

## “J” Clamps

Two “J-Clamps” have been provided to retain the Cluster Kit Wiring in place (see photographs on pages 7 and 8). Remove the original “J-Clamps” from the Cluster and replace with the two “J-Clamps” item “T” (see page 2) provided in this kit.

## Splice Clips

Splice Clips (item “U” on page 2) have been provided for the circuit 8 and circuit 39 splices (see pages 3 and 4). Each Splice Clip can have a maximum of four 18 gauge wires in, and four 18 gauge wires out. Be sure to solder and tape over each splice after splicing the circuits together.

**Connector E** – This connector will plug into the mating Connector A of the Dash Harness. Connect the wires as follows:

Wire Color	Printing	Description
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### 1. 12V Ignition Feed

<b>Pink</b>	<b>12V IGNITION</b>	This wire is used to provide ignition voltage to the Oil Pressure Warning Lamp ( <b>Ford 1960-64 and Mercury 1961-62, see page 3</b> ) or any Aftermarket Gauges or a Brake Warning Lamp that you may add. Obtain the <b>loose</b> pink “12V IGNITION” wire (circuit 39) and plug it into Connector “E”, route the wire to the Oil Pressure Warning Lamp, cut to length, slide on the <b>2-way</b> light socket “G” and spring “J” and crimp on terminal “H”. If you are adding Aftermarket Gauges or a Brake Warning Lamp, you will have to splice in sections of the same pink wire (use splice clip “U”) that you just cut ( <b>see pages 3 and 4</b> ). Route these pink wires and connect to the associated device(s).
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### 2. Dash Illumination Lights, Switch Mounting Plate Lights, Speedo Light, or Optional Clock Light

<b>Gray</b>	<b>DASH LIGHTS</b>	This wire will require multiple in-line splices of the wires (use splice clip “U”) to accommodate each of the Dash Lights ( <b>see pages 3 and 4</b> ). Obtain the gray “DASH LIGHTS” wire (circuit 8) which is located in Connector “E” and cut to length, splice in sections of the same gray wire that you just cut. Route these gray wires to the Dash Light locations, cut each to length, slide on light socket “M”, and crimp on terminal “H”. <b>NOTE: There are two extra Light Sockets “M” and terminals “H” included in the Cluster Kit which are to be used for the 1963-64 vehicles with an optional Clock mounted on the Dash. Extra wire length of circuit 8 has been included to accommodate the Clock Light Sockets.</b>
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### 3. Ground

<b>Black</b>	<b>GROUND</b>	Obtain the black “GROUND” wire (circuit 150) which is located in Connector “E” ( <b>see pages 3 and 4</b> ). Route this wire to the Constant Voltage Regulator (CVR NOT SUPPLIED), cut to length and crimp on Ring Terminal “Q”. Attach the Ring Terminal to the screw that attaches the CVR to the Cluster Housing. <b>Make sure that you have a good path to ground.</b>
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### 4. 12V Accessory Feed to the Constant Voltage Regulator

<b>Brown</b>	<b>no printing</b>	Obtain the brown wire (circuit 4) which is located in Connector “E” ( <b>see pages 3 and sheet 4</b> ). Route this wire to the input side of the CVR, cut to length, install terminal “O” and plug into connector “N”, now connect to the CVR. Take the cut off portion of the wire and slide on sleeve “P”, then install terminal “L”, slide “P” over “L” and connect to the output side of the CVR. Route the other end of the wire to the Temperature Gauge, cut to length and install a Ring Terminal supplied from the <b>Gauge Terminal Kit 92965220</b> . Make a separate jumper wire using the Ring Terminals from the Gauge Terminal Kit to supply power to the Fuel Gauge. If you have a <b>1963-64 Mercury</b> , you will have to make another jumper wire to connect from the Fuel Gauge to the Oil Pressure Gauge. Attach all of the Ring Terminals to the gauges with the included 10-32 locknuts.
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### 5. Clock (optional for 1960-62)

