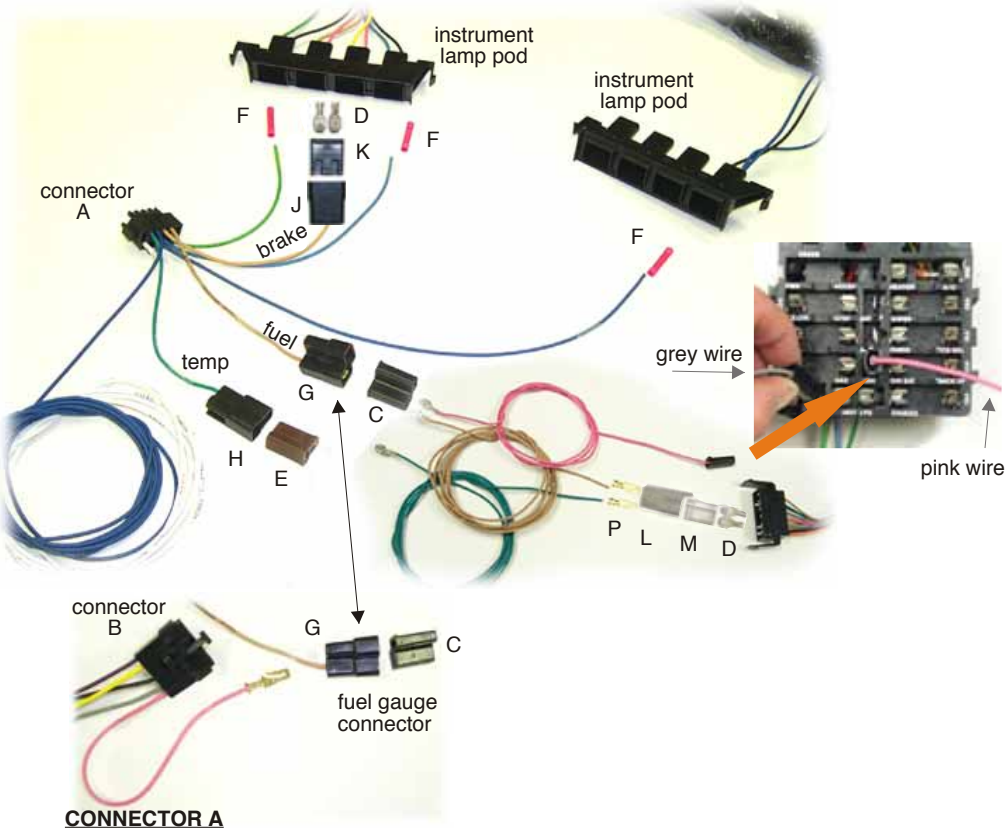
DASH SIDE CONNECTIONS

for a Camaro which had factory gauges on the console



CONNECTOR A

LT GREEN	Using a butt splice connector F, connect to the existing lt green wire (hi beam) in the instrument lamp pod.
LT BLUE	Using a butt splice connector F, connect to the existing lt blue wire (left turn) in the original instrument lamp pod.
DK BLUE	(Right Dash Ind) Using a butt splice connector F, connect to the existing dk blue wire (right turn) in the original instrument lamp pod.
TAN	Plug the loose piece tan & pink wires into connector C, maintaining color continuity with connector G. Route the other end of the pink wire to the fuse panel and plug into the IGN location. Route the other end of the loose tan wire to the console connector, and connect to the console fuel gauge wire (tan) using terminals P & D and connectors L & M.
DK GREEN	Plug the loose dk green wire into connector E, (maintaining color continuity with connector H) and plug this connector into mating connector H. Route the other end of the loose dk green wire to the console connector, and connect to the console temp gauge wire (dk green) using terminals P & D and connectors L & M.
DK BLUE	(Oil Pressure) Route this wire to the oil sending unit.
WHITE	Route this wire through the firewall and connect to the negative (distributor) side of coil.
TAN	(No Printing) Install terminals D on the tan and pink wires from the brake lamp, and install in connector K maintaining color continuity with connector J. The pink wire will not pass through.

