



**Nordskog Performance Products**

## **DP4005 '91-'92 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.
3. Remove the instrument cluster faceplate.
4. Remove the original factory gauges.
5. Trim the light extensions from the factory plastic gauge chassis to allow the circuit board to sit down in the chassis.

### 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. Run the wires through the factory gauge chassis.
2. Connect the two **BLACK** (GND) wire 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.
3. Connect the two **RED** (+12V) wire to the ignition switch circuit or an accessory fuse.
4. Insert the new water temperature sender in place of the factory water temperature sender. Connect the **BLUE** (TEMP) wire to the wire that goes to the water temperature sender on the engine block.
5. Connect the **ORANGE** (OIL) wire to the wire that connects to the factory oil pressure sender on the engine block.
6. Connect the **YELLOW** (FUEL) wire to the wire that connects to the factory fuel level-sending unit.
7. Connect the **GREEN** (TACH) wire to the wire that connects to the negative side of the ignition coil or to a tachometer output. **Do not connect the "TACH" input to the coil if using a capacitive discharge ignition!**
8. 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 Product speed sensor, part number S9013. A 10' length of twisted shielded pair cable is provided with this kit. 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.
9. Connect the two **PURPLE** (DIM) wire to your headlights. This will cut the brightness in half when the headlights are turned on. Be sure this is not on a line controlled by a rheostat (adjustable instrument panel light dimmer).
10. Install the tinted Plexiglas faceplate over the new Digital Dash Panel.
11. Reinstall the instrument cluster into the dash.
12. Reinstall the factory faceplate.
13. Reinstall the factory dash pad.
14. Connect the white wires to a momentary normally open switch to allow you to use the speedometer functions.

### DIGITAL PERFORMANCE SPEEDOMETER

Your electronic speedometer 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 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.

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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 also notice a small recall pushbutton. This will be used to calibrate and read all of the data involved with your speedometer.

**\*\*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 customer supplied momentary switch until the odometer displays "HI-SP" (figure 2). IMMEDIATELY release the switch.
2. On its own, the gauge will cycle through the performance data that it records in the following order "HI-SP," "0-60," "1/4," "CAL." (Figures 2-5).
3. While "CAL" is being displayed quickly tap the switch one time. This will put the speedometer in the program mode and "PROG" will be displayed (figure 6) (**YOU MUST BE EXTREMELY CAREFUL TO DEPRESS THE SWITCH 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.
4. When you are ready to begin driving quickly tap the switch 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.
5. At the end of the mile, bring the vehicle to a safe stop and quickly tap the switch one time. The odometer will continue displaying the number of speedometer pulses that were registered over the one mile for several seconds (**NOTE: If the number displayed is 12,800, either the speedometer received no signal from the sensor and you must recheck all connections or your stock speedometer sensor does not output the correct number of pulses per mile-between 2000 and 32,000. If the number displayed is 8000, the default setting, the speedometer was not put in the calibration mode and the pulses per mile were not recorded. You must repeat steps 2-4.**)
6. Once it reverts to the default mode (figure 1), your speedometer has been calibrated and is ready for operation.

### Trip Distance

A single push of the switch will show the trip distance mileage in the odometer display (the presence of a decimal point denotes that you are in the odometer mode). Holding down the switch while in the trip odometer display for a few seconds will clear the trip distance.

### Recording and Viewing Performance Data

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

With your car stopped in its starting position, press and hold the recall button until "HI-SP" is displayed (figure 2) and then **IMMEDIATELY** release the button (**\*\*NOTE: Depressing the button for an extended period of time will cause the speedometer's memory to clear the pulse calibration. This would require it to be reprogrammed using steps 1-4 above**). 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). At the end of your desired run, safely bring the vehicle to a complete stop. Hold down the recall button until "HI-SP" appears in the odometer display. On its own, the gauge will cycle through the newly acquired performance data. 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 and will begin once the vehicle starts moving.

