

Classic Instruments

1967 – 1972

Chevy Truck

Installation Manual

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Welcome from the Team at Classic Instruments!

Our congratulations and appreciation for your purchase of one of the finest quality sets of specialty instruments ever produced! Your instrument set has been conceived, designed, and manufactured by Classic Instruments, Inc. in the U.S.A. Each instrument has been tested and certified for accuracy and quality before packaging and shipping.

For trouble-free installation and operation follow the instructions exactly as outlined. Your instruments were assembled to precise specifications and although each has a seven (7) year warranty covering defective parts and workmanship – this warranty will not cover instruments or sender units which have been installed incorrectly.

Follow our recommended procedures for installation and proper hookup to maintain the value and appearance of your instrument set during many future years of accurate and dependable service!

LIMITED WARRANTY

Classic Instruments, Inc. (CI) warrants to the original purchaser that any CI product manufactured or supplied by CI will be free from defects in material and workmanship under normal use and service for a period of seven (7) years from date of purchase.

Improper installation, use of sending units other than CI's or attempted repair or adjustments by other than CI shall void this warranty. Disassembly of any instruments or senders for whatever reason shall specifically void this warranty.

It's always easy to look to a part for an issue with your set. Before you conclude that a part may be bad, thoroughly check your work. Today's semiconductors and passive components have reached incredibly high reliability levels, but there is still room for error in our human construction skills. However, on rare occasions a sour part can slip through. Please be aware that testing can usually determine if the part was truly defective or damaged by assembly or usage. Don't be afraid of telling us that you "blew it", we're all human and in most cases, replacement parts are very reasonably priced.

Purchaser requesting a product to be repaired or replaced under warranty must first call CI at 1-800-575-0461 before the return of defective part. Send defective part to 826 Moll Drive, Boyne City, MI 49712, USA. Include a written description of the failure with defective part.

Purchaser agrees and accepts that under no circumstances will a warranty replacement be furnished until CI has first received, inspected, and tested the returned part.

All other warranties expressed or implied are hereby excluded including any implied warranty of merchandise and implied warranty of fitness for a particular purpose. The sole and exclusive remedy for breach of this warranty is limited to the replacement set forth above.

It is expressly agreed that there shall be no further remedy for consequential or other type of damage, including any claim for loss of profit, engine damage or injury.

TECHNICAL ASSISTANCE

1-800-575-0461

OR

Visit our website for the latest in gauge design and updates to our installation manual

www.classicinstruments.com

Remove the Stock / OEM Instrument Panel

- 1) Make sure to disconnect the vehicle battery before you begin to remove the instrument panel.
- 2) Remove the two 5/16" screws which are holding the steering column tight to the base of the dash. This allows the steering column to drop down slightly.
- 3) Remove the six screws that are holding the panel to the dash.
- 4) Remove the light switch knob. To do this, push in the button at the top of the switch box housing (under the dash) and then pull out the light switch knob and shaft. Next, unthread the nut holding the light switch box to the instrument panel and remove the light switch box.
- 5) Remove the wiper knob. To do this, loosen the small set screw, pull the knob off and then unscrew the bezel.
- 6) Disconnect the speedometer cable from the back of the instrument panel.
- 7) Disconnect the oil pressure gauge tube (if equipped) from the back of the instrument panel using a 5/16" wrench. Be sure to protect your upholstery from any oil that may drip from the loosened oil pressure gauge tube.
- 8) Remove the large electrical connector on the back of the instrument panel by squeezing the lock tabs on the sides of the connector.
- 9) Remove throttle and choke controls from the instrument panel (if equipped).
- 10) The instrument panel can now be removed from the dash.
- 11) Please retain all screws, knobs and bezels to reuse when installing the new Classic Instruments panel.