CONNECTOR B

PURPLE	Route to vehicle speed sensor unit (VSS) signal lead wire.
YELLOW	Route to vehicle speed sensor unit (VSS) ground wire. Twist this wire with the purple wire above all the way to the transmission. This will properly shield the signal wire from interference.
BLACK	Connect to a good chassis ground.
GREY	Plug this wire to the LAMPS location on the fuse box, as shown.
PINK	Plug the pink wire into the open cavity of connector G. Plug connector G into the mating connector C.
NOTE:	Remaining wires in original instrument lamp pods and fuel gauge connector are not used to connect to this gauge kit.

Covan's Classic
AUTOMOTIVE SPECIALTIES
(770) 667-7684

1969 Camaro

Gauge Cluster Kit Installation Instructions (500596)

92965633 instruction sheet rev. 4.0 6/1/2004

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.

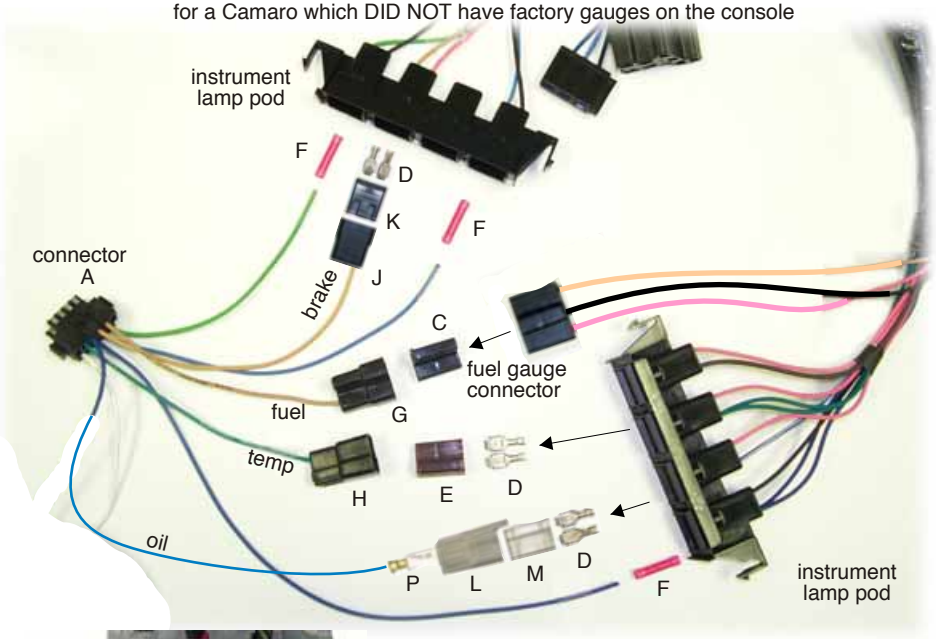
STEP 3: Plug in appropriate lamp socket pigtail into the 4 smaller gauges.

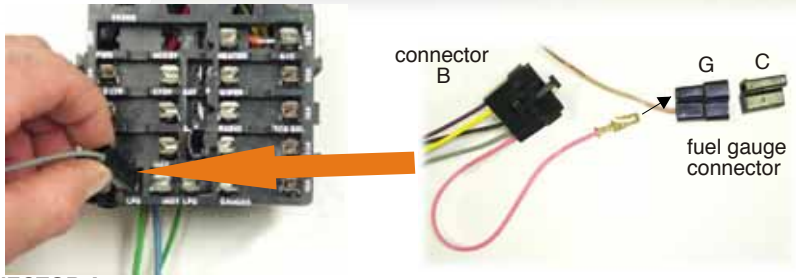
STEP 4: Install appropriate lamp socket pigtails into the speedometer & tachometer.