<b>Yellow</b>	<b>CLOCK BAT</b>	If you have a <b>1960-62</b> vehicle, there was an optional Clock available which was included in the Cluster. The yellow wire is the battery feed to the Clock. Plug the <b>loose</b> yellow “CLOCK BAT” wire (circuit 99) into connector “E” ( <b>see page 3</b> ). Route the other end of this wire to the Clock, cut to length, install sleeve “R” and crimp on terminal “S”. Slide sleeve “R” over terminal “S” and connect to the Clock.
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**Connector D** – This connector will plug into the mating Connector B of the Dash Harness. Connect the wires as follows:

Wire Color	Printing	Description
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### 1. Left Turn Light

<b>Light Blue</b>	<b>LEFT DASH IND</b>	This wire is for your Left Turn Signal Indicator Light. Obtain the light blue “LEFT DASH IND” wire (circuit 14) which is located in Connector “D” ( <b>see pages 3 and 4</b> ), route to the Left Turn Signal Light, cut to length, slide on light socket “M”, and crimp on terminal “H”.
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### 2. Right Turn Light

<b>Dark Blue</b>	<b>RIGHT DASH IND</b>	This wire is for your Right Turn Signal Indicator Light. Obtain the dark blue “RIGHT DASH IND” wire (circuit 15) which is located in Connector “D” ( <b>see pages 3 and 4</b> ), route to the Right Turn Signal Light, cut to length, slide on light socket “M”, and crimp on terminal “H”.
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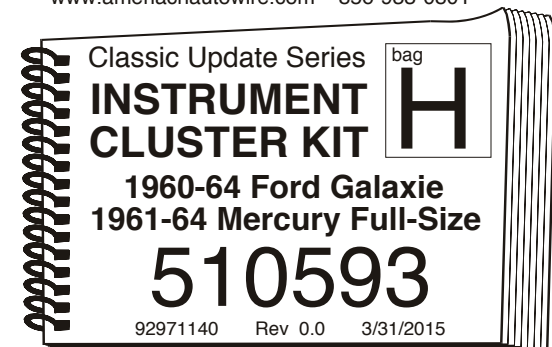
### 3. High Beam Indicator Light

<b>Light Green</b>	<b>HI BEAM INDICATOR LIGHT</b>	This wire is for your High Beam Indicator Light. Obtain the light green “HI BEAM INDICATOR LIGHT” wire (circuit 11) which is located in Connector “D” ( <b>see pages 3 and 4</b> ), route to the High Beam Indicator Light, cut to length, slide on light socket “M”, and crimp on terminal “H”.
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**American  
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**Wire Color**      **Printing**      **Description**

## 4. Temperature Gauge

**Dark Green**      **WATER TEMP SENDER**      This wire is for your Coolant Temperature Gauge. Obtain the dark green "WATER TEMP SENDER" wire (circuit 35) which is located in Connector "D" (see pages 3 and 4), route to the Coolant Temperature Gauge, cut to length, install a ring terminal from the Gauge Terminal Kit, and attach to the Coolant Temperature Gauge using a supplied 10-32 locknut (see the photographs on pages 7 and 8, for the location of the wires on the Temperature Gauge).  
For all 1960-64 vehicles, the brown 12V feed wire is on the RH side of the gauge and the dark green WATER TEMP SENDER wire is on the LH side of the gauge, when you look at the back of the gauge, where the wires attach.

## 5. Fuel Gauge

**Tan**      **GAS GAUGE**      This wire is for your Fuel Gauge. Obtain the tan "GAS GAUGE" wire (circuit 30) which is located in Connector "D" (see pages 3 and 4), route to the Fuel Gauge, cut to length, install a ring terminal from the Gauge Terminal Kit, and attach to the Fuel Gauge using a supplied 10-32 locknut (see the photographs on pages 7 and 8, for the location of the wires on the Fuel Gauge).  
For all 1960-63 vehicles, the brown 12V feed wire is on the RH side of the gauge and the tan GAS GAUGE wire is on the LH side of the gauge, when you look at the back of the gauge, where the wires attach.  
For all 1964 vehicles, the brown 12V feed wire is on the LH side of the gauge and the tan GAS GAUGE wire is on the RH side of the gauge, when you look at the back of the gauge, where the wires attach.

## 6. Oil Pressure Warning Light (Ford 1960-64 and Mercury 1961-62)

**Dark Blue**      **OIL PRESSURE SENDER**      This wire is for your Oil Pressure Warning Light. Obtain the dark blue "OIL PRESSURE SENDER" wire (circuit 31) which is located in Connector "D" (see page 3), route to the Oil Pressure Warning Light, cut to length, crimp on terminal "K" and insert into the 2-way light socket "G".

