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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 five (5) 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 five (5) 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 either to 826 Moll Drive, through UPS, or to P.O. Box 411 through U.S. Mail, 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

Mounting Instrument Panel in Dash

Remove your original instrument cluster. Save original instrument cluster's mounting screws to use with your new instrument cluster.

Your new instrument cluster will have a tighter fit in the dashboard than the original. When mounting your new instrument cluster, insert the bottom of the bezel first, and then push in at the top. Push on the bezel, not the glass.

CAUTION:
DO NOT PUSH ON GLASS WHEN MOUNTING THE NEW INSTRUMENT CLUSTER. THE GLASS COULD BREAK.
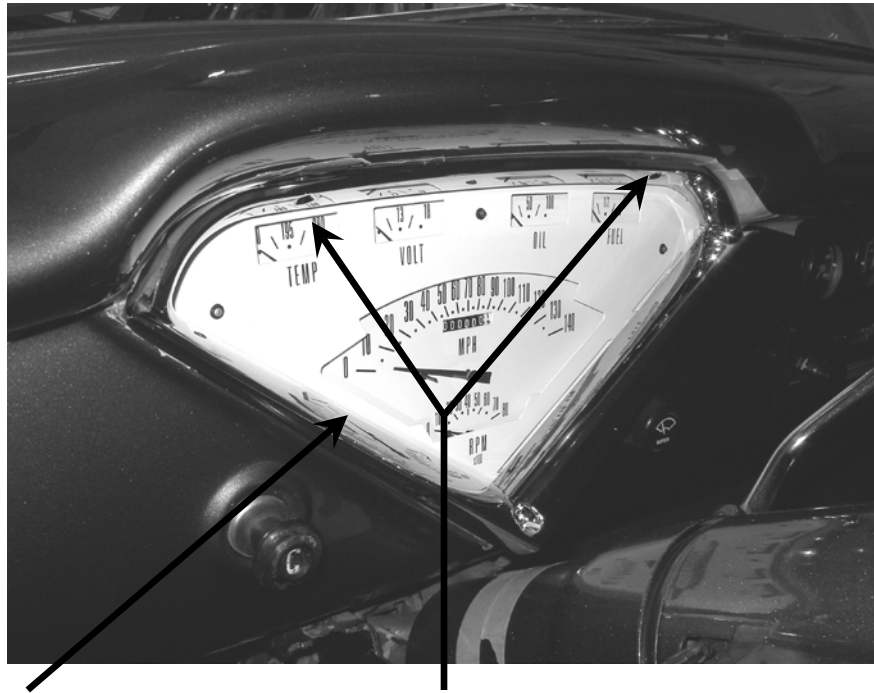
Insert bottom first   Push in at top until mounting holes are aligned

