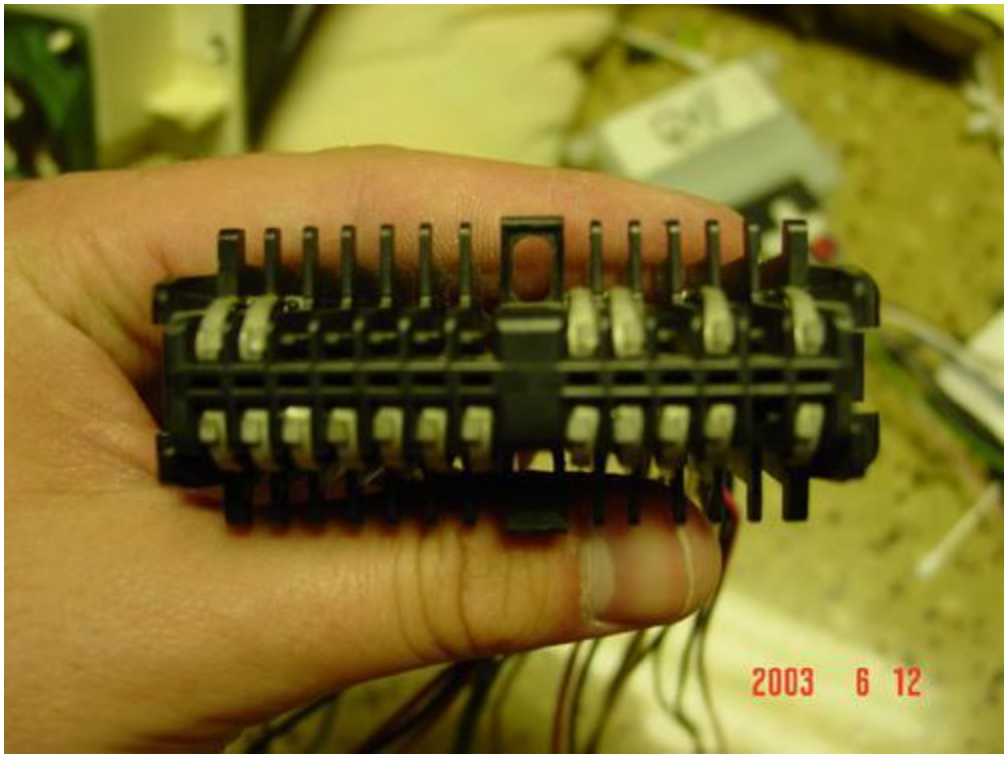
PLEASE NOTE I am reposting this to include the pics since I had them saved, and apparently they're long gone from the original source. I have NOT done this swap (don't own any pre-92 trucks) but I know lots of y'all ask for this info, so here it is. I'll try to keep it hosted on my server as long as possible. I scoured the net a while back for the DRAC2.pdf file but I also had the pics saved from this post. Thanks to the original author... I have modified none of his post except for the links to the pics.

[r6z4o6]Get rid of the moonies!! Add a tach!! All you need is:

(the blue DIP switch isnt really that big)



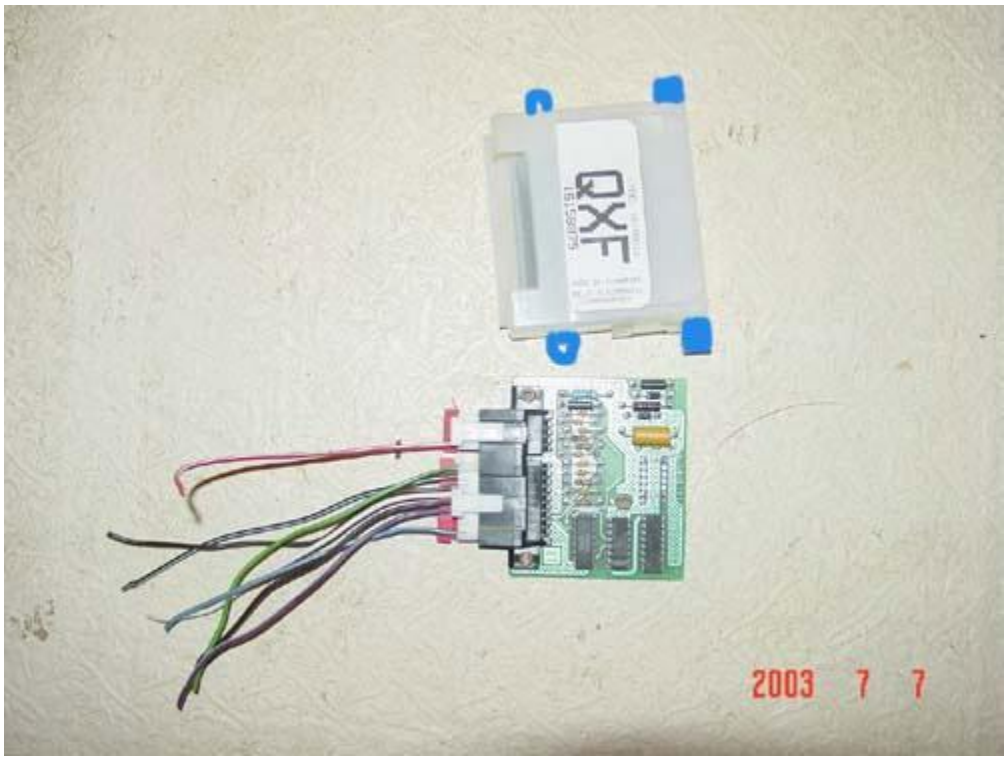
94 cluster-->$40 total off of ebay w/$20 of that in shipping
92-94 Digital Ratio Adapter/Controller(DRAC) -->$5 at local junkyard
94 cluster connector(if thats when they changed styles) -->$5-10 from local junkyard
8-position DIP switch--> $3 at RadioShack
18 gauge primary wire--> $2 at wal*mart
Lots of help from long&low--> Pricele$$
This DRAC PDF file or here
TOTAL: $60.00

