# INSTALLATION INSTRUCTIONS
## 108180 GNX Dash Wiring Harness – ANALOG DASH Turbo Regal

This Plug-And-Play harness is designed to attach your Stewart-Warner-equipped GNX cluster to the turbo Regal wiring harness using a reliable "bow" style mating connector for C1 and plug-in adapters for the SES and SECURITY dash lamp sockets (if so equipped). The telltale indicators for Fasten Seat Belts, Volts, SES, Security, LH Turn, RH Turn, Hi Beam, Cruise, and Brakes incorporate high brightness LED's as a source of illumination. **Note that this kit assumes your speedometer has been modified to accommodate the VSS Buffer pickup head.** This modification requires a hole in the back of the speedometer near the speedometer cable, where the pickup is within view of the interrupter assembly in the speedometer. Also, the mount bracket must be notched to provide clearance for the VSS pickup head. *Some applications use an electronic speedometer instead of the mechanical unit originally used on the GNX. If you cannot adapt the VSS buffer in your speedometer, contact Caspers for alternative systems to retrieve the vehicle speed signal.*
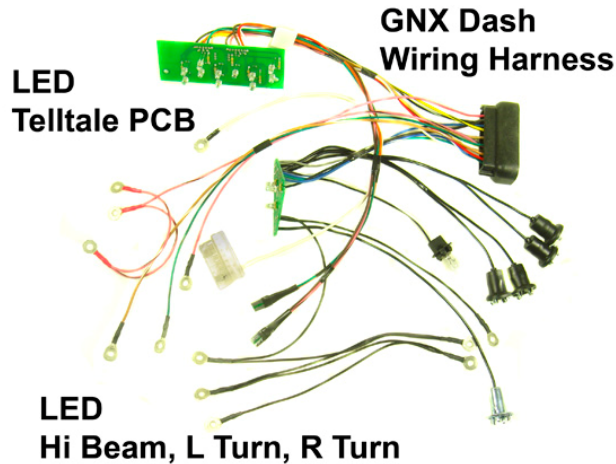

Parts in this package:

Plug-And-Play harness
1 ea. Stud Plug mount for VSS with hex nut and spacer (fits in HI BEAM 5/8" hole in speedometer)
2 ea. 6-32 x 1/2" long truss head screw
1 ea. 6-32 hex nut
1 ea. 6-32 square nut
1 ea. 1/16 in. nylon spacer (goes between LH RH HI PC board and steel panel)
1 ea. 4-40 x ½" long Philips screw (secures LH RH HI PC board to 3-hole spacer and panel)
1 ea. Cable tie, black, to secure C1 connector to its mating connector
1 ea. Cable tie, white, to fasten wiring harness to cable tie mount, behind telltale on metal plate
1 ea. Cable tie mount, adhesive backed, fastens to metal plate behind telltale

Remove and re-use your original white LH telltale housing from your factory dash cluster. Affix telltale PCB to the telltale housing using the supplied truss head screws. The hex nut fits into the smaller pocket of the telltale housing, and the square nut fits into the larger pocket as shown here:
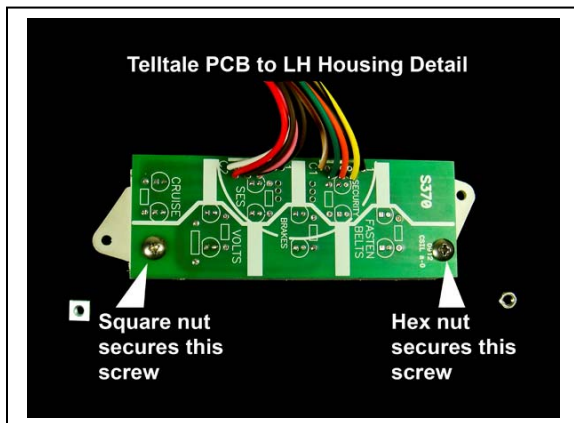
Attach SES pigtail as shown here. Be sure colors of wires align properly.

