figure 1

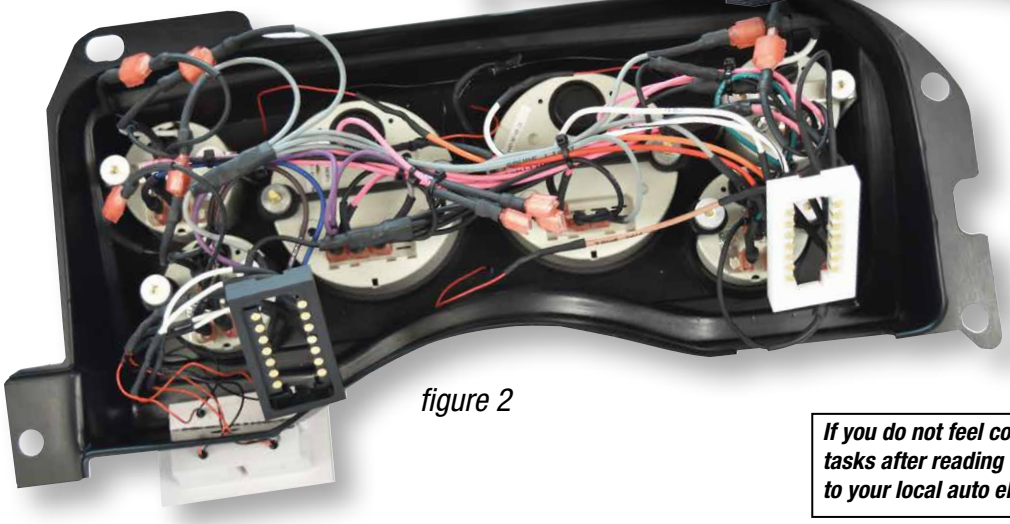


figure 2

If you do not feel comfortable with your ability to complete these tasks after reading these instructions please refer this installation to your local auto electric professional or seek out qualified help.

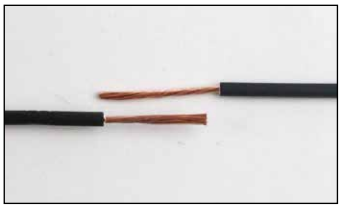
Classic Dash Late Fox Mustang Panel Installation Guide

Before starting gather up all the items you will need to perform the installation. This includes:

- **Side cutter or "dykes" pliers**
- **Soldering iron with solder (or "red" butt connectors)**
- **Electrical/crimping pliers**
- **Multi-meter (or 12-volt tester)**
- **Crazy glue**
- **Center punch or ice pick**
- **Tape measure**
- **Screwdrivers (Phillips, standard and small slot type)**
- **Razor blade or box cutter**
- **Open end wrenches or 1/4" or 3/8" drive socket set (American sizes 3/8-9/16, and metric sizes 7-15)**
- **T-15 Torx socket wrench**
- **Shrink wrap with heating device or electrical tape for connections**

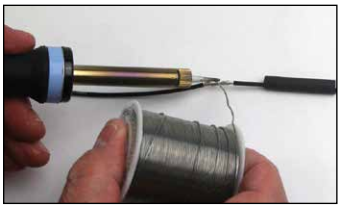
Note: It is recommended to solder wire connections and use the provided shrink wrap as opposed to using crimped connectors.

Preferred Method of Connecting Wires



1. Strip wires 1/2" to 3/4" and lay opposing as shown. Slide sleeve over one wire.

2. Twist wires together and make sure the sleeve is kept away from any heat source



3. Apply heat to the splice from the soldering iron./pen and feed a small diameter, quality 50/50 solder to the iron and let the molten solder absorb into the connection.

4. Side the tubing over the connection and apply heat from a heat gun or lighter so it shrinks the sleeve and seals the joint.

Step 1

Install the gauges in the order shown. The wiring harness is designed to work with this arrangement. For best results use the aluminum U-clamps on the Oil and Volt gauges and the plastic brackets for the rest. (See figure 1 & 6)

Step 2

Using the pre-drilled holes, insert (from the front side) the green LEDs in the Right and Left turn indicator locations, the red LED (check engine light) in the bottom hole between the tach and speedometer and the amber LED (high beam indicator) in the top hole between the speedometer and tach. They will snap into place.