1955 – 1959 Chevy Truck Wiring Diagrams

Classic Instruments Pulse Signal Generator Speed Signal
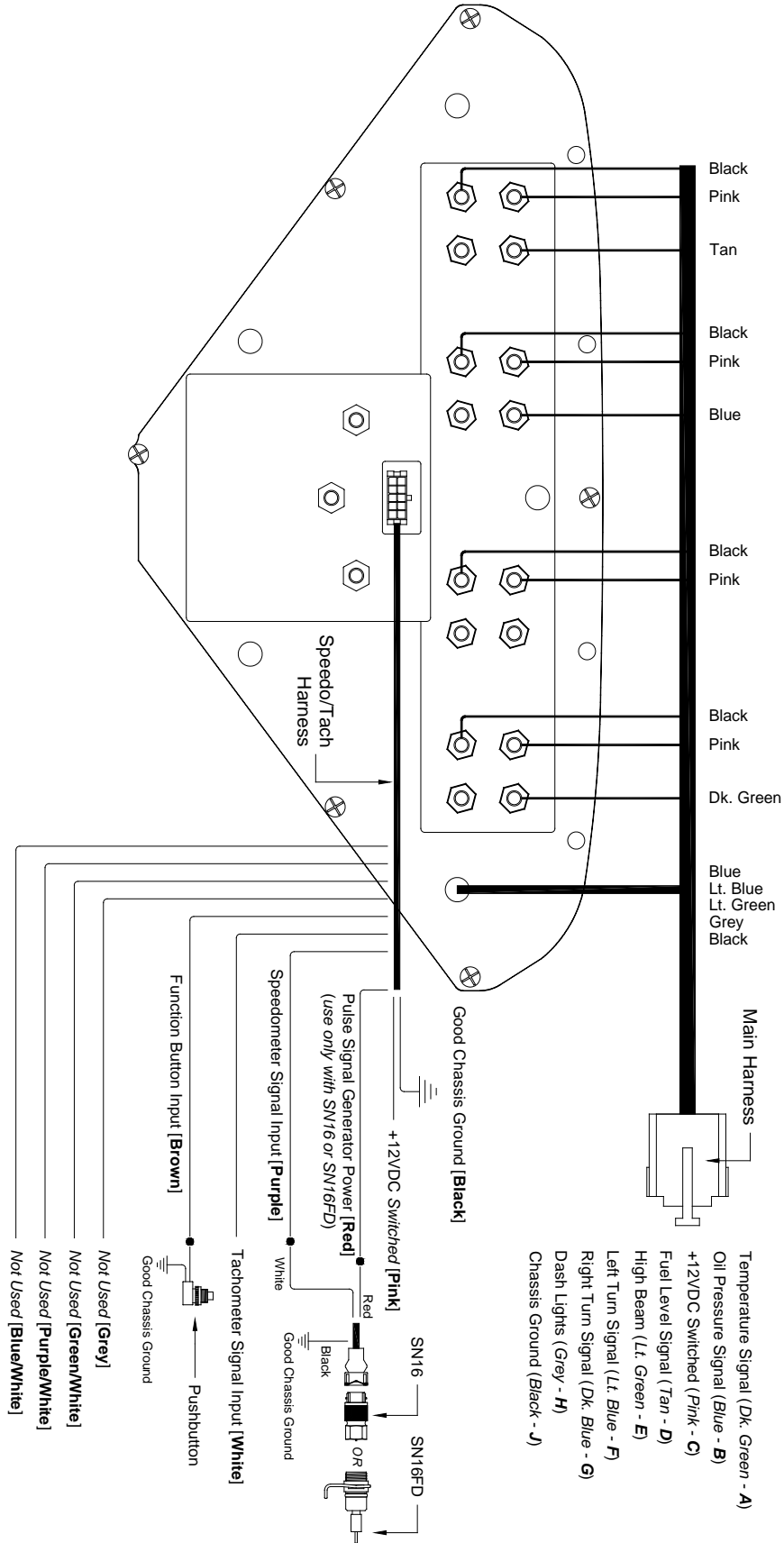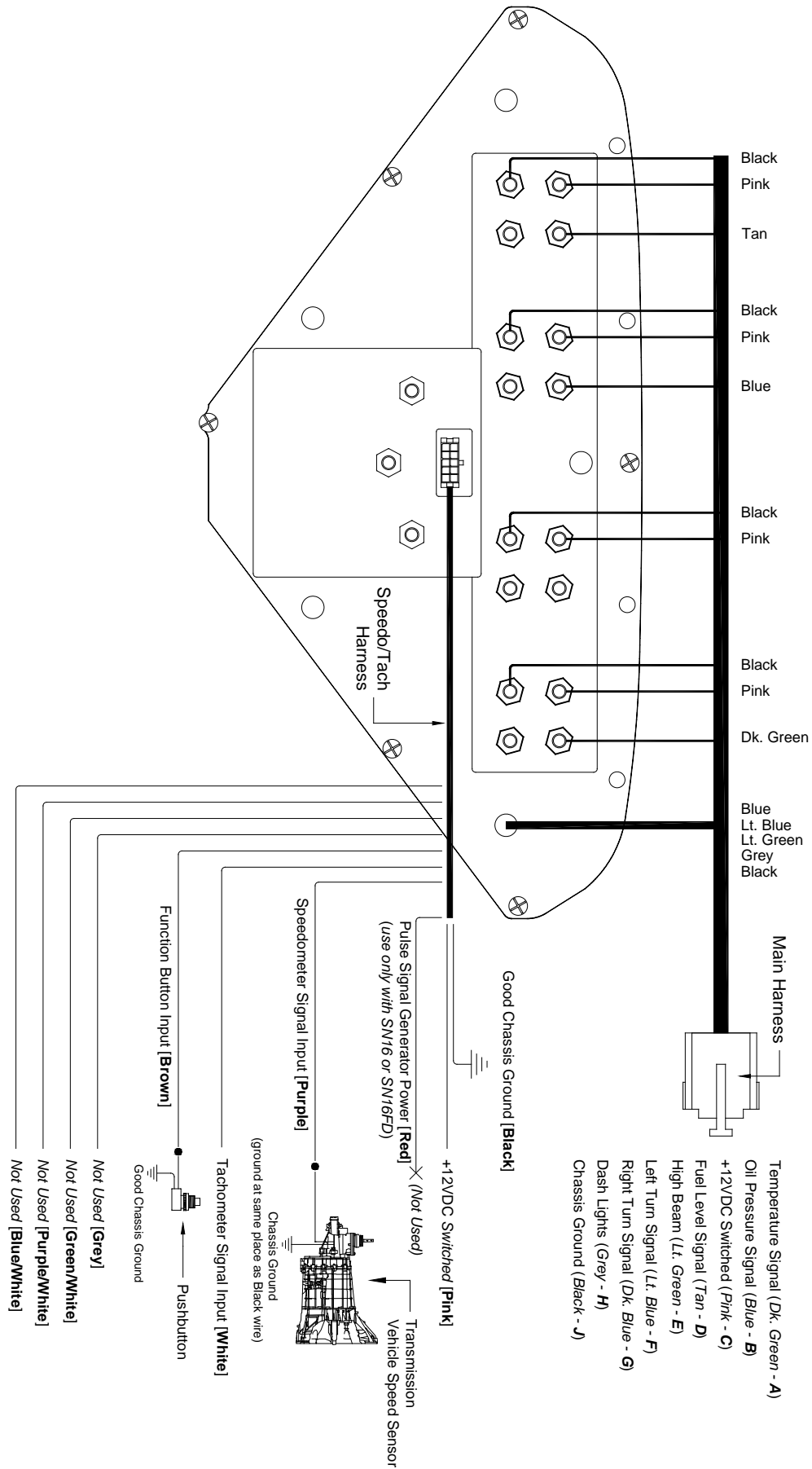
Transmission Vehicle Speed Sensor Signal

