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## **INSTALLATION GUIDE**

**1967-1972 Chevrolet Truck Analog**

**Direct Replacement Dash**

**Part #: AP6003**



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

**\*\*\*Always Remove Protective Film from Your New Dash\*\*\***

### **KIT COMPONENTS**

**One** (1) Assembled Analog Circuit Board (with Speedometer, Tachometer, Voltmeter, Water, Temp, Fuel Level, Oil Pressure Gauge, and Clock)

**One** (1) Temperature Sending Unit (S8013) 1/8" NPT, 0-255 Deg., 1/2" NPT Bushing

**One** (1) Pressure Sending Unit (S8868) 1/8" NPT 0-100 PSI Oil Pressure

**One** (1) Universal GM Speedometer Sensor 7/8" NPT Industry Standard.

**One (1) Mounting Kit**

**Six (6)** #6 x 1 Phillips head sheet screws

### **DASH PANEL INSTALLATION INSTRUCTIONS**

#### **Stock Gauge Removal**

- ◇ Remove the oil pressure feed line from the back of the gauge (if equipped).
- ◇ Remove the vacuum line from the back of the gauge (if equipped).
- ◇ Remove the speedometer cable from the back of the instrument.
- ◇ On the topside of the headlight switch, there is a button that needs to be pressed to remove the headlight knob. Press button down, pull out and remove the knob.
- ◇ Using a small flat-head screwdriver, loosen the set screw on the bottom side of the wiper/washer knob. Remove the knob.
- ◇ Using a pair of needle nose pliers, unscrew the two (2) knob bezels.
- ◇ Remove the six (8) #2 Phillips head screws from the bottom of the dash cluster Reuse this hardware to install column cover and remove the cover
- ◇ Slide the steering column boot away from the panel bezel.
- ◇ Pull the stock dash cluster away from the dashboard making note of the plug direction on the back of the stock gauge set and disconnect the plug.
- ◇ The stock gauge bezel is the only stock component re-used in this installation.
- ◇ Remove the stock gauges by removing the six (6) screws. Retain these 6 screws to reuse to mount new cluster.
- ◇ Wire the gauges and sending units as instructed in the next section.

### **ASSEMBLY INSTRUCTION**

**Note: When installing your New Analog Unit DO NOT FORCE OR PRY ON UNIT to fit in Bezel. The Unit should slide in on its own and if it does not you may need to clearance the bezel. Do not remove any of the Assembly Screws.**

Make sure that it drops in bezel do not force it. Forcing will make the unit come out of alignment. Use some lock tight on screws, then turn screws down till they touch. Next turn mounting screws a Three Quarters of a turn.

# Standard Wiring Colors **ALL COLORS MAY NOT APPLY**

Color	Purpose	Color	Purpose
Red	12Volts Battery Constant	Black	Ground
Pink	Ignition 12 volts clock	Green/Yellow	Check Engine
White	Speedometer	Green	Tachometer
Yellow	Fuel	Black/Yellow	Fuel sender Ground
Orange	Oil pressure	Black/Orange	Oil sender Ground
Blue	Water Temperature	Black/Blue	Water Temperature Ground
Grey with White	Turn Signal (right)	Grey with Black	Turn Signal (left)
Red/White	12volt to speed sender	Black/White	Ground to speed sender
Brown	High Beam	Purple	Dimmer
Tan	Brake	Brown/Yellow	Boost or 4X4
Grey with push button	Speedometer/Tachometer		
Orange/White <u>Corvette</u> board only	Oil Temperature	Red/white <u>corvette</u> board only	Ground for oil temp

## WIRING INSTRUCTIONS

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

**Note:** LS Engines or any other Computer based engine systems must use provided sensors along with the factory sensors to send the signal to the computer

**Use 18 AWG or larger wire to ensure sufficient grounding and power feed**

**Black – Ground** This is the main ground for the display system. A wire should be run from this board to the vehicle engine block for the best ground. 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.

**Red – Constant 12V** Connect the +12 Volt terminal to constant +12V power from the battery power source. Using a 5-amp fuse or an inline 5-amp fuse holder

**Pink – Accessory 12V** Connect the power terminal to accessory +12V power from the fuse panel or vehicle wiring harness. Using a 5-amp fuse or an inline 5-amp fuse holder. This terminal should have power when the key is on or in accessory position.

