

Classic Instruments

1971 – 1973

Ford Mustang

Installation Manual

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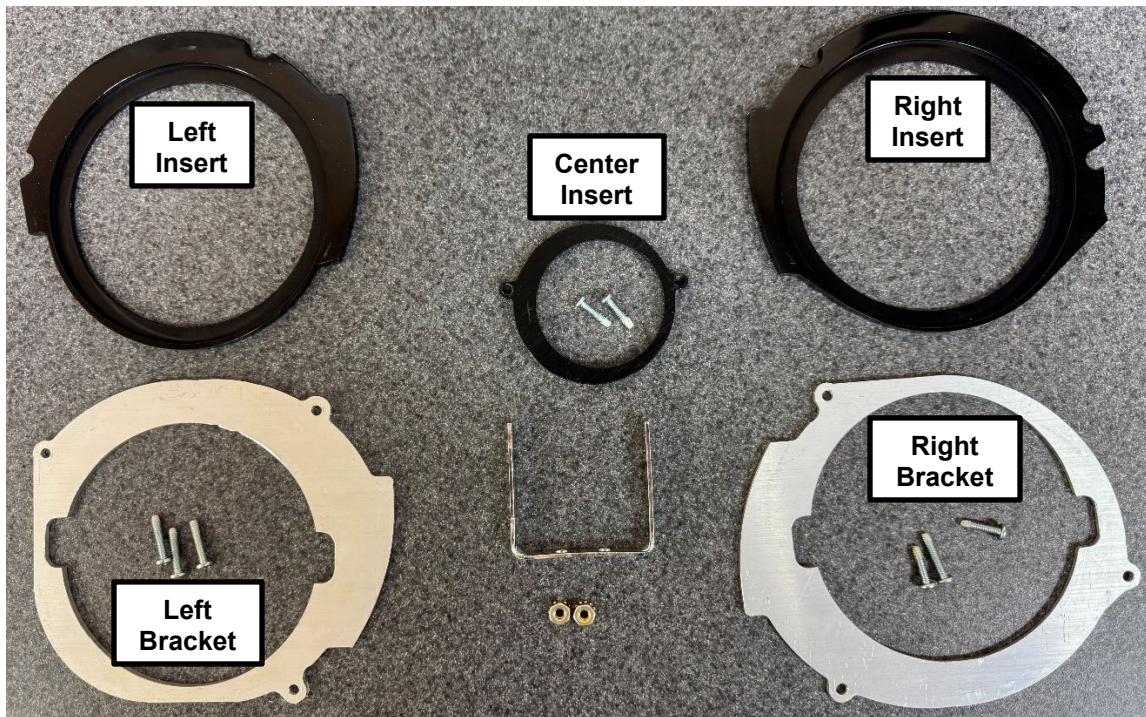
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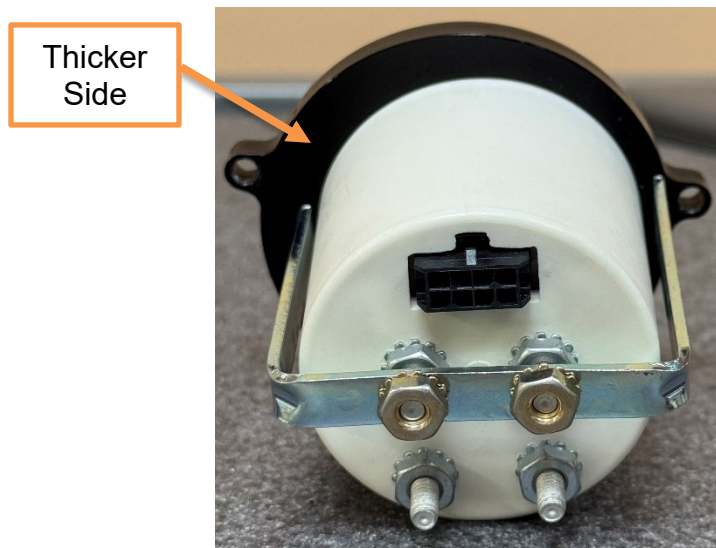
Included Mounting Hardware

- 8 x screws
- 3 x black gauge inserts (left, center, right)
- 2 x aluminum retaining brackets (left, right)
- 1 x “U” bracket (for tachometer)
- 2 x lock nuts

