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## **INSTALLATION GUIDE**

### **Ford Bronco Digital Dash Panel**

**Part Number: DP1020**

**Series: 1966-77**

**\* 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** (with Speedo/Tach Combo, Voltmeter, Water Temp, Fuel Level and Oil Pressure Gauges)

**One (1) Smoked Acrylic Lens** *\*Peel off protective covering from both sides*

**One (1) Clear Acrylic Spacer**

**One (1) Black-out Over-lay**

**One (1) Temperature sending unit (S8013 or S8023)** 1/8" NPT, 1/2" NPT Brushing

**One (1) Oil Pressure sending unit (S8868)** 1/8" NPT

**One (1) Ford Speedometer Sensor (S9024)**

**One (1) Mounting Kit:**

\* (4) #10 x 1" Panhead machine Screw

\* (4) #10 Nylock Nut

\* (4) #10 x 3/8" Round Spacer

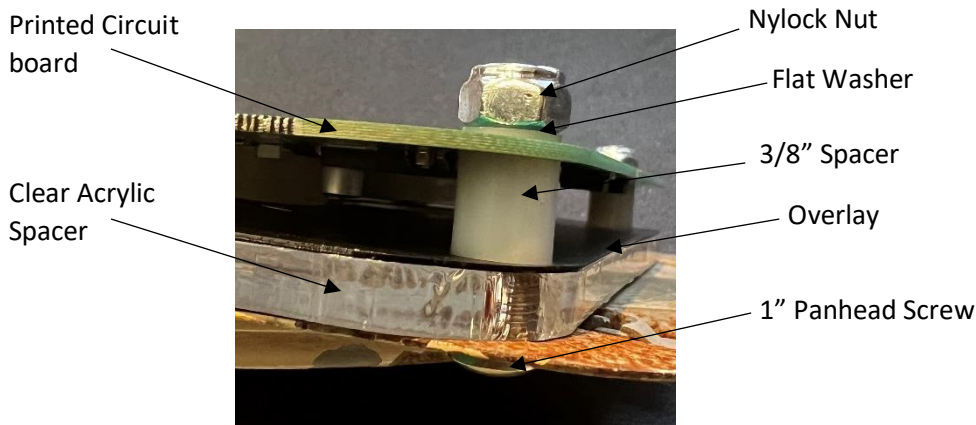
\* Anti-dust tape

\* (4) #10 Nylon Flat Washer

### **DASHBOARD REMOVAL AND INSTALLATION**

1. Remove the existing dash cluster from the vehicle. Separate the front bezel from the back housing and gauges. You will not reuse the back housing.
2. Remove glass and replace with the smoked acrylic lens.
3. Line up the clear acrylic lens with bezel mounting holes.
4. Attach the new gauge panel to the rear of the front housing, using the provided screws and provided spacers. Place the spacers between the clear spacer and gauge panel.
5. Wire the gauges and sending units to the panel as indicated by the instructions below.

***Note: The smoked lens is press fitted so you must ensure to tighten down circuit board assembly tight enough to hold smoked lens in place.***



Wrap the anti-dust tape around the assembly to cover the gap between the circuit board and clear spacer

*\*This picture shows the assembly from the bezel face down*

## WIRING INSTRUCTIONS

**Ground – Black** This is the main ground for the display system. A wire should be run from this board to the vehicle’s engine block ground. Use 18 AWG or larger wire to ensure sufficient grounding. Proper vehicle grounding is extremely important for any gauges (or electronics) to operate correctly. The engine block should have heavy ground cables to the battery, frame, and firewall. Failure to properly ground the engine block, senders, or digital dash panels can cause incorrect or erratic operation.

**Ignition – Pink** Connect the power terminal to accessory +12V power from the fuse panel or vehicle wiring harness. This terminal should have power when the key is on or in accessory position. Use 18 AWG wire to ensure the system receives a sufficient power feed.

**Battery – Red** +12Volt supply. Connect directly to the positive terminal on the battery to maintain constant power when the ignition is turned on.

**Dimmer – Purple** 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.

**Turn Signals – Grey** Two 18-gauge wires, one for each signal. Each wire is labeled on the printed circuit board as ‘LEFT’ or ‘RIGHT’. Connect to the corresponding indicator circuit.

**High-Beam – Brown** Connect to your high beam headlight.

**Brake – Tan** Connect to the brake indicator.

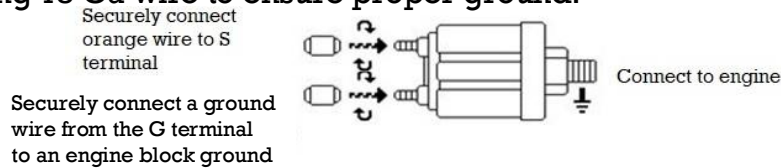
**Water – Blue** - This gauge is incompatible with other sending units, so you must replace the existing water temperature sending unit with the included sender. **Do not** use Teflon tape or other sealer on the new sending unit’s threads to avoid inaccurate readings. Connect the blue wire to the sending unit. For best results we suggest running a new wire.

**NOTE: THE FOLLOWING INSTRUCTION ONLY PERTAINS TO THE TWO TERMINAL SENDER AND CIRCUIT BOARDS THAT ARE WIRED FOR THIS SENDER. NOT ALL KITS WILL CONTAIN A TWO TERMINAL SENDER.**

**Water –Black/ Blue** - This is a ground wire for the two terminal water temp sender. 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, connect the orange wire to the S post on the oil sender.