Step 3 For 1987-89 only

On panels equipped with the four fluid warning lights (low oil, low coolant, low washer fluid and low fuel) insert the white LEDs from the front of the panel (they are barrel shaped and will snap into place). Straighten out the red and black leads. If you so desire a drop of crazy glue to the back of the LED lights insures they stay put.

Step 4 For 1987-89 only

Peel off the backing and attach the foam gasket to the warning light block. This prevents light from leaking into adjacent openings.

Step 5

Gather up the four black leads from the high beam, check engine and turn indicator lights and twist the wires together. Attach them to the black ground wire that is stripped, soldered and heat shrunk.

Step 6 For 1987-89 only

Do the same thing with the four black wires from the white warning lights, connecting them to the warning light feed.

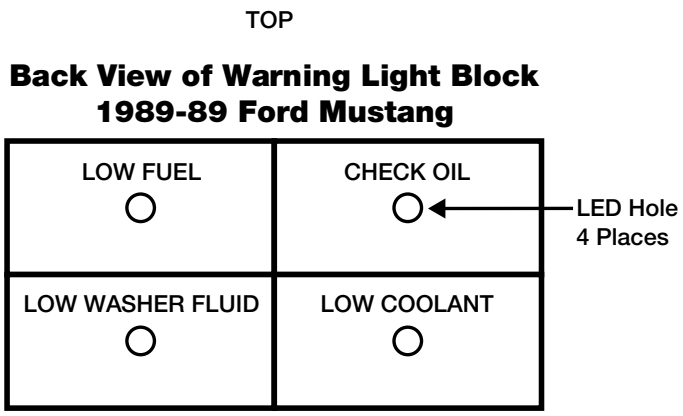


figure 3

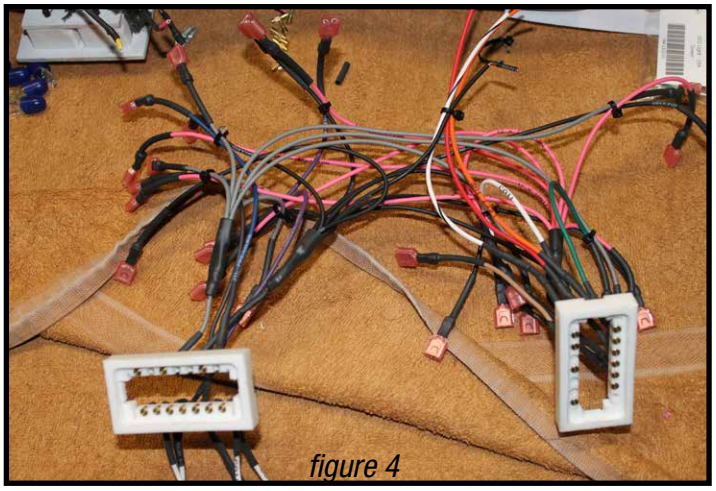


figure 4

Step 7

Now attach the harness to the gauges. Begin with water temperature. Find the green wire marked “WATER TEMP” and attach it to the appropriate blade (“S” for signal) on the gauge. See figure 6. If the big connector plug is not positioned at the bottom of the panel, rotate the harness 180°. Attach the pink wire marked “IGNITION” to the “I” blade and the black “GROUND” wire to the “GND” terminal.

The grey “GAUGE LIGHT” wire connects directly to those “Series 2” gauges with built-in LED illumination. For gauges with plug-in lights use the supplied grounding adapters. The adapter is attached to the “GND” blade on the gauge and the black ground wire attached to it.

Attach the fully insulated male terminals to the white and black gauge light wired and crimp, then plug the white wire into the grey wire and the blacks together