**Blue – Water Temperature** 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 the best results we suggest running a new wire.

**Black/Blue – Water Temperature Ground** This is a ground wire for the two terminal water temp senders. **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

**Oil Pressure – Orange** Replace the existing oil pressure sending unit with the unit included with your gauge. The Orange wire will be wired to the S terminal on the sending unit. This gauge is incompatible with other sending units.

**Orange/Black – Oil Pressure Ground** Connect to the G terminal on sender

**Purple - Dimmer** 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 and may cause damage to Unit.

**Tan - Brake** Connect to the parking brake wire from the dash to negative side of parking brake light switch. **NOTE:** If you are using a one wire switch you may need to switch to a two-wire switch. This wire is an optional wire some vehicles may not require

**Brown - High Beam** Connect the brown wire on the Dash unit to your high beam headlight circuit. This wire is powered on when the high beam is turned on.

**Green/Yellow - Check Engine** Connect to the Negative side of the Check Engine Light circuit. The Check Engine light will come on when using with a PCM or ECM.

**Grey with White strip - Right Turn Signal** 18-gauge wire is the - RIGHT turn signal

**Grey with Black strip - Left Turn Signal** 18-gauge wire is the - Left turn signal.



**Voltage Gauge** This Gauge Requires no wire hookup. Volt Gauge is built into the dash panel and is powered by the main power and ground connection of the dash. It does have an Adjuster to fine tune the voltage. Note: you will need to adjust it before fully installing the dash

**Trip/Cal Button - Push button on Dash** - Use the button closest to the speedometer to show your trip odometer or other speedometer functions.

**Tach program Button - Push button on Dash** - Use the button closest to the tachometer to access functions of the tachometer.

## Fuel Setting

**Note: Before installing or Setting up you must know your Fuel sender OHMS Range to properly set Gauge up.**

**Yellow - Fuel** 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 **NOTE: If the switch is on the back of the circuit board the position is UPSIDE DOWN!**

Both switches in the **ON** position for GM 40-250

For GM 0-90 - #1 toggle is **ON**

# 2 toggle is **OFF**.

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

For Universal/Stewart Warner





#1 toggle is **OFF**

# 2 toggle is **ON**.

## FUEL GAUGE TEST

The most common problem with our Fuel Gauge not working is the circuit is not complete. The easiest way to test this is to use a Voltmeter and test for continuity on wires going to fuel sender. With wire disconnected from Fuel Gauge check for continuity to ground. Without this the Gauge will not work.

**Note: If doing a LS engine swap, pick up the tach signal wire from the ECM/ECU and then set the tach switch to 4-cylinders. You may also need to order the Intellitronix LS Engine Swap Adapter Kit - for Series 1, 2 and 3 engines. The resistor in the adapter kit will help pull a stronger signal for the tachometer**

Fuel Selector Switch Position		
Manufacturer	Switch Position	Ohm Range (Empty to Full)
GM 98+		40-250 OHM
GM		0-90 OHM
VDO		10-180 OHM
Universal/ Stewart Warner		240-33 OHM

## **Green – Tachometer**

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.***

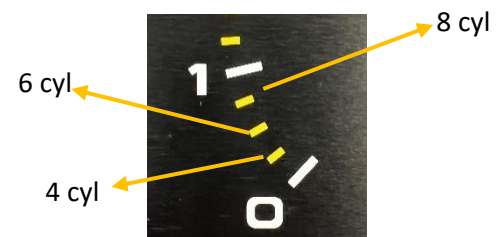
### **Change Tachometer settings and Recall**

There are two recall buttons on this dash: one to the right of the speedometer, the other to the left of the tachometer. This tachometer is initially calibrated for use with 8-cylinder engines. If you are using it with 4- or 6-cylinder engines, you must recalibrate it for your specific application by pushing the tach recall button in accordance with the programming modes shown below.

To set the cylinder selection:

1. With the ignition off, hold in the right button and power the dash on when the dash is powered up you will release the button.
2. The tach will then enter a setup mode where the needle will move (between the zero and one on the face of the instrument) to indicate 400 (4 cylinder), 600 (6 cylinder) or 800 (8 Cylinder) continuously.
3. When the needle gets to the desired setting, tap the right button once more. It is now set and will enter normal operating mode.

