



1985-88 Electronic Instrument Cluster to Turbo Coupe / XR7 Cluster Conversion

There are two harnesses behind the base electronic cluster. "A" denotes the leftmost harness (grey in color). "B" denotes the rightmost harness (brown in color). Positions are stamped on the harness ends; the top carries wires #1-9; the bottom #10-18.

The Turbo Coupe/XR7 cluster has only one harness with all 18 positions filled. You will only need to fill 16 with this conversion. In order to convert to the Turbo Coupe cluster, only one harness is necessary; the other will contain all unused wires and should be tucked safely away behind the instrument panel.

PLEASE NOTE that the stock Turbo Coupe/XR7 tachometer is calibrated for 4-cylinder engines and will not read correctly with a V6 or V8. If a V8 tach for the analog cluster cannot be obtained, the Turbo Coupe's stock tach must be recalibrated for your engine. A speedometer repair shop should be able to provide that service. Also, if you have a column shifter in your car, you will lose your gear indicator as the Turbo Coupe/XR7 cluster has no provision for a gear indicator.

POSITION #	FUNCTION	COLORS	CONNECT TO EXISTING POS. #
1	I/P 12V+ POWER	Red/Yellow	14 B
2	CHECK TURBO LIGHT	White/Pink	n/a
3	BRAKE WARNING LT.	Purple/White	6 B
4	FUEL SENDER **	Yellow/White	13 A
5	AMP GAUGE	Red	6 A
6	AMP GAUGE	Yellow/Lt. Green	4 A
7	12V to IVR*	Black, Grey (2 wires)	16 B
8	OIL SENDER **	White/Red	11 A
9	TEMP SENDER **	Red/White	10 A
10	5V IVR RETURN/LOW FUEL	Dark Green/White	n/a
11	SEAT BELT LIGHT	Dark Green/Lt. Green	10 B
12	12V- COMMON GROUND	Black	18 A
13	12V+ ILLUMINATION	Lt. Blue/Red	17 A
14	RIGHT TURN SIGNAL	White/Lt. Blue (2 wires)	8 B
15	LEFT TURN SIGNAL	Lt. Green/White (2 wires)	7 B
16	TACHOMETER	Dk. Green/Yellow	3 A
17	HIGH BEAM INDICATOR	Lt. Green/Black	9 B
18	SPEEDOMETER	Dk. Green/White (2 wires)	3 B

* Instrument Voltage Regulator

** Requires change of sending unit in order for gauge to read correctly