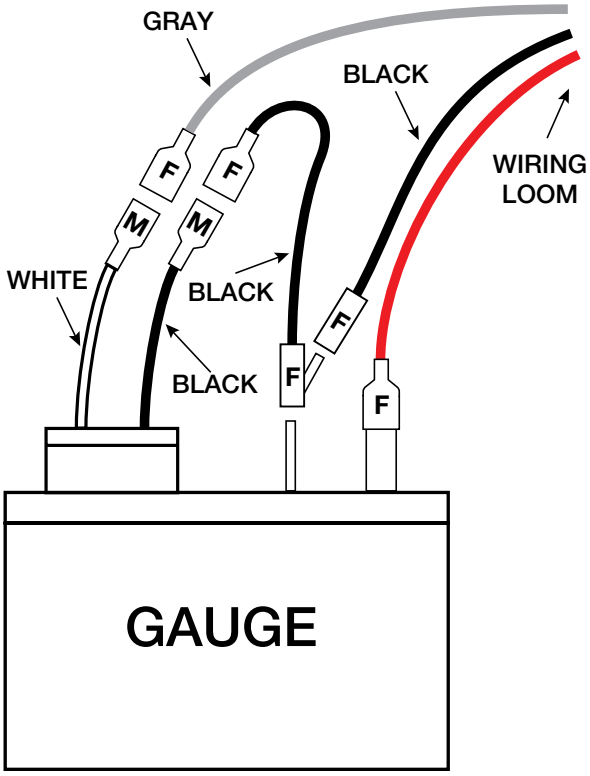


figure 5

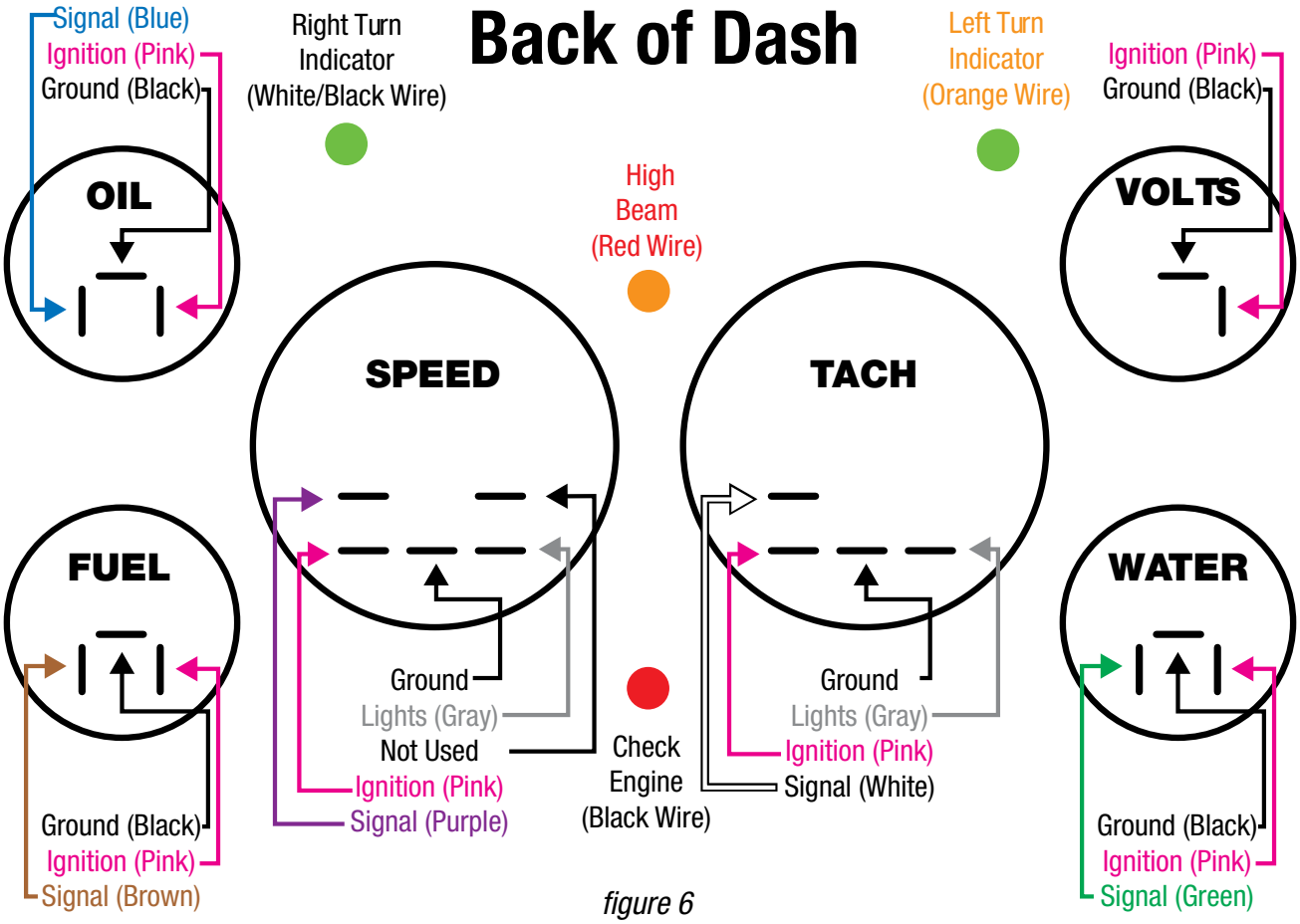


figure 6

Step 8

Follow the same procedure and attach the wiring harness to the remaining five gauges using the color code diagram as a guide. You will notice that there is an extra pink (IGNITION) and black (GROUND) wire left over. They are used if you employ a vehicle speed or GPS speedometer sensor.

figure 7

figure 8

Step 9

Locate the red "HIGH BEAM" wire and connect it to the lead from the amber LED light in the panel. Protect the connection with shrink wrap and heat gun or electrical tape.

Step 10

Take the white with black stripe "RIGHT IND" wire and attach it to the right turn indicator light (which will be on the left side of the panel looking at the back side). Secure the connection with tape or shrink wrap.

Step 11

Connect the orange "LEFT IND" wire to the left turn indicator light, which is on the right side looking at the back of the panel. Encapsulate the connection with shrink wrap or electrical tape.

Step 12

The black "CHECK ENGINE LIGHT" wire is to be connected to the red Check Engine light. Protect with shrink wrap or electrical tape.

Step 13

Disconnect the positive (+) terminal to your battery.

Step 14

Locate the OEM oil pressure sending unit and replace it with the sender included in the Classic Dash kit. Re-connect the factory wire. Do the same to the water temperature sensor.

Step 15

You may need to drop the steering column for clearance. Remove the factory dash cover by unscrewing the two fasteners at the top of the panel and pulling it toward you. Stow the cover nearby. If so, do that now.

Step 16

Remove the four bolts that secure the gauge bezel. Slip your fingers behind the panel and locate the two plugs that connect the panel wires to the loom. Squeeze the two tangs on the male plug and disconnect. Repeat on the second plug. Pull the gauge bezel toward you and disconnect the factory cable from the speedometer

Step 17

If you are using a mechanical speedometer you can re-use the factory cable. If you are using a GPS or standard electrical speedometer you will need to disconnect the factory cable at the transmission as well and remove it. Permanently plug the hole if you're using a GPS setup. Permanently plug the hole in the transmission if you are using a GPS setup