## 7. Oil Pressure Gauge (Mercury 1963-64)

**Dark Blue**      **OIL PRESSURE SENDER**      This wire is for your Oil Pressure Gauge. Obtain the dark blue "OIL PRESSURE SENDER" wire (circuit 31) which is located in Connector "D" (see page 4), route to the Oil Pressure Gauge, cut to length, install a ring terminal from the Gauge Terminal Kit, and attach to the Oil Pressure Gauge using a supplied 10-32 locknut.  
For all 1963 Mercury vehicles with an Oil Pressure Gauge, the brown 12V feed wire is on the LH side of the gauge and the dark blue OIL PRESSURE SENDER wire is on the RH side of the gauge, when you look at the back of the gauge, where the wires attach.  
For all 1964 Mercury vehicles with an Oil Pressure Gauge, the brown 12V feed wire is on the RH side of the gauge and the dark blue OIL PRESSURE SENDER wire is on the LH side of the gauge, when you look at the back of the gauge, where the wires attach.

## 8. Brake Warning Light

**Tan**      **BRAKE LIGHT/SWITCH**      This wire is only used with an Aftermarket Brake Warning Light. Obtain the loose tan "BRAKE LIGHT/SWITCH" wire (circuit 33) and plug it into Connector "D" (see pages 3 and 4). Route the other end of this wire to the Aftermarket Brake Warning Light, cut to length and connect to the ground side of the Brake Warning Light. When this wire goes to ground, the Brake Warning Light will illuminate. Here are three possible ways that this wire can go to ground:

- A: If you upgrade your Brake System and add a Brake Pressure Differential Warning Switch (see the Dash Harness Assembly Instructions 92971136). This Wiring to the Brake Pressure Differential Warning Switch is included in the Dash Harness.
- B: When your Ignition Switch is turned to the Start position. This Wiring to the Ignition Switch is included in the Dash Harness.
- C: If you splice in a cutoff portion of the tan wire "BRAKE LIGHT/SWITCH" wire to this tan wire (circuit 33), and then connect the other end of the tan wire to an Aftermarket Park Brake Switch.

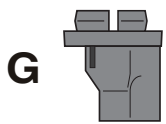
## 9. Tachometer

**White**      **COIL-->TACH**      This wire is only used with an Aftermarket Tachometer. Obtain the loose white "COIL-->TACH" wire (circuit 121) and plug it into Connector "D" (see pages 3 and 4). Route the other end of this wire to the Aftermarket Tachometer, cut to length, and install onto your Tachometer Pulse location per the Tachometer Manufacturers recommendations.

**Connector F** – This connector will plug into the mating Connector C of the Dash Harness, see page 6 for typical Electric Speedometer connections.

This connector is only used when using an Aftermarket Speedometer. Follow the manufacturer's instructions when installing these wires.

For Typical Aftermarket Gauge Connections, see page 5



G (2-wire light socket, 1 pc)



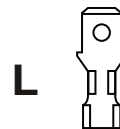
H (button terminal, 25 pcs)



J (spring, 2 pcs)



K (male terminal, 2 pcs)



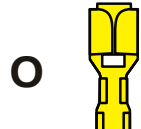
L (male terminal, 2 pcs)



M (1-wire light socket, 17 pcs)



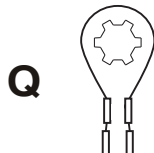
N (1-way female connector, 1 pc)



O (female terminal, 2 pcs)



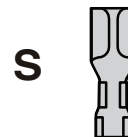
P (small rubber sleeve, 2 pcs)



Q (ring terminal, 2 pcs)



R (large rubber sleeve, 2 pcs)



S (female bullet terminal, 2 pcs)