To see the high RPM/tach recall, hold down the right button, this will display in key on or engine on as long as the key has not been turned off completely. To Reset your high RPM, hold for five seconds



## **White - SPEEDOMETER (you have three options for speedometer connection)**

### ***1.) Speedometer – White - (Factory sender with Powertrain Control Module)***

All Computer-based engines will need to use the PCM/ECM to run the speed signal for the Speedometer. (Consult your factory Pinout Chart)

- When using a LS engine swap, you will need to pick up the Speedometer signal wire from the PCM Pin 50 on the red connector. (This pin may Differ. Refer to your vehicles Pinout Chart for accuracy).

2.) **Speedometer – White - (Factory two wire sender no PCM)** - Most vehicles built after 1984 have an electronic transmission sender. If your vehicle is already equipped with an electronic transmission that does not have a PCM/ECM, then the electronic vehicle sender will usually have Two wires attached to it. One connects to the Signal wire on dash (we prefer this to be high output). The other wire (Low output) Ground at the Engine block. To find High and Low output wire color or pin location will need to be looked up by Vehicle vin or Model and year and Consult your factory Pinout Chart.

3.) **Speedometer - White (Intellitronix Speed Sender to replace factory cable drive) -** Disconnect the mechanical speedometer cable from the transmission and insert the new electronic sensor into the transmission. This panel comes with a 3-wire sensor.

Follow this wiring for the Intellitronix speedometer sending unit:

**White** -Wire is the speed signal; connect this to the white wire on the sender.

**Red/White** – Wire is power for the sender will be wired to **Red** wire on your sender.

**Black/White** - Wire is ground for the sender will be wired to the **Black** wire on the sender.

\*If working with a factory VSS or computer based engine you will **NOT** use the **black/white** or **red/white** wires

The recall button on the speedometer operates as follows:

Once – cycles between Trip Mode and Odometer Mode.

While in Odometer Mode:

1. Hold LEFT button down to enter Recall/Setting Mode
2. ¼ Mile Recall
3. 60 Second Time Recall
4. Odometer Setting
5. Calibration

## **SPEEDOMETER CALIBRATION PROCEDURE**

Your Intellitronix dash panel is equipped with our Digital Performance Speedometer which has factory settings that are **pre-set with the industry standard setting of 8,000 pulses per mile to match your vehicles factory settings**. 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 when you have **Different 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**

The Digital Performance Speedometer leaves the factory with a factory pre-set industry standard setting of 8,000 pulses per mile.

**NOTE:** If you are not seeing speed on your speedometer, this is not a calibration issue but a speed signal issue. Calibration will not fix an erratic reading as this is electrical interference.

**WARNING:** If, while in 'CAL' mode, **you do not move the vehicle but 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.

## **To calibrate:**

- 1. Locate a measured mile or KPM 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 pushbutton in the center of the panel used to calibrate and read all 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, if the vehicle is not moving.  
**NOTE:** 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.
- 2. Stop 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', 'ODO', and 'CAL' (a 0 will display after each option unless data is stored, if data is stored it will display the recorded data. 8,000 will display after Cal as that is the factory setting).
- 3. After 'CAL' is displayed, 8,000 or stored calibration will display, you will quickly press the button when this number is displayed.** This will put the speedometer in Program Mode. If you do not tap the button while the pulses are showing the display will keep scrolling through your options. When the button is pressed, a '0' will be displayed indicating the microprocessor is ready to receive data.
- 4. When you are ready, begin driving the measured mile.** You will notice that the reading will start counting. The odometer will begin to display the incoming pulse count. Drive the vehicle through the measured mile (speed is not important, only the distance traveled).

At the end of the mile, stop and press the button again. The odometer will now display 'CAP' indicating that it has captured the programming. Once it reverts to the default mode, you have successfully calibrated your speedometer.

## **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 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.

## **Clock Setting**

Press both Tach and Speedo calibration buttons at the same time to enter setting mode.

To set the hours push button on the speedo to set hours.

To set the minute push button on the Tach to set minutes.