-Buy a 94 cluster, which is the newest one that will fit in the square-style dash. I got mine off ebay. LUCKILY it was for an 8 cylinder, MAKE SURE you get the right kind(V6/V8) or it will NOT work!

-Locate a DRAC.

IMPORTANT There are two styles of DRAC...one with 7 jumpers(pointed out in pink below in diagram) and 14 jumpers!! The 14 jumper is from 94, dont get that one unless you want to solder twice as much!!. Junkyard let me browse the vehicles. Look behind the glovebox, ontop of the ECM. Its a hand-size white plastic box, perhaps

with velcro under it. Should have 2 harnesses leaving it. Looks like:

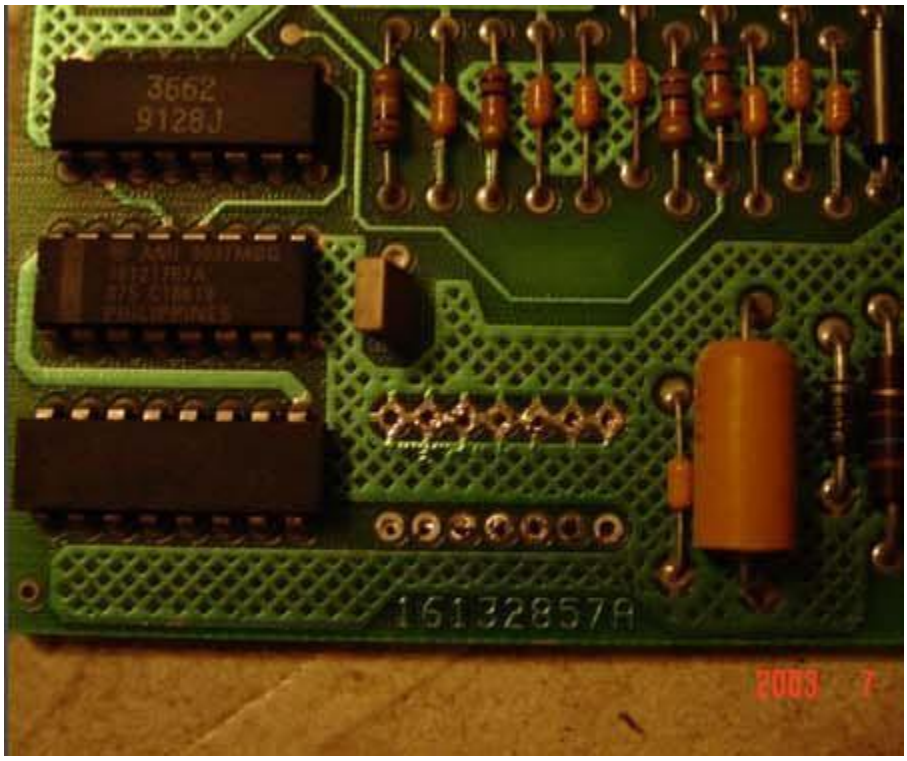


In the pic on the left, the "blue" part was cut off for mounting purposes...expect

