



Nordskog Performance Products

DP4004 '84-'90 CAMARO DIGITAL DASH PANEL

Instrument Panel Mounting

1. FOR SAFETY REASONS, IT IS ADVISABLE TO DISCONNECT THE POSITIVE BATTERY CABLE.
2. Remove the dash pad by removing the screws in the defroster ducts and the screws under the lip of the dash pad.
3. Remove the left hand radio speaker and disconnect the speaker wires.
4. Remove the instrument cluster faceplate.
5. Remove the "cluster to dash" securing screws. Disconnect the speedometer cable from the rear of the odometer unit, if the vehicle is so equipped.
6. Pull the cluster from the dash far enough to reach behind it and remove the screws that hold the odometer unit in the cluster from the rear of the cluster. Remove the retaining clip.
7. Remove the bolt securing the Vehicle Speed Sensor male connector to the cluster. This is the small plastic box located next to the wiring harness connector behind the tachometer side of the cluster. Disconnect the wiring connector from the cluster housing printed circuit board.
8. Remove the original factory instrument cluster housing and reinsert the screws.
9. Run the wires from the new Digital Dash Panel through the housing to the rear. Mount the new Digital Dash Panel into the factory instrument cluster housing and reinsert the screws.

Instrument Panel Wiring

Note: To prevent electrical noise from causing the gauges to act abnormally, check to make sure that any signal wire between the senders to the gauges does not run next to the ignition system or spark plug wires. Resistor-type spark plugs and wires that are in good condition are also suggested.

1. Connect the **BLACK** (GND) wire(s) to a good chassis ground. The best location is on the engine block. The included sending units provide a resistance value to the gauges. If any additional resistance is seen (because of having the grounds of the sending units and gauges grounded at different locations) the readings on the gauges will be inaccurate.
2. Connect the **RED** (+12V) wire(s) to the ignition switch circuit or an accessory fuse.
3. Insert the new water temperature sender in place of the factory water temperature sender. Be sure not to use any excess sealer on the sender, as it will cause inaccurate readings by adding resistance to the circuit. Connect the **BLUE** (TEMP) wire to the wire that goes to the water temperature sender on the engine block.
4. Insert the new oil pressure sender in place of the factory oil pressure sender. Be sure not to use excess sealer on the sender, as it will cause inaccurate readings by adding resistance to the circuit. Connect the **ORANGE** (OIL) wire to the wire that connects to the oil pressure sender on the engine block. If the supplied sending unit has two poles, connect one pole to ground and the remaining pole to the **ORANGE** wire from the panel.

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5. Connect the **YELLOW** (FUEL) wire to the wire that connects to the factory fuel level-sending unit.
6. Connect the **GREEN** (TACH) wire to the negative side of the coil or, if you are using a capacitive discharge ignition system, then use the “tach out” of the ignition box. **Do not connect the “TACH” input to the coil if using a CD ignition!**
7. Connect the **GRAY** (SPEED) wire to the cruise control or vehicle speed sensor output wire. If your vehicle is not equipped with either, you will need to purchase a Nordskog Performance Products speed sensor, part number S9013. A 10’ length of twisted shielded pair cable is provided with this kit to run from the S9013 to the speedometer. This cable is provided to shield the speedometer signal wire from picking up electrical noise, which would interfere with the proper function of your speedometer. If your speedometer displays some unusual values when the engine is running, it is recommended that this cable be used. Run your speedometer signal and ground wire from the sender through this cable to the speedometer. The shield (bare uninsulated wire) should only be grounded at the sender.
8. Connect the **PURPLE** (DIM) wire(s) to your headlights. This will cut the brightness in half when the headlights are turned on.
9. Optional. Connect the **WHITE** wires to a momentary normally open switch (not supplied). This pushbutton switch provides the same function as the pushbutton switch found on the speedometer of this panel to begin to record or view data stored on the speedometer. If you do not intend on using this feature, you may either cut the wires or insulate the wires to prevent them from shorting.
10. Install the tinted Plexiglas faceplate over the new Digital Dash Panel. (Be careful not to damage the momentary switch on the speedometer)
11. Reinstall the instrument cluster into the dash.
12. Reinstall the factory faceplate.

DIGITAL PERFORMANCE SPEEDOMETER

Your digital panel is equipped with an electronic speedometer that has the capability to display your speed as well as your mileage traveled (odometer). It also has the ability to track your trip distance, record and display the highest speed you obtained as well as your 0-60 mph and ¼ mile elapsed times. Your speedometer will also allow you to adjust your readings (through electronic recalibration) to different tire or gear sizes.

Your speedometer comes with factory set defaults and must be recalibrated for your specific application. To accomplish this, you must locate a measured mile of highway where you can safely start and stop your vehicle. By running the vehicle over this measured distance, your speedometer will learn how many pulses your speedometer sensor is outputting in this measured distance. It will then use this acquired data to calibrate itself for accurate reading.