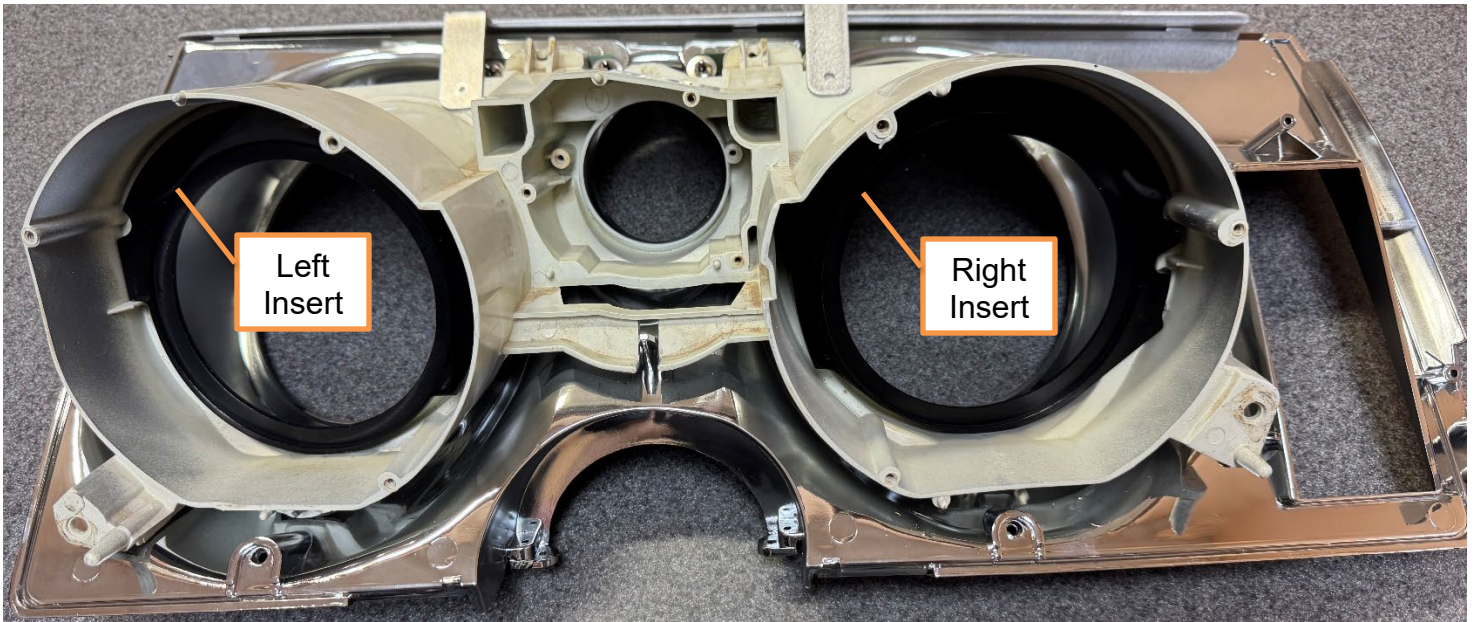


Mount Gauges in Housing

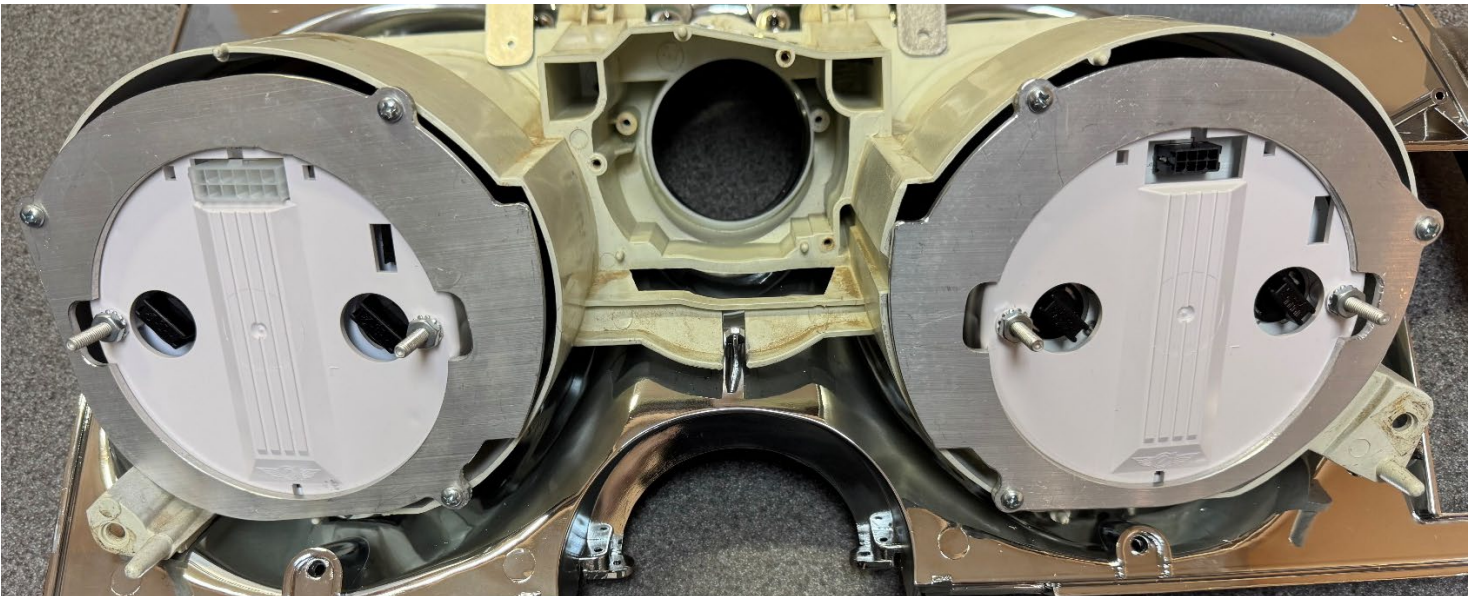
- Mount tachometer to center gauge insert using “U” bracket and lock nuts. The flat part of the insert should be facing the back of the gauge. The thicker side of the insert’s opening should be to the left.