Instrument Cluster Wiring

- 1) Always disconnect the vehicle battery before wiring any gauge.
- 2) Connect a good chassis ground to the **Black** [Position 1] wire of the gauge cluster harness. *We recommend using a dedicated chassis ground (not stacked with other ground wires) to avoid possible problems caused by a bad ground.*
- 3) Connect dash light power to the **Grey** [Position 2] wire of the gauge cluster harness.
- 4) Connect a switched +12VDC power source to the **Pink** [Position 3] wire of the gauge cluster harness. *We recommend using a dedicated power source for the speedometer to avoid possible problems caused by bad “noisy” power.*
- 5) Connect right turn indicator power to the **Blue / White** [Position 4] wire of the gauge cluster harness.
- 6) Connect high beam indicator power to the **Lt. Green** [Position 5] wire of the gauge cluster harness.
- 7) Connect left turn indicator power to the **Lt. Blue** [Position 6] wire of the gauge cluster harness.
- 8) Connect the fuel sender (0-90Ω) to the **Tan** [Position 7] wire of the gauge cluster harness.
- 9) Connect the Classic Instruments oil pressure sender to the **Blue** [Position 8] wire of the gauge cluster harness.
- 10) Connect the Classic Instruments temperature sender to the **Dk. Green** [Position 9] wire of the gauge cluster harness.
- 11) Connect a tachometer signal to the **White** [Position 10] wire of the gauge cluster harness.

STANDARD POINTS & CONDENSER SYSTEM

Connect the negative side of the coil (usually marked as “-”) to the tachometer signal wire.

GMC – HEI (High Energy Ignition System)

Connect the “TACH” terminal on coil side of distributor cap to the tachometer signal wire.

MSD (Multiple Spark Discharge System)

Connect the Tach signal on the MSD box to the tachometer signal wire.

VERTEX MAGNETO SYSTEM

Connect the “KILL” terminal on the side of a Vertex magneto body to the tachometer signal wire. An external adapter such as an MSD “Pro Mag Tach Converter” #8132 may be required.

ACCEL IGNITION COILS

Connect the negative side of the coil to the tachometer signal wire. CAUTION! Some Accel ignition coils require the tach signal wire to be connected to the “+” terminal on the coil! PLEASE carefully read Accel’s instructions before connecting ignition coil.

MALLORY IGNITION

Connect the negative terminal side of coil (usually marked as “-”) to the tachometer signal wire.

IMPORTANT! Some Mallory ignition systems may require you to adjust the tachometer at the 4-cylinder setting (rather than the 8-cylinder setting).

ECM TACHOMETER SIGNAL

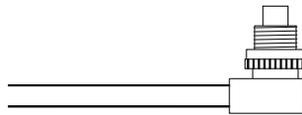
Signal comes from the computer. When using this type of signal, the tachometer typically needs to be set to the 4-cylinder setting and 5V signal type option.

MULTIPLE COIL IGNITION SYSTEMS

A tach signal driver, such as the MSD #8913, and a SN74Z converter may be required to get a proper tachometer signal.

NOTICE! For all other ignition systems please look at the owner’s manual for that system.

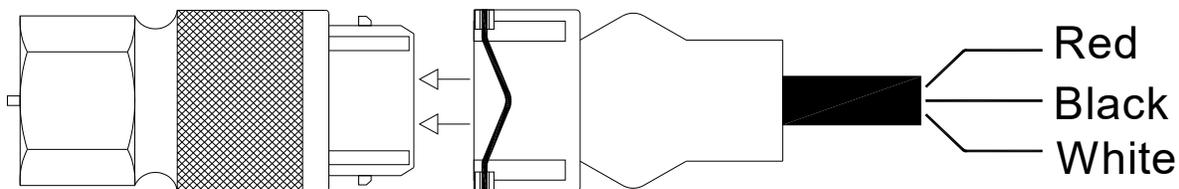
- 12) Connect a speed signal to the **Purple** [Position 12] wire of the gauge cluster harness:
 - a. White signal wire from a pulse signal generator [SN16]
 - i. Connect the **Black / White** [Position 13] wire of the gauge harness to the BLACK wire of the SN16.
 - ii. Connect the **Red / White** [Position 14] wire of the gauge harness to the RED wire of the SN16.
 - [OR]
 - b. One (either) wire of an electronic transmission's 2-wire vehicle speed sensor [VSS].
 - i. Connect the **Black / White** [Position 13] wire of the gauge harness to the other VSS wire.
 - [OR]
 - c. Speedometer Signal wire of the vehicle computer [PCM].
 - i. Also set the filter switch on the back of the speedometer to ON.
- 13) Connect constant +12V power (for clock) to the **Pink / White** [Position 15] wire of the gauge cluster harness.
 - a. Connect the loose White time set wire to one wire of the included black pushbutton.
 - b. Connect the loose Black time set wire to the other wire of the included black pushbutton.
 - i. *The pushbutton is used to set the clock time. Press and hold the pushbutton to fast forward the time indicated until the correct time is displayed.*
- 14) Connect the loose Brown Speed calibration wire to one wire one of the included black calibration buttons. (*connect the other wire of the calibration button to the loose black wire*)
- 15) Connect the loose Brown / White Tach calibration wire to one wire one of the included black calibration buttons. (*connect the other wire of the calibration button to the loose black wire*)



Pushbutton

Optional Pulse Signal Generator [SN16] Wiring

If necessary, attach the signal generator to the transmission speedometer gear housing (where the speedometer cable originally connected). Do not use excessive force to tighten. These signal generators produce approximately 16,000 pulses per mile (PPM).

