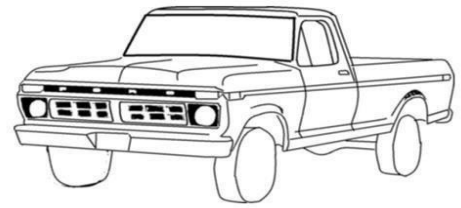


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INSTALLATION GUIDE

Ford Digital Dash Panel

**Part Number: DP1008 Year Series:
1961-66**

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

Power up the unit before installing to ensure everything is working properly



KIT COMPONENTS

One (1) Digital Circuit Board (with Speedo/Tach Combo, Voltmeter, Water Temp, Fuel Level and Oil Pressure Gauges)

One (1) Smoked Acrylic Lens

** Peel off protective covering from both sides*

One (1) Temperature sending unit (S8013 or S8023)

** 1/8" NPT, 1/2" NPT Brushing*

One (1) Oil Pressure sending unit (S8868)

1/8" NPT

One (1) Ford Speedometer Sensor (S9024)

** 7/8" NPT Industry Standard Threads*

◇ **One (1) Mounting Kit:**

** (2) 5/16" nylon spacers*

DASHBOARD REMOVAL AND INSTALLATION

Disassembly

1. Remove the existing dash cluster from the vehicle. Separate the front bezel from the back housing and gauges. Retain the back housing.
2. Remove gauges from back housing.
3. Remove glass and replace with the acrylic lens.
4. Attach the new gauge panel to the rear of the front housing, re-using the original screws and provided spacers on the lower two screws. Place the spacers between the front housing and gauge panel, and through the rear housing.
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 to your high beam headlight.

Brake – Tan Connect to the brake indicator.

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. For best results we suggest running a new wire.

NOTE: THE FOLLOWING INSTRUCTION ONLY PERTAINS TO THE TWO TERMINAL SENDER AND CIRCUIT BOARDS THAT ARE WIRED FOR THIS SENDER. NOT ALL KITS WILL CONTAIN A TWO TERMINAL SENDER.

Water –Black/ Blue - This is a ground wire for the two terminal water temp sender. If your dash kit came with the single terminal sender this wire will go to the engine block ground. If using the two terminal sender this will go to the black/blue wire on the sender's harness. If your kit contains a two wire sender and your dash circuit board does not have the Black/Blue wire installed then run this wire coming off the senders harness to the same ground that the dash board is grounded too.





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 adjacent illustration.

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

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

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

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

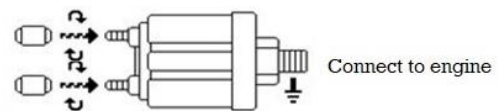
Fuel Selector Switch Position		
Manufacturer	Switch Position	Ohm Range (Empty to Full)
Ford/Chrysler		73-10 OHM
GM		0-90 OHM
VDO		10-180 OHM
Universal/Stewart Warner		240-33 OHM

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.

Oil Pressure – Ground Wire- From the G terminal on sender will be wired to ground on the engine block using 18 Ga wire to ensure proper ground!

Securely connect orange wire to S terminal

Securely connect black/orange wire to G terminal



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.

Trip/Cal Recall Button – Grey There are two long grey wires connected to the push-button on the speedometer board. Mount the recall button in a convenient location such as under the steering column so that you may easily reset your trip odometer or other speedometer functions. Alternatively, your speedometer might have only a small pushbutton which will accomplish these same settings.

Tachometer – Green Connect the wire from the tachometer to the negative terminal of the coil or a direct tach output lead from your distributor or electronic control module. If you are using an aftermarket capacitive discharge ignition system, such as an MSD, you must use the designated ‘tach output’ connection on the electronic box. Do not make any connections directly to the coil with this type of system.

This tachometer is initially calibrated for use with 8 cylinder engines. If you are using it with a 4 or 6 cylinder engine, you must recalibrate the tach for your specific application by pushing the recall button in accordance with the programming modes shown below.

Modes

By pushing the recall button in accordance with the chart below, you can set the S/T combo for various modes and programming functions.

Push	Mode
Once	Tach /Speed Combo
Twice	Speed and Trip Odometer
Three	Speed and Odometer

After installing your speedometer according to the wiring instructions, with the ignition on, the speedometer will be in Speedometer only mode. The speedometer leaves our factory with an industry standard pre-set calibration of 8000 pulses per mile. You may recalibrate the gauge for your specific application. To accomplish this, locate a measured mile where you can safely start and stop your vehicle. By running the vehicle over this measured distance, the speedometer will learn the number of pulses outputted by the speedometer sensor during a specific measured distance. It will then use this acquired data to calibrate itself for accurate reading.

Instructions

This electronic speedometer/tachometer displays your speed and rpm reading. It also includes an odometer, trip meter, high speed recall, 0-60 time and ¼ mile elapsed time (ET). It can also be calibrated with the push of a button to adjust the gauge for different tire sizes, wheel sizes and gear ratios. The odometer and trip odometer can switch back and forth by gently tapping the push button. While in Trip mode, if you press and ‘HOLD’ the button, the trip meter will reset to zero. In odometer mode, if you press and ‘HOLD’ the button, the performance data will then be displayed, in addition to ‘CAL’ mode which will allow you to again ‘TAP’ to reprogram the pulses per mile stored info.

When in speedometer only mode, press in and hold recall button until it starts to run through the various functions. The chart below shows what each display mode is and how to utilize that function.

Display	Function
Hi Spd	Displays Highest speed reached
0-60	Displays time to go from 0 to 60 MPH
¼	Displays Time over ¼ mile distance
8 Cylinder	Sets cylinder selection
Odo	Sets odometer display
Cal	Calibrates Speedometer

WARNING: If while in ‘CAL’ mode you do not move at all and press the button again, the microprocessor will NOT have received any data whatsoever and the unit will need to be sent back to the factory for reprogramming.

While 'CAL' is being displayed, press the pushbutton briefly one time. This will put the speedometer in Program Mode. It is very important that you drive to the end of the measured mile and tap the button again. At a minimum, drive some distance and you can always go back and start again if need be. If you miss stopping the display at 'CAL', simply repeat the steps. With 'CAL' displayed, the speedometer is now waiting to record the pulse count data accumulated over the measured mile.

When you are ready to begin driving, press the recall button once. The odometer will display the incoming pulse count. Drive the vehicle through the measured mile (speed is not important). As you move, the odometer will begin showing the speedometer pulses as they are being counted. At the end of the mile, stop and press the recall button again. The odometer will now display the number of speedometer pulses that were registered over the distance.

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 recall 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 **2+0** 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

Monday – Friday

9am to 5 pm EST

440-359-7200 ext 109

support@intellitronix.com



This product carries a limited Lifetime Warranty.

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