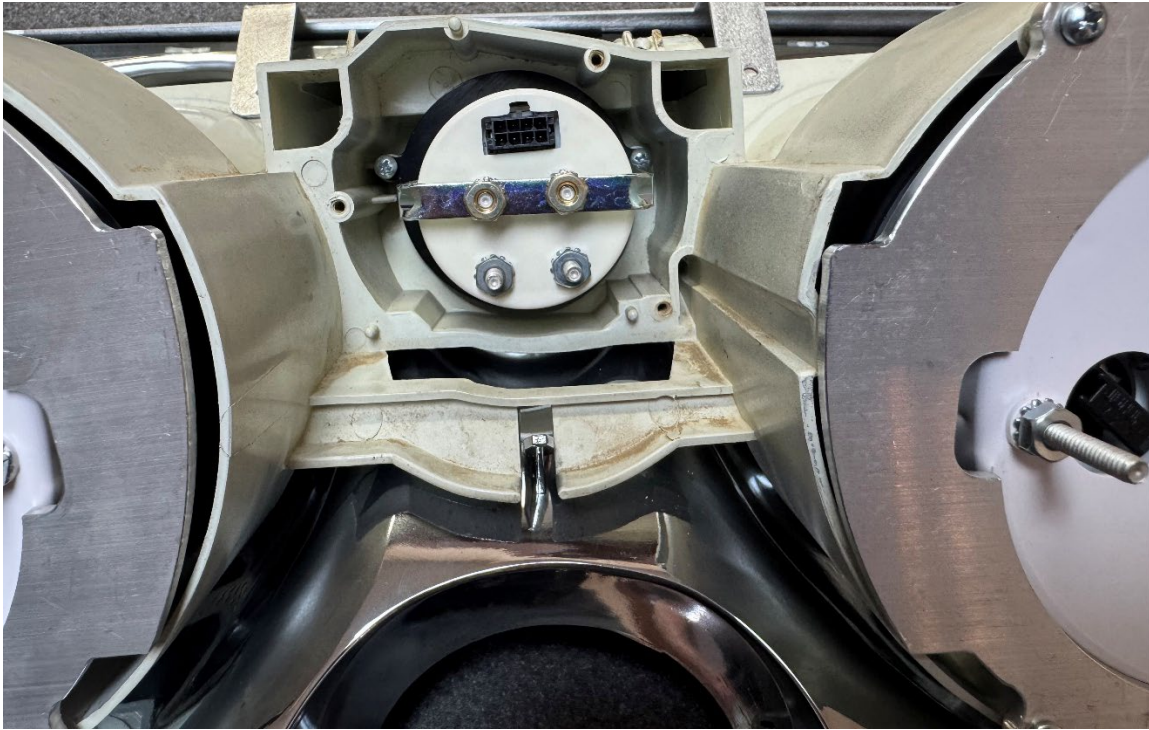
- Place the left and right black gauge inserts into the housing. Align the notches in the inserts to the obstacles in the housing.



- Place the speedometer and quad gauges on the left and right side of the housing. Secure them to the housing using the left and right brackets and screws.