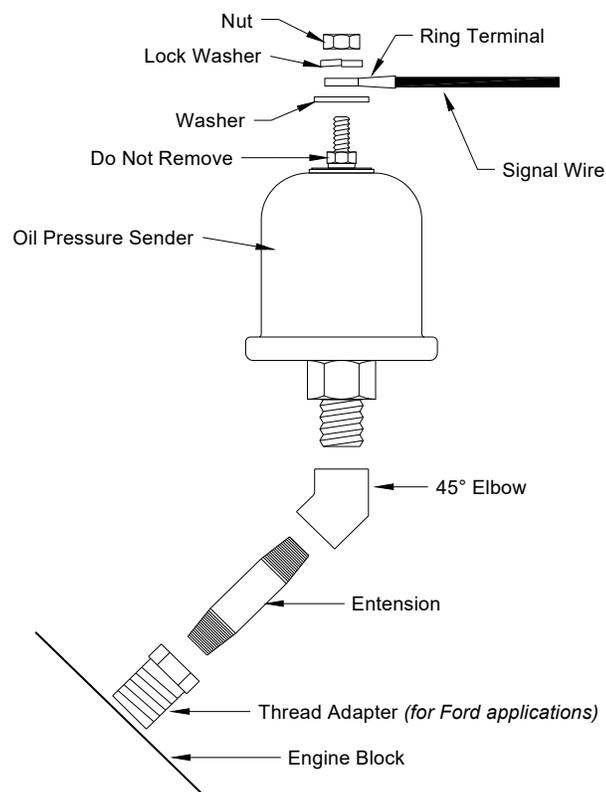


Red: ----- Power (To **Red** wire of gauge)
Black: ----- Ground (To **Black / White** wire of gauge)
White: ----- Signal (To **Purple** wire of gauge)

Oil Pressure Sender Installation

(Part No. SN52)

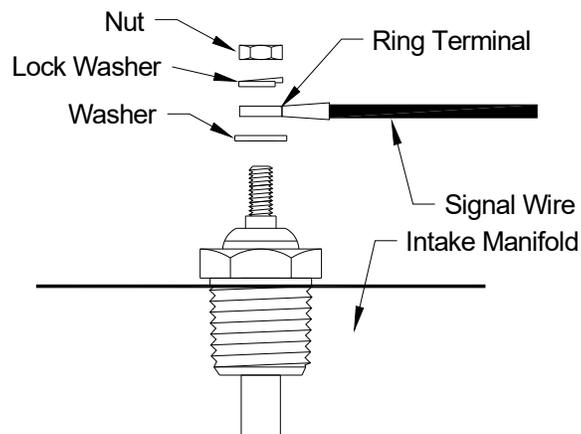
- 1) Disconnect battery before installation.
- 2) Only install Classic Instruments sending units when the engine is COLD.
- 3) LS engines require you to drill and tap the oil bypass adapter (located above the oil filter) to 1/8"NPT for the sender.
- 4) DO NOT use Teflon tape on the threads. These threads are slightly tapered and designed to be self-sealing. The sender uses the threads for its ground connection and sealant may cause a poor ground causing inaccurate readings. If supplemental sealant is needed, we recommend using Loctite C5-A anti-seize. This is a copper based anti-seize which will allow a good electrical connection for the sender ground.
- 5) Connect a wire from the top terminal of the oil pressure sender to the **Blue** wire of the gauge wire harness.



