55/56 Chevy
Instrument Installation Manual

Technical Assistance
800-575-0461
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08.06

Welcome from the Team at Classic Instruments

Our congratulations and appreciation on your purchase 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 USA. 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 or workmanship—this warranty will not cover instruments or sending 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.

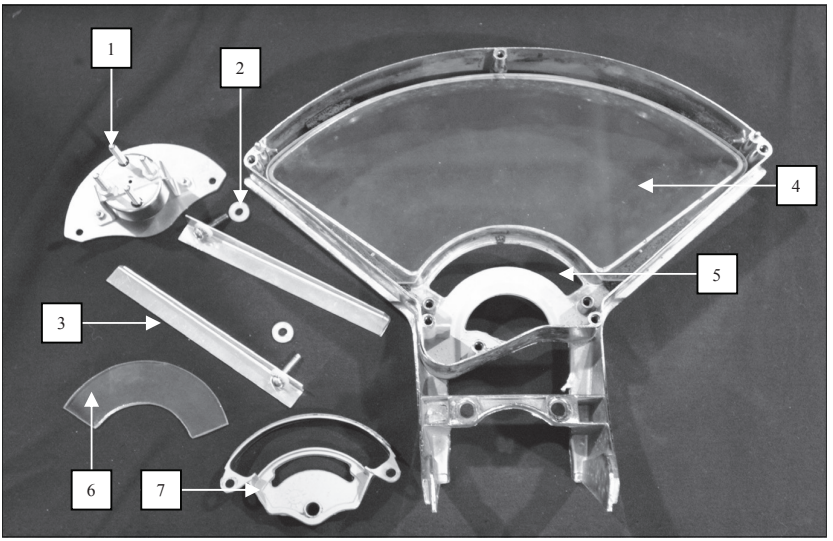
Improper installation, use of sending units other than CI's or attempted repair or adjustments by other than CI shall void this warranty. Disassembly of any instruments or senders for whatever reason shall specifically void this warranty.

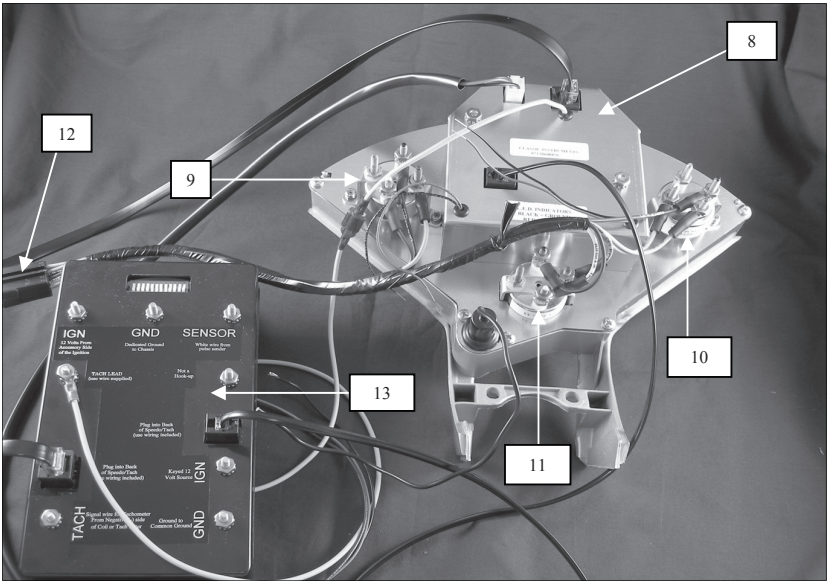
Purchaser requesting a product to be repaired or replaced under warranty must first call CI at 1-800-575-0461 before the return of defective part. Send defective part either to 1299 M-75, through UPS, or to P.O. Box 411 through U.S. Mail, Boyne City, MI 49712, USA. Include a written description of the 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.





1. Gear Selector Movement
2. Nylon Washer
3. Glass Bracket
4. Large Glass
5. Gear Selector Housing
6. Gear Selector Glass
7. Gear Selector Bracket
8. Speedo, Tach, Oil, Volts Housing
9. Temperature Movement
10. Fuel Movement
11. Gear Selector Movement (Installed)
12. Temperature, Fuel, Gear Wiring Harness
13. Black Box

Installation of Chevy 55/56 Classic Gauge Set

Disassembling

Step 1: When using original stock bezel, disassemble the dash by removing the bezel. (Figure 1)

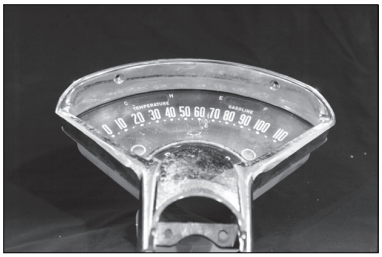


Figure 1

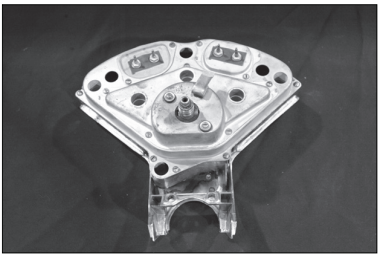


Figure 2

Step 2: Place the original bezel face down on a flat surface. (Figure 2)

Step 3: Remove the six (6) screws that hold the gauge cluster in the bezel. The screws are located around the perimeter of the bezel. (Figure 3)

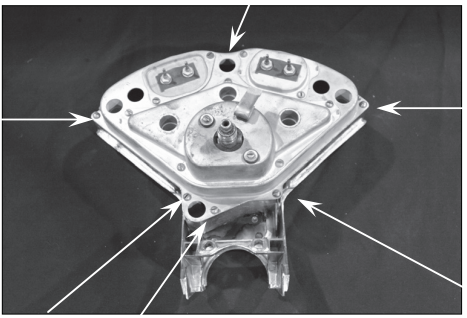


Figure 3

Step 4: Remove gauge cluster from the bezel.

Step 5: Remove inner insert and glass. (Figure 4)

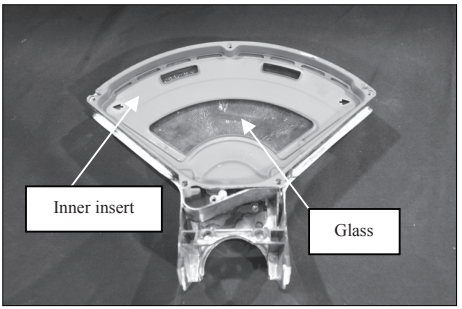


Figure 4

For manual transmission skip steps 6 through 8, and go directly to assembly section.