Speedo/Tach Harness

Main Harness

Black
Pink

Tan

Black
Pink

Blue

Black
Pink

Black
Pink

Dk. Green

Blue
Lt. Blue
Lt. Green
Grey
Black

Function Button Input [**Brown**]

Good Chassis Ground

Pushbutton

Not Used [**Blue/White**]
Not Used [**Purple/White**]
Not Used [**Green/White**]
Not Used [**Grey**]

Tachometer Signal Input [**White**]

Speedometer Signal Input [**Purple**]

Chassis Ground
(ground at same place as Black wire)

Pulse Signal Generator Power [**Red**] *(use only with SN16 or SN16FD)*

✕ *(Not Used)*

Good Chassis Ground [**Black**]

+12VDC Switched [**Pink**]

Transmission Vehicle Speed Sensor

Temperature Signal (*Dk. Green* - **A**)
Oil Pressure Signal (*Blue* - **B**)
+12VDC Switched (*Pink* - **C**)
Fuel Level Signal (*Tan* - **D**)
High Beam (*Lt. Green* - **E**)
Left Turn Signal (*Lt. Blue* - **F**)
Right Turn Signal (*Dk. Blue* - **G**)
Dash Lights (*Grey* - **H**)
Chassis Ground (*Black* - **J**)

Black
Pink

Tan

Black
Pink

Blue

Black
Pink

Black
Pink

Dk. Green

Blue
Lt. Blue
Lt. Green
Grey
Black

Speedo/Tach Harness

Main Harness

Function Button Input [**Brown**]