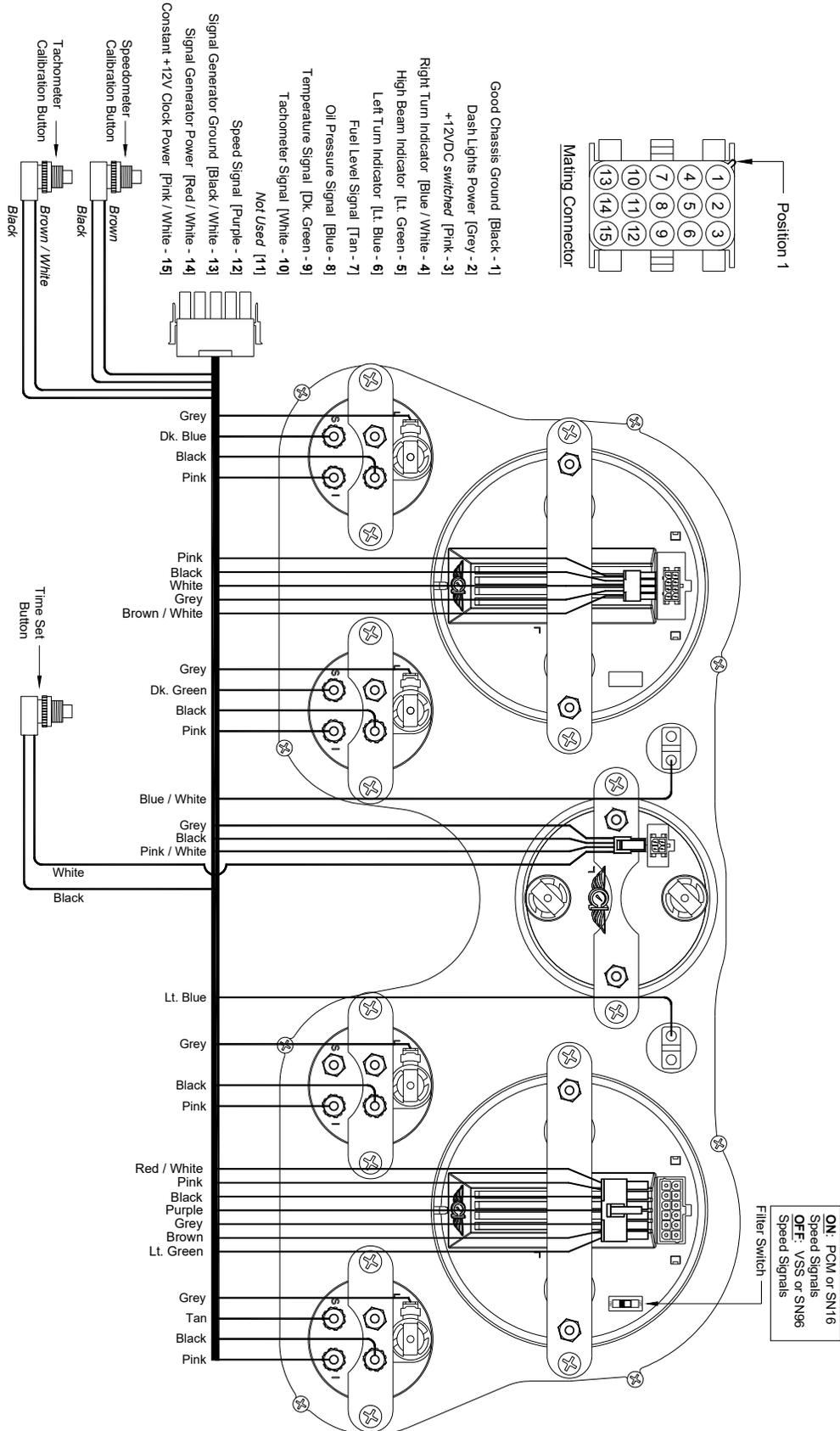
Temperature Sender Installation

(Part No. SN12MM, SN22, SN23, SN24 & SN25)

- 1) Disconnect battery before making any connections.
- 2) Install the Classic Instrument's temperature sending unit only when the engine is COLD!
- 3) DO NOT use Teflon tape on the threads. These threads are slightly tapered and designed to be self-sealing. The sender uses the threads for its ground connection and sealant may cause a poor ground causing inaccurate readings. If supplemental sealant is needed, we recommend using Loctite C5-A anti-seize. This is a copper based anti-seize which will allow a good electrical connection for the sender ground.
 - a. On GM "LS" engines, the temperature sender mounts on the passenger side of the engine under the rear cylinder. A 12mm thread sender (SN12mm) is available to fit this location.
- 4) Install the temperature sender into the intake manifold of your engine if possible. Installing the sender in the engine cylinder head may cause inaccurate temperature readings.
- 5) Connect a wire from the top terminal of the temperature sender to the **DK. Green** wire of the gauge wire harness.
- 6) Tighten until snug. DO NOT OVER TIGHTEN!



