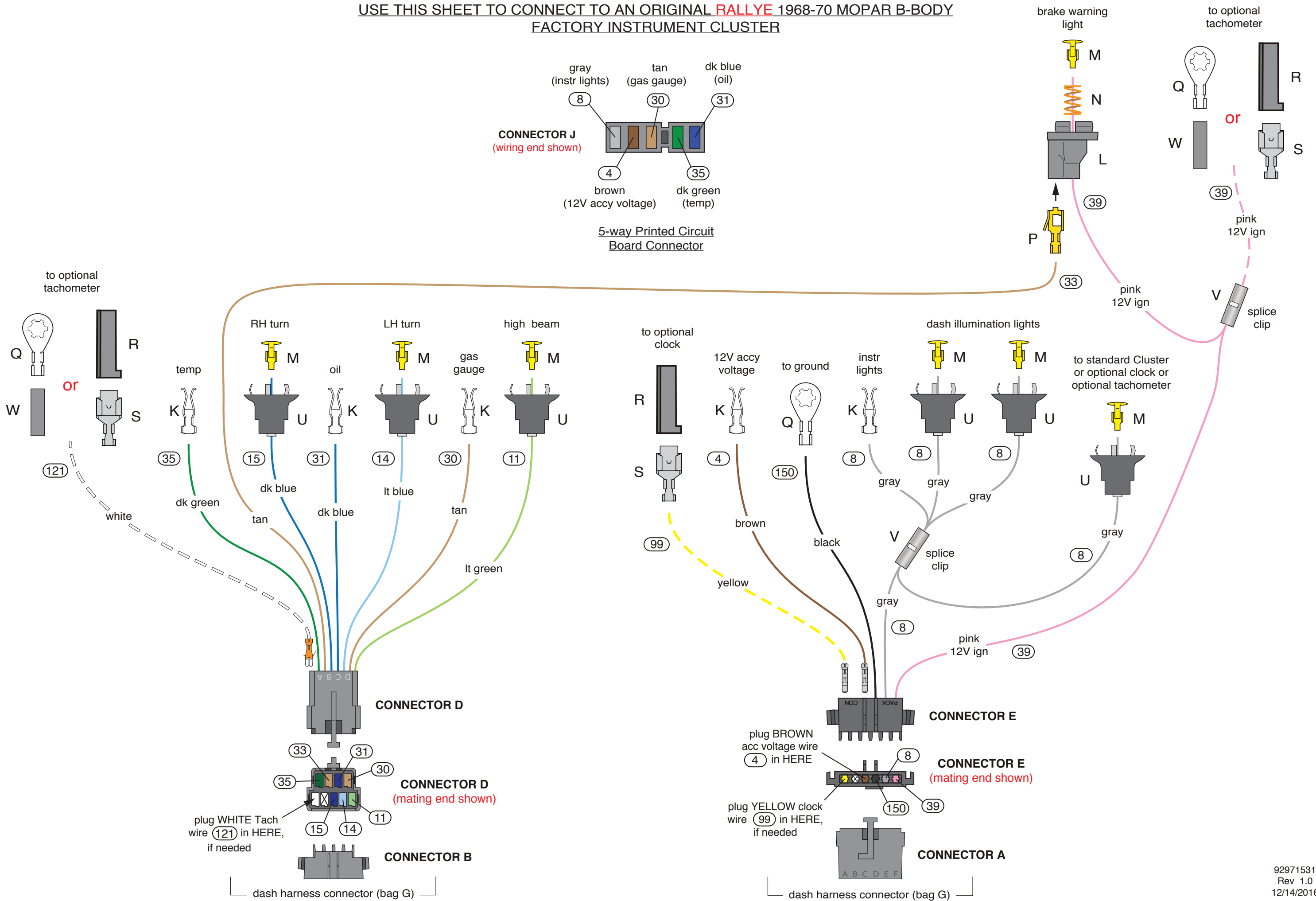


USE THIS SHEET TO CONNECT TO AN ORIGINAL **NON-RALLYE** 1968-70 MOPAR B-BODY  
FACTORY INSTRUMENT CLUSTER

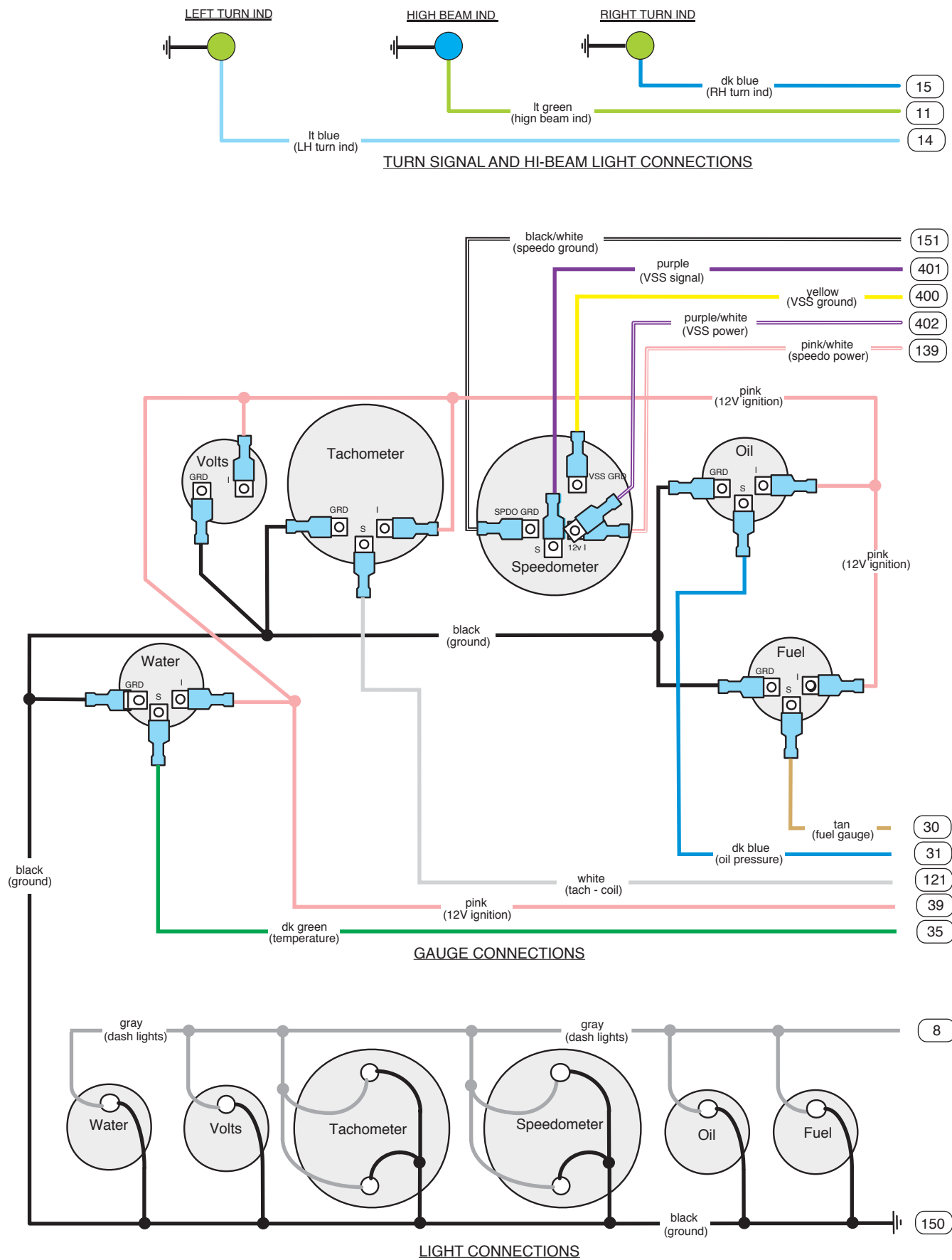