Speedometer Signal Input [**Purple**]

Pulse Signal Generator Power [**Red**] (*use only with SN16 or SN16FD*)

Good Chassis Ground [**Black**]

Good Chassis Ground

Pushbutton

Tachometer Signal Input [**White**]

Speed Signal (*Usually a Green Wire*)

ECM

✕ (*Not Used*)

+12VDC Switched [**Pink**]

Not Used [**Grey**]

Not Used [**Green/White**]

Not Used [**Purple/White**]

Not Used [**Blue/White**]

Temperature Signal (*Dk. Green* - **A**)
Oil Pressure Signal (*Blue* - **B**)
+12VDC Switched (*Pink* - **C**)
Fuel Level Signal (*Tan* - **D**)
High Beam (*Lt. Green* - **E**)
Left Turn Signal (*Lt. Blue* - **F**)
Right Turn Signal (*Dk. Blue* - **G**)
Dash Lights (*Grey* - **H**)
Chassis Ground (*Black* - **J**)

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Wiring your 1955-1959 Chevy Truck Gauge Set

Speedometer and Tachometer Wiring

Step 1: Connect the pink wire of the speedo/tach harness to a +12VDC switched power source.

Step 2: Connect the black wire of the speedo/tach harness to a good chassis ground.

Step 3: Connect the purple wire of the speedo/tach harness to one of the following:
- One of the wires from a mechanical 2-wire pulse signal generator. Connect the other wire to instrument ground from step 2.
- The white wire from a mechanical 3-wire pulse signal generator.
- One of the wires from a built in 2-wire electronic speed sensor on the transmission. Connect the other wire to instrument ground from step 2.
- Speedometer signal wire from the computer.

Step 4: Connect the red wire of the speedo/tach harness to the red wire of a mechanical 3-wire pulse signal generator (*only if Classic Instruments 3-wire sender is being used*).
- Connect the black wire of a mechanical 3-wire pulse signal generator to a good chassis ground (*if Classic Instruments 3-wire sender is being used*).

Step 5: Connect the white wire of the speedo/tach harness to the tachometer signal.
See Table 1

Step 6: Connect the brown wire of the speedo/tach harness to one lead of the function / setup pushbutton.
- Connect the other lead of the function / setup pushbutton to a good chassis ground.

Ignition System	Tachometer Signal Source
Standard Points & Condenser System	Negative side of coil (usually marked "-")
GM – HEI (High Energy Ignition) System	Terminal marked "TACH" on coil side of distributor cap.
MSD (Multiple Spark Discharge) System	TACH post on MSD box. If there isn't a box, signal comes from negative side of coil. If tachometer doesn't respond correctly, your MSD system may require a MSD TACH adapter part #8910 or #8920. Contact MSD for the correct adapter for your application.
Vertex Magneto System	"KILL" terminal on side of Vertex magneto body. An external adapter such as a MSD Pro Mag Tach Converter #8132 may be required.
Mallory Ignition System	Negative side of coil (usually marked "-") **Important!** Some Mallory ignition systems require the tachometer to be set at the 4-cylinder setting.
ECM (computer) Tachometer Signal	Signal comes from the computer. You may need to set the tachometer at the 4-cylinder setting.
All Other Ignition Systems	Please look at the owner's manual for the location of the tachometer signal.

Table 1

Fuel, Temperature, Volt and Oil Pressure Gauge Wiring

Step 1: Connect a +12VDC switched source to the pink wire (position C) of the Main wiring harness.

Step 2: Connect a good chassis ground to the black wire (position J) of the Main wiring harness.

Step 3: Connect the fuel sender to the tan wire (position D) of the Main wiring harness. *See figure 1.*

Step 4: Connect the temperature sender to the dark green wire (position A) of the Main wiring harness. *See figure 2.*

Step 5: Connect the oil pressure sender to the blue wire (position B) of the Main wiring harness. *See figure 3.*

Step 6: Connect the dash light power source to the grey wire (position H) of the main wiring harness.