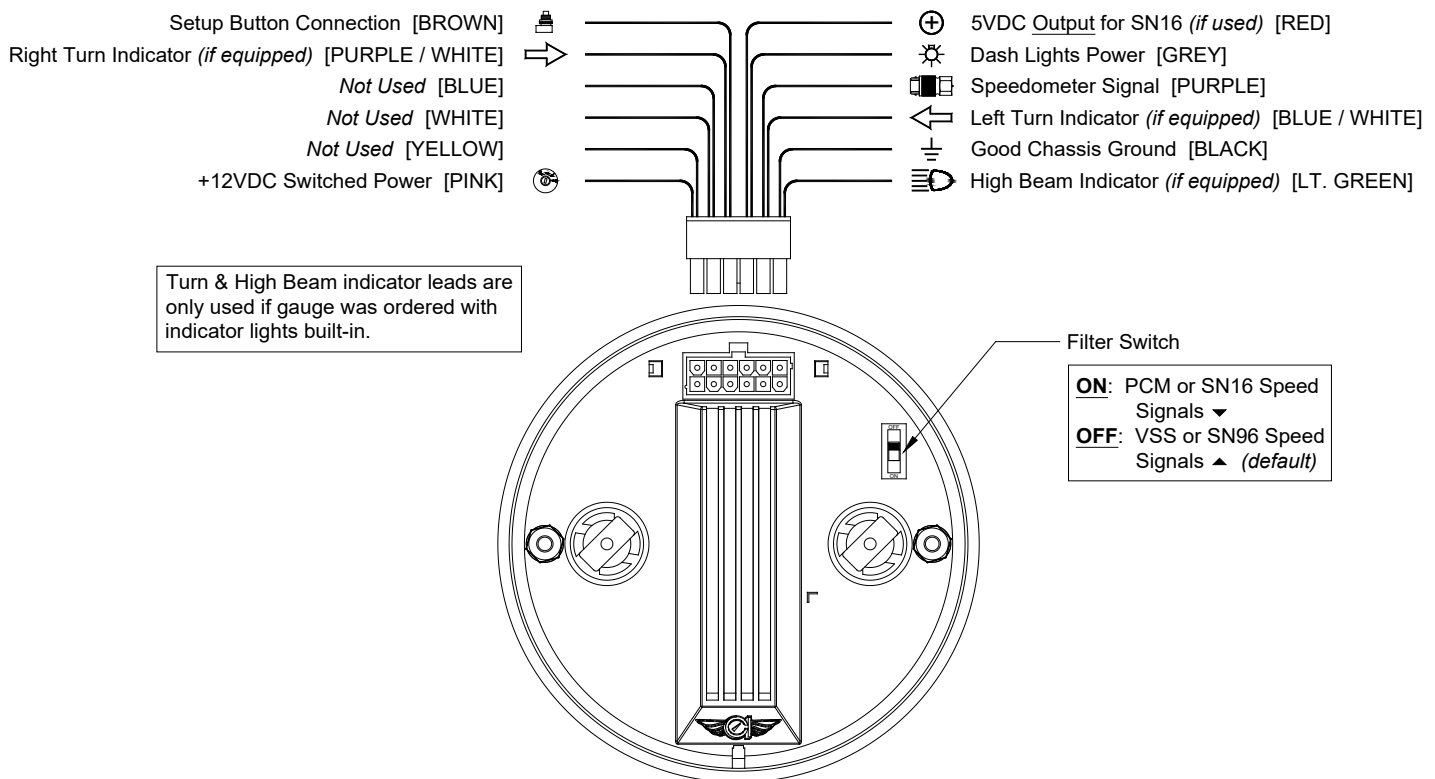


- Place the tachometer and center gauge insert assembly in the center of the housing. Secure it using 2 screws.



Speedometer Wiring

- 1) Always disconnect the ground lead from the vehicle battery before wiring any gauge.
- 2) Connect a good chassis ground to the **Black** wire of the gauge harness.
- 3) Connect switched +12VDC power to the **Pink** wire of the gauge harness.
- 4) Connect a speed signal to the **Purple** wire of the gauge harness:
 - a. White wire from a pulse signal generator [SN16]
 - i. *Connect the **Red** wire of the SN16 to the **Red** wire of the gauge harness.*
 - ii. *Connect the **Black** wire of the SN16 to a good chassis ground.*
- [OR]
- b. One wire (either) of an electronic transmission 2-wire vehicle speed sensor (VSS).
 - i. *Connect the other wire of the VSS to the same point as the **Black** wire of the gauge harness.*
- [OR]
- c. Speedometer signal wire of the vehicle computer (PCM).
 - i. Set the filter switch on the back of the speedometer to ON.
- 5) Connect dash light power to the **Grey** wire of the gauge harness.
- 6) Connect one of the setup button's wires to the **Brown** wire of the gauge harness.
 - a. Connect the other setup button wire to a good ground.
- 7) Optional connections: *(if ordered with integrated signal lights)*
 - a. Connect high beam indicator power to the **Green** wire of the gauge harness.
 - b. Connect right turn indicator power to the **Purple / White** wire of the gauge harness.
 - c. Connect left turn indicator power to the **Blue / White** wire of the gauge harness.
- 8) The **Blue**, **White** and **Yellow** wires of the gauge harness are NOT USED.



Speedometer (without info screen) Calibration

Note: Before performing speedometer calibration, ensure 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	Speedometer “Instant” Calibration
60 MPH	Speedometer “Real-time” Calibration
70 MPH	Speedometer “Measured Mile” Calibration
80 MPH	Factory Defaults Reset Mode
90 MPH	Exit calibration Mode

Entering Calibration Mode:

- 1) Start with power to the gauge OFF.
 - 2) Press and HOLD the calibration pushbutton.
 - 3) Start engine.
 - 4) Release the pushbutton after the engine is started. The speedometer will indicate 50MPH.
-

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 calibration pushbutton.
- 3) Start engine.
- 4) Release the pushbutton after the engine is started. The speedometer will indicate 50MPH.
- 5) With the speedometer indicating 50MPH, press and hold the calibration pushbutton until the speedometer changes to 0 MPH. *If the speedometer pointer is not at 50MPH, tap the button to cycle the pointer through the calibration modes until it comes back to 50MPH.*
- 6) Drive the vehicle at exactly 30MPH using a GPS or pace car as a reference. 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. Verify that the speedometer is now reading accurately.
- 7) If you are satisfied with the speedometer calibration, tap the pushbutton to get back to the calibration mode options. If you would like to re-do the calibration, press and hold the pushbutton to restart the Instant Calibration process.
- 8) When you are finished, tap the pushbutton (as many times as needed) to move the speedometer pointer through the calibration modes to get to the 90MPH (Exit Calibration Mode) option. With the pointer at 90MPH, press and hold the button for about 6 seconds until the speedometer moves down and 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 calibration pushbutton.
- 3) Start engine.
- 4) Release the pushbutton after the engine is started. The speedometer will indicate 50MPH.
- 5) Tap the calibration pushbutton once to move the speedometer pointer up to 60MPH. *If you missed stopping the pointer at 60MPH, continue to tap the button to cycle the pointer through the calibration modes until it comes back to 60MPH.*
- 6) With the speedometer indicating 60MPH, press and hold the calibration pushbutton until the speedometer changes to 0 MPH.
- 7) Begin driving at a known speed using a GPS or pace vehicle as a reference.
- 8) Press and hold the pushbutton to slowly change the indicated speed. The first time the button is pressed will increase the speedometer reading. The next time the button is pressed will decrease the speedometer reading. The speedometer will alternate between increasing and decreasing speed each time the button is pressed and held.
- 9) Continue to press and hold the pushbutton until the speedometer indicates the correct speed.
- 10) Once the correct speed is dialed in on the speedometer, wait 8 seconds without pressing the pushbutton to have the current calibration saved. *If you still need to adjust the speed after this 8 second timeout, press and hold the button to re-enter the “Real Time” calibration mode again.*
- 11) If you are satisfied with the speedometer calibration, tap the pushbutton (as many times as needed) to move the speedometer pointer through the calibration modes to get to the 90MPH (Exit Calibration Mode) option. With the pointer at 90MPH, press and hold the button for about 6 seconds until the speedometer moves down and starts indicating your actual speed. The speedometer calibration is now saved.

