

Section 3 – Wiring

1. Take the 12V ballast and separate the control unit from the other cables and feed the control unit down through the space to the side of the steering column



2. Place the ballast somewhere it won't rattle around. The space behind the wire loom, just inside the steering column shroud works well. You could also zip tie it to the dash board brace.



3. Locate the grey wire on the back of the headlight switch.



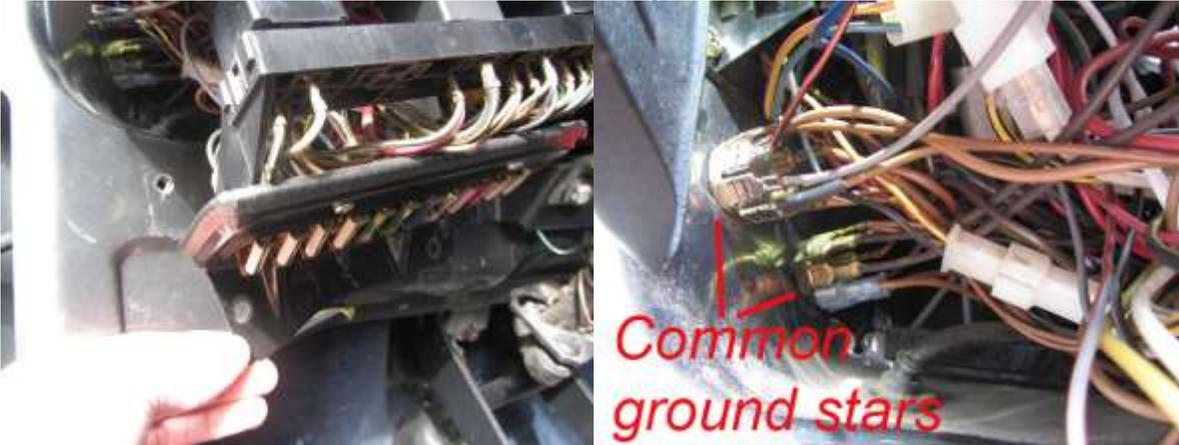
(Note – tapping into the gray wire will keep the backlighted portion of the gauges illuminated any time the headlight switch is in the “on” position regardless of the ignition key position.)

4. Join the red wire from the ballast to the grey wire coming from the headlight switch.



(NOTE - The displacement connector is supplied purely as a convenient solution. If you have a preferred method for splicing these wires then feel free to do so. Splicing into the wire directly via a butt connector or via soldering can produce a better union. Be sure to insulate all connections properly.)

5. Connect the black wire from the ballast to one of the common ground stars located under the dash and above the fuse box on the left pillar. Remove the two Phillips head screws and lower the fuse box for access to the common ground stars.



6. Remove the one remaining cluster fastening screw.



7. Put the gauge cluster in place and prop it up using a screwdriver (or something similar).



8. Connect all of the plasma gauge electrical connections.



9. Reconnect your LCD clock (if applicable) and the multi pin connector.



END OF SECTION 3