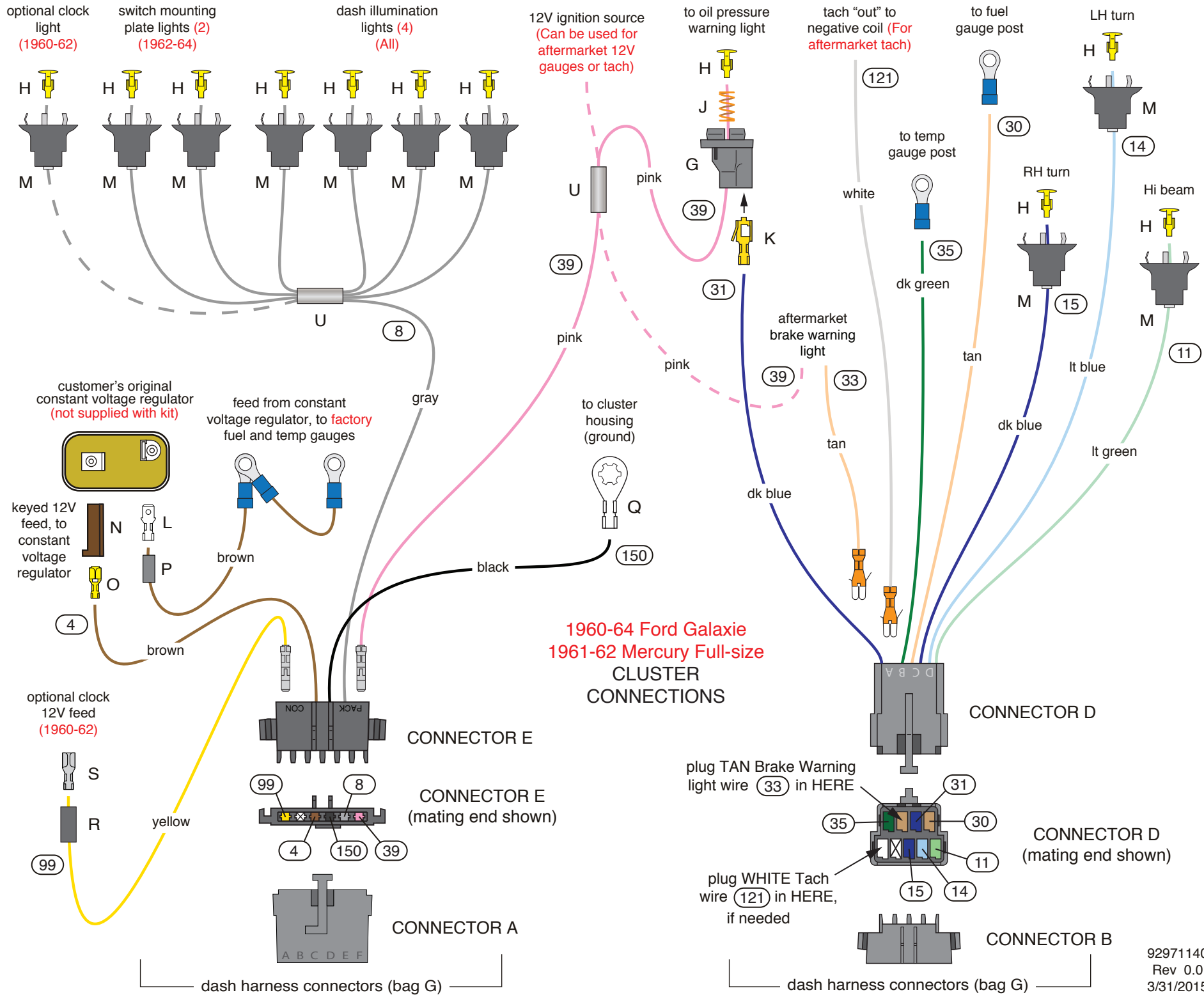


T ("J" style wrap-around clamp, 2 pcs)