Step 6: For automatic transmission, remove gear selector bracket (2 screws) and disengage spring. (Figure 5)

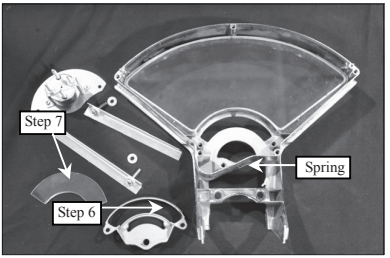


Figure 5

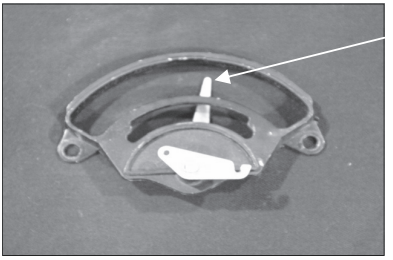


Figure 6

Step 7: Remove gear selector glass. (Figure 5)

Step 8: Remove stock gear selector pointer. (Figure 6)

Assembling your new Classic 55/56 Chevy Cluster Gauge Set

Note: Assembling using after-market bezel may require enlargements of mounting holes.

For manual transmissions skip steps 1-4 & 6.

Step 1: Place (small) furnished glass over gear selector housing.

Step 2: Before placing gear selector bracket over glass, file corners about 1/8 inch on the back side. (Figure 7)

Step 3: Use a very small amount of trim tape (supplied) on the back of the gear selector bracket to adhere glass.
Note: Make sure that the tape is not visible from the front.

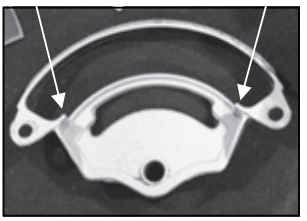


Figure 7

Step 4: Place gear selector bracket over (small) glass.

Step 5: Use a very small amount of trim tape (supplied) around bezel and rim then place large glass into the housing in order to cushion glass and prevent glass rattle. (Figure 8)

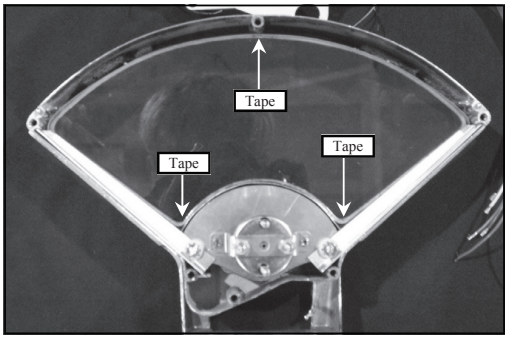


Figure 8

Step 6: Place gear selector movement over stock bracket. (Figure 8)

Step 7: Place nylon washers over mounting holes of the gear selector movement. (Figure 9)
Note: For manual transmissions use **3** extra washers on each side.

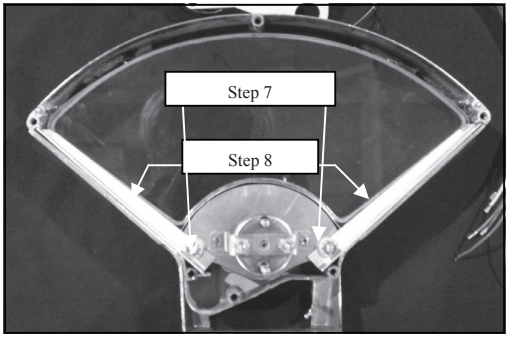


Figure 9

Step 8: Place glass holders on each side of the bracket, making sure to push it into the corners completely. Screw down with (2) 8-32 x 1/2" screws and star washers. (Figure 9)
Note: Brackets must be level with glass.
Note: The hole in the holder may need to be elongated in order to make it fit flush

Step 9: Place Classic Instruments cluster into bezel.

Step 10: Use the six (6) furnished screws to screw the Classic Instruments cluster to the bezel.
Note: The aluminum housing interferes with the top hole. Remove both nuts in housing, insert mounting screw, and replace the two aluminum housing nuts.

Step 11: Plug supplied light into the bottom of the gauge cluster.

Wiring your Classic 55/56 Chevy Cluster Gauge Set

Speedometer

You will be wiring to the three studs on the black box just below the dip switches marked IGN, GND, SENSOR.

Note: For alternate speed signal hookups see proper wiring diagram at center.

Step 1: Pulse Generator Wiring. Connect the WHITE sensor wire from the pulse signal generator to the SENSOR terminal post, the RED wire from the signal generator to the IGN terminal post, and the BLACK wire from the signal generator to the GND terminal post.
Note: All three wires must be connected to the black box.

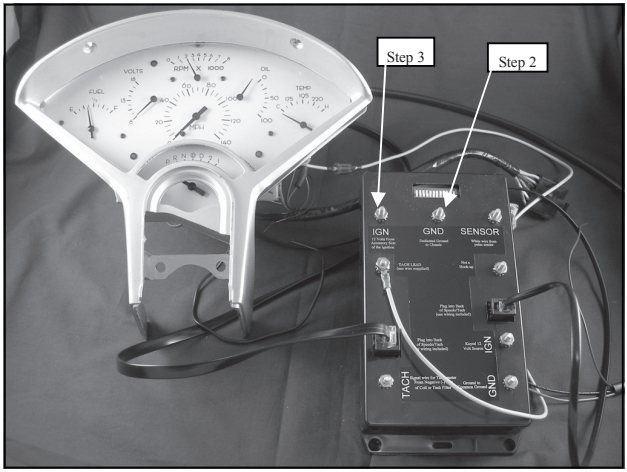


Figure 10

Step 2: Connect good dedicated ground on the chassis to the terminal post marked GND, located directly under the dip switches. (Make sure that the ground is independent from all other grounds.) (Figure 10)

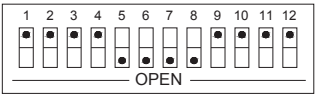
Step 3: The next connection will be a 18-AWG wire from the accessory side of your key-start switch to the IGN terminal post. This is your power source. (Figure 10)

Step 4: Plug the square, white molex connector into the back of the cluster.