**Oil Pressure – Ground Wire-** From the G terminal on sender will be wired to ground on the engine block using 18 Ga wire to ensure proper ground!



**Fuel – Yellow** 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. Be sure the toggle settings on the switch match those displayed on the adjacent illustration.

**Both** toggles in the **up** position for Ford/Chrysler

For GM - #1 toggle is up, # 2 toggle is down.

**Both** toggles in the **down** position for VDO

For Universal/Stewart Warner - #1 toggle is down, # 2 toggle is up.

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

**SPEEDOMETER (you have three methods for speedometer connection)**

**1.) Speedometer – White - (Factory sender with Powertrain Control Module)** 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). Any other Computer based engine will need to use to use the PCM/ECM to run the speed signal for the Speedometer. (Consults Pinout Chart)

**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, 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 or (Consults Pinout Chart).

**3.) Speedometer - White (Intellitronix Speed Sender)** - 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. If you are using this sensor, the **white** wire is the speed signal; connect this to the speed signal wire on your gauge. The **red** and **black** wires in the cable are switch power (12VDC) and ground, respectively.

**NOTE:**(Twist all Three wires together and this will provide an additional level of interference protection for signal wire.) The speed signal wire should not be routed alongside the tachometer, ignition, or any other high-current or high-voltage wires.

**NOTE:** The sensor you have received may need to have mount and/or O-ring changed to fit correctly. You will also need to reuse speedometer gear from factory adaptor.

\*If you have a three-wire sender, you will need to contact your vehicle manufacturer to ask exactly which wire is the signal wire, as the wire colors can vary between manufacturers. If you have a 2 wire sender one will be for signal and the other will go to ground.

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

**Tachometer – Green** Connect the wire from the tachometer to the negative terminal of the coil or a direct tach output lead from your distributor or electronic control module. If you are using an aftermarket capacitive discharge ignition system, such as an MSD, you must use the designated ‘tach output’ connection on the electronic box. Do not make any connections directly to the coil with this type of system.

This tachometer is initially calibrated for use with 8 cylinder engines. If you are using it with a 4 or 6 cylinder engine, you must recalibrate the tach for your specific application by pushing the recall button in accordance with the programming modes shown below.

### Modes

By pushing the recall button in accordance with the chart below, you can set the S/T combo for various modes and programming functions.

Push	Mode
Once	Tach /Speed Combo
Twice	Speed and Trip Odometer
Three	Speed and Odometer

After installing your speedometer according to the wiring instructions, with the ignition on, the speedometer will be in Speedometer only mode. The speedometer leaves our factory with an industry standard pre-set calibration of 8000 pulses per mile. 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 outputted by the speedometer sensor during a specific measured distance. It will then use this acquired data to calibrate itself for accurate reading.

### Instructions for settings & operation

This electronic speedometer/tachometer displays your speed and rpm reading. It also includes an odometer, trip meter, high speed recall, 0-60 time and ¼ mile elapsed time (ET). It can also be calibrated with the push of a button to adjust the gauge for different tire sizes, wheel sizes and gear ratios. The odometer and trip odometer can switch back and forth by gently tapping the recall button. While in Trip mode, if you press and ‘HOLD’ the button, the trip meter will reset to zero. In odometer mode, if you press and ‘HOLD’ the button, the performance data will then be displayed, in addition to ‘CAL’ mode which will allow you to again ‘TAP’ to reprogram the pulses per mile stored info.

When in speedometer only mode, press in and hold the recall button until it starts to run through the various functions. The chart below shows what each display mode is and how to utilize that function.

Display	Function
Hi SPD,	Displays Highest speed reached
0-60	Displays time to go from 0 to 60 MPH
¼	Displays Time over ¼ mile distance
8 Cylinder	Sets cylinder selection
ODO	Sets odometer display
Cal	Calibrates Speedometer

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.

### **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 push-button 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**

Your Intellitronix dash panel is equipped with our Digital Performance Speedometer which has factory settings that are **pre-set with the industry standard setting of 8,000 pulses per mile to match your vehicles factory settings**. This electronic speedometer displays speed and includes an odometer, trip meter, high speed recall, 0-60 time, and quarter-mile elapsed time. It can be calibrated with the push-button to adjust the speedometer when you have  **Different sizes, wheel sizes, and gear ratios**.

The single push-button is used by a *quick tap* to toggle between odometer and trip meter. The microprocessor distinguishes between a *quick tap* and a *press and hold* which will reset the trip meter in trip mode or display performance data in odometer mode.

## **CALIBRATION**

The Digital Performance Speedometer leaves the factory with a factory pre-set industry standard setting of 8,000 pulses per mile. You should ***not have to recalibrate your speedometer unless you have changed the original tire size or the rear end gear ratio.***

**NOTE: DO NOT** attempt to recalibrate your speedometer until after it is working properly, and you have determined that the speed is consistently incorrect. The calibration procedure will NOT correct a faulty installation or improper wiring.

**WARNING:** If, while in 'CAL' mode, **you do not move the vehicle but press the button again**, the microprocessor will NOT have received any data and the unit will display 'Err' and will revert to the factory settings. At a minimum, drive some distance and return to the start if necessary. If you miss stopping the display at 'CAL', simply repeat the steps.

### **To calibrate:**

1. **Locate a measured mile or KPM 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 outputted 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 did 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