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INSTALLATION GUIDE (Rev 1)

Ford Digital Dash Panel

Part Number: DP1009

Year Series: 1967-72

*** Always disconnect the battery *before* attempting any electrical work on your vehicle.***



KIT COMPONENTS

- ◇ **One (1) Digital Circuit Board** (with Speedometer, Tachometer, Voltmeter, Water Temp, Fuel Level, Oil Pressure Gauges)
- ◇ **One (1) Smoked Acrylic Lens**
 - * *Peel off protective covering from both sides*
- ◇ **Two (2) Sending Units:** (1-S8013 – water temp. & 1-S8434 oil pressure)
 - * *1/8" NPT, 0-255 Deg., 1/2" NPT Brushing*
- ◇ **One (1) Ford Speedometer Sensor (S9024)**
 - * *7/8" NPT Industry Standard Threads*
- ◇ **One (1) Mounting Kit:** 4 #8 x 1 3/4" Phillips head screws, 4- 5/16" spacers, 8- 3/8" nylon spacers (2 per each screw) and 4 nylon washers.

DASHBOARD REMOVAL AND INSTALLATION

Disassembly

1. Remove the existing dash cluster from the vehicle. Separate the front bezel from the back housing and gauges. (You will not need to re-use the back housing.)
2. Remove the bezel from the old assembly.
3. Attach the acrylic lens to the front of the panel, using provided mounting kit. Placement of the nylon spacers are as illustrated: the larger set go closer to the bezel, with the shorter set being closer to the circuit board.
4. Attach the new panel to the rear of the bezel, re-using the original screws and other hardware.
5. Wire the gauges and sending units to the panel as indicated by the instructions below.



WIRING INSTRUCTIONS

Note: Automotive circuit connectors are the preferred method of connecting wires. However, you may solder if you prefer.

Ground – Black This is the main ground for the display system. A wire should be run from this board to the vehicle's engine block ground. Use 18 AWG or larger wire to ensure sufficient grounding. Proper vehicle grounding is extremely important for any gauges (or electronics) to operate correctly. The engine block should have heavy ground cables to the battery, frame, and firewall. Failure to properly ground the engine block, senders, or digital dash panels can cause incorrect or erratic operation.

Ignition – Pink Connect the power terminal to accessory +12V power from the fuse panel or vehicle wiring harness. This terminal should have power when the key is on or in accessory position. Use 18 AWG wire to ensure the system receives a sufficient power feed.

Battery – Red +12Volt supply. Connect directly to the positive terminal on the battery to maintain constant power when the ignition is turned on.

Dimmer – Purple Connect to the parking lights to dim the LEDs 50% when the headlights are on. However, **do not** connect to the headlight rheostat control wire, or the dimming feature will not work properly.

Turn Signals – Grey Two 18-gauge wires, one for each signal. Each wire is labeled on the printed circuit board as 'LEFT' or 'RIGHT'. Connect each wire to its corresponding indicator circuit.

High-Beam – **Brown** Connect the brown wire on the speedometer panel to your high beam headlight.

Brake – **Tan** Connect to the brake indicator.

Oil Pressure – **Orange** Replace the existing oil pressure sending unit with the unit included. **Do not** use Teflon tape or other sealer on the new sending unit's threads. This will avoid inaccurate ground connections as the sending units get their ground from the threads. The oil sender gets its ground from the threading into the engine block, thus proper grounding is crucial. Connect to the sending unit.

Fuel – **Yellow** The fuel gauge sending unit is not normally supplied because the display system can use the existing fuel level sending unit in the tank in most cases. If your wiring harness already has a single wire routed through the vehicle for the fuel sender then it may be used. If using a wire from an external harness, make sure that the wire does not have power. Fuel senders reference their ground from the sender mounting plate. Connect the yellow wire to the factory sending unit. Be sure the toggle settings on the switch match those displayed on the panel, as illustrated.

Fuel Selector Switch Position		
Manufacturer	Switch Position	Ohm Range (Empty to Full)
Ford/ Chrysler		73-10 OHM
GM		0-90 OHM
VDO		10-180 OHM
Universal/ Stewart Warner		240-33 OHM

Both switches in the **up** position for Ford/Chrysler

For GM - #1 toggle is up, # 2 toggle is down.

Both switches in the **down** position for VDO

For Universal/Stewart Warner - #1 toggle is down, # 2 toggle is up.

Water – **Blue** This gauge is incompatible with other sending units, so you must replace the existing water temperature sending unit with the included sender. **Do not** use Teflon tape or other sealer on the new sending unit's threads to avoid inaccurate readings. Connect the blue wire to the sending unit.