Black:	Connect to common ground.
Blue:	Connect to the high beam indicator signal.
Gray:	Connect to the oil pressure sender.

Adjusting Your Electronic Speedometer

IMPORTANT: Be sure the 12 dip switches on the black box are set to the default settings before performing a road test.

Default Dip Switch Settings: 

(Switches 5 6 7 8 OPEN)

Note: Always turn power off when making calibration changes.

Step 1: To check your speedometer reading, follow and pace another car (one with an accurate speedometer) to a speed of 60 MPH true road speed. A GPS navigation system can also be utilized for this purpose.

Step 2: Determine the speed you are reading on your speedometer when the pace car is at 60 MPH, or when your GPS registers 60 MPH.

Step 3: Refer to the correct calibration chart in the appendix (pages 20-22). Find the MPH you were reading while pacing the car with the accurate speedometer or GPS reading. Note the dip switch positions in the second column.

Step 4: Turn the ignition off. The dip switches identified in the second column should be OPEN (pushed in away from the numbered side). All other switches should be CLOSED (pushed in toward the numbered side).

Tachometer

Step 1: Plug in the yellow tach lead from the black box to the yellow wire on the back of the instrument cluster.

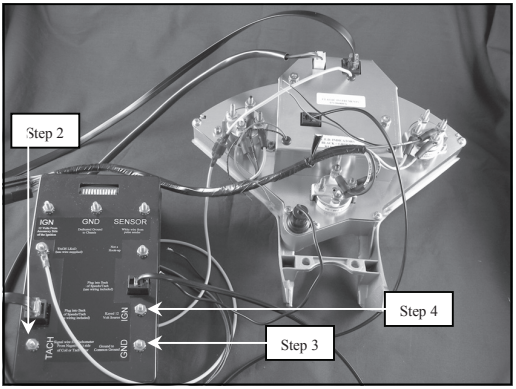


Figure 11

Step 2: Locate the tachometer output signal source from the list below and connect it to the TACH post on the black box.

- **Standard Points and Condenser system:** Distributor side of the coil marked (-).
- **GMC-HEI (High Energy Ignition) system:** TACH terminal on the coil side of the distributor cap.
- **MSD (Multiple Spark Discharge) system:** TACH output on the side of MSD box. If TACH does not respond, your MSD system may require a MSD TACH Adapter No. 8910 or No. 8920.
- **Vertex Magneto systems:** KILL terminal screw post side of the magneto body.
- **Accel Ignition Coils:** DISTRIBUTOR side of ignition coil.
- **Mallory Ignition system:** DISTRIBUTOR side of ignition coil, usually marked (-). May require tachometer selector.

Step 3: Connect a 18-AWG wire from the GRD terminal post on the lower part of the black box to a common ground.

Step 4: Connect a 18-AWG wire from the IGN terminal post on the lower part of the black box to the vehicle's instrument cluster 12-volt source.

Fuel, Temperature, Gear Selector

Step 1: Take black wire from the harness and connect it to a common ground.

Step 2: Take the tan wire from the harness and connect it to the sender wire from the fuel sending unit.

Step 3: Take the green wire from the harness and connect it to the sending post of your temperature sending unit.

Step 4: Take the pink wire from the harness and connect it to the vehicle's instrument cluster 12-volt source.

Step 5: (For automatic transmissions only.) Take the white/black wire from the harness to the gear selector unit (SN46).

Step 6: When using an automatic transmission, take the orange wire from the harness and connect it to the vehicle's instrument cluster 12-volt source.
Note: If using a manual transmission, **DO NOT** connect the orange wire to avoid risking instrument damage!

Step 7: Connect the wire from the light to the vehicle's dash light switch.

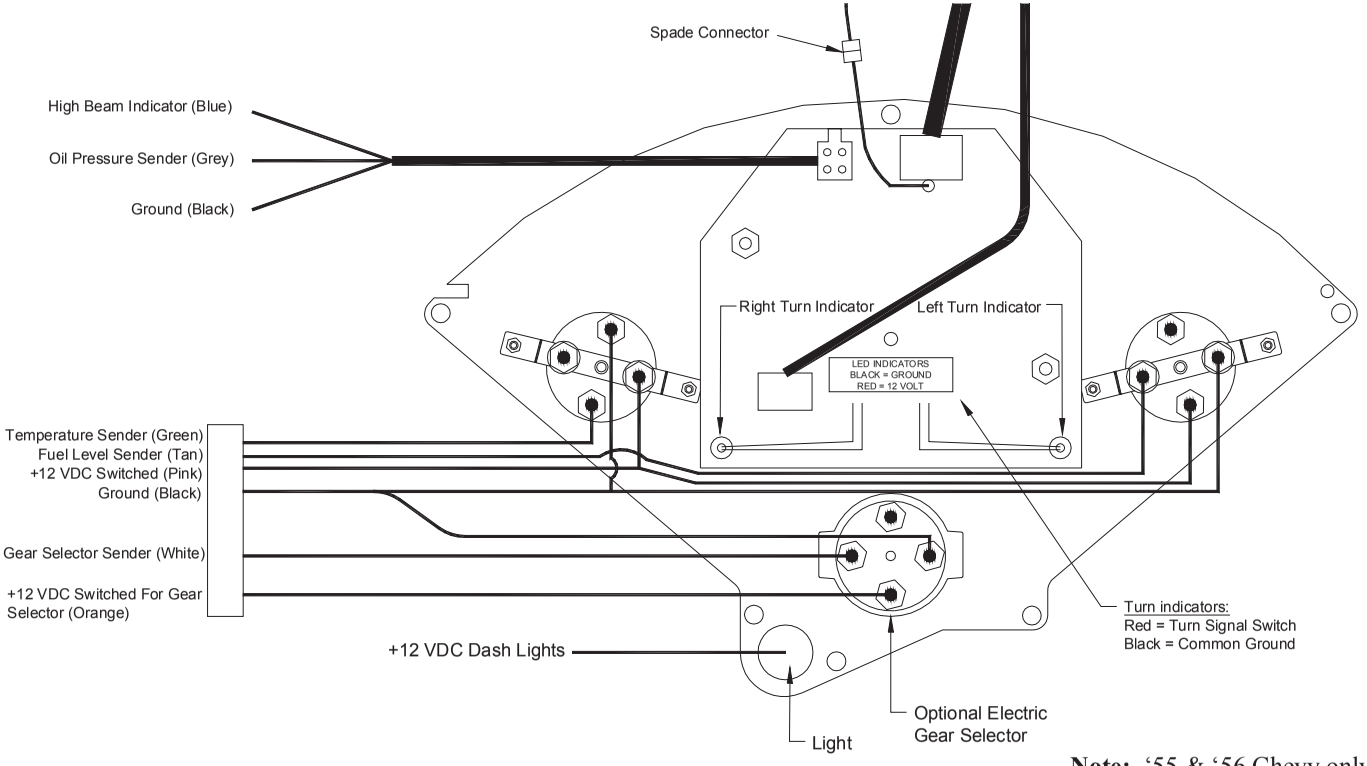
Note: Voltmeter does not need any special connection. It will automatically read correctly when all wiring is completed.