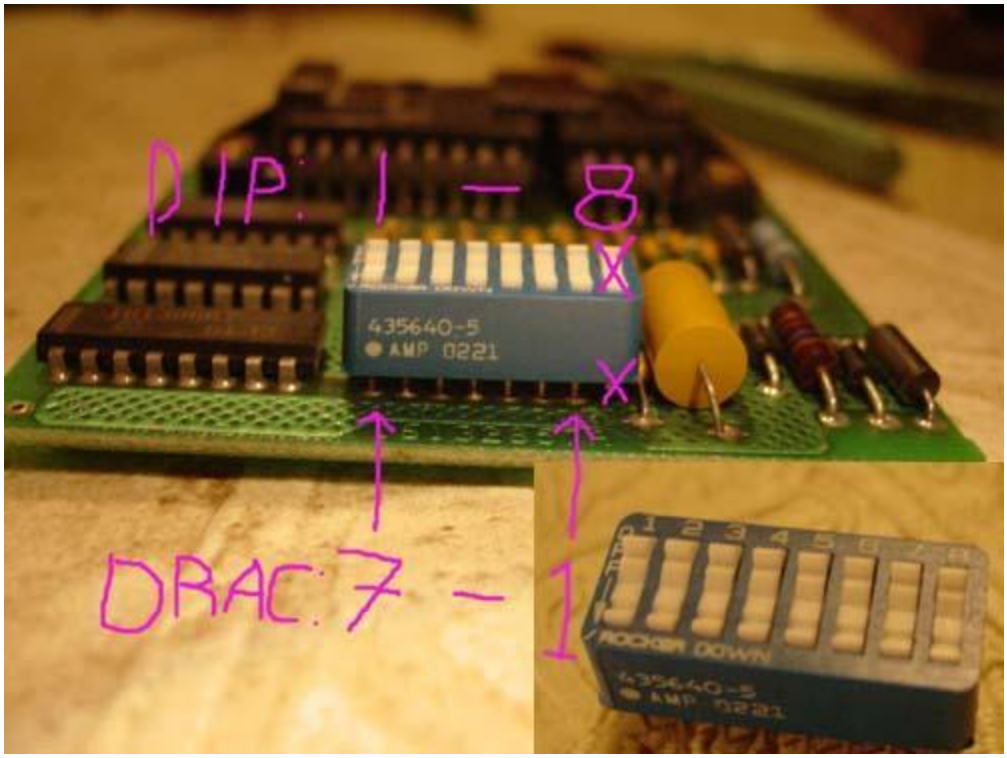
some little tab things on it.

If you want your DRAC to be infinitly adjustable for any tire/axle combo you can get, solder in the DIP...if not, just refer to the table which might be here and solder in jumpers. Your gonna solder either way, go ahead and make it adjustable!

-Take out the old jumpers/solder....I heated up the solder, and pushed them from the back with the tip of the iron. If you still have solder in the holes, get it out somehow!! I had a soldering-sucking apparatus; but if your patient, a staple and burned fingers work just as well