Classic Update Series



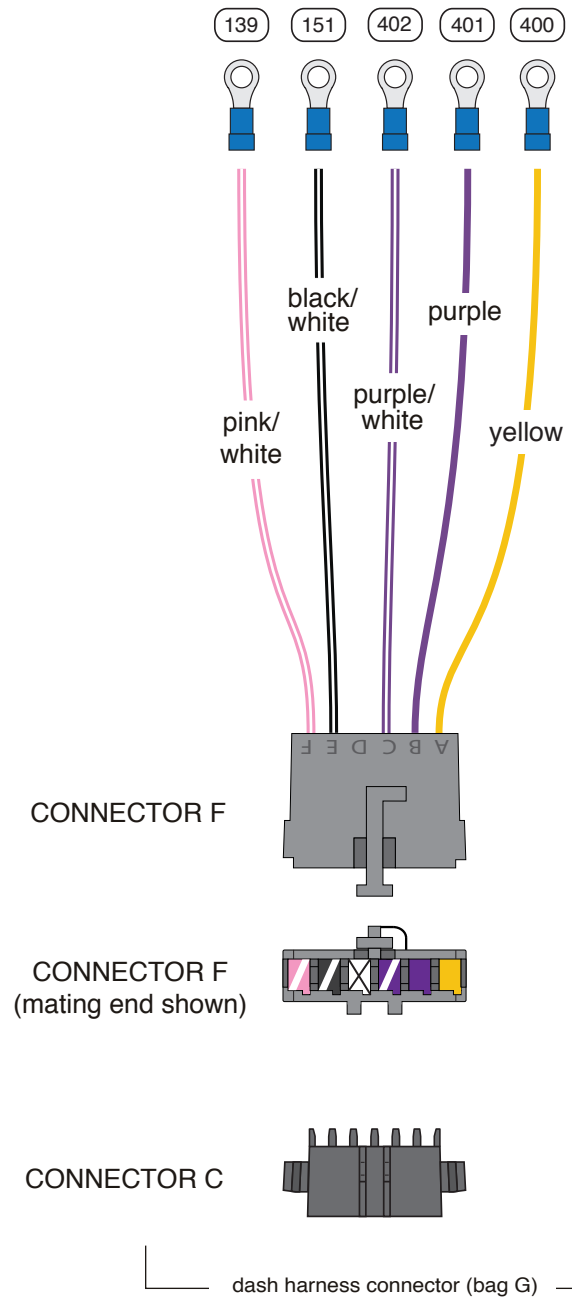
## USE THIS SHEET TO CONNECT TO AN ORIGINAL RALLYE 1968-70 MOPAR B-BODY FACTORY INSTRUMENT CLUSTER