Step 7: Connect the high beam indicator signal to the light green wire (position E) of the main wiring harness.

Step 8: Connect the left turn indicator signal to the light blue wire (position F) of the main wiring harness.

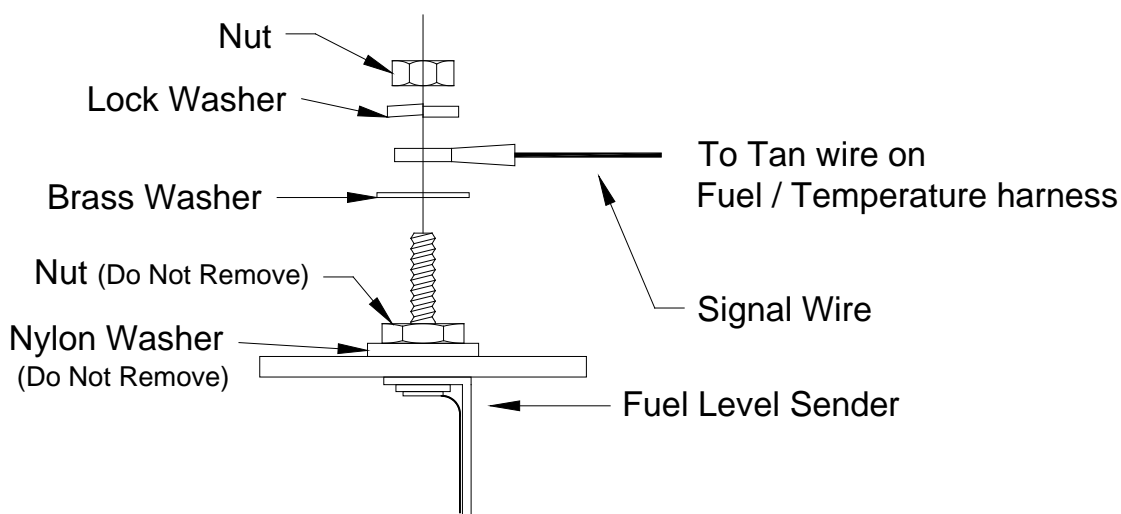**Step 9:** Connect the right turn indicator signal to the dark blue wire (position G) of the main wiring harness.