Speedometer – **White** Connect to the corresponding White wire on the sending unit or the output of your transmission

Sending Unit Installation

Locate your current sender, which will be located on the rear of the transmission or on either side. It will resemble a small plug emerging from the transmission with an electrical cord or cable connected to it. Connect the wires as follows:

Power - **Red** Connect to a +12V line.

Ground - **Black** Connect to an engine ground such as the engine block.

Speedometer – **White** Connect to the White LED Speedometer display wire.

If you have done a swap to a newer transmission

If you have a three-wire sender, you will need to contact your vehicle manufacturer to ask exactly which wire is the signal wire, as the wire colors can vary between manufacturers.

If you have a 2 wire sender one will be for signal and the other will go to ground.

Tachometer (memory capable) – Green

If your vehicle has a **separate ignition coil**, connect the green wire to the **negative (-)** side of the coil – the wire that goes to the points or electronic ignition module.

To ensure that the ignition system does not interfere with any other dashboard functions, do not run the tachometer wire alongside any other sender or input wires. **Do not** use solid core spark plug wires with this dashboard system. Solid core ignition wires cause a large amount of electromagnetic and radio frequency interference which can disrupt the system's operation.

If your vehicle has a **GM HEI ignition**, connect to the terminal marked 'TACH', or, on some systems, a single white wire with a spade terminal.

If your vehicle has an **after-market ignition** – some systems will connect to the TACH output terminal. If your vehicle has a **computer controlled ignition** system, consult the service manual for the wire color and location.

If your vehicle has a **magneto** system, connect the tach signal wire to the negative side of the coil. **Do not** connect the tach terminal to the positive (+ or high voltage) side of the ignition coil. Many tachometers, shift lights or RPM-activated switches will not read directly from a Magneto, so your installation may need a Magneto Signal Converter to function properly.

The default setting for the tachometer is for an 8-cylinder engine.

To change settings:

The display will stay in Settings Mode until it receives a signal from the ignition system. To program the unit after starting the engine, shut the engine off and turn on only to the accessory position. When in accessory mode, the settings menu will scroll through the settings menu. A light tap on the button engages the menu system.

1. Sets # of digits in RPM display, using button, display shows: (hundreds) 8800, (tens) 8880, and (ones) 8888.

2. Sets # of cylinders using button, display shows: 1cy, 2cy, etc.

3. Sets first digit on max RPM on gauge bar display (in thousands) using button, display shows: 1000 to 9990.

DIGITAL PERFORMANCE SPEEDOMETER Trip Distance

A single *tap* of the recall button will activate the trip meter in the odometer display. A decimal point will appear which will indicate that you are in trip meter mode. *Holding* the recall button will clear out the trip distance. To return to the default odometer display, *tap* the recall button again. The decimal point will disappear, indicating that you are back in the default odometer display.

Setting the Odometer

While scrolling through 'CAL' mode you will see 'ODO' appear. This will allow you to enter the vehicle's actual mileage. Press the trip button again at this point and you will enter the odometer set

up mode. Press quickly to change the number of the digit on the right. Press and hold to advance to the next digit. Do this for all 5 digits. **For Example:** To enter the mileage reading 23456 into the odometer, at the 'ODO' prompt, tap the small black button (quickly) two times, until the number **2** is displayed. Then press and hold the button until the numbers **20** are displayed. Tap the button 3 times until **23** is displayed. Press and hold the button until **230** is displayed, and continue in this manner until **23456** is displayed. The speedometer will advance to the home screen, five seconds after the last number is entered.

Recording and Viewing Performance Data

Follow these steps to record and recall Performance Data (high speed, ¼ mile ET, and 0-60 time):

1. Before each run, your car must be at a complete stop at the starting position. *Press and hold* the recall button as it cycles through the performance data. At the end, the odometer will reset and all performance data will be cleared. This will not affect your stored calibration value or the odometer reading.
2. Press the recall button until 'HI-SP' is displayed. The gauge will automatically cycle through the performance data.
3. Start the run, pass, session, etc., as mentioned above.
4. When finished, repeat *Step 2* to view the data gathered from the run. While stopped, you can view this data as often as you wish. However, once it finishes scrolling one time, the memory is ready to record new data and will begin recording again once the vehicle starts to move. The highest speed measured over multiple runs will be retained in memory.

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Technical Support

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5 pm EST

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This product carries a limited Lifetime Warranty.

This warranty is limited to replacement or repair of the unit at the discretion of Intellitronix.