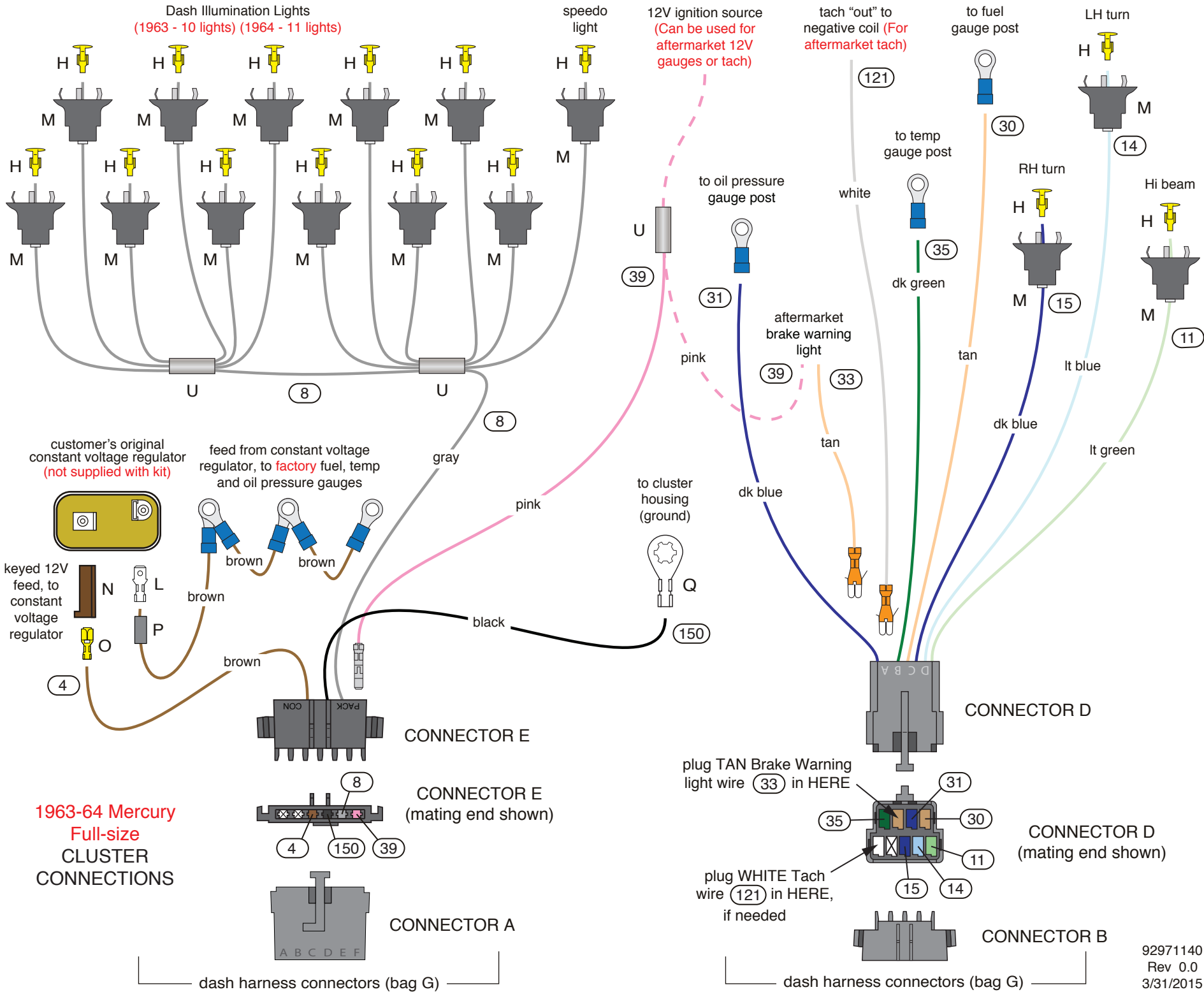


U (splice clip, 4 pcs)

