



INSTALLATION GUIDE

Ford Mustang Digital Dash Panel

Part Number: DP7009

Year Series: 1994-2004



*** Always disconnect the battery *before* attempting any electrical work on your vehicle. ***

KIT COMPONENTS

- ◇ **One (1) Digital Circuit Board** (with Speedometer, Tachometer, Fuel, Water Temp, Voltmeter, and Oil Pressure Gauges)
- ◇ **One (1) Smoked Acrylic Lens**
** Peel off protective covering from both sides*
- ◇ **One (1) Oil pressure sending unit (S8868)**
**1/8" NPT, 0-100 PSI Oil Pressure*
- ◇ **One (1) Temperature sending unit**
**1/8" NPT, 1/2" NPT Bushing*
- ◇ **One (1) Mounting Kit:**
 - **Four (4) 4 x 7/8" recessed Phillips's head screws and nuts**
 - **Four (4) 4 x 3/8" nylon spacers.**

DASHBOARD REMOVAL AND INSTALLATION

Disassembly

1. Remove the existing dash cluster from the vehicle. Separate the front bezel from the back housing and gauges. You will re-use the back housing.
2. Remove the bezel from the old assembly.
3. Attach the acrylic lens to the front of the panel, using provided mounting kit.
4. Attach the new panel to the rear of the bezel, re-using the original screws and other hardware.
5. Wire the gauges and sending units to the panel as indicated by the instructions below.

WIRING INSTRUCTIONS

Note: Automotive circuit connectors are the preferred method of connecting wires. However, you may solder if you prefer.

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.

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 each wire to its corresponding indicator circuit.

High-Beam – Brown Connect the brown wire on the speedometer panel to your high beam headlight.

Brake – Tan Connect to the brake indicator

Check-Engine - Green/Yellow 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.

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.

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 diagram, as illustrated.

DIP SWITH – ONE ON - - - - DIP SWITCH TWO ON =73 TO 10

DIP SWITH – ONE ON - - - - DIP SWITCH TWO OFF = 16 TO 158

DIP SWITH – ONE OFF - - - - DIP SWITCH TWO OFF = 240 TO 33

DIP SWITH – ONE OFF - - - - DIP SWITCH TWO ON = 22 TO 145

ON

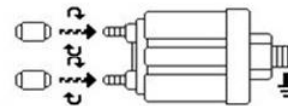
OFF

Empty	Full	Switch Position
73	10	
16	158	
240	33	
22	145	

Oil Pressure – Orange Replace the existing oil pressure sending unit with the unit included. **Do not** use Teflon tape or other sealer on the new sending unit's threads. This will avoid inaccurate ground connections as the sending units get their ground from the threads. The oil sender gets its ground from the threading into the engine block, thus proper grounding is crucial. Connect to the sending unit.

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

Securely connect orange wire to S terminal



Connect to engine

Securely connect black/orange wire to G terminal

SPEEDOMETER

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 the PCM/ECM to run the speed signal for the Speedometer.(Consults Pinout Chart)

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).

Speedometer - White (Intellitronix Speed Sender) - Disconnect the mechanical speedometer cable from the transmission and thread the new electronic sensor onto 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.) The speed signal wire should not be routed alongside the tachometer, ignition, or any other high-current or high-voltage wires

Trip/Cal Button – Grey There are grey wires connected to the push-button on 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 Cable Button or Push button on Dash 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.

TACHOMETER

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.

Tachometer – Green

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.

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.

PROGRAMBLE TACHOMETER SETTINGS

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 display (in thousands) using button, display shows: 1000 to 9990

DIGITAL PERFORMANCE SPEEDOMETER

Note: If using the Intellitronix GPS Sending Unit, (S9020 – not included) the speedometer does not need to be calibrated.

The speedometer leaves the factory with a pre-set industry standard setting of 8,000 pulses per mile. Chances are that you may not need to recalibrate your speedometer, unless you have changed the original tire size or the rear end gear ratio.

Note: Do not attempt to calibrate your speedometer until after it is working properly and you have determined that the speed is incorrect. The calibration procedure will NOT correct a faulty installation or improper wiring. If you attempt to recalibrate your speedometer without making sure the speedometer is receiving pulses from the sending unit, the speedometer will display 'Err' and default back to the factory settings.

To calibrate:

1. 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. There is a small recall push-button in the center of the panel used to calibrate and read all of 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 up. 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.

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. 6 – DP7009 Intellitronix (rev. 08/2018) www.intellitronix.com

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.



For Technical Assistance please contact us directly
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This product carries a limited Lifetime Warranty.

This warranty is limited to replacement or repair of the unit at the discretion of Intellitronix.

Made in America

Lifetime Guarantee