



Nordskog Performance Products

DP7001 1955-56 CHEVY DIGITAL PANEL KIT

INSTRUMENT PANEL WIRING

You can use 18-gauge wire or a thicker gauge wire to install this panel. 16-gauge wire is preferred for the ground.

1. Connect the **black** wires (GND) directly to the engine block.
2. Connect the **red** wires (+12V) to a switched +12 volt source (ignition switch).
3. Connect the **purple** wires (DIM) to the headlight switch, not to a rheostat light control.

(Note: The following Left Turn, Right Turn and High Beam Indicator wire color may have been swapped on some versions. Just locate the wire for each indicator by its location on the pc board.)

4. Connect the **white** wire for the Left Turn Indicator to the left turn circuit. This wire is located on the largest pc board on the upper portion of the pc board closest to the Left Turn Indicator.
5. Connect the **white** wire for the Right Turn Indicator to the right turn circuit. This wire is located on the largest pc board on the upper portion of the pc board closest to the Right Turn Indicator.
6. Connect the **brown** wire for the High Beam Indicator to the high beam circuit. This wire is located on the largest pc board upper portion of the pc board between the two Turn Indicator wires.
7. Connect the **orange** wire (OIL) to the supplied oil pressure sender. If the supplied oil pressure sender has two poles, one is ground and the other is the send pole.
8. Connect the **blue** wire (WATER) to the supplied water temperature sender. Be sure not to use Teflon tape or thread sealer on the sender. Doing so will cause inaccurate readings displayed on the gauge.
9. Connect the **gray** wire (MPH) to the tan wire on the new speedometer sending unit (if needed). 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 end of the cable.
10. Connect the **yellow** wire (FUEL) to the factory fuel-sending unit. This gauge is designed for a 0 to 30 ohm sender.

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11. Connect the **green** wire (TACH) to the negative side of the coil or the tach output of your ignition system.
12. Optional. Connect the **two 26 gauge WHITE** wires to a momentary normally open switch (not supplied). This switch serves the same function as the pushbutton switch found 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.

MOUNTING

1. The lens will mount into the bezel. You will use glue or RTV to keep the lens in place.
2. Be sure to have post for the speedometer button mounted in the lens. The post will come in the backside of the lens and protrude out the front of the lens.
3. The three standoffs will screw into the bezel along the upper side.
4. The digital display board will then be mounted onto the bezel.

DIGITAL SPEEDOMETER

SPEEDOMETER FEATURES

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 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 also notice a small a recall pushbutton located beneath it (Earlier models had a pushbutton that protruded through the lens). You will need a paper clip or other small device to reach the button, as 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 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***

*IMPARTIVE 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 DEPRESS 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 continue to display the number of speedometer pulses that were registered over the distance for several seconds (**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.) 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 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.