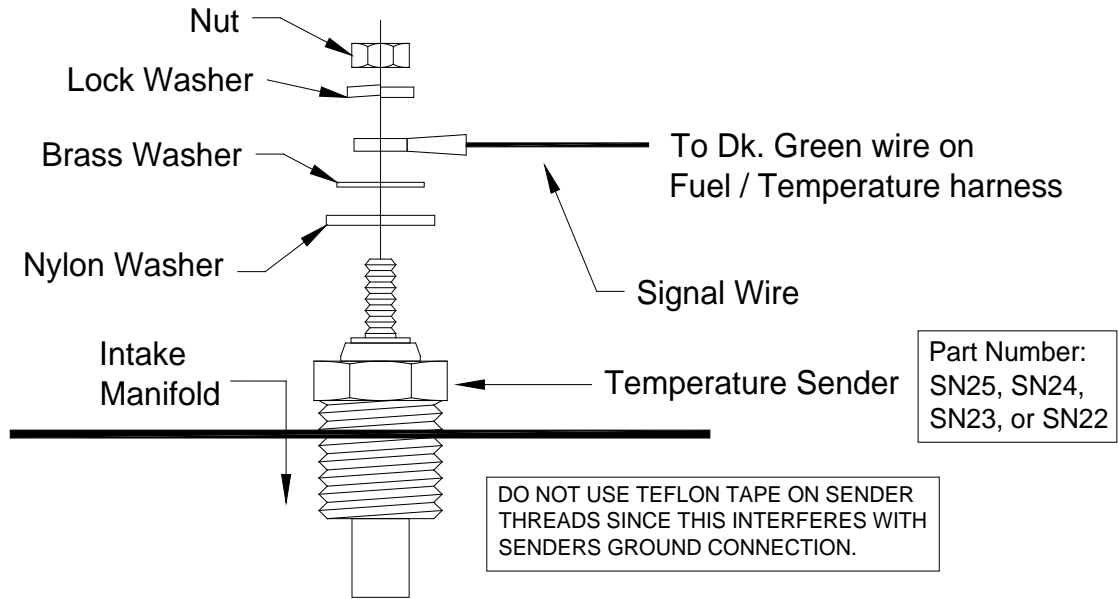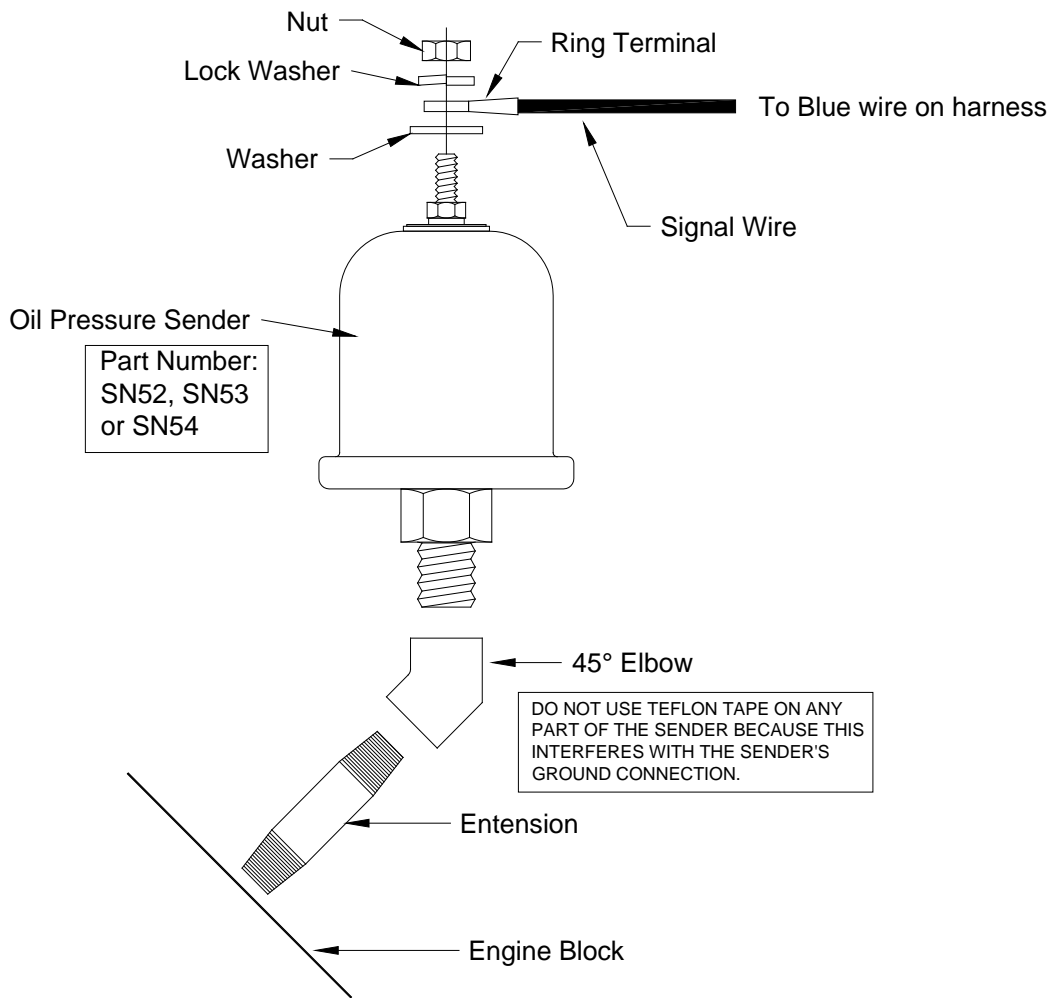

Figure 1

Nut

Lock Washer

Brass Washer

To Dk. Green wire on
Fuel / Temperature harness

Signal Wire

Nylon Washer

Intake
Manifold

Temperature Sender

Part Number:
SN25, SN24,
SN23, or SN22

DO NOT USE TEFLON TAPE ON SENDER
THREADS SINCE THIS INTERFERES WITH
SENDERS GROUND CONNECTION.