92965633 instruction sheet rev. 4.0 6/1/2004

DASH SIDE CONNECTIONS

for a Camaro which DID NOT have factory gauges on the console





CONNECTOR A

LT GREEN	Using a butt splice connector F, connect to the existing lt green wire (hi beam) in the instrument lamp pod.
LT BLUE	Using a butt splice connector F, connect to the existing lt blue wire (left turn) in the original instrument lamp pod.
DK BLUE	(Right Dash Ind) Using a butt splice connector F, connect to the existing dk blue wire (right turn) in the original instrument lamp pod.
TAN	(Fuel Gauge) Remove the existing fuel gauge wires, tan & pink, from the original connector and install into the supplied connector C. Maintain the color continuity with the tan wire from connector G.
DK GREEN	Install terminals D and connector E on existing dk green and pink wires from temperature lamp. Plug this connection into connector H, the pink wire will not pass through.
DK BLUE	(Oil Pressure) Install terminals D and connector M on existing oil lamp wires, blue & pink. Install terminal P and connector L on the oil pressure wire, maintaing color continuity with the wires in connectorM. The pink wire will not pass through this connection.
WHITE	Route this wire through the firewall and connect to the negative (distributor) side of coil.
TAN	(No Printing) Install terminals D on the existing tan and pink wires from the brake lamp, and install in connector K maintaining color continuity with connector J. The pink wire will not pass through.

CONNECTOR B

PURPLE	Route to vehicle speed sensor unit (VSS) signal lead wire.
YELLOW	Route to vehicle speed sensor unit (VSS) ground wire. Twist this wire with the purple wire above. This will properly shield the signal wire from interference.
BLACK	Connect to a good chassis ground.
GREY	Plug this wire to the LAMPS location on the fuse box, as shown.
PINK	Plug the pink wire into the open cavity of connector G. Plug connector G into the mating connector C.

NOTE: Remaining wires in original instrument lamp pods and fuel gauge connector are not used to connect to this gauge kit.

STEP 14:

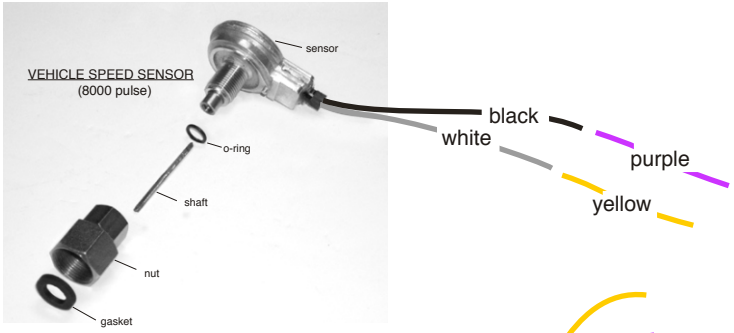
The speedometer connection has a separate long yellow wire with a ring terminal on the end. This wire is twisted around the purple vehicle speed sensor lead that is plugged into the speedometer connector. The purpose of this wire is to cancel out any signal interference to the speedometer and must be grounded to a good chassis ground after the instrument cluster is finally installed.

STEP 15:

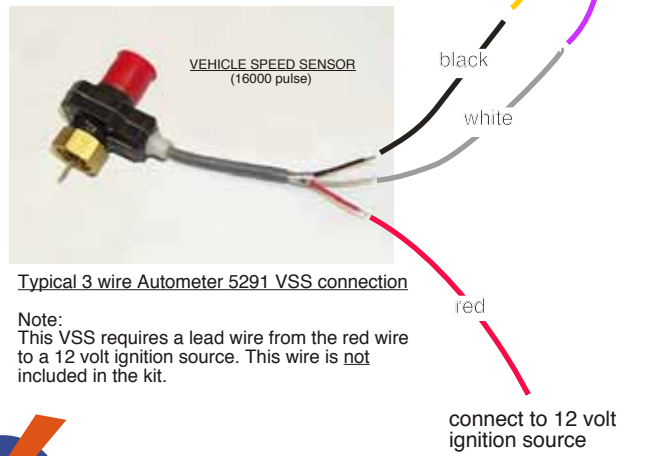
This completes the wiring of the gauge cluster. The next steps involve the preparation of the under dash harness to incorporate the mating plug connection for the gauge harness disconnect. There are two different instrument cluster designs for the 1969 Camaro.

The first design is the warning light dash design that was only available with warning lights for oil pressure, water temp., and generator. The second design is the optional factory gauge design that was available with factory gauges for tachometer, oil pressure, water temp., and ammeter. Under dash connections differ for each type of dash design. The following pages will identify the connections for each dash design.