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 calibration pushbutton.
- 3) Start engine.
- 4) Release the pushbutton after the engine is started. The speedometer will indicate 50MPH.
- 5) Tap the calibration pushbutton twice to move the speedometer pointer up to 70MPH. *If you missed stopping the pointer at 70MPH, continue to tap the button to cycle the pointer through the calibration modes until it comes back to 70MPH.*
- 6) With the speedometer indicating 70MPH, press and hold the calibration pushbutton until the speedometer changes to 30 MPH.
- 7) Begin driving a known measured mile. *The speed at which you drive the mile does not matter.*
- 8) At the end of the mile, press and hold the pushbutton until the speedometer moves from 30MPH up to 90MPH. *To get a more accurate calibration, stop at the end of the mile.*
- 9) If you are satisfied with the speedometer calibration, press and hold the button (with the pointer indicating 90MPH) for about 6 seconds until the speedometer drops down to 0MPH or starts indicating your speed. The speedometer calibration is now saved.

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 calibration pushbutton.
- 3) Start engine *(or just turn the key ON)*.
- 4) Release the pushbutton after the engine is started *(or the key has been turned ON)*. The speedometer will indicate 50MPH.
- 5) Tap the calibration pushbutton three times to move the speedometer pointer up to 80MPH. *If you missed stopping the pointer at 80MPH, continue to tap the button to cycle the pointer through the calibration modes until it comes back to 80MPH.*
- 6) With the speedometer indicating 80MPH, press and hold the calibration pushbutton until the speedometer changes to 90 MPH. The factory speedometer calibration is now set.
- 7) With the speedometer pointer at 90MPH, press and hold the button for about 6 seconds until the speedometer pointer moves down to zero.

Speedometer (with info screen) Calibration

Note: Before performing speedometer calibration, ensure 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.

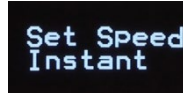
- The “Instant” calibration method requires a GPS reference speed signal (or pace car). You will need to drive at 30mph. This method is convenient if the speedometer is more than 10mph off at a known 60mph.
- The “Real-time” calibration method requires a GPS reference speed signal (or pace car). This 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"**.
-

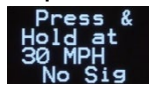
Speedometer "Instant" Calibration:



(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

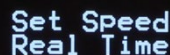
information screen reads



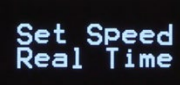
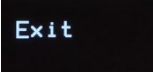
- 7) Drive the vehicle at exactly 30MPH using a GPS or pace car as a reference. The bottom of the information screen will show **"No Sig"** if a speed signal is not detected or flash **"Sig"** if one is detected.
- 8) Press and hold the pushbutton while traveling 30MPH for approximately 4 seconds until 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

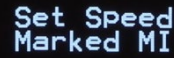
to the 90MPH (Exit Calibration Mode) option. A black rectangular screen with white text that reads "Exit". Press and hold the button for about 6 seconds until the information screen shows your speed or odometer and the speedometer starts indicating your actual speed. The speedometer calibration is now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

Speedometer “Real-Time” Calibration:

A black rectangular screen with the text "Set Speed" on the top line and "Real Time" on the bottom line, both in a light blue, monospace-style font.

(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.
- 12) 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.

A black rectangular screen with the text "Set Speed" on the top line and "Marked MI" on the bottom line, both in a light blue, monospaced font.

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.

A black rectangular screen with the text "Set Speed" on the top line and "Marked MI" on the bottom line, both in a light blue, monospaced font.

- 6) Tap the function pushbutton twice to change the information screen to **“Set Speed Marked MI”** 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

A black rectangular screen with the text "Hold button" on the top line, "after" on the second line, "1 mile" on the third line, and "No Sig" on the bottom line, all in a light blue, monospaced font.

information screen momentarily shows **“Begin Driving”** and then changes to **“No Sig”**.

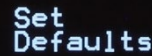
- 8) Begin driving a known measured mile. *The speed at which you drive the mile does not matter.* The bottom of the information screen will show **“No Sig”** if a speed signal is not detected or flash **“Sig”** if one is detected.
- 9) At the end of the mile, press and hold the pushbutton until the 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)

A black rectangular screen with the text "Exit" in a light blue, monospaced font.

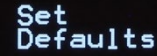
option. Press and hold the button for about 6 seconds until the information screen shows the odometer and the speedometer starts indicating your actual speed. The speedometer calibration is now saved.

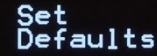
Reset Gauge Calibration to Factory Defaults:

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

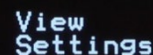
(steps 1-4 may be skipped if the gauge is already in calibration mode)

- 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.