Step 8: If you **DO NOT** use the automatic gear selector, make sure to secure the orange/black, and white/black, wires away from all connections to prevent shorting out the instrument cluster.

Please enjoy your new gauges, and thank you for being a "Classic" customer!

The team at Classic Instruments

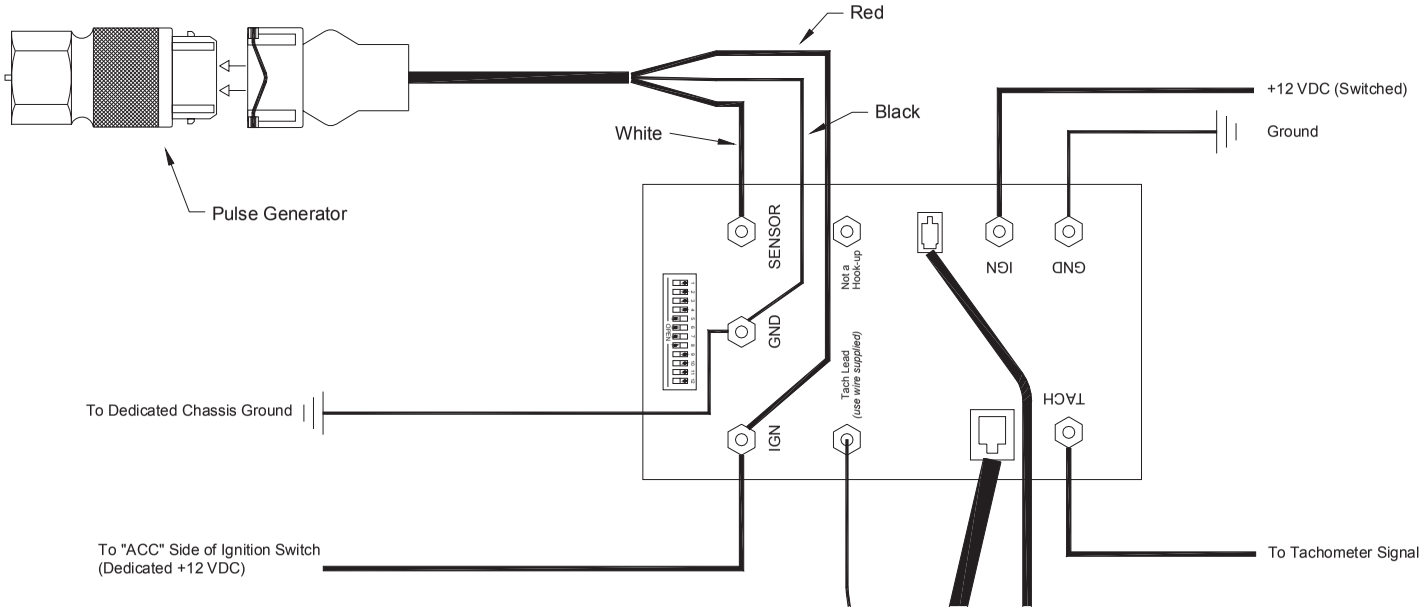
Wiring Diagrams

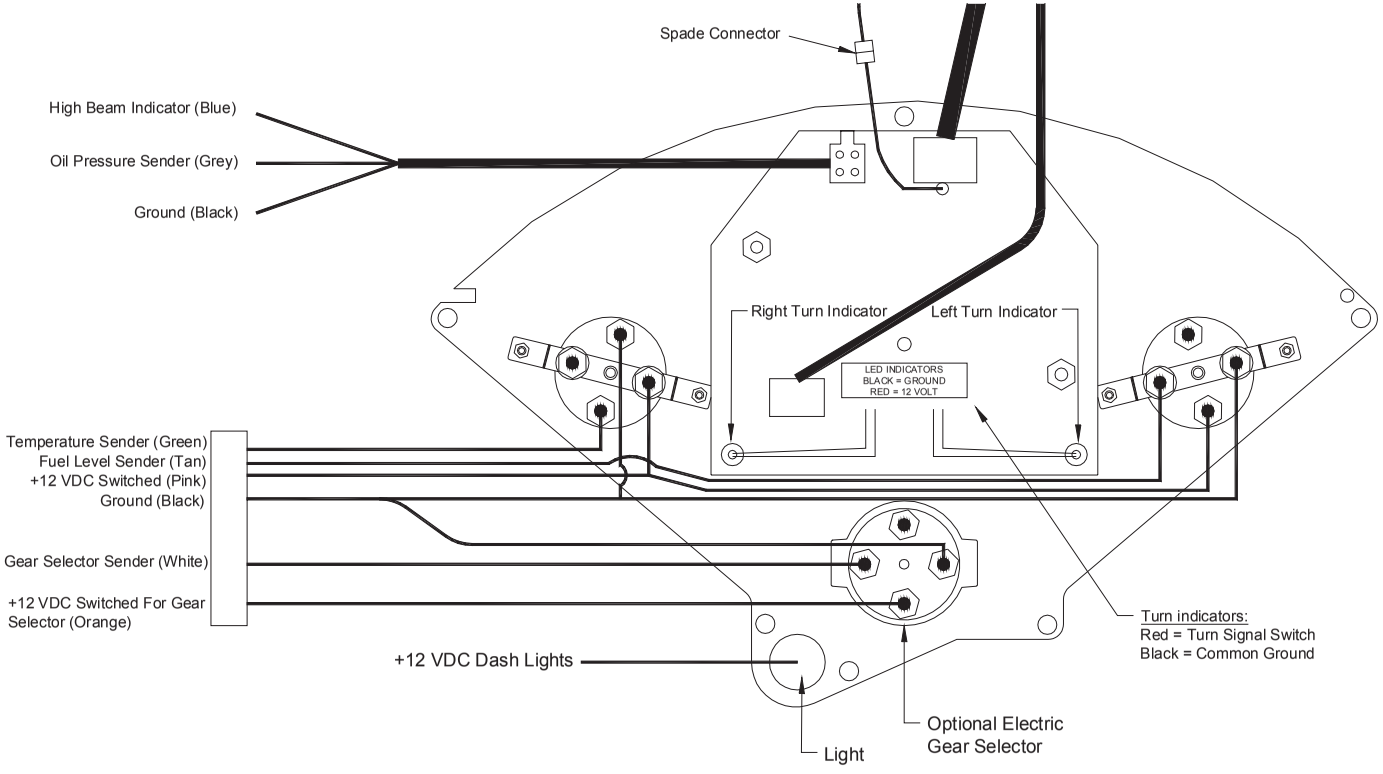


Note: '55 & '56 Chevy only. '57 Chevy is similar.

Wiring with 16-pulse Speed Signal Generator

Note: Black box wiring is the same for ‘55, ‘56, & ‘57 Chevy.