This kit uses an electronic programmable speedometer which requires a vehicle speed sensor that replaces the original speedometer cable at the transmission. Below are the connections for the various vehicle speed sensors that may be supplied in your kit.



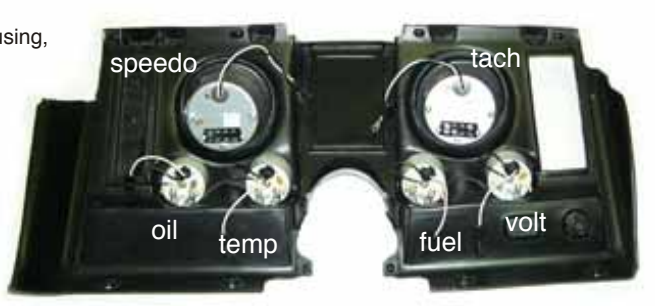
Typical 2 wire VSS connection



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.

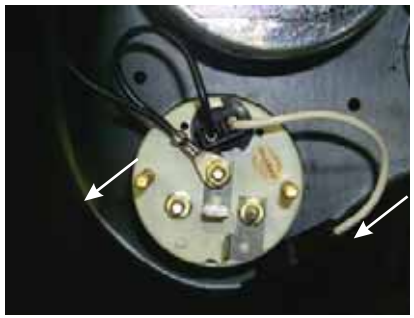
STEP 5: Insert gauges into housing, in locations shown.



STEP 6: Install mounting clips on tachometer & speedometer.

STEP 7: 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 8: 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 9: Install the mounting brackets on all of the small gauges, as shown.

Completed assembly ready for the connection of the wiring harness.

STEP 10: Plug in gauge connections using supplied conectors. 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: Plug each lamp power wire (white) into the mating connectors on each grey wire (DASH LIGHTS) on the new harness. As shown.

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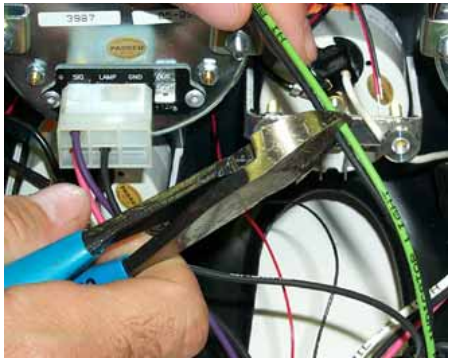
STEP 12: Select an LED lamp from the panel, and attach the appropriate signal lead wire from the harness, as noted below. Each signal wire will attach to the red LED lead wire from the panel. Trim the wires from the harness to the desired length before crimping.

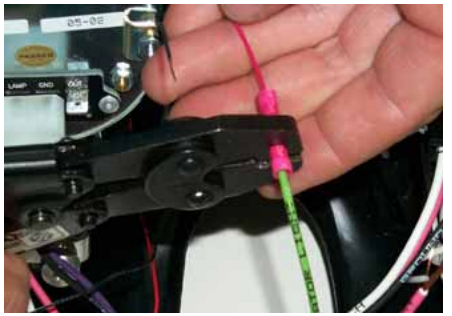
LED color	function	power wire color
blue	hi-beam	light green
green	lh turn	lt blue
green	rh turn	dk blue
red	brake	pink



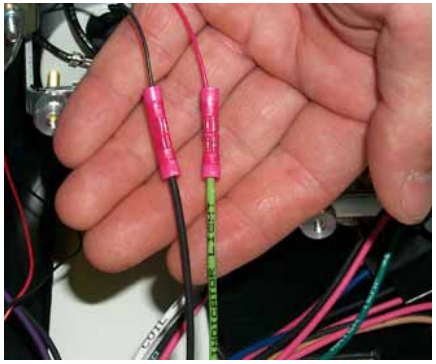
STEP 13: Install butt connectors, as shown, matching the wire functions noted above with the proper LED. Trim the wires from the harness to the desired length before crimping.

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 brown wire. (as noted above, the red will connect to the factory pink wire).



LED color	function	signal ground wire color
red	brake	tan



This is a completed LED splice.

A grounding kit is included for your headlight and wiper switch. Connect as shown, routing to a good chassis ground with the supplied ring terminal.