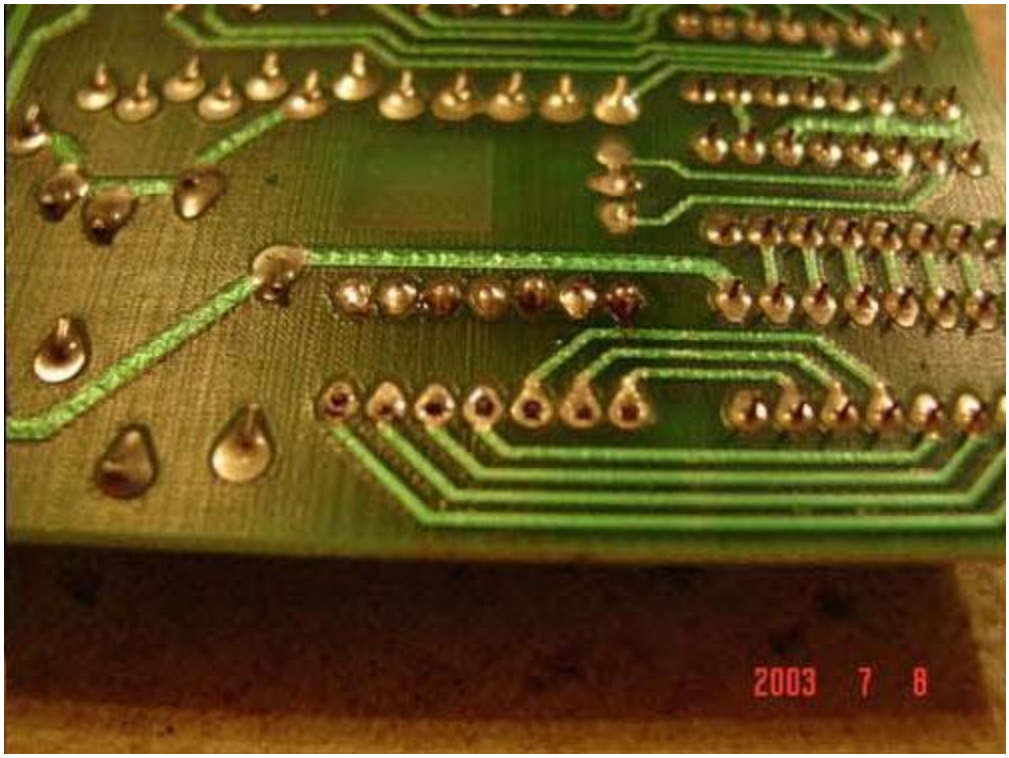


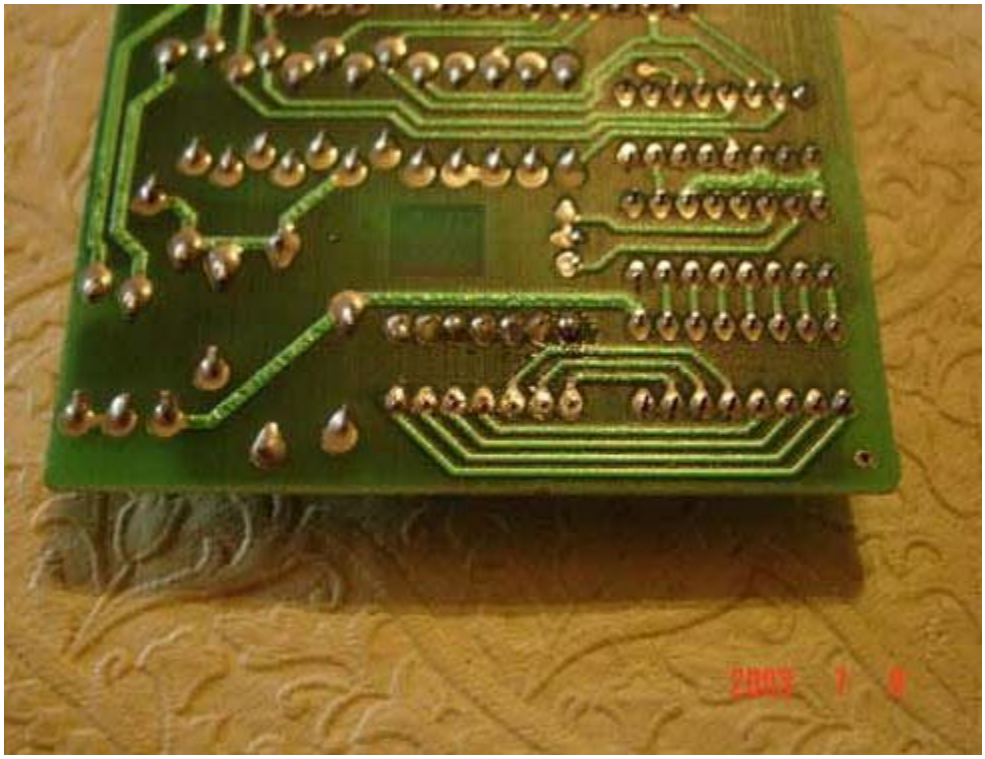
-Now mount your DIP switch. I had to mount it backwards b/c that dang microchip thing was in the way...grrrr...notice the DRAC jumpers are numbered 1-7,right to left...and the DIP is 1-8, left to right.....



So DIP #1 = DRAC #7
DIP #2 = DRAC #6
Dip #3 = DRAC #5
.....
DIP #7 = DRAC #1
DIP #8 = NOTHING!! Bend those legs out of the way or cut them or something cause you dont use them.

-Now solder the DIP!! Flip it over and add a little bit of solder... Its not hard, just get a small diameter solder cause it will mess up if you spray molten metal all over the board, now wont it??!?