If your vehicle has the factory Security system, attach as shown here.
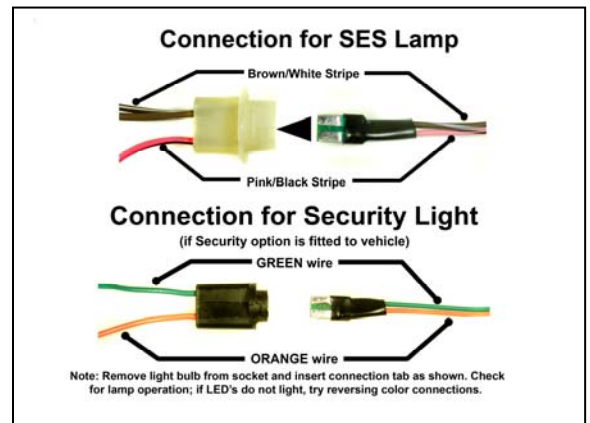
Attach **sending unit signal** ring terminals to the gages as follows:

Pink – Fuel Level Gage "S"
Tan – Oil Pressure Gage "S"
Green/Black – Water Temp Gage "S"

Attach **TACH signal** ring terminal to Tachometer "SIG". The other end of this white wire is fitted to the clear connector in cavity B. This connector attaches to the connector that originally plugged into the "Tach/Boost" module (the one with the bar-style LED display). This was removed when the original dash cluster was taken out of the vehicle.

Attach Pink/Black positive feed ring terminals in "daisy-chain" fashion as follows, starting from the C1 bulkhead connector:

        Tachometer "POS"
        Fuel Level Gage "I"
        WaterTemp Gage "I"
        Oil Pressure Gage "I"

Attach ground ring terminals to maintain proper grounds to gages as follows, starting from the triangle LH RH HI PC board as follows:

        Speedometer mounting stud
        Tachometer "NEG"
        Fuel Gage "G"
        Water Temp Gage "G"
        Oil Pressure Gage "G"
        Boost Gage mounting clamp stud

Insert the one-wire bulb sockets into Speedometer, Oil Pressure Gage, Boost Gage, Water Temp Gage and Fuel Level Gage. There is one bulb socket that has two wires, white and black. Insert this bulb socket into the Tachometer housing.

Secure the C1 bulkhead to the original C1 connector in the dash wiring harness using a single cable as shown here. Note that it is keyed and can only fit one way. The wire colors will match when it is positioned correctly:
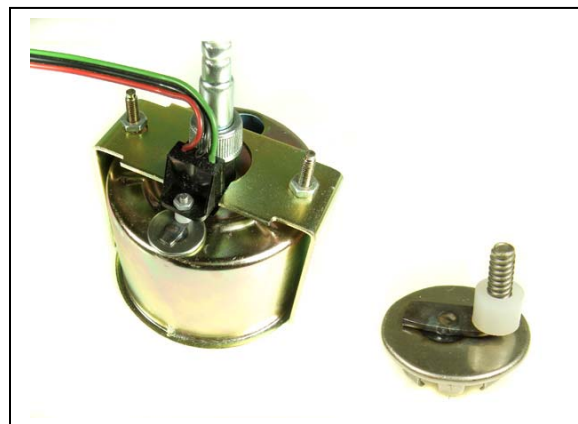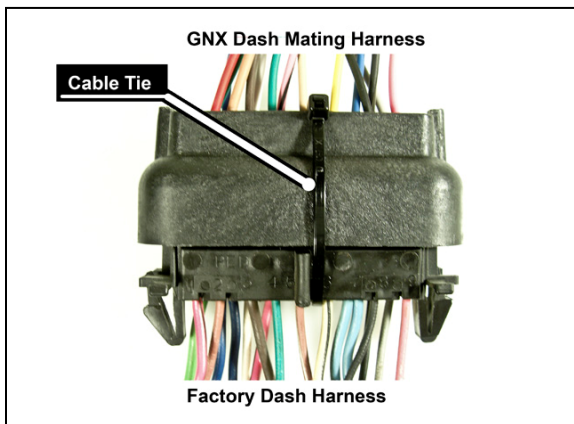
Attach the VSS pickup head to the supplied stud plug mount as shown above, being sure you place the pickup above the spacer, and then tighten the hex nut. Then, press the mount into the HI BEAM bulb hole. Be sure to align the pickup LED's to the interrupter within the speedometer movement. The correct position of the VSS pickup is shown above.

When the harness is properly positioned on the cluster, it will look like this: