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Thank you for purchasing this instrument from Intellitronix. We value our customers!

INSTALLATION GUIDE
Corvette Digital Dash Panel
Part Number: DP2003
Year Series: 1984 - 1989

Always disconnect the battery before attempting any electrical work on your vehicle.
Power up the unit before installing to ensure everything is working properly



KIT COMPONENTS

- One (1) Digital circuit board
- One (1) "Smoked" acrylic lens ** Peel off protective covering from both sides*
- One (1) Water temperature sending unit 1/8" NPT, 0-255 Deg., 3/8" NPT Bushing
- One (1) Oil pressure sending unit 1/8" NPT

REMOVAL INSTRUCTIONS

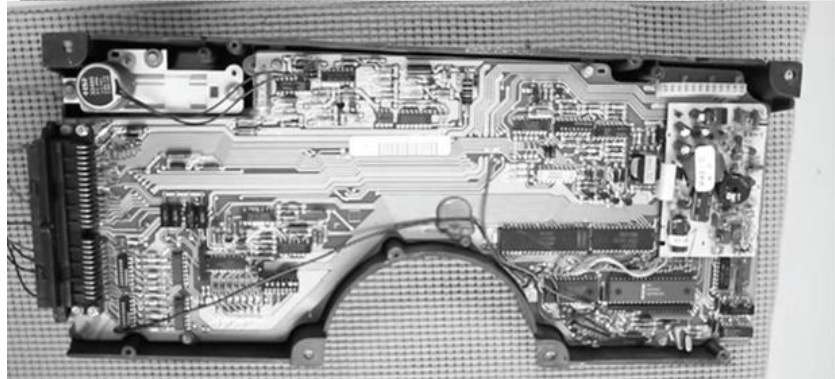
Remove the factory gauges and back panel from your instrument cluster and replace them with our digital panels. Remove protective coating from both sides of the Plexiglass lens. Reuse the original housing and bezel screws to attach the new panels to the original dash bezel.

- a.** Remove the headlight switch
- b.** Position the steering wheel tilt all the way down
- c.** Remove the tilt leveler arm
- d.** Remove and retain the *seven (7)* screws from the side and front of the steering and gauge bezel
- e.** Remove and retain the *five (5)* screws holding the information and radio bezel
- f.** Remove and retain the *four (4)* screws holding the gauge cluster

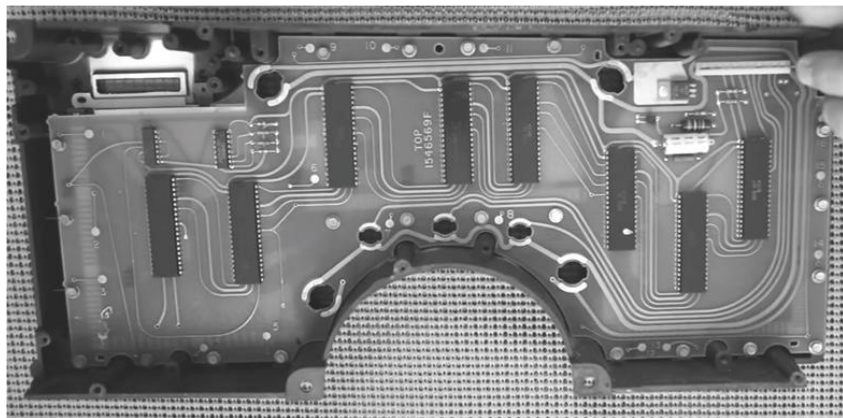
1. Remove the factory LED gauge unit from the dash panel



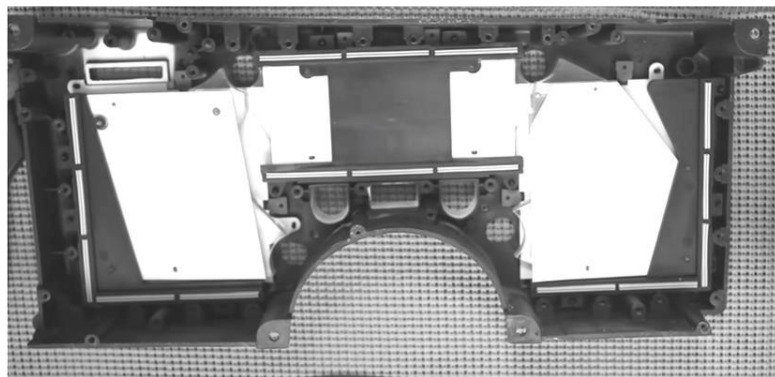
2. Remove the six (6) 7/32" screws securing the back panel.



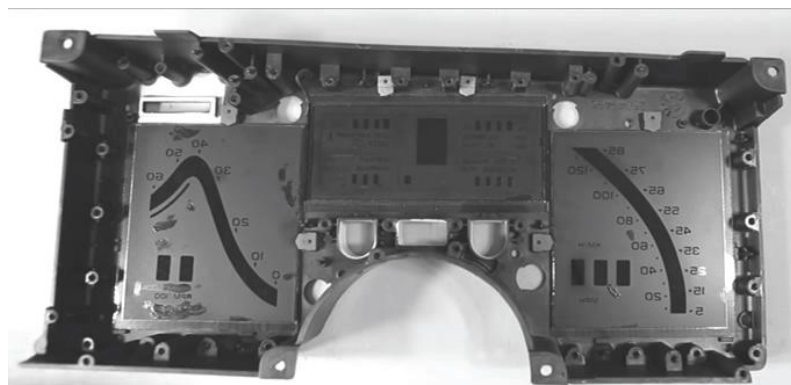
3. Remove the seven (7) 7/32" screws holding the Logic Board to the gauge unit.



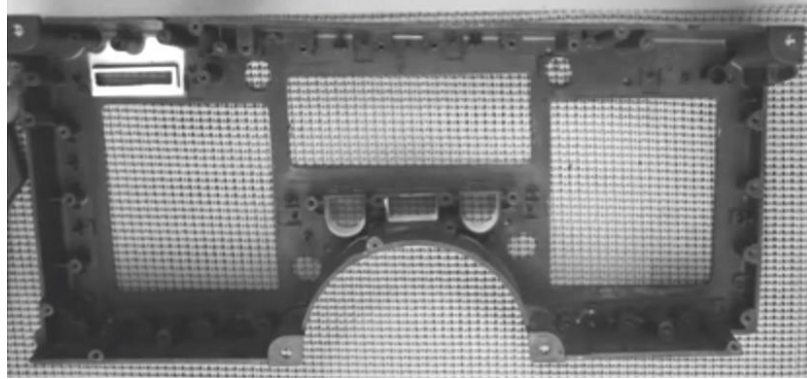
4. Remove the twenty-two (22) 7/32" screws securing the Display Driver Board of the gauge unit.



5. Remove the stencils and rubber blocks from the edges of the LED displays.



6. Remove the six (6) rubber clips securing the lenses.



MOUNTING INSTRUCTIONS

7. Remove the protective paper coating from both sides of the Plexiglas lens.
8. Insert lens into housing and reattach the rubber lens clips.
9. Mount the Gauge Panel into the housing using the stock screws.
10. Feed the wires through the back of the housing through the now vacant odometer cutout and reattach the back of the housing.
11. Wire the gauges and sending units as instructed in the next section.

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 provides sensors in addition to the factory sensors that feed the computer

NOTE White wire you must be looped to get PCM to communicate. (example D11 Loop to D3) this may vary Year to Year

Please note: Each automotive manufacturer sets their own wiring color/diagrams. We have found the above chart to be mostly accurate as to this particular model / year Corvette. Your vehicle may differ, however, so to be certain, it might be best to check with the manufacturer with vehicle serial number at hand.

DP2003 wire Color	FUNCTION	CIRCUIT	PLUG NUMBER	OEM WIRE COLOR
BLACK	GROUND	MUST GO TO ENGINE BLOCK	NOT USED	NOT USED
PINK	KEY ON POWER	FUSE BOX 5 AMP	NOT USED	NOT USED
GREEN	TACHOMETER	121	D5	WHITE
ORANGE	OIL PRESSURE	135	56	DK GREEN/WHITE WE RECOMMEND RUNNING NEW WIRE
BLUE	WATER TEMPERATURE	35	D4	DARK GREEN

				WE RECOMMEND RUNNING NEW WIRE
GREY/WHITE	RIGHT TURN SIGNAL	14	C2	LIGHT BLUE
GREY/BLACK	LEFT TURN SIGNAL	15	C4	DARK BLUE
WHITE	SPEEDOMETER	401	C15 or C16 THEN JUMP D11 TO D3	PINK/BLACK
YELLOW	FUEL SENDER	30	C8	PINK
BROWN	HIGH BEAM	11	C3	LIGHT GREEN
PURPLE	DIMMER	9	C6	BROWN
GREEN/YELLOW	CHECK ENGINE	ALDL CONNECTOR	CHECK MAUAL	NOT USED

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 connected to the battery, frame, and firewall.

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

Pink – 12V Accessory 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.

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



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.

Trip/Cal Button - Grey - There are two grey wires connected to the push-button for the speedometer board. Mount the switch in a convenient location such as under the steering column so that you may easily reset your trip odometer or other speedometer functions.

Tach program Button – Grey There are two grey wires connected to the push-button for the tachometer board. Mount the switch in a convenient location such as under the steering column so that you may easily set the other functions of the tachometer.

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.

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 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

Black/Yellow – Fuel Run a new ground wire and attach to your Fuel sending unit housing to ensure proper fuel gauge operation. If the sending unit does not have sufficient ground, it will not work properly.

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 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

TACHOMETER INSTRUCTIONS

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 part number is 8014LS. If you are getting the tach signal from the ECU, the resistor in the adapter kit will help pull a stronger signal for the tachometer.

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 for Tach signal output.

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.

To change settings:

The display will stay in Settings Mode until it receives a signal from the ignition system. To program the unit after starting the engine, shut the engine off and turn on only to the accessory position.

When in accessory mode, the settings menu will scroll through the settings menu. A light tap on the button engages the menu system.

1. Sets # of digits in RPM display, using button, display shows: (hundreds) 8800, (tens) 8880, and (ones) 8888.

2. Sets # of cylinders using button, display shows: 1cy, 2cy, etc.
3. Sets first digit on max RPM on gauge bar display (in thousands) using button, display shows: 1000 to 9990. You will need to hold button till you reach desired range. If you miss range you will need to go around again.

HIGH RPM RECALL

This tachometer has the ability to recall the highest RPM that your vehicle has obtained since it was last reset. Press the button and hold in on the gauge to display the recall value. Press and hold for several seconds to clear memory and reset the recall to "0".

Trip Distance

A single *tap* of the recall button will activate the trip meter in the odometer display. A decimal point will appear which will indicate that you are in trip meter mode. *Holding* the recall button will clear out the trip distance. To return to the default odometer display, *tap* the recall button again. The decimal point will disappear, indicating that you are back in the default odometer display.

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 reading, 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.

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. This will not affect your stored calibration value or the odometer reading.
2. Press the push-button until 'HI-SP' is displayed. The gauge will automatically cycle through the performance data.
3. Start the run, pass, session, etc., as mentioned above.
4. When finished, repeat *Step 2* to view the data gathered from the run. While stopped, you can view this data as often as you wish. However, once it finishes scrolling one time, the memory is ready to record new data and will begin recording again once the vehicle starts to move. The highest speed measured over multiple runs will be retained in memory.

SPEEDOMETER CALIBRATION PROCEDURE

The Digital Performance Speedometer leaves the factory with a factory pre-set industry standard setting of 8,000 pulses per mile. It can be calibrated with the push-button to adjust the speedometer when you have **different tire sizes, wheel sizes, and gear ratios**. You should **not have to recalibrate your speedometer unless you have changed the original tire size or the rear end gear ratio**. You will have to calibrate your speedometer if you are using km/h. You will follow the procedure using a measure kilometer.

To enter calibration: When the display is scrolling through the function menu you will press the button briefly one time when 'CAL' is being displayed. '8000' will appear in the odometer, this indicates the factory settings, when the button is pressed, this will change to '0'. When the '0' is displayed the gauge is ready to be calibrated. It is very important that you drive to the end of the measured mile and tap the button again. 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.

Warning: If the microprocessor does not receive any data, the unit will display 'Err' and will revert to the factory settings. This can be the result of not moving the vehicle while in 'CAL' mode or the dash is not receiving a proper speed signal from the vehicle.

To calibrate:

1. **Locate a measured mile or KM 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'.
3. While 'CAL' is displayed, quickly *tap* the push-button once. This will put the speedometer in Program Mode. If you do not tap while 'CAL' is displayed, the pulses per mile will be displayed on the odometer and the display will go back to MPH mode. Otherwise, you will now see 'CAL' displayed along with the number '0'. This indicates that the microprocessor is now ready for calibration.
4. When you are ready, begin driving on the metered 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).
5. At the end of the mile, stop and press the push button again. The odometer will now display the new number of speedometer pulses that were registered over the distance. The odometer will continue to display the pulse reading for a few seconds. Once it reverts to the default mode, you have successfully calibrated your speedometer.