## TYPICAL AFTERMARKET GAUGE CONNECTIONS (BLADE TYPE CONNECTIONS SHOWN)



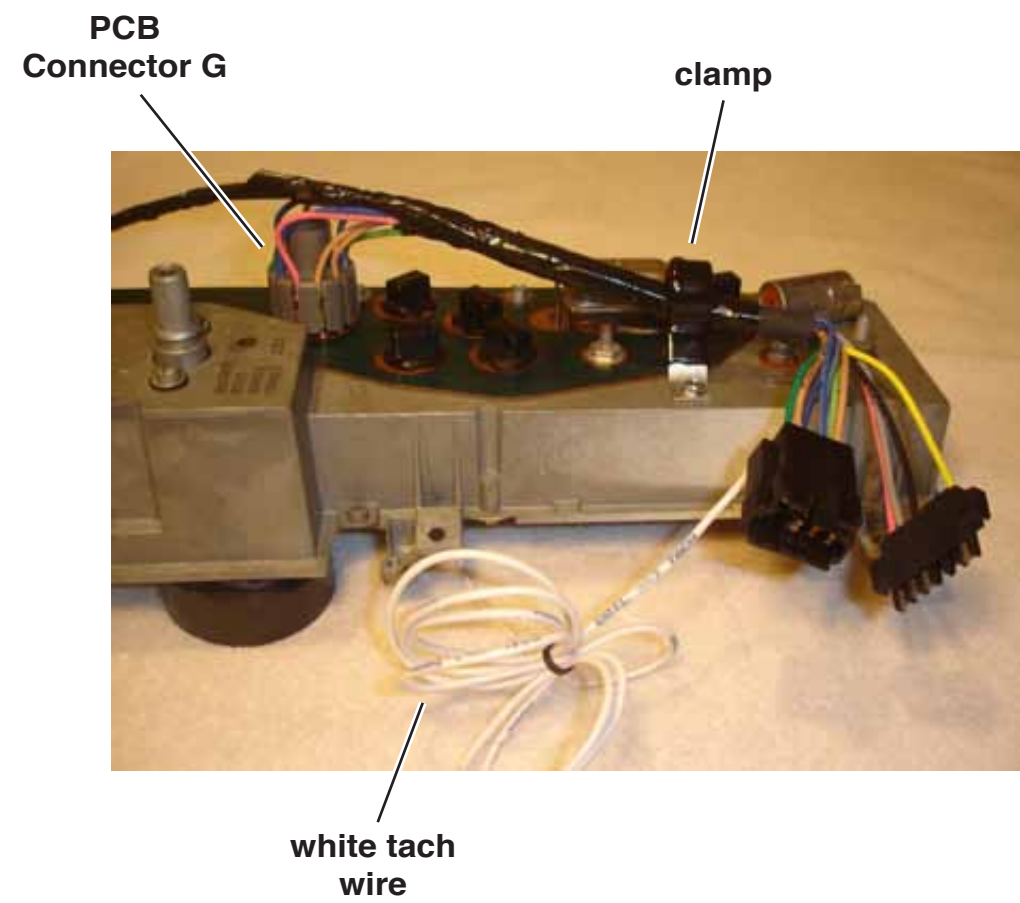
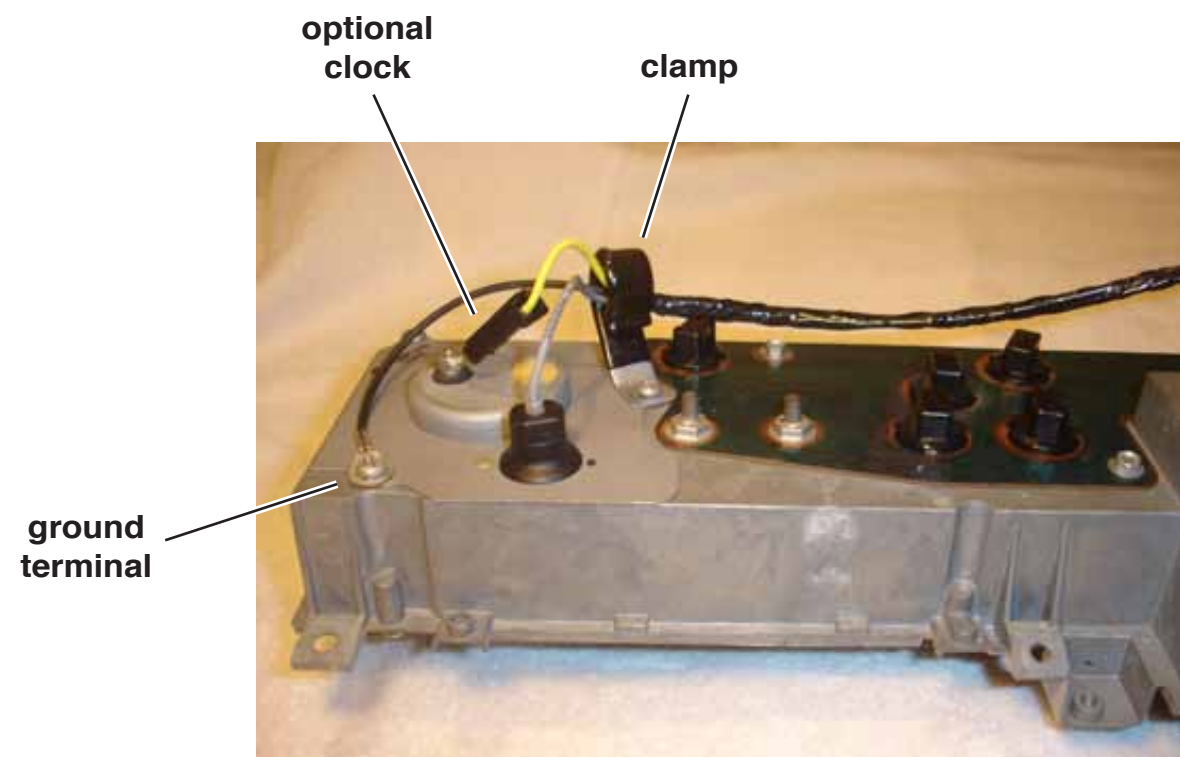
## TYPICAL ELECTRIC SPEEDO CONNECTIONS



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.

NON-RALLYE CLUSTER



# RALLYE CLUSTER