You will need to use a Ford Mechanical Speedometer Cable Adapter (p/n 200-00-4000) to attach the stock speedometer cable to the speedometer.

Note: If you are raising the car with a jack, use jack stands!

Step 18

For a standard electrical speedometer install the Ford Speedometer Sending Unit (p/n 200-00-1001) pulse generator using the original bolt. See figure 7. For a GPS speedometer refer to separate instructions.

Step 19

Take the 10-foot lengths of pink, purple and black wires that came with the harness and twist the black and purple wires together like a candy cane. Bind the three wires together with tie wraps every 6 inches Connect the pink and black wires to the similar colored wires on the Classic Dash panel loom and plug the purple wire directly onto the Speedometer (SIG) tab. Feed them through the route originally used for the speedometer cable.

Step 20

Trim the excess length of the wires coming from the panel so they cleanly mate with the wires on the transmission sending unit. The red wire on the sensor connects to the pink wire coming down from the panel. The white sensor wire connects to the purple panel lead and the black wires to each other. Solder the connection and use the supplied shrink wraps to complete

Step 21

Trial fit the new Classic Dash panel and trim if required.

Step 22

Pull the panel towards you and locate the factory loom plugs. Squeeze the tangs together and insert the male end into the female receptor on the Classic Dash loom. Make sure both plugs are secure.

Step 23

Attach the new bezel using the four original bolts and replace the dashboard cover using the two factory bolts. You may need to cut small slits in your dashboard cover as shown to reinstall dashboard cover. See figure 9.

figure 9

Some customers may need to make small incisions to their dash bezel to make installation of our dash panel easier. A Dremel tool or a reciprocating saw are recommended to make these cuts.

Step 24

After you reconnect the battery, you may need to re-excite the alternator if your charging system does not show a charge. Use a 12-volt test light (or a multimeter) to identify a switched 12-volt source and jump it to the light green/red striped wire while the vehicle is running. This will re-energize the alternator.