Part Number DP10001
5-GAUGE UNIVERSAL DIGITAL DASH PANEL

Instructions:

KIT COMPONENTS

One (1) Digital Dash Panel
One (1) Lens
One (1) Water Temperature Sending Unit
One (1) Oil Pressure Sending Unit
One (1) Universal Speedometer Sensor
One (1) Mounting Kit (4 bolts, 4 nuts)

WIRING INSTRUCTIONS

Connect the **BLACK** ground wire directly to the engine block.

Connect the **RED** wire to a switched +12 volt source (ignition switch).

Connect the **PURPLE** wire to the headlight switch 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.

There are 2 18-gauge **WHITE** wires, one for the Left Turn Signal and one for the Right Turn Signal. Each wire is labeled on the printed circuit board as "LEFT" and RIGHT".
Connect the **LEFT WHITE** wire to the left turn indicator circuit. Connect the **RIGHT WHITE** wire to the right turn indicator circuit.

Connect the **BROWN** wire to the high beam circuit.

Disconnect the wire from your factory oil pressure sending unit (if equipped) and remove the sender. Insert the oil pressure sending unit in place of the original sender. Do not use Teflon tape or other sealer on the new sending unit threads

to avoid inaccurate ground connections as the sending units get their ground from the threads.

Connect the **ORANGE** wire on the dash panel to the new pressure sending unit. Disconnect the wire from the existing water temperature sending unit and remove the sender.

Insert the new water temperature sending unit in place of the original temperature sender. Do not use Teflon tape or other sealer on the new sending unit threads to avoid inaccurate temperature readings. Connect the **BLUE** wire on the Intellitronix dash panel to the new temperature sending unit.

Disconnect the mechanical speedometer cable from the transmission and thread the new electronic sensor onto the transmission. Connect the **GRAY** wire from the digital panel to the **WHITE** wire on the electronic speed sensor. Connect the black wire to Ground and the Red wire to switched +12 volts. Run the wires from the dash panel to the speedometer sensor installed in the transmission.

Connect the **YELLOW** wire to the factory fuel sending unit. Use the 2-positon DIPswitch on the back of the panel to select the type of sender you are using. Refer to the diagrams below to properly set the switch.

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, highspeed recall, 0-60 time and ¼ mile elapsed time (ET). It can be calibrated with the push of a button to adjust the gauge for different tire sizes, wheel sizes and gear ratios.

CALIBRATION

The speedometer leaves our factory with pre-set defaults, so 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 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 of the data stored in the speedometer. After installing your speedometer

according to the wiring instructions, with the ignition on it should immediately display the default screen.

While stopped at the beginning of the measured mile with your vehicle running and in odometer mode and not trip mode, press and hold the pushbutton until the odometer displays "HI-SP" .On its own, the gauge will cycle through the recorded performance data in the following order: "0-60," "1/4," and "CAL."

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. **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. 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 pushbutton 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 pushbutton again. The odometer will now display the number of speedometer pulses that were registered over the distance.

(Note: if the number displayed is 12,800, your stock speedometer sensor does not put out a pulse per mile count between 2,000 and 32,000. If the number displayed is 8,000, the default setting, the pulses per mile were not recorded and you must repeat the calibration process.) The odometer will continue to display the pulse reading for a few seconds. Once it reverts to the default mode, you have calibrated the speedometer.

Trip Distance

A single press of the recall button will activate the trip meter in the odometer display. A decimal point will appear to indicate that you are in trip meter mode. Holding the recall button down for several seconds will clear the trip distance. To return to the default odometer display, press the recall button again. The decimal point will disappear to indicate that you are back in the default odometer display.
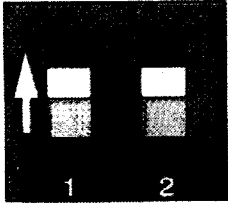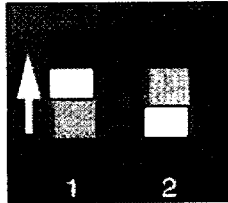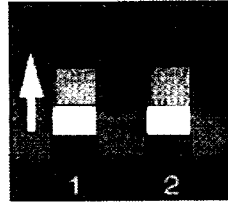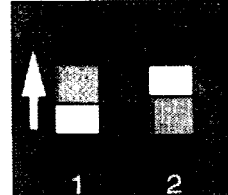
Recording and Viewing Performance Data

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 pushbutton as it cycles through the performance data. At the end, the odometer will "RESET" and all performance data will be cleared from memory. This will not affect your stored calibration value or the odometer reading.

2. Now press the pushbutton until "HI-SP" is displayed. On its own, the gauge will cycle through the performance data that it records in the following order "0-60", "1/4'", "CAL" .

3. Start the run, pass, session, etc.

4. When finished, repeat Step 2 to view the data gathered from this run. While stopped, you can view this data as many times as you wish. However, once it finishes scrolling one time, the memory is ready to record new data for the ¼ mile and 0-60 mph times and will begin recording again once the vehicle starts moving.

The highest speed measured over multiple runs will be retained in memory.

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

TECHNICAL SUPPORT – 440-210-7646