INSTALLATION INSTRUCTIONS
102001 KNOCK GAUGE *Version III*

Version III features "pinpoint" LED display, face glows blue at night and no longer has a green indicator, and when detonation begins, blue face turns off. Once detonation gets severe, the display face will glow red, and yellow/red indicators will be visible.

GN/Ttype: Remove the plastic fastener that attaches the passenger kick panel lower edge. Grasp the panel and pull firmly. This dislodges the latch that holds the panel to the chassis. Remove the top cover by pulling the plastic fastener out. Now, slip the ECM out of its location in the panel assembly.

Turbo TA: The ECM is located directly behind the "20th. Anniversary T/A" badge on the map pocket, passenger side. Remove the insulated panel directly under the dash, then look straight up. Remove the two screws securing the ECM holder, then drop straight down to access the wiring.

All Others: *An ESC module is required to interface with this gauge*. If the vehicle has this module, attach gauge as shown. If not, you must use a GM ESC module to facilitate installation. Caspers can supply the correct connector for the ESC module. This setup will allow hookup to existing Piezo-style knock sensor equipped cars. Use 18-gage wire to install this gauge. Select three wires to facilitate the installation. Use the supplied FEMALE spade terminals for the gauge hookup. Carefully crimp one wire at a time onto each terminal and attach to gage in the following order:

A – goes to BATTERY NEGATIVE (GROUND) ring terminal to ground or any black/white stripe wire.
B – goes to ACCESSORY POSITIVE (PINK/BLACK STRIPE – **MUST switch off during cranking)**
>>> Radio positive feed is a good alternative. <<<
C – goes to ECM yellow/black stripe at location B-7.

NOTE: Do not use "Scotchlock" type clip-on wire taps. They are not reliable for attachment to the wiring. Solder ONLY.

FOR TTA/Buick Installation: Looking at the ECM, remove the smaller of the two plugs from its connector by pressing ('87-'89) or pulling ('86) the lock tab and pulling the plug away from the ECM. Look carefully at this connector, referring to the diagram below. Solder an extension wire (long enough to reach the gauge location) to the wire located in **B7** (YELLOW/BLACK STRIPE). Carefully insulate the soldered connection using electrical tape. A suitable accessory feed is found near the radio – this feed will switch off during cranking, then switch back on – required for this knock gauge.

Re-install the plug into the ECM, then place all parts back to complete installation. The gauge is ready to operate. When the car is first started, the face will lightly glow blue (for night driving), indicating the gauge is "ready" for knock detection. No other LEDs will be lit. When valid detonation occurs, a single LED will light brightly for a period of about four seconds, then the gauge will reset. The severity of the detonation is presented in different colors, green indicating mild, yellow - moderate, and red indicating severe. Once you get to the upper yellow LED, the face of the display will be washed in Red (nighttime driving). Because the color of the LED is indicative of the severity of the detonation, it is easily understood by associating the LED color with the mild to excessive detonation.

Lift throttle when you see red!

This gauge is essentially a display to indicate detonation level and DOES NOT indicate degrees of knock retard.