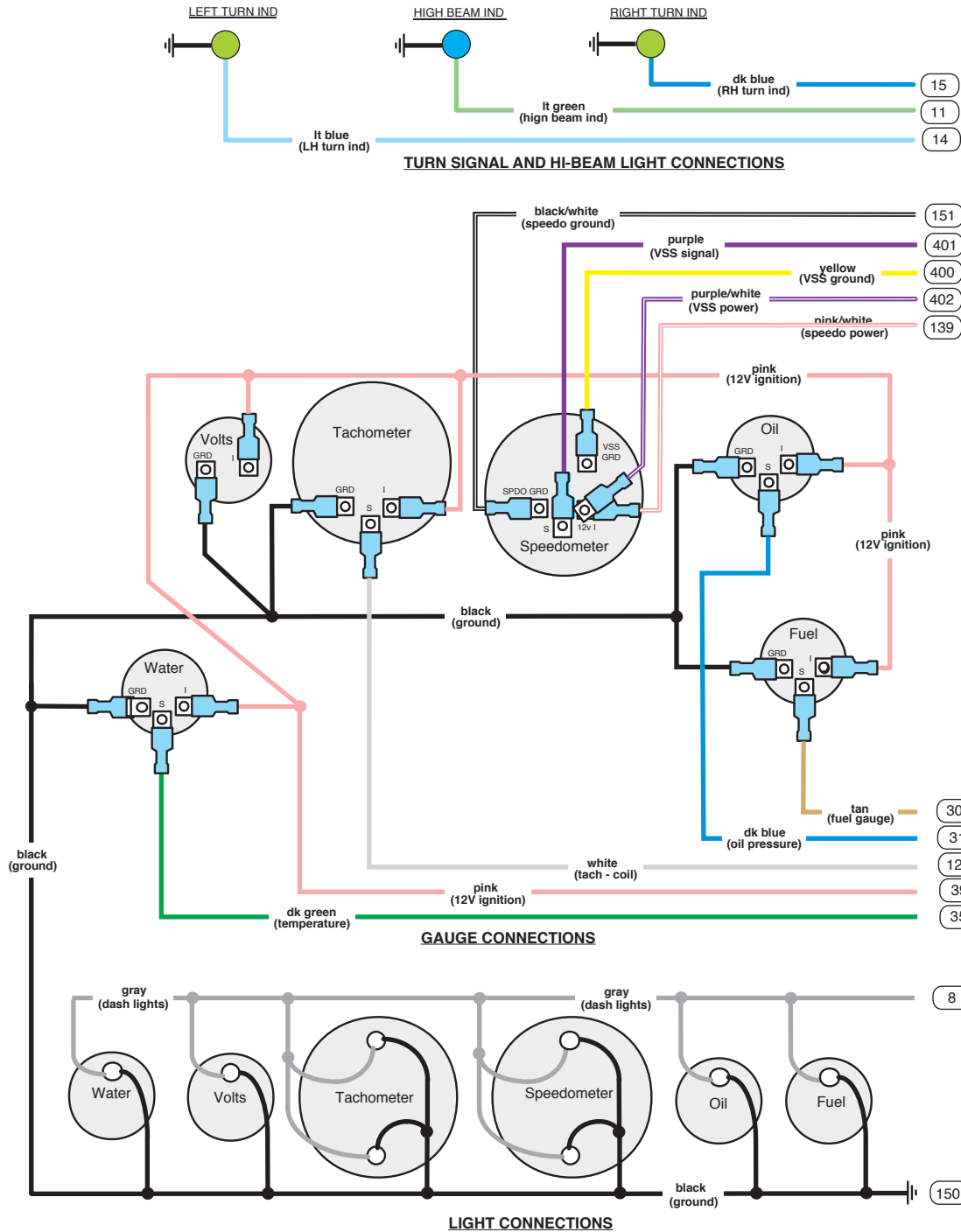
# Classic Update Series



# Classic Update Series

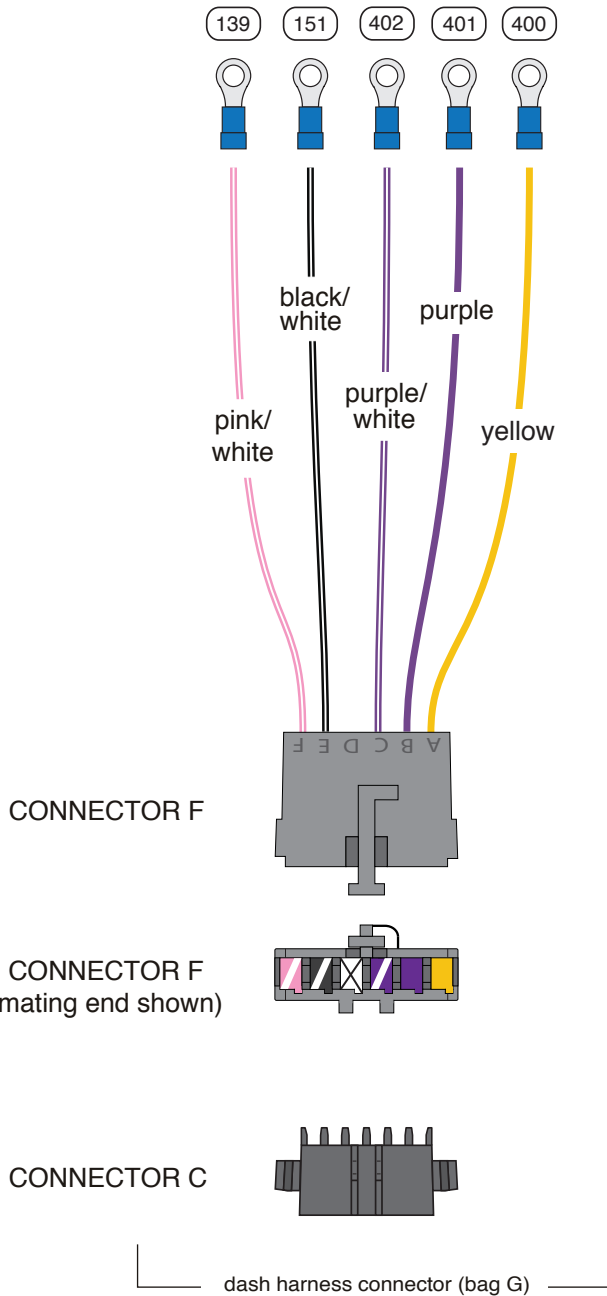


## TYPICAL AFTERMARKET GAUGE CONNECTIONS (BLADE TYPE CONNECTIONS SHOWN)



REFER TO PAGE 6.

### Instrument Cluster Lead Wires



## 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.

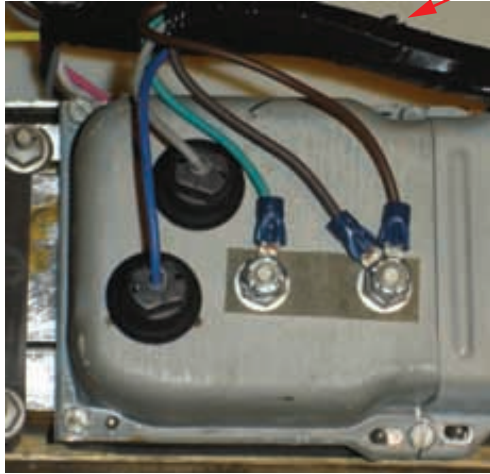
<u>Yellow</u>	VSS Ground	Connect to VSS "-" on speedometer.
<u>Purple</u>	VSS Signal	Connect to VSS input on speedometer.
<u>Purple/White</u>	VSS Power	Connect to 12V power on speedometer.
<u>Black/White</u>	Speedo Ground	Connect to ground on speedometer.
<u>Pink/White</u>	Speedo Power	Connect to 12v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



## 1960-62: Typical Instrument Cluster Wiring

(see wiring notes on page 2, for specific years)

Tape is not included,  
in kit.