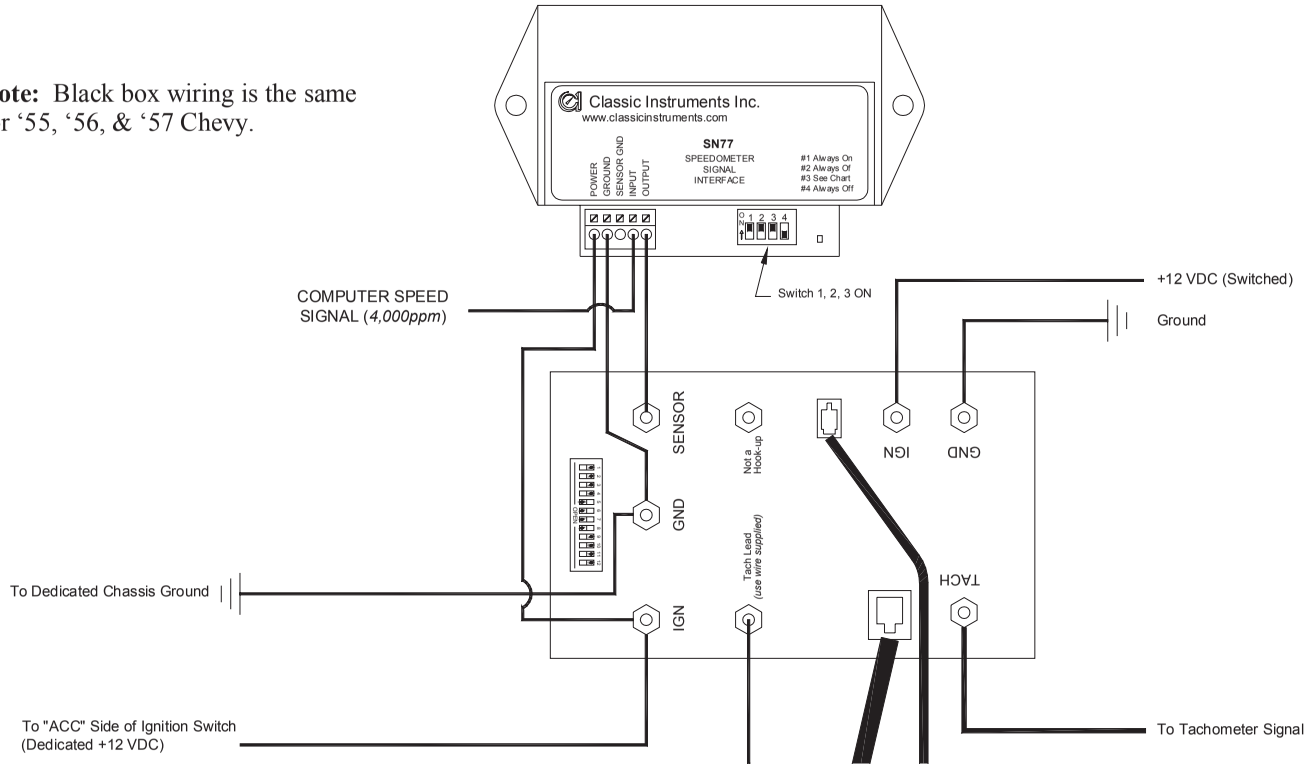


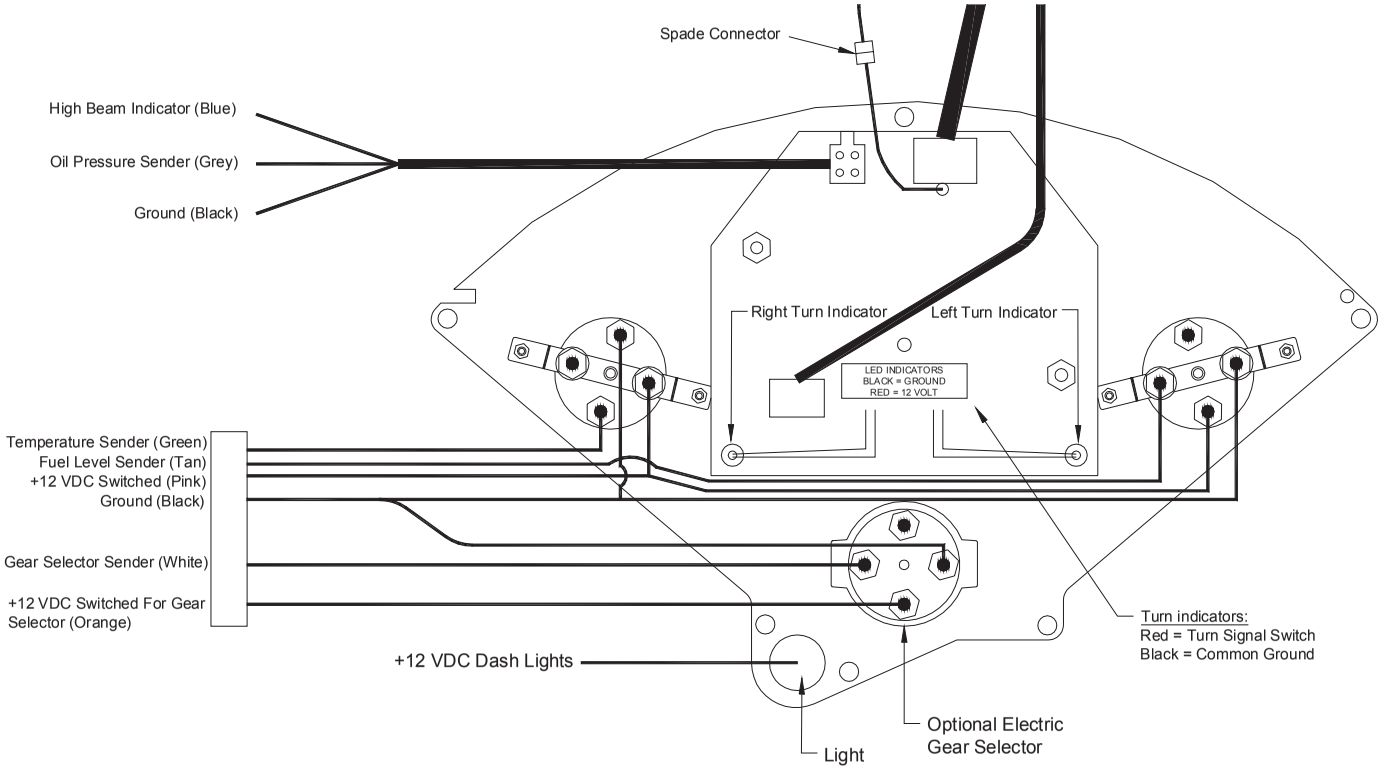


Note: '55 & '56 Chevy only. '57 Chevy is similar.

Wiring with SN77 and Built-in Vehicle Speed Sensor

Note: Black box wiring is the same for '55, '56, & '57 Chevy.

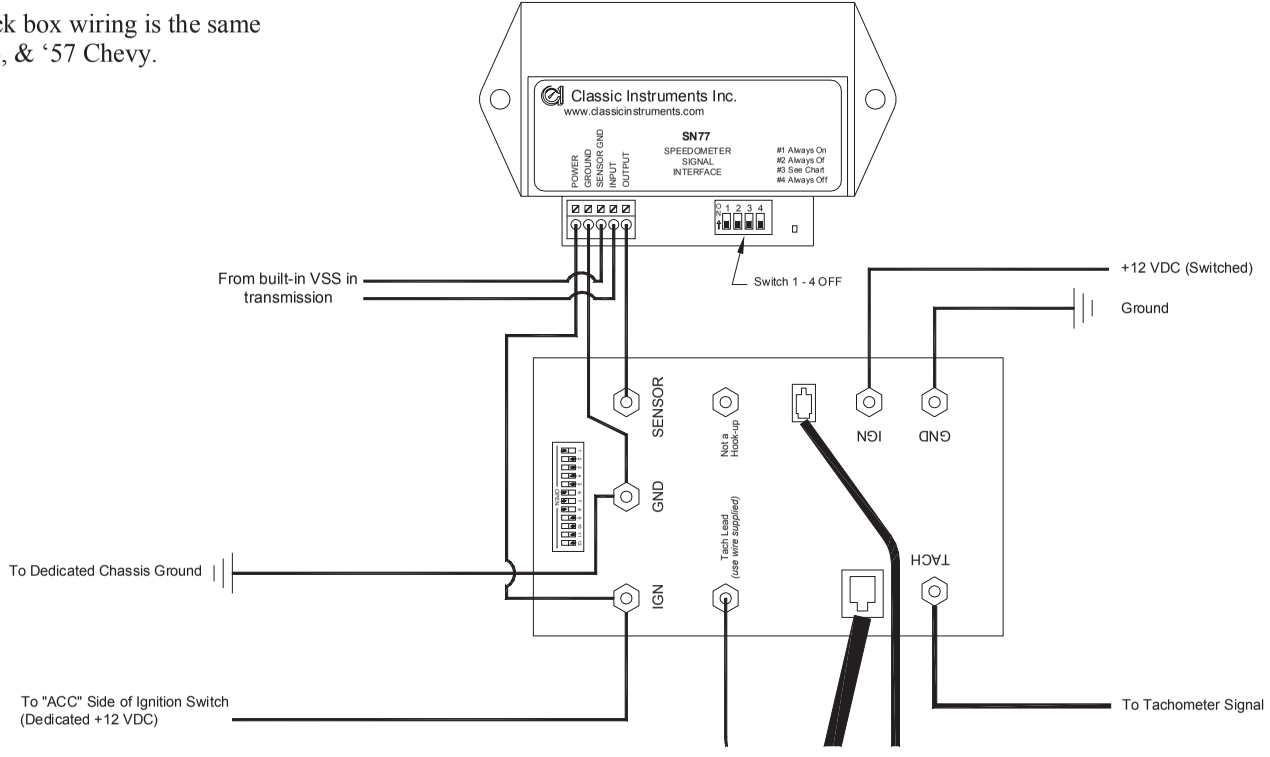




Note: '55 & '56 Chevy only.
'57 Chevy is similar.

Wiring with Vehicle's Computer Speed Input

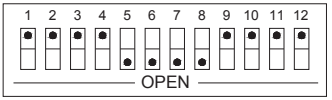
Note: Black box wiring is the same for '55, '56, & '57 Chevy.



NOTES

Appendix

16-Pulse Speedometer 16,000 PPM Calibration Chart

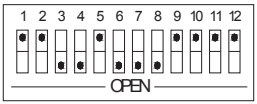
Default Dip Switch Settings: 

(Switches 5 6 7 8 OPEN)

Set speedometer switches **5 6 7 8 OPEN**, all others closed (*code for 16,000 PPM*). Drive vehicle at 60mph. If the speedometer reads other than 60, set switches per chart below.

