



**NEW VINTAGE USA
DETROIT**

**88-94 FULL SIZE GM TRUCK
DIRECT FIT INSTRUCTION BOOKLET**



**PRODUCT PAGE WITH
FULL INSTALLATION VIDEOS
AND PLUG WIRING**



**TECH TIPS:
LS SWAP INSTALL
INFO**



**TECH TIPS:
SMALL BLOCK CHEVY
INSTALL INFO**



**TECH TIPS:
HOLLEY TERMINATOR
/X-MAX INSTALL**

STEP 1: Identify the OE cluster that you are going to be removing.
The 88-94 OBS Clusters came in two layouts from the factory and the 88-90 will require some trimming of the factory instrument cluster spacer that partially covers gauges

88-90

Reuses Factory Spacer(trimming of OE gauge spacer required)

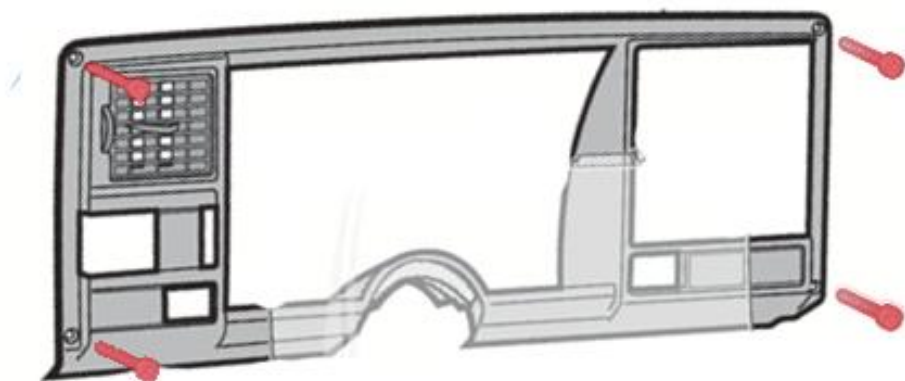


91-94

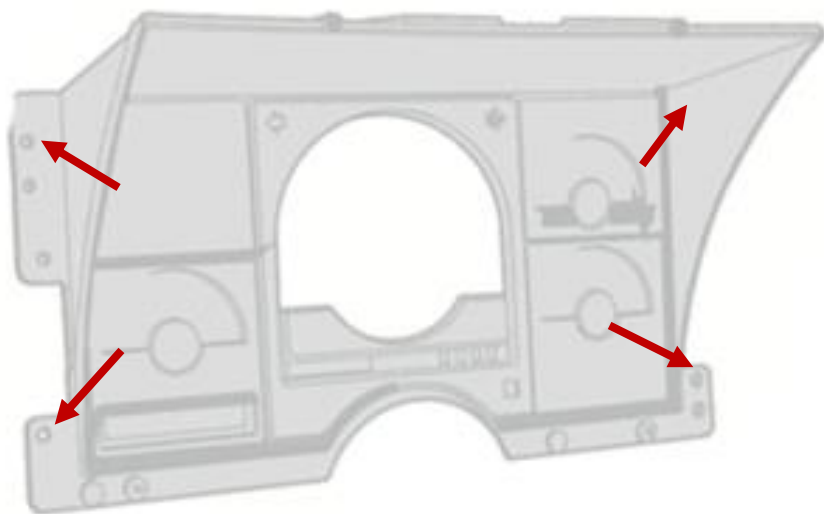
Reuses OE instrument Spacer(no trimming)



STEP 2: Remove the 4 fasteners as highlighted in red below.