Figure 2

Nut

Ring Terminal

Lock Washer

To Blue wire on harness

Washer

Signal Wire

Oil Pressure Sender

Part Number:
SN52, SN53
or SN54

45° Elbow

DO NOT USE TEFLON TAPE ON ANY
PART OF THE SENDER BECAUSE THIS
INTERFERES WITH THE SENDER'S
GROUND CONNECTION.

Entension

Engine Block

Figure 3

Setting Up Your Speedometer and Tachometer

Speedometer / Tachometer Setup Option Menu		
Tach Pointer Location	**Setup Option**	**Description**
1000 RPM	Tachometer Cylinder Setup	Sets number of cylinders.
2000 RPM	Tachometer Signal Type	Selects between 5V and 12V tachometer signal.
3000 RPM	Speed Auto Calibrate	Calibrates speed using an exact marked mile.
4000 RPM	Real-Time Speed Adjust	Manually increase or decrease speed.
8000 RPM	Exit	Exit setup

Entering Setup Mode:

1) Start with the power off. While pressing the function button, start the engine.
2) Once engine is running, release the function button.
3) The tachometer will point to 1000 RPM and the speedometer will point directly up (about 70 MPH on a 140 MPH Speedometer) indicating you have successfully entered the setup mode.
4) Tapping the function button will cycle through the setup options.
5) Pressing and <u>holding</u> (for about 4 seconds) the function button will select the current setup option.
6) When setup is complete, select the exit option (8000 RPM) then press and hold the function button.
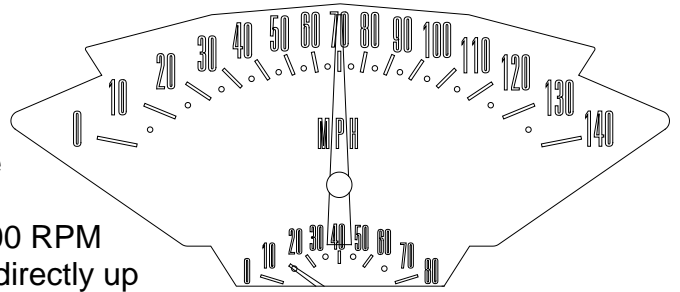
Tachometer Setup:

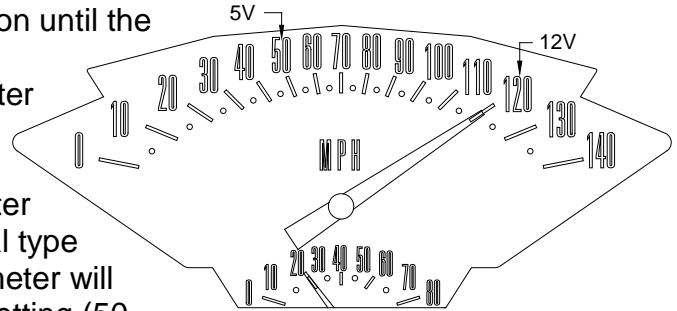#### Cylinder Select:

1) Tap the function button until the tachometer points to 1000 RPM (tachometer cylinder setup option).

2) Press and <u>hold</u> the function button to enter the tachometer cylinder setup mode. The speedometer will point to the current cylinder number setting (40 MPH for 4 cylinders, 60 MPH for 6 cylinders, etc…).

3) Tap the function button until the correct setting is selected.

4) Press and hold the function button to save the setting. The speedometer pointer will again point up and the tachometer will point to 8000 RPM (exit). Tachometer cylinder selection is now set.