Speedometer Reading	OPEN SWITCH	Speedometer Reading	OPEN SWITCH
40 MPH	8 9 11 12	80 MPH	4 5 6 10 12
41 MPH	7 10 12	81 MPH	4 5 6 8
42 MPH	7 8	82 MPH	4 5 6 8 9 11 12
43 MPH	7 8 9 11 12	83 MPH	4 5 6 7 10
44 MPH	6 10	84 MPH	4 5 6 7 8
45 MPH	6 8	85 MPH	4 5 6 7 8 9 11 12
46 MPH	6 8 9 11 12	86 MPH	3 10 12
47 MPH	6 7 10 12	87 MPH	3 8
48 MPH	6 7 8	88 MPH	3 8 9 11 12
49 MPH	6 7 8 9 11 12	89 MPH	3 7 10 12
50 MPH	5 10	90 MPH	3 7 8
51 MPH	5 8	91 MPH	3 7 8 9 11 12
52 MPH	5 8 9 11 12	92 MPH	3 6 11 12
53 MPH	5 7 10 12	93 MPH	3 6 8
54 MPH	5 7 8	94 MPH	3 6 8 9 11 12
55 MPH	5 7 8 9 11 12	95 MPH	3 6 7 10 12
56 MPH	5 6 10 12	96 MPH	3 6 7 8
57 MPH	5 6 8	97 MPH	3 6 7 8 9 11 12
58 MPH	5 6 8 9 11 12	98 MPH	3 5 10 12
59 MPH	5 6 7 10 12	99 MPH	3 5 8
60 MPH	5 6 7 8	100 MPH	3 5 8 9 11 12
61 MPH	5 6 7 8 9 11 12	101 MPH	3 5 7 10 12
62 MPH	4 10 12	102 MPH	3 5 7 8
63 MPH	4 8	103 MPH	3 5 7 8 9 11 12
64 MPH	4 8 9 11 12	104 MPH	3 5 6 10 12
65 MPH	4 7 10	105 MPH	3 5 6 8
66 MPH	4 7 8	106 MPH	3 5 6 8 9 11 12
67 MPH	4 7 8 9 11 12	107 MPH	3 5 6 7 10 12
68 MPH	4 6 10 12	108 MPH	3 5 6 7 8
69 MPH	4 6 8	109 MPH	3 5 6 7 8 9 11 12
70 MPH	4 6 8 9 11 12	110 MPH	3 4 10 12
71 MPH	4 6 7 10 12	111 MPH	3 4 8
72 MPH	4 6 7 8	112 MPH	3 4 8 9 11 12
73 MPH	4 6 7 8 9 11 12	113 MPH	3 4 7 10 12
74 MPH	4 5 10 12	114 MPH	3 4 7 8
75 MPH	4 5 8	115 MPH	3 4 7 8 9 11 12
76 MPH	4 5 8 9 11 12	116 MPH	3 4 6 10 12
77 MPH	4 5 7 10 12	117 MPH	3 4 6 8
78 MPH	4 5 7 8	118 MPH	3 4 6 8 9 11 12
79 MPH	4 5 7 8 9 11 12	119 MPH	3 4 6 7 10 12

16-Pulse Speedometer 32,000 PPM Calibration Chart

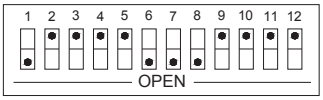
Default Dip Switch Setting: 

(Switch 3 4 6 7 8 OPEN)

Set speedometer switches **3 4 6 7 8 OPEN**, all others closed (*code for 32,000 PPM*). Drive the vehicle at 60mph. If the speedometer reads other than 60, set switches per chart below.

Speedometer Reading	OPEN SWITCH	Speedometer Reading	OPEN SWITCH
20 MPH	8 9 11 12	62 MPH	3 4 5 8 9 11 12
21 MPH	7 8	63 MPH	3 4 5 7 8
22 MPH	6 10 12	64 MPH	3 4 5 6 10 12
23 MPH	6 8 9 11 12	65 MPH	3 4 5 6 8 9 11 12
24 MPH	6 7 8	66 MPH	3 4 5 6 7 8 9
25 MPH	5 10 12	67 MPH	2 10 12
26 MPH	5 8 9 11 12	68 MPH	2 8 9 11 12
27 MPH	5 7 8	69 MPH	2 7
28 MPH	5 6 10 12	70 MPH	2 6 10 12
29 MPH	5 6 8 9 11 12	71 MPH	2 6 8 9 11 12
30 MPH	5 6 7 8	72 MPH	2 6 7 8
31 MPH	4 10 12	73 MPH	2 5 10 12
32 MPH	4 8 9 11 12	74 MPH	2 5 8 9 11 12
33 MPH	4 7 8	75 MPH	2 5 7 8
34 MPH	4 6 10 12	76 MPH	2 5 6 10 11
35 MPH	4 5 8 9 11 12	77 MPH	2 5 6 8 9 11 12
36 MPH	4 6 7 8	78 MPH	2 5 6 7 8
37 MPH	4 5 10 12	79 MPH	2 4 10 12
38 MPH	4 5 8 9 11 12	80 MPH	2 4 8 9 11 12
39 MPH	4 5 7 8	81 MPH	2 4 7 8
40 MPH	4 5 6 10 12	82 MPH	2 4 6 10 12
41 MPH	4 5 6 8 9 11 12	83 MPH	2 4 6 8 9 11 12
42 MPH	4 5 6 7 8	84 MPH	2 4 6 7 8
43 MPH	3 10 12	85 MPH	2 4 5 10 12
44 MPH	3 8 9 11 12	86 MPH	2 4 5 8 9 11 12
45 MPH	3 7 8	87 MPH	2 4 5 7 8
46 MPH	3 6 11 12	88 MPH	2 4 5 6 10 12
47 MPH	3 6 8 9 11 12	89 MPH	2 4 5 6 8 9 11 12
48 MPH	3 6 7 8	90 MPH	2 4 5 6 7 8
49 MPH	3 5 10 12	91 MPH	2 3 10 12
50 MPH	3 5 8 9 11 12	92 MPH	2 3 8 9 11 12
51 MPH	3 5 7 8	93 MPH	2 3 7 8
52 MPH	3 5 6 10 12	94 MPH	2 3 6 10 12
53 MPH	3 5 6 8 9 11 12	95 MPH	2 3 6 8 9 11 12
54 MPH	3 5 6 7 8	96 MPH	2 3 6 7 8
55 MPH	3 4 10 12	97 MPH	2 3 5 10 12
56 MPH	3 4 8 9 11 12	98 MPH	2 3 5 8 9 11 12
57 MPH	3 4 7 8	99 MPH	2 3 5 7 8
58 MPH	3 4 6 10 12	100 MPH	2 3 5 6 10 12
59 MPH	3 4 6 8 9 11 12	101 MPH	2 3 5 6 8 9 11 12
60 MPH	3 4 6 7 8	102 MPH	2 3 5 6 7 8
61 MPH	3 4 5 10 12	103 MPH	2 3 4 10 12