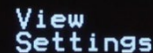
- 6) Tap the pushbutton three times to change the information screen to  and move the speedometer pointer up to 80MPH. *If the speedometer is not showing 80MPH and "Set Defaults", continue to tap the button to cycle through the calibration modes until it comes back to this option.*
- 7) With the speedometer 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.

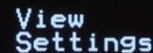
View Current Speedometer Calibration Settings:



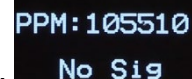
(steps 1-4 may be skipped if the gauge is already in calibration mode)

- 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  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.

Tachometer Wiring

- 1) Always disconnect the ground lead from the vehicle battery before wiring any gauge.
- 2) Connect a switched +12VDC power source to the **Pink** wire of the gauge harness.
- 3) Connect a good chassis ground to the **Black** wire of the gauge harness.
- 4) Connect dash light power to the **Grey** wire of the gauge harness.
- 5) Connect one wire of the tachometer calibration button to the **Brown** wire of the gauge harness.
 - a. Connect the other wire of the calibration button to a good chassis ground.
- 6) Optional: Connect a remote shift light indicator's ground to the **Yellow / White** wire of the gauge harness.
- 7) Optional: Connect the **Orange / White** wire of the gauge harness to a data logger input. This is a linear scaled voltage with 0.5V at 0 RPM to 4.5V at gauge maximum RPM.
- 8) The **Red / White** wire of the gauge harness is NOT USED.
- 9) Connect a tachometer signal to the **White** wire of the gauge harness. Refer to the following list of ignition system types to help determine where to get the signal.

STANDARD POINTS & CONDENSER SYSTEM

Connect the negative side of the coil (usually marked as “-”) to the white wire of the gauge harness.

GMC – HEI (High Energy Ignition System)

Connect the “TACH” terminal on coil side of distributor cap to the white wire of the gauge harness.

MSD (Multiple Spark Discharge System)

Connect the Tach signal on the MSD box to the white wire of the gauge harness.

VERTEX MAGNETO SYSTEM

Connect the “KILL” terminal on the side of a Vertex magneto body to the white wire of the gauge harness. 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 white wire of the gauge harness. 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 white wire of the gauge harness.

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

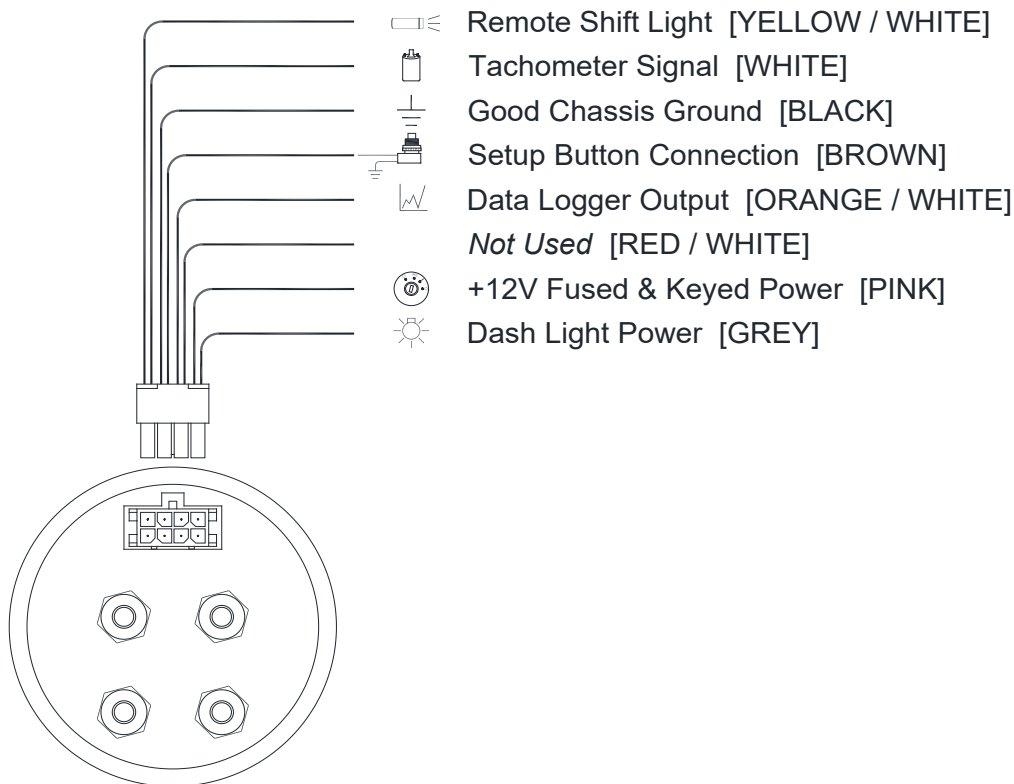
ECM TACHOMETER SIGNAL

Connect the signal wire from the ECM to the white wire of the gauge harness. When using this type of signal, you may need to set the tachometer to the 4-cylinder setting regardless of the actual cylinders on the engine. Also, set the signal type to 5V when using this signal.

MULTIPLE COIL IGNITION SYSTEMS

A tach adapter is required for these ignition systems. A tach signal driver such as the MSD #8913, which produces a 12V square wave signal, is recommended along with a SN74Z signal converter. Please check with manufacturer for your specific application.