Instrument Cluster Wiring Diagram



Tachometer Setup

Set Signal Type:

1. Start with power off.
2. Press and hold pushbutton.
3. While pressing pushbutton, apply power to the gauge (starting vehicle not necessary).
4. Release pushbutton once power is applied.
5. Tachometer pointer will indicate 2000 RPM.
6. Press and hold the pushbutton (with tachometer reading 2000 RPM) until the pointer moves to indicate the signal type.
7. Tapping the pushbutton will cause the pointer to alternate between 5000 RPM “Low Voltage Signal” (*from an ECM*) and 6000 RPM “High Voltage Signal” (*from standard, HEI or CDI {MSD} ignitions*).
8. Press and hold the pushbutton until the pointer returns to 0 RPM to save the setting.

Set # of Cylinder Signal:

1. Start with power off.
2. Press and hold pushbutton.
3. While pressing pushbutton, apply power to the gauge (starting vehicle not necessary).
4. Release pushbutton once power is applied.
5. Tachometer pointer will indicate 2000 RPM.
6. Tap the pushbutton to index the pointer to 4000 RPM “4-cylinder”, 6000 RPM “6-cylinder” or 8000 RPM “8-cylinder”.
7. Press and hold the pushbutton with the pointer indicating the desired setting (4000, 6000 or 8000) to set the signal type. Once set, the pointer will return to 0 RPM.

Optional: Set Shift Light Trigger Point:

1. Start with power off.
2. Press and hold pushbutton.
3. While pressing pushbutton, apply power to the gauge (starting vehicle not necessary).
4. Release pushbutton once power is applied.
5. Tachometer pointer will indicate 2000 RPM.
6. Tap the pushbutton to index the pointer to 3000 RPM.
7. Press and hold the pushbutton (with tachometer reading 3000 RPM) until the pointer moves to indicate the shift light trigger point.
8. Press and hold the pushbutton to change the RPM shown. The first time the pushbutton is pressed and held, the RPM shown will increase. The second time the pushbutton is pressed and held, the RPM shown will decrease. The RPM shown will alternate between increasing and decreasing each time the pushbutton is pressed.
9. Once the correct RPM shift light trigger point is shown, wait 8 seconds without pushing the pushbutton in order to save the setting. The pointer will return to 0 RPM.

Important: Turn power OFF to save changes

Speedometer Calibration

Note: Before performing speedometer calibration, insure you have a good speed signal. Take a test drive and make sure the speedometer shows a speed (even though it may not be correct)! If the speedometer doesn't show a speed, troubleshoot the speed signal before attempting to calibrate the speedometer.

Only one calibration method is necessary to perform to calibrate the speedometer. Pick the method that works best for you.

- The “Instant” calibration method requires a GPS reference speed signal (or pace car). You will need to drive at 30mph. This method is convenient if the speedometer is more than 10mph off at a known 60mph.
- The “Real-time” calibration method requires a GPS reference speed signal (or pace car). This method allows you to drive at any known speed and make changes to the speedometer reading as you go. This method is best used if the speedometer calibration is less than 10mph off at a known 60mph.
- The “Measured Mile” calibration method requires you to drive a known mile. This is convenient when a GPS is not available to use as a reference and also if the calibration is off more than 10mph at a known 60mph. The speed at which you drive the known mile can be varied, a GPS reference or pace car is not necessary.

Speedometer Calibration Modes	
Speedometer Indication	Calibration Mode
50 MPH Set Speed Instant	Speedometer “Instant” Calibration
60 MPH Set Speed Real Time	Speedometer “Real-time” Calibration
70 MPH Set Speed Marked MI	Speedometer “Measured Mile” Calibration
80 MPH Set Defaults	Factory Defaults Reset Mode
90 MPH Exit	Exit Calibration Mode
100 MPH View Settings	View Current Calibration Settings

Entering Calibration Mode:

- 1) Start with power to the gauge OFF.
 - 2) Press and HOLD the function pushbutton.
 - 3) While holding the pushbutton, start engine.
 - 4) After the engine is started, Release the pushbutton. The speedometer pointer will do a full sweep and the information screen will read **“Entered Setup Mode”**. The speedometer pointer will then immediately move to indicate 50MPH and the information screen will read **“Set Speed Instant”**.
-

Speedometer “Instant” Calibration:



(steps 1-4 may be skipped if the gauge is already in calibration mode)

- 1) Start with power to the gauge OFF.
- 2) Press and HOLD the function pushbutton.
- 3) While holding the pushbutton, start engine.
- 4) Release the pushbutton after the engine is started. The speedometer will do a full sweep and the information screen will read **“Entered Setup Mode”**.
- 5) After a few seconds, the information screen will read **“Set Speed Instant”** while the speedometer will indicate 50MPH. *If the speedometer is not showing 50MPH and “Set Speed Instant”, continue to tap the button to cycle through the calibration modes until it comes back to this option.*
- 6) Press and hold the function pushbutton until the speedometer changes to 0 MPH and the information

screen reads



- 7) Drive the vehicle at exactly 30MPH using a GPS or pace car as a reference. The bottom of the information screen will show **“No Sig”** if a speed signal is not detected or flash **“Sig”** if one is detected.
- 8) Press and hold the pushbutton while traveling 30MPH for approximately 4 seconds until the speedometer moves up to 30MPH. The speedometer will now track your speed and the information screen will read **“Saved Instant”**. Verify that the speedometer is reading accurately.
- 9) Tap the pushbutton to get back to the calibration mode options.
- 10) Tap the pushbutton (as many times as needed) to move through the calibration modes until you get

Exit

to the 90MPH (Exit Calibration Mode) option. Press and hold the button for about 6 seconds until the information screen shows your speed or odometer and the speedometer starts indicating your actual speed. The speedometer calibration is now saved.



Speedometer “Real-Time” Calibration:

(steps 1-4 may be skipped if the gauge is already in calibration mode)

- 1) Start with power to the gauge OFF.
- 2) Press and HOLD the function pushbutton.
- 3) While holding the pushbutton, start engine.
- 4) Release the pushbutton after the engine is started. The speedometer will do a full sweep and the information screen will read “**Entered Setup Mode**”.
- 5) After a few seconds, the information screen will read “**Set Speed Instant**” while the speedometer remains at 50MPH.



- 6) Tap the function pushbutton once to change the information screen to  and move the speedometer pointer up to 60MPH. *If the speedometer is not showing 60MPH and “Set Speed Real Time”, continue to tap the button to cycle through the calibration modes until it comes back to this option.*
- 7) Press and hold the function pushbutton until the speedometer changes to 0 MPH and the information



screen shows

- 8) Begin driving a known speed using a GPS or pace vehicle as a reference. The bottom of the information screen will show “**No Sig**” if a speed signal is not detected or flash “**Sig**” if one is detected.
- 9) Press and hold the pushbutton to slowly change the indicated speed. The first time the button is pressed and held will increase the speedometer reading and “**INCR**” will be highlighted on the information screen. The next time the button is pressed and held will decrease the speedometer reading and “**DECR**” will be highlighted on the information screen. The speedometer will continue to alternate between increasing and decreasing speed each time the button is pressed and held.
- 10) Continue to press and hold the pushbutton to adjust the speedometer until it is indicating the correct speed.
- 11) Once the correct speed is dialed in on the speedometer, wait approximately 30 seconds without pressing the pushbutton to have the current calibration saved. The Information screen will momentarily show “**Saved Real Time**” to indicate successful calibration and then display your current speed.
- 11) Tap the pushbutton (as many times as needed) to move through the calibration modes until you get



to the 90MPH (Exit Calibration Mode) option. Press and hold the button for about 6 seconds until the information screen shows your speed or odometer and the speedometer starts indicating your actual speed. The speedometer calibration is now saved.

Set Speed
Marked MI

Speedometer “Measured Mile” Calibration:

(steps 1-4 may be skipped if the gauge is already in calibration mode)

- 1) Start with power to the gauge OFF.
- 2) Press and HOLD the function pushbutton.
- 3) While holding the pushbutton, start engine.
- 4) Release the pushbutton after the engine is started. The speedometer will do a full sweep and the information screen will read “**Entered Setup Mode**”.
- 5) After a few seconds, the information screen will read “**Set Speed Instant**” while the speedometer remains at 50MPH.