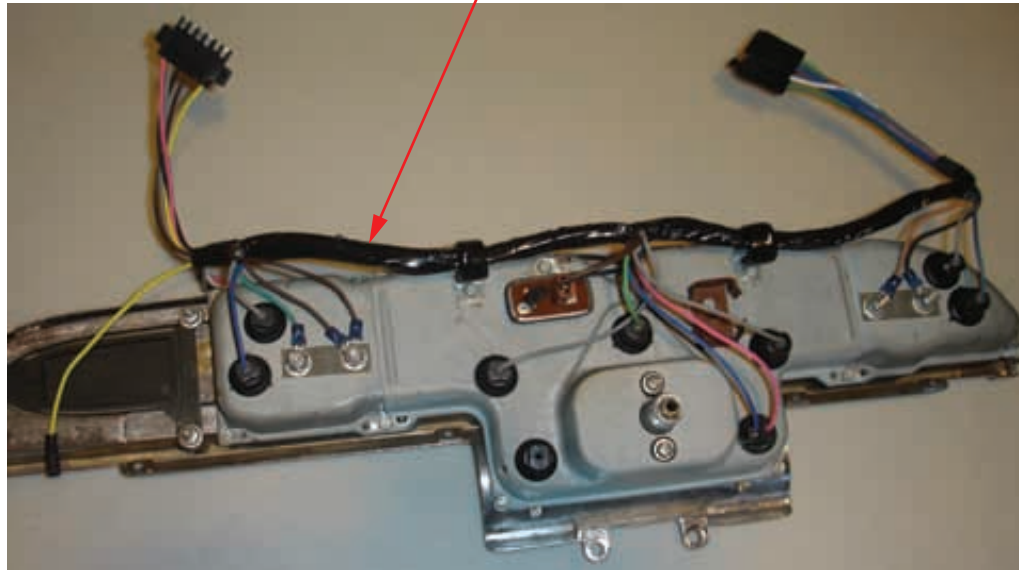


Water Temperature  
Gauge Connections



Fuel Gauge Connections

Tape is not  
included,  
in kit.



Full wiring-side view of Cluster Gauge Connections

Photographs are of a  
1961 Mercury  
Instrument Cluster;  
wiring-side

## 1963-64: Typical Instrument Cluster Wiring

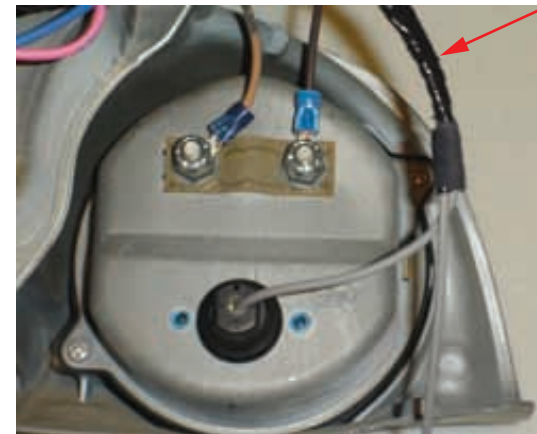
(see wiring notes on page 2, for specific years)

Tape is not included, in kit.



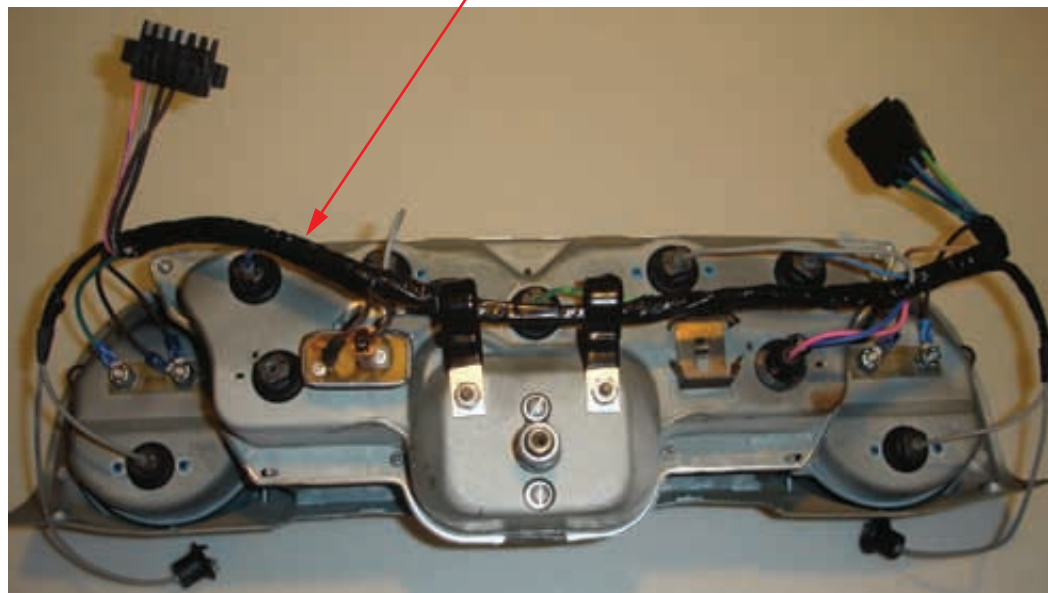
Water Temperature Gauge Connections

Tape is not included, in kit.



Fuel Gauge Connections

Tape is not included, in kit.



Full wiring-side view of Cluster Gauge Connections

Photographs are of a 1963 Galaxie Instrument Cluster; wiring-side