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



Tachometer Setup

Signal Type Setting

1. Start with power off.
2. Press and hold calibration button.
3. While pressing calibration button, apply power to the gauge (starting vehicle not necessary).
4. Release calibration button once power is applied.
5. Tachometer pointer will indicate 1000 RPM.
6. Tap the calibration button to move the pointer to 2000 RPM.
7. Press and hold the calibration button (with tachometer reading 2000 RPM) until the pointer moves to indicate the signal type.
8. Tapping the calibration button 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*).
9. Press and hold the calibration button until the pointer returns to 0 RPM to save the setting.

Shift Light Trigger Setting

1. Start with power off.
2. Press and hold calibration button.
3. While pressing calibration button, apply power to the gauge (starting vehicle not necessary).
4. Release calibration button once power is applied.
5. Tachometer pointer will indicate 1000 RPM.
6. Tap the calibration button twice to index the pointer to 3000 RPM.
7. Press and hold the calibration button (with tachometer reading 3000 RPM) until the pointer moves to indicate the shift light trigger point.
8. Press and hold the calibration button to change the RPM shown. The first time the calibration button is pressed and held, the RPM shown will increase. The second time the calibration button is pressed and held, the RPM shown will decrease. The RPM shown will alternate between increasing and decreasing each time the calibration button is pressed.
9. Once the correct RPM shift light trigger point is shown, wait 8 seconds without pushing the calibration button in order to save the setting. The pointer will return to 0 RPM.

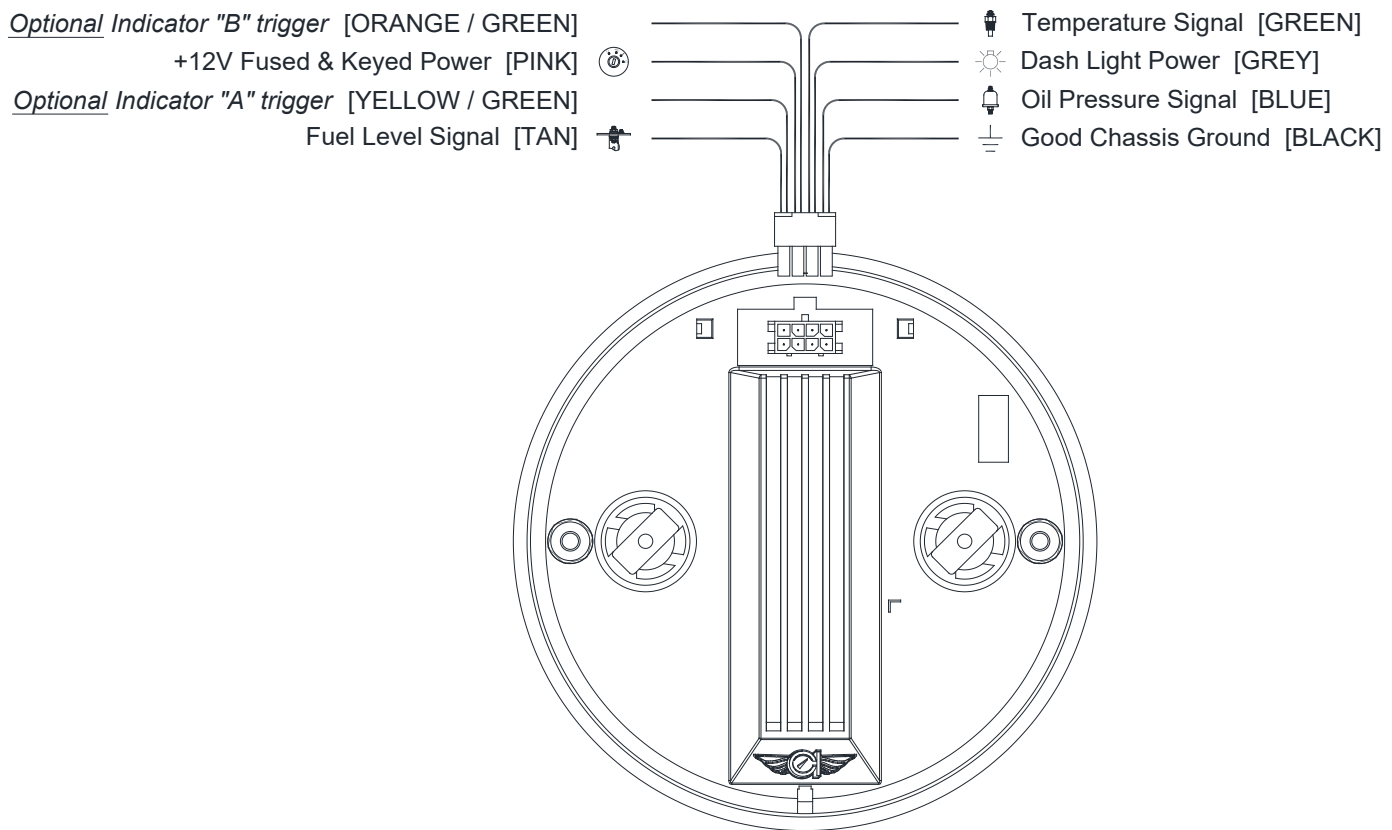
Number of Cylinders Setting

1. Start with power off.
2. Press and hold calibration button.
3. While pressing calibration button, apply power to the gauge (starting vehicle not necessary).
4. Release calibration button once power is applied.
5. Tachometer pointer will indicate 1000 RPM.
6. Tap the calibration button to index the pointer to 4000 RPM “4-cylinder”, 6000 RPM “6-cylinder” or 8000 RPM “8-cylinder”.
7. Press and hold the calibration button 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.