Set Speed
Marked MI

- 6) Tap the function pushbutton twice to change the information screen to  and move the speedometer pointer up to 70MPH. *If the speedometer is not showing 70MPH and “Set Speed Marked MI”, continue to tap the button to cycle through the calibration modes until it comes back to this option.*

- 7) Press and hold the function pushbutton until the speedometer changes to 30 MPH and the

Hold butto
after
1 mile
No Sig

information screen momentarily shows “**Begin Driving**” and then changes to

- 8) Begin driving a known measured mile. *The speed at which you drive the mile does not matter.* The bottom of the information screen will show “**No Sig**” if a speed signal is not detected or flash “**Sig**” if one is detected.
- 9) At the end of the mile, press and hold the pushbutton until the speedometer moves from 30MPH up to 90MPH and the information screen reads “**Saved Marked MI**”. *To get a more accurate calibration, stop at the end of the mile.*
- 10) Press and hold the button (with the speedometer still indicating 90MPH) for about 6 seconds until the information screen shows the speed or odometer and the speedometer starts indicating your actual speed. The speedometer calibration is now saved.
 - a. If the speedometer is not indicating 90MPH, tap the pushbutton (as many times as needed) to move through the calibration modes until you get to the 90MPH (Exit Calibration Mode)

Exit

option.  Press and hold the button for about 6 seconds until the information screen shows the odometer and the speedometer starts indicating your actual speed. The speedometer calibration is now saved.

A black rectangular button with the text "Set Defaults" in white, stacked vertically.

Reset Gauge Calibration to Factory Defaults:

(steps 1-4 may be skipped if the gauge is already in calibration mode)

- 1) Start with power to the gauge OFF.
- 2) Press and HOLD the function pushbutton.
- 3) While holding the pushbutton, start engine *(or just turn the key ON)*.
- 4) Release the pushbutton after the engine is started (or the key is ON). The speedometer will do a full sweep and the information screen will read "**Entered Setup Mode**".
- 5) After a few seconds, the information screen will read "**Set Speed Instant**" while the speedometer remains at 50MPH.

A black rectangular button with the text "Set Defaults" in white, stacked vertically.

- 6) Tap the pushbutton three times to change the information screen to  and move the speedometer pointer up to 80MPH. *If the speedometer is not showing 80MPH and "Set Defaults", continue to tap the button to cycle through the calibration modes until it comes back to this option.*
- 7) With the speedometer indicating 80MPH, press and hold the function pushbutton until the information screen shows "**Saved Defaults**" and the speedometer changes to 90 MPH. The factory speedometer calibration (16,000ppm) is now set.
- 8) With the speedometer pointer at 90MPH, press and hold the button for about 6 seconds until the speedometer pointer moves down to zero and the information screen displays the odometer or speed.



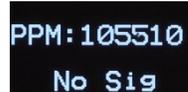
View Current Speedometer Calibration Settings:

(steps 1-4 may be skipped if the gauge is already in calibration mode)

- 1) Start with power to the gauge OFF.
- 2) Press and HOLD the function pushbutton.
- 3) While holding the pushbutton, start engine (or just turn the key ON).
- 4) Release the pushbutton after the engine is started (or the key is ON). The speedometer will do a full sweep and the information screen will read **“Entered Setup Mode”**.
- 5) After a few seconds, the information screen will read **“Set Speed Instant”** while the speedometer remains at 50MPH.



- 6) Tap the pushbutton five times to change the information screen to **“View Settings”** and move the speedometer pointer up to 100MPH. *If the speedometer is not showing 100MPH and “View Settings”, continue to tap the button to cycle through the calibration modes until it comes back to this option.*
- 7) With the speedometer indicating 100MPH, press and hold the pushbutton until the information



screen shows the pulses per mile (ppm) calibration setting of the speedometer. The speedometer will also move to show your current speed and the bottom of the information screen will show **“No Sig”** if a speed signal is not detected or flash **“Sig”** if one is detected.

- 8) When you are done viewing the calibration settings, tap the pushbutton. The information screen will show **“Set Speed Instant”** and the pointer will move to 50MPH.
- 9) Tap the pushbutton (as many times as needed) to move through the calibration modes until you get



to the 90MPH (Exit Calibration Mode) option. Press and hold the button for about 6 seconds until the information screen shows your speed or odometer and the speedometer starts indicating your actual speed.