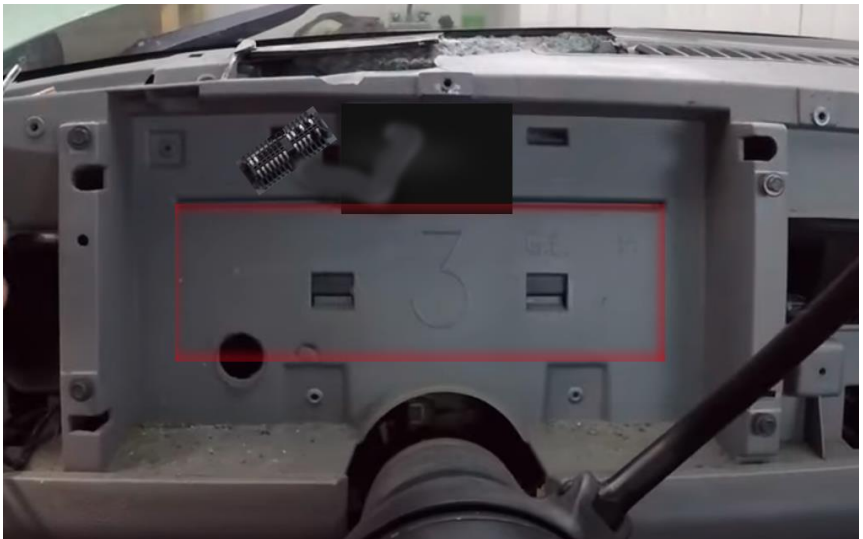
STEP 3: Remove the fasteners securing the OE gauges into the dash, pull gauges cluster assembly from the dash making sure to disconnect the wiring harness connector on the backside of cluster and set to the side for disassembly.



STEP 4: Using a rotary tool or other cutting tool to remove the bulge holding the OE wiring harness connector. *Use care when trimming this plastic piece out, as the harness runs behind the dash at this point. Splice the wires needed on the harness and gently push plug back into recess*



STEP 5: Now that the plastic harness bulge has been removed you should have enough room to slide your NVU Direct Fit Gauge Bracket into place. *If the gauges needs more depth, trim red area Outlined below. Caution: Main harness just above steering column*



STEP 6: Remove fasteners attaching the Factory Lens and retain factory spacer that is sandwiched between the OE gauges and the lens. *Remove Factory shift Indicator from OE cluster.*



You should be left with just the Spacer piece and factory transmission shift indicator that will be installed to the NVU direct fit bracket later in the install.

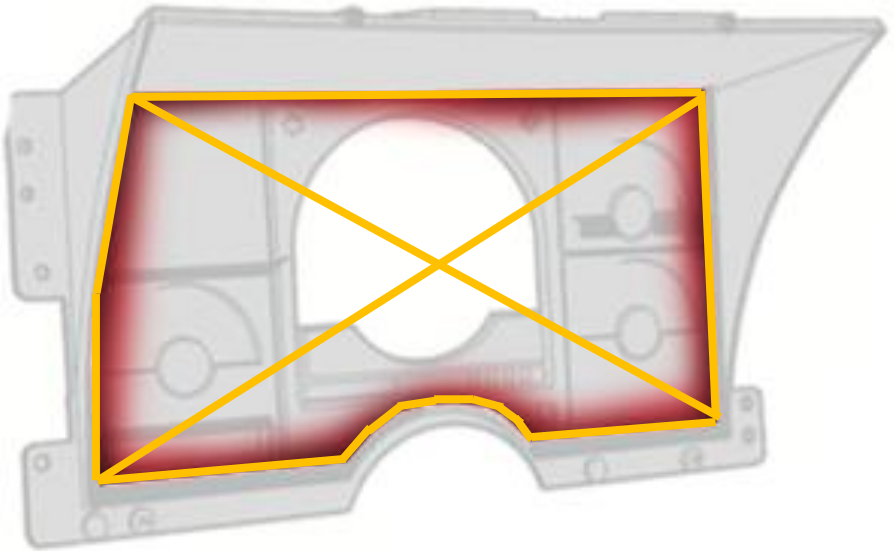
You can reuse factory lens if you'd like!



STEP 6.2: Using a rotary tool or other cutting tool to remove the inner portion of the OE gauge spacer. *Use care when trimming this plastic piece out, as this factory spacer part is necessary to fill the gaps for a factory look fit.*

88-90

**Reuses Factory Spacer(trimming of OE gauge spacer required)
Or install a 91-94 OE spacer!**



91-94

**Reuses OE instrument Spacer
(no trimming)**



STEP 7: Install the Factory Transmission shift indicator onto the NVU Direct Fit bracket using the fasteners from the OE cluster. Remember to wire the included light for your shift indicator!



Factory Indicator slides into place like shown

STEP 8: Place your NVU gauges into their desired location in the Direct fit Bracket place gauges thru panel using the 6 included back clamps & hardware to hold the gauges into position.

Make sure not to fully tighten gauges until you have them level to your liking.