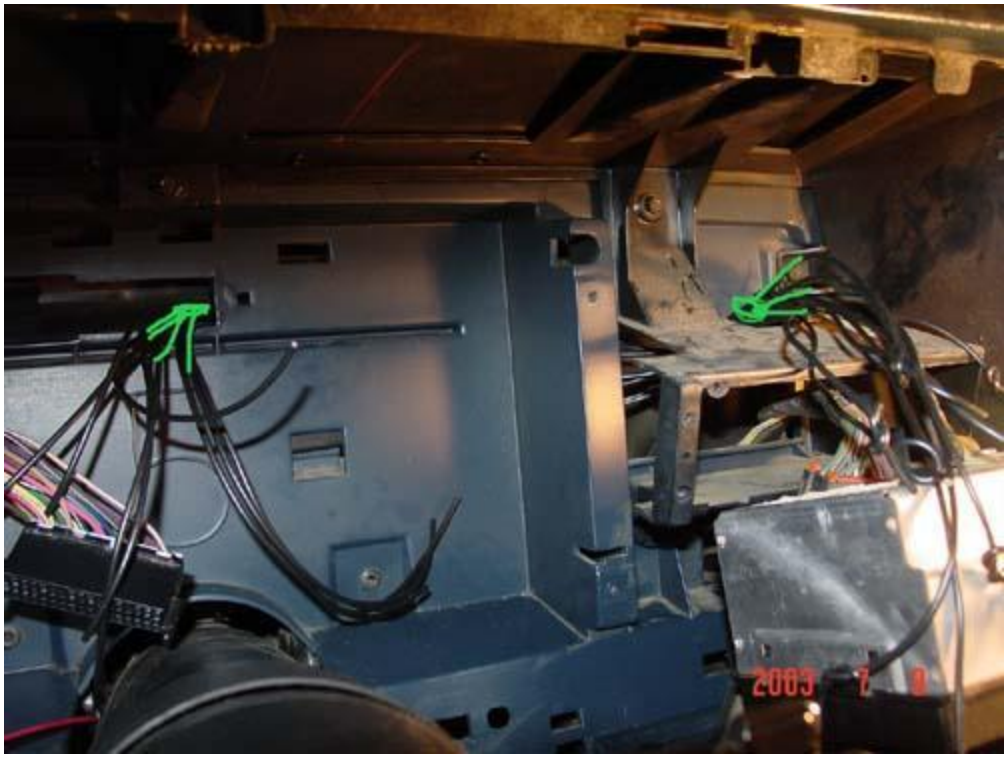




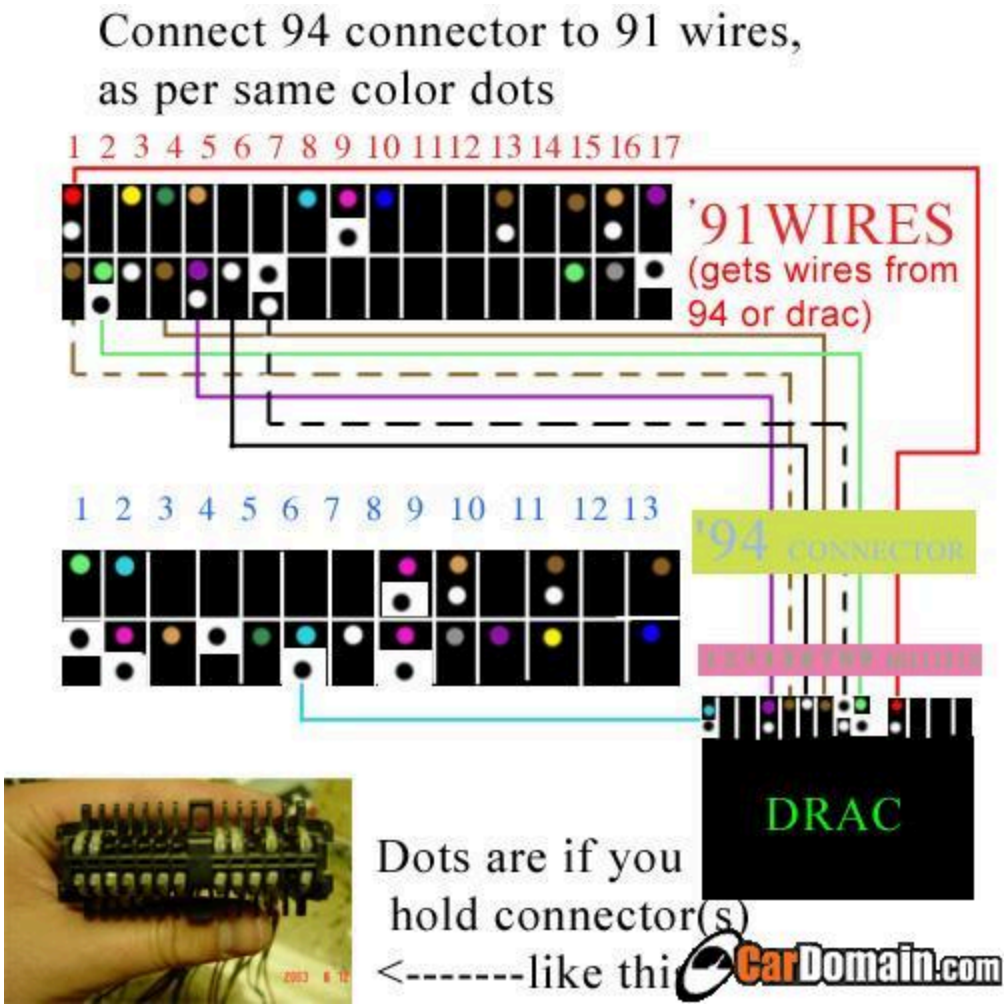
-Go to your truck. take out the old cluster, throw it in the corner of the garage. Then cut some material out in an "L" shape like htis, so you can pull out the old connector and get some slack in the wires. The immediate area above and below the old

connector will need to be trimmed away, so you can smoosh the new connector back there:

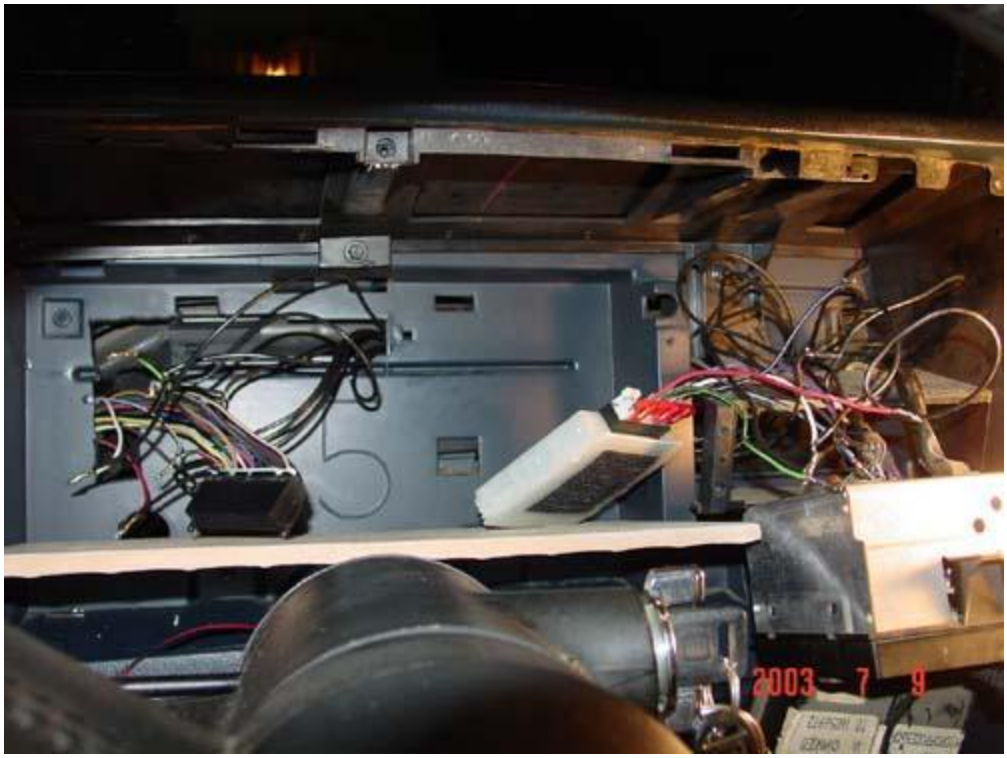
I decided to place my DRAC behind my radio.....b/c it fit and was less of pain than running wires to the glovebox....Gotta clip the DRAC like the blue is shaded in the previous pic of it. I got some 18 gauge wire and fed it through the cluster opening, and fished it out of the radio hole with a coathanger. Did this 8 times. Wire went in the left green spot, came out the right green spot:



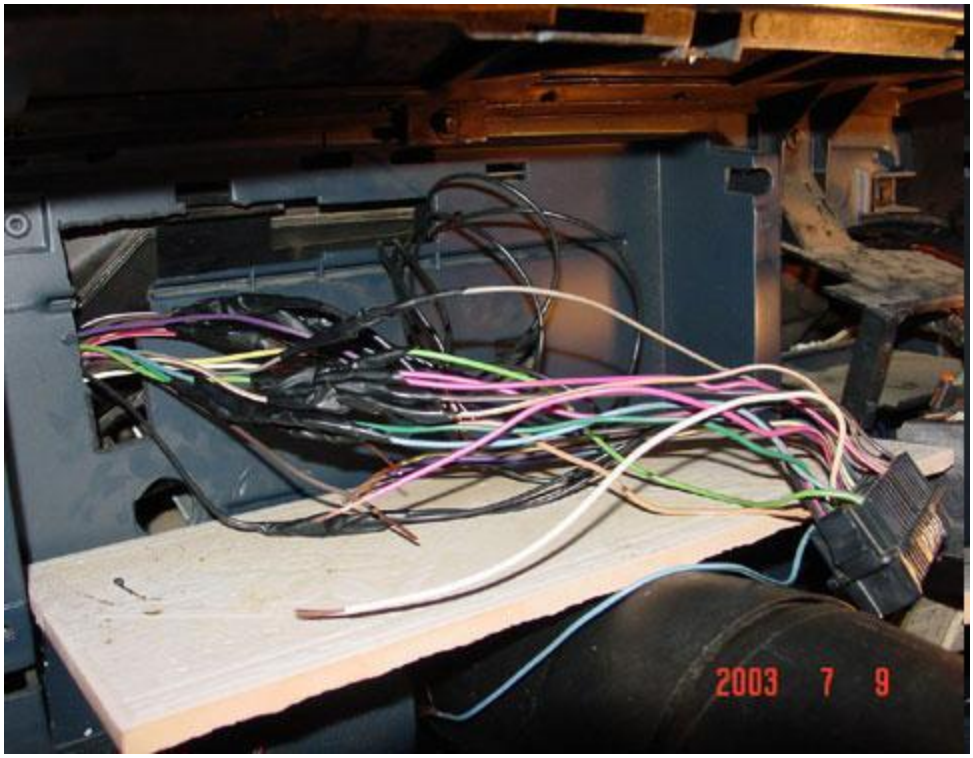
Here is a wiring diagram.. Spots with 2 dots, the majority of the color on the wire is top dot, the bottom dot is the stripe:

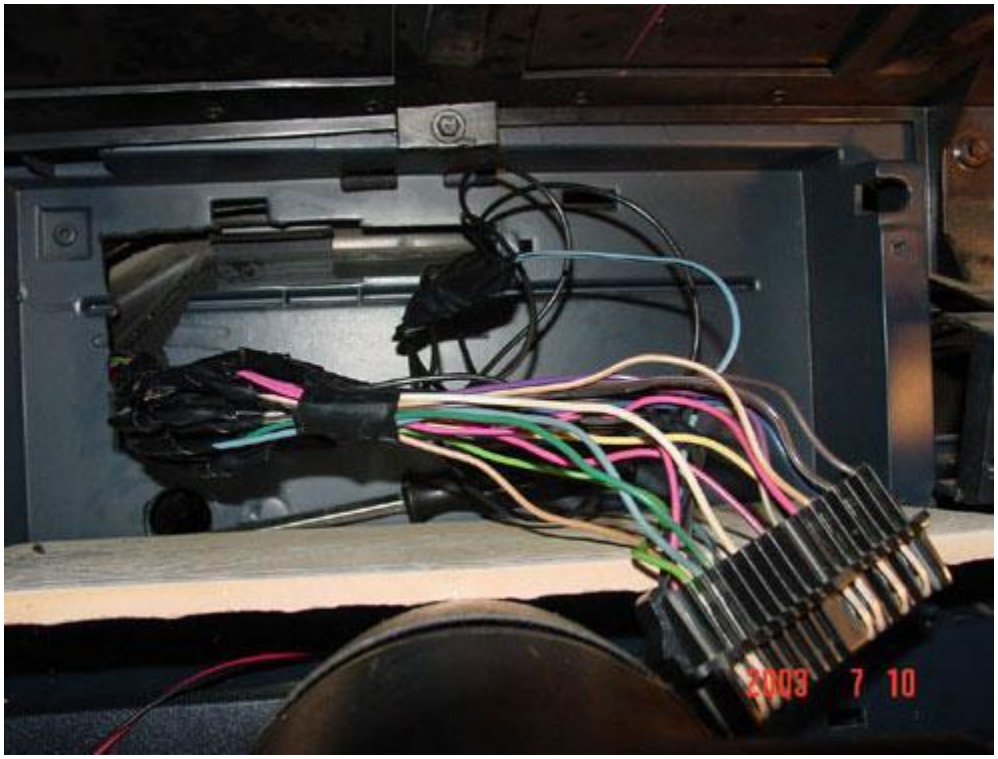


-Solder one end of each wire to the DRAC connections. All other ends of the wires go to the original wires coming FROM the dash....The only DRAC that does not go to wires coming FROM the dash is the speedo which goes to the new cluster!! Heres what it looks like once the DRAC is soldered in:



-Do that part first, it makes this part very easy. NOW you must put the new 94 connector on, and you have all the odd wires out of the way since the DRAC is done. The rest of the wires match!! Take purple FROM the dash, solder to purple to 94 connector...Take yellow FROM the dash, solder to yellow to 94 connector...etc etc untill theere are no loose wires. They are all 1-to-1, except 2 blacks and 3 pink/blacks from the 94 cluster which each go to one of their kind FROM the dash. Heres halfway and totally done

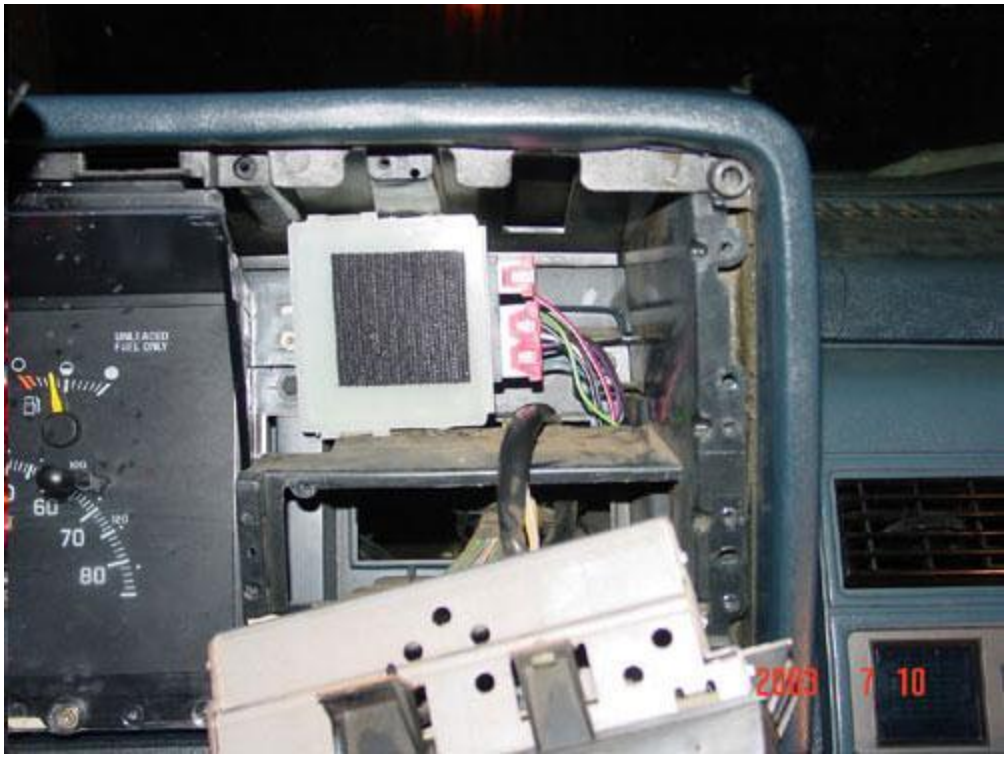




-Your almost done!!! Now you gotta program the DRAC. CHeck your tire size and axle ratio, then go to the PDF file. Set up your ratio, and remember that you put the switch in wierd!!