Turn power OFF to the tachometer to save changes

Quad Gauge Wiring

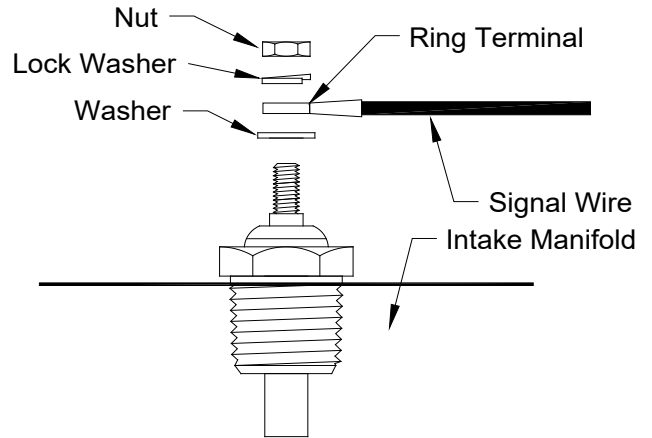
- 1) Always disconnect the ground lead from the vehicle battery before wiring any gauge.
- 2) Connect a fused & keyed +12V power source to the **Pink** wire of the gauge harness.
- 3) Connect a good chassis ground to the **Black** wire of the gauge harness.
- 4) Connect dash light power to the **Grey** wire of the gauge harness.
- 5) Connect a fuel level sender to the **Tan** wire of the gauge harness.
- 6) Connect a Classic Instruments oil pressure sender to the **Blue** wire of the gauge harness.
- 7) Connect a Classic Instruments temperature sender to the **Green** wire of the gauge harness.
- 8) Optional: Connect optional indicator "A" trigger to the **Yellow / Green** wire of the gauge harness.
 - a. NOTE: Indicator only available when special ordered.
- 9) Optional: Connect optional indicator "B" trigger to the **Orange / Green** wire of the gauge harness.
 - a. NOTE: Indicator only available when special ordered.



Temperature Sender Installation

(Part Nos. SN12MM, SN22, SN23, SN24 & SN25)

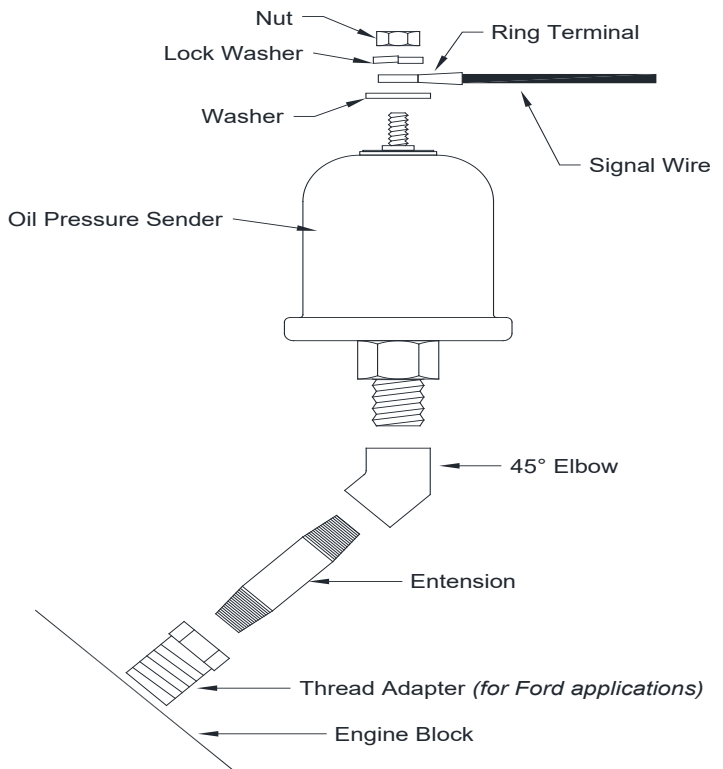
- 1) Disconnect battery before making any connections.
- 2) Install the Classic Instrument's temperature sending unit only when the engine is **COLD**!
- 3) **DO NOT** use Teflon tape on the threads. These threads are slightly tapered and designed to be self-sealing. The sender uses the threads for its ground connection and sealant may cause a poor ground causing inaccurate readings
- 4) Install the temperature sender into the intake manifold of your engine as possible. Installing the sender in the engine cylinder head may cause inaccurate temperature readings.
 - a. On GM "LS" engines, the temperature sender mounts on the passenger side of the engine under the rear cylinder. A 12mm thread sender is available to fit this location.
- 5) Connect a wire from the signal stud of the temperature sender to the **Green** wire of the gauge harness.
- 6) Tighten until snug. **DO NOT OVER TIGHTEN!**



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) **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.
- 4) Connect a wire from the top terminal of the oil pressure sender to the **Blue** wire of the gauge wire harness.



Fuel Sender Installation