STEP 9: Trimming mounting studs

It is recommended that you trim down the mounting studs, this can be done with a pair of side or end cutters/snips/etc

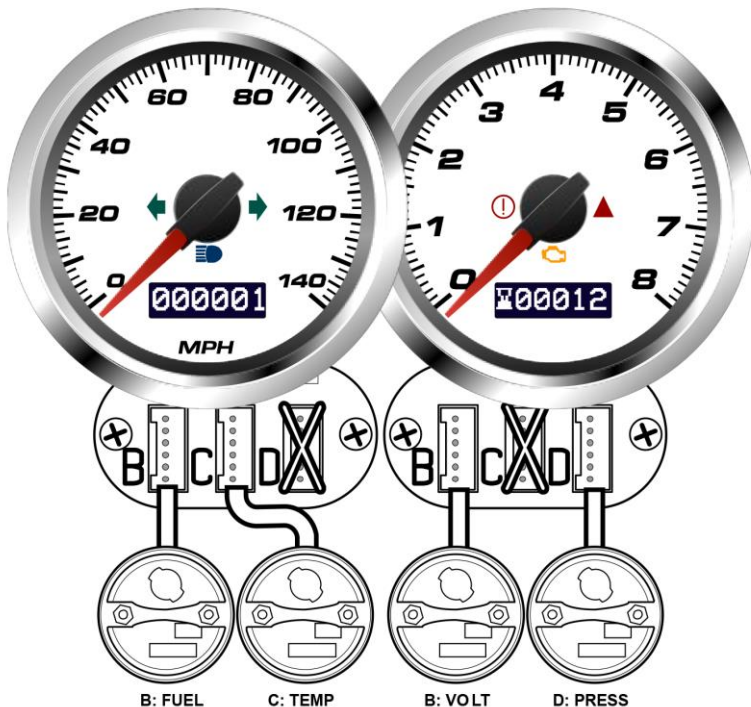
DO NOT CUT MOUNTING STUDS WITH ROTARY TOOL, THE HIGH VIBRATION MAY DAMAGE THE GAUGE INTERNALLY.



STEP 10: Wiring your Speedo & Tach 12 pin Harnesses

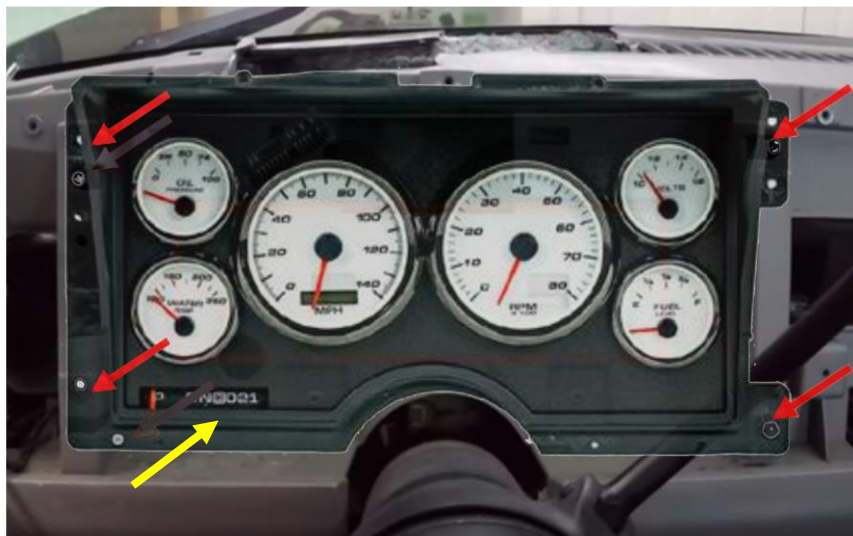
Refer to the Phoenix Big Book Install (6 Gauge kit), you will have received a copy in your box included in the hardware bag

Connect the minor gauge jumper connectors as labeled in the back of the Speedo & Tach which drive their functions. (shown below)



STEP 11: Place the factory spacer you have retained/trimmed and place it over the NVU direct panel and secure into the factory mounting locations with the factory fasteners you removed earlier in the install process

Remember to reattach the cable that connects to the factory transmission shift indicator



STEP 12: Reinstall factory bezel using 4 factory fasteners