5) If you are finished making setup changes, press and hold the function button with the tachometer pointing to 8000 RPM to exit setup mode.
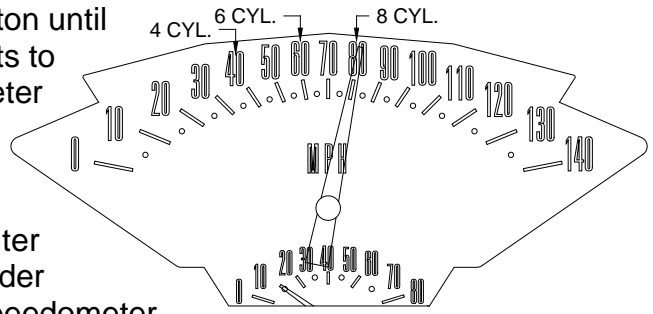
Tachometer Signal Type:

1) Tap the function button until the tachometer points to 2000 RPM (tachometer signal type option).

2) Press and <u>hold</u> the function button to enter the tachometer signal type mode. The speedometer will point to the current setting (50 MPH for 5V signal or 120 MPH for 12V signal). *Note: Use 5V setting if tachometer signal comes from a computer. For any other signal use 12V.*

3) Press and release the function button until the correct tachometer signal type setting is selected.

4) Press and hold the function button to save the setting. The speedometer pointer will again point up and the tachometer will point to 8000 RPM (exit). Tachometer signal type is now set.

5) If you are finished making setup changes, press and hold the function button with the tachometer pointing to 8000 RPM to exit setup mode.

Speedometer Setup:

There are two ways to calibrate the speedometer. Speed auto calibrate (using an exact marked mile) and real-time speed adjust (manually adjust speed up or down). It is recommended you use the speed auto calibrate option first and then make any fine tune adjustments using the real-time speed adjust option.

Speed Auto Calibrate:

1) Tap the function button until the tachometer points to 3000 RPM (speed auto calibrate option).
2) Press and <u>hold</u> the function button to enter the speed auto calibrate mode. The speedometer will point to 30 MPH (on a 140 MPH speedometer) indicating you are in speed auto calibrate mode.
3) Begin driving the measured mile. The tachometer will operate as normal but the odometer will not move. When a speed signal is detected, the speedometer will point to 45 MPH. If a speed signal is NOT detected, the speedometer will continue to point at 30 MPH.
4) At the end of the measured mile, press and hold the function button. The speedometer will again point up and the tachometer will point to 8000 RPM (exit). The speedometer is now calibrated.
5) If you are finished making setup changes, press and hold the function button with the tachometer pointing to 8000 RPM to exit setup mode.
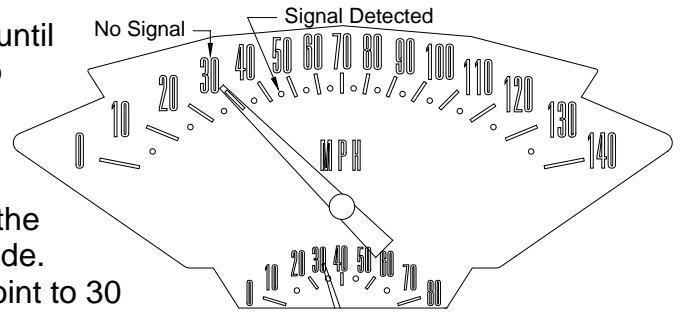
Real-Time Speed Adjust:

1) Tap the function button until the tachometer points to 4000 RPM (real-time speed adjust option).

2) Press and <u>hold</u> the function button to enter the real-time speed adjust mode.

3) Begin driving the vehicle at a steady known speed (using a GPS or pacing another vehicle). The tachometer will remain at 4000 RPM to indicate the gauge is in real-time speed adjust mode.

4) Pressing the function button will begin to increase the speed reading until the button is released.

5) The next time the function button is pressed the speed reading will decrease.

6) Continue adjusting the speedometer reading until the correct speed is achieved.

7) If no adjustments are made for 8 seconds, the current calibration setting will be saved. The speed setting may still be adjusted after this until the key is turned off and will be saved again after 8 seconds of function button inactivity. When finished adjusting the speed, bring the vehicle to a stop and turn the key off to exit the setup mode.