



INSTALLATION GUIDE
Chevrolet Digital Dash Panel
Part Number: DP6004
Year Series: 1973 - 1987

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

KIT COMPONENTS

- ◇ Three (3) Digital Circuit Boards
- ◇ Three (3) Smoked Acrylic Lenses
 - * Peel off protective covering from both sides of each lens*
- ◇ One (1) Temperature Sending Unit (***S8013***)
 - * 1/8" NPT, 0-255 Deg., 1/2" NPT Bushing*
- ◇ One (1) Pressure Sending Unit (***S8434***)
 - * 1/8" NPT, 0-100 PSI Oil Pressure*
- ◇ One (1) Universal Speedometer Sensor (***S9013***)
 - * 7/8" NPT Industry Standard Speedometer*
- ◇ One (1) Mounting Kit

DASH PANEL INSTALLATION INSTRUCTIONS

1. Remove all gauges from the stock bezel and housing. Place the new speedometer/tachometer circuit board into the stock gauge housing. Secure into place with *four (4)* existing stock screws and included nylon washers.
2. Cut the two screw mounting posts (some models have three) back one inch on the instrument side of the housing. Align the instrument circuit board with the housing and screw it into place by utilizing the acrylic washers and *two (2)* stock screws.
3. Follow the wiring instructions in the next section and wire the circuit boards.

At this point you can utilize the utilize wires from your existing harness or run separate wires to the senders.

4. Place the black factory gauge bezel over the top of the new digital circuit boards. Lay the corresponding smoked acrylic lenses over top and cover with the clear stock lens. Mount back onto the housing with the existing stock screws and the corresponding screw holes.



WIRING INSTRUCTIONS

Note: Connect each wire with butt-terminal, disconnect-able terminal or solder and heat-shrink each connection. Soldering is the preferred method.

Ground - Black This is the main ground for the display system. A wire should be run from this board to the vehicle's main chassis 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 can cause incorrect or erratic operation.

Power - Red 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.

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; 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" and "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 parking brake wire from the engine.

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 to avoid inaccurate ground connections as the sending units get their ground from the threads. The oil sender gets its grounding from the threading into the engine block and it is crucial it is grounded properly. Connect the orange wire to the sending unit.

Water - **Blue** Replace the existing water temperature sending unit with the unit included. The gauge is incompatible with other sending units. **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.

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.

Note: The default setting for this dash is the GM industry standard of 0-90Ω

Tachometer (memory capable) - **Green** On vehicles using a separate ignition coil, connect the green wire to the negative (-) side of the coil. This is the wire that goes to the points or electronic ignition module. For a GM HEI ignition, connect to the terminal marked "TACH", or, on some systems, a single white wire with a spade terminal. Some after-market ignition systems will connect to the TACH output terminal. For a computer controlled ignition system, consult the service manual for the wire color and location. For a magneto system, connect to the kill wire for the tachometer signal. **Do not connect the tach terminal to the high voltage side of the ignition coil.**

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.

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

Note: If doing an LS motor swap you will normally need to have the tachometer set at 4-cylinders. Please contact Intellitronix Technical Support for assistance, but you will likely have to send the board back to be reprogrammed.

Speedometer - White Disconnect the mechanical speedometer cable from the transmission and thread the new electronic sensor onto the transmission. This unit comes with a 3-wire sensor. If you are using this sensor, the *white* wire is the speed signal; connect this to the speed signal wire on your gauge. The *red* and *black* wires in the cable are power (12VDC) and the ground, respectively. Twisting the ground and signal wires around each other will provide an additional level of interference protection. The speed signal wire should not be routed alongside the tachometer, ignition, or any other high-current or high-voltage wires. For vehicles which have a vehicle speed signal from a transmission or ECM, tap into the VSS wire (consult a vehicle service manual or wiring diagram to determine the correct wire color) and connect it to the *white* speed sending wire on the digital dash.

Note: If your vehicle is equipped with an electronic transmission then there will be an electronic vehicle sender with either two or three wires.

Trip/Cal Button - Grey There are grey wires connected to the push-button on the speedometer board. Mount the switch in a convenient location such as under the steering column so that you can reset your trip odometer and access your other speedometer functions easily.

DIGITAL PERFORMANCE SPEEDOMETER

Your Intellitronix dash panel is equipped with our Digital Performance Speedometer. This electronic speedometer displays speed and includes an odometer, trip meter, high speed recall, 0 - 60 time, and quarter-mile elapsed time. It can be calibrated with the push-button to adjust the speedometer for different tire sizes, wheel sizes, and gear ratios. The single push-button is used by a *quick tap* to toggle between odometer and trip meter. The microprocessor distinguishes between a *quick tap* and a *press and hold* which will reset the trip meter in trip mode or display performance data in odometer mode.

CALIBRATION

Note: If using the Intellitronix GPS Sending Unit, the speedometer does not need to be calibrated.

The speedometer leaves the factory with an industry standard pre-set setting of 8,000 pulses per mile. Chances are high that you may not need to recalibrate your speedometer. You may need to recalibrate the speedometer if you have change the original tire size or the rear end gear ratio.

***Note:** Do not attempt to recalibrate your speedometer until after it is working properly and you have determined that the speed is incorrect. The calibration procedure will NOT correct a faulty installation or improper wiring. If you attempt to recalibrate your speedometer without making sure the speedometer is receiving pulses from the sending unit, the speedometer will display "Err" and default back to the factory settings.*

To recalibrate, 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 output by the speedometer sensor during a specific measured distance. It will then use this acquired data to calibrate itself for accurate reading. There is a small recall push-button in the center of the panel used to calibrate and read all of the data stored in the speedometer. After installing your speedometer according to the wiring instructions, when the ignition is on it should immediately display the default screen of 0 MPH. You will then need to drive your vehicle to the predetermined measured mile. During this trip, the speedometer should read something other than 0 MPH. If it does not change, return and locate the problem before continuing. Otherwise, proceed with the calibration by stopping at the beginning of the measured mile with your vehicle running and in odometer mode (NOT trip mode), *press and hold* the push-button until the odometer displays "HI-SP". On its own, the gauge will then cycle through the recorded performance in the following order: "0 - 60", "1/4", and "CAL".

While "CAL" is displayed, quickly *tap* the push-button once. This will put the speedometer in Program Mode. If you did not *tap* while "CAL" is displayed, the pulses per mile will be displayed on the odometer and the display will go back to MPH mode. Otherwise, you will now see "CAL" displayed along with the number "0". This indicates that the microprocessor is now ready for calibration.

When you are ready, begin driving on the metered mile. You will notice that the reading will start counting up. The odometer will begin to display the incoming pulse count. Drive the vehicle through the measured mile (speed is not important, only distance traveled).

At the end of the mile, stop and press the push-button again. The odometer will now display the new number of speedometer pulses that were registered over the distance. The odometer will continue to display the pulse reading for a few

seconds. Once it reverts to the default mode, you have successfully calibrated your speedometer.

Warning: *If, while in “CAL” mode, you do not move the vehicle and press the button again, the microprocessor will NOT have received any data and the unit will display “Err” and will revert to the factory settings. At a minimum, drive some distance and return to the start if necessary. If you miss stopping the display at “CAL”, simply repeat the steps.*

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 Odometer

While scrolling through “CAL” mode you will see “ODO” appear. Press the trip button again at this point and you will enter the odometer reading.

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 push-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 push-button until “HI-SP” is displayed. The gauge will automatically cycle through the performance data.
3. Start the run, pass, session, etc.
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.



Technical Support

**Monday - Friday
9am to 5pm EST**

**(440) 210-7646
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.