After installing your speedometer according to the installation instructions, with the ignition on or your car running, it should immediately exhibit the default display (figure 1): the first green light bar, the odometer display (small “0”) and speedometer display (large “0”). If, for any reason, your instrument does not show this display, please thoroughly re-check all of your connections and try it again. If the problem persists, please contact us for assistance. In the right hand corner of the face, you will notice a small recall pushbutton. This will be used to calibrate and read all of the data involved with your speedometer. The unit is also equipped with wires that allow you to add an external recall button which can be mounted in a location which is

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easily reached during operation of the vehicle (Earlier models are not equipped with the wires. Please contact us if you have an earlier model and wish to have the wires installed).

****THE FOLLOWING INSTRUCTIONS WILL INFORM YOU ON HOW TO CALIBRATE YOUR SPEEDOMETER. TO INSURE THAT IT IS DONE CORRECTLY, IT IS IMPARITIVE THAT YOU READ THROUGH THE INSTRUCTIONS COMPLETELY BEFORE YOU ATTEMPT TO PROGRAM OR OPERATE YOUR SPEEDOMETER!****

Calibration

- 1.) While stopped at the beginning of the measured mile with your vehicle running, press and hold down the pushbutton on the face until the odometer displays “HI-SP” (figure 2). **IMMEDIATELY** release the button.
- 2.) On its own, the gauge will cycle through the performance data that it records in the following order “0-60,” “1/4,” “CAL.” (figures 2 thru 5). While “CAL” is being displayed, quickly tap the pushbutton one time. This will put the speedometer in the program mode and “PROG” will be displayed (figure 6) **(YOU MUST BE EXTREMELY CAREFUL TO TAP THE PUSHBUTTON QUICKLY AND NOT HOLD IT DOWN.** If you miss stopping the display at “CAL”, simply repeat the step). With “PROG” displayed, the speedometer is now waiting to record the data that will be accumulated over the measured mile.
- 3.) When you are ready to begin driving, quickly tap the pushbutton one time. The speedometer will display “CAL” and the odometer will show “0” (figure 5). Begin driving the vehicle at a safe speed (the level of speed is not important) through the measured mile. As you move, the odometer will begin showing the speedometer pulses as they are being calculated.
- 4.) At the end of the mile, bring the vehicle to a safe stop and quickly tap the pushbutton one time. 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 2000 and 32,000. If the number displayed is 8000, the default setting, the pulses per mile were not recorded and steps 2-4 must be repeated.**).
- 5.) The odometer will continue to display the pulse reading for a few seconds. Once it reverts to the default mode (figure 1), your speedometer has been calibrated and is ready for operation.

Trip Distance

A single tap of the recall button will show the trip distance mileage in the odometer display. A decimal point will appear to in the odometer to indicate that you are in the trip odometer mode. Holding down on the button for a few seconds in this mode will clear the trip distance. To return to the default odometer display, tap the recall button. The decimal point will disappear to indicate that you are in the default odometer display.

Recording and Viewing Performance Data

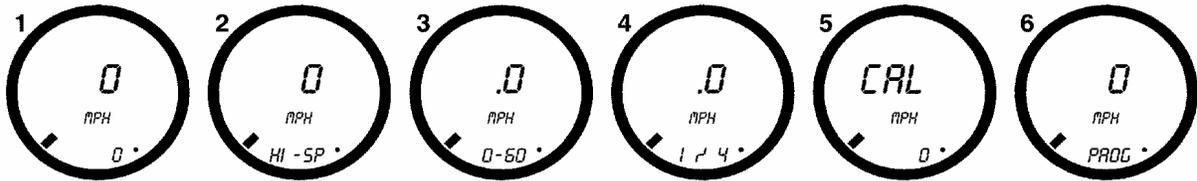
To begin recording Performance Data (High speed, ¼ mile elapsed time and 0-60 mph elapsed time), execute the following:

1. Before each run your car must be at a complete stop at the starting position.
2. Press and hold the pushbutton until “HI-SP” is displayed (figure 2) and then **IMMEDIATELY** release the button. On its own, the gauge will cycle through the performance data that it records in the following order “0-60”, “1/4”, “CAL” (figure 2-5).
3. At the end of your desired run, safely bring the vehicle to a complete stop.
4. 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

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ready to record new data for the ¼ mile and 0-60 mph elapsed times and will begin once the vehicle starts moving. The highest speed measured over multiple runs will be retained in memory. To gather new data, repeat steps 1 thru 4.

5. If you wish to clear out all of the performance data and gather new data before each run, press and hold the pushbutton. Continue to hold the pushbutton as it cycles through the performance data. At the end it will say “RESET” and all of the performance data will then be cleared from memory (This will not affect your stored calibration value or the odometer reading.). Turning off the gauge then turning it back on can also clear the performance data.



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