

INSTALLATION INSTRUCTIONS

102039 KNOCK GAUGE Silver Trim/Silver Face

WARNING: INCORRECT WIRING CAN DAMAGE GAUGE AND VOID WARRANTY!

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 gage. 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)

B – goes to SWITCHED BATTERY POSITIVE (PINK/BLACK STRIPE – MUST switch off during cranking)

C – goes to ECM yellow/black stripe at location B-7

NOTE: All switched positive feeds in the car's wiring are pink with a black stripe. You can generally use any of these wires to feed TERMINAL B of the gage (positive feed), **but BE SURE it is a positive feed that turns OFF during cranking of the engine.** Also, most grounds in the car are black with a white stripe.

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 0 (YELLOW/BLACK STRIPE). Carefully insulate the soldered connection using electrical tape.

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 green center LED will illuminate, indicating the gauge is "ready" for knock detection. When the ECM processes a valid detonation, the counts will be displayed on the gauge for a period of about five seconds, then the gage will reset. The severity of the detonation is displayed in different colors, green being least severe, and red being most severe. 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 severity of detonation. This gauge is essentially a display to indicate detonation level.

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