2003 7

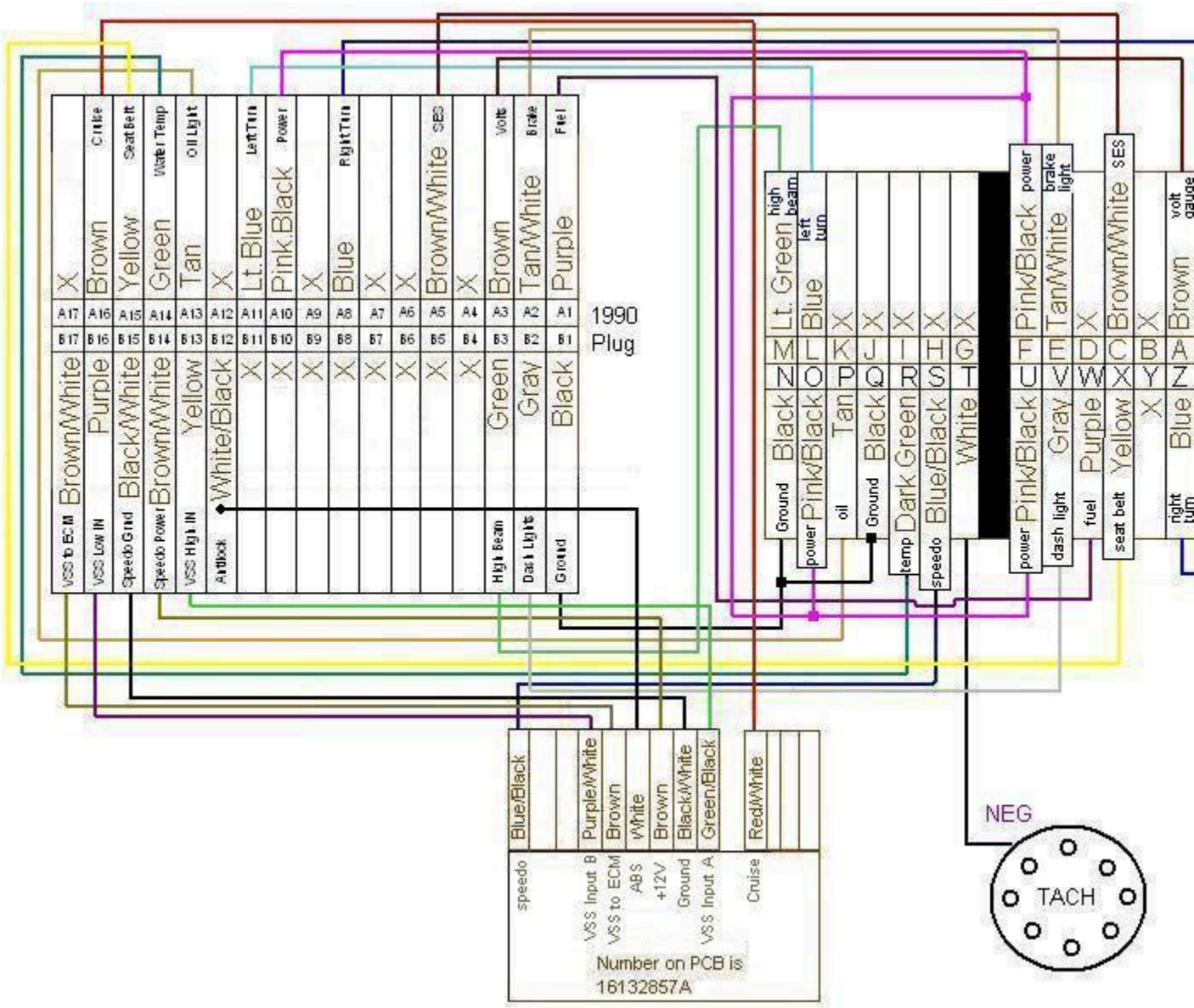

2003 7 10



Shove that DRAC back in there, and put your dash together! YOUR DONE!!

2grand at 70 mph AWWWW JEAHHH!! It shifts at right around 4 grand, which is beginning of redline on here. Thanks tach, now i know!;)[/r6z4o6]

Also, I've saved the wiring diagram pic someone posted a few replies up, just in case that link dies too.



Hope that helps.. the pics and files were all over the place so I just put them all in one spot.

Richard