16-Pulse Speedometer 64,000 PPM Calibration Chart

Default Dip Switch Setting: 

(Switch 1 6 7 8 OPEN)

Set speedometer switches **1 6 7 8 OPEN**, all others closed (*code for 64,000 PPM*). Drive vehicle at 60mph. If the speedometer reads other than 60, set switches per chart below.

Speedometer Reading	OPEN SWITCH	Speedometer Reading	OPEN SWITCH
10 MPH	8 9 11 12	52 MPH	2 3 4 8 9 11 12
11 MPH	6 10	53 MPH	2 3 4 6 10 12
12 MPH	6 7 8	54 MPH	2 3 4 6 7 8
13 MPH	5 8 9 11 12	55 MPH	2 3 4 5 8 9 11 12
14 MPH	5 6 10 12	56 MPH	2 3 4 5 6 10 12
15 MPH	5 6 7 8	57 MPH	2 3 4 5 6 7 8
16 MPH	4 8 9 11 12	58 MPH	1 8 9 11 12
17 MPH	4 6 10 12	59 MPH	1 6 10 12
18 MPH	4 6 7 8	60 MPH	1 6 7 8
19 MPH	4 5 8 9 11 12	61 MPH	1 5 8 9 11 12
20 MPH	4 5 6 10 12	62 MPH	1 5 6 10 12
21 MPH	4 5 6 7 8	63 MPH	1 5 6 7 8
22 MPH	3 8 9 11 12	64 MPH	1 4 8 9 11 12
23 MPH	3 6 11 12	65 MPH	1 4 6 10 12
24 MPH	3 6 7 8	66 MPH	1 4 6 7 8
25 MPH	3 5 8 9 11 12	67 MPH	1 4 5 8 9 11 12
26 MPH	3 5 6 10 12	68 MPH	1 4 5 6 10 12
27 MPH	3 5 6 7 8	69 MPH	1 4 5 6 7 8
28 MPH	3 4 8 9 11 12	70 MPH	1 3 8 9 11 12
29 MPH	3 4 6 10 12	71 MPH	1 3 6 10 12
30 MPH	3 4 6 7 8	72 MPH	1 3 6 7 8
31 MPH	3 4 5 8 9 11 12	73 MPH	1 3 5 8 9 11 12
32 MPH	3 4 5 6 10 12	74 MPH	1 3 5 6 10 12
33 MPH	3 4 5 6 7 8	75 MPH	1 3 5 6 7 8
34 MPH	2 8 9 11 12	76 MPH	1 3 4 8 9 11 12
35 MPH	2 6 10 12	77 MPH	1 3 4 6 10 12
36 MPH	2 6 7 8	78 MPH	1 3 4 6 7 8
37 MPH	2 5 8 9 11 12	79 MPH	1 3 4 5 8 9 11 12
38 MPH	2 5 6 10 11	80 MPH	1 3 4 5 6 10 12
39 MPH	2 5 6 7 8	81 MPH	1 3 4 5 6 7 8
40 MPH	2 4 8 9 11 12	82 MPH	1 2 8 9 11 12
41 MPH	2 4 6 10 12	83 MPH	1 2 6 10 12
42 MPH	2 4 6 7 8	84 MPH	1 2 6 7 8
43 MPH	2 4 5 8 9 11 12	85 MPH	1 2 5 8 9 11 12
44 MPH	2 4 5 6 10 12	86 MPH	1 2 5 6 10 12
45 MPH	2 4 5 6 7 8	87 MPH	1 2 5 6 7 8
46 MPH	2 3 8 9 11 12	88 MPH	1 2 4 8 9 11 12
47 MPH	2 3 6 10 12	89 MPH	1 2 4 6 10 12
48 MPH	2 3 6 7 8	90 MPH	1 2 4 6 7 8
49 MPH	2 3 5 8 9 11 12	91 MPH	1 2 4 5 8 9 11 12
50 MPH	2 3 5 6 10 12	92 MPH	1 2 4 5 6 10 12
51 MPH	2 3 5 6 7 8	93 MPH	1 2 4 5 6 7 8

NOTES

57 Chevy
Instrument Installation Manual

Technical Assistance
800-575-0461
www.classicinstruments.com

08.06

Welcome from the Team at Classic Instruments

Our congratulations and appreciation on your purchase 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 USA. 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 or workmanship—this warranty will not cover instruments or sending 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.

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 1299 M-75, 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.

Installation of '57 Chevy Classic Gauge Set

Step 1: Disassemble the dash, removing the original gauges and brackets. Save the original bezels. (Figure 1) Your new gauges utilize the original bezels for optimum fit.

Figure 1

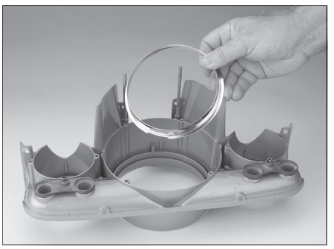


Figure 2

Step 2: With the dash face down on a flat surface, place the original bezels in their proper locations. (Figure 2)
Note: The large center bezel has a notch and the two small bezels each have two holes. The notch and the holes should be placed at the bottom of the mounting openings.

Step 3: Place round center bracket around the 5" gauge and insert them in the dash panel. (Figure 3)
Note: The top of the bracket is indicated by the narrower notch and should be aligned with the top of the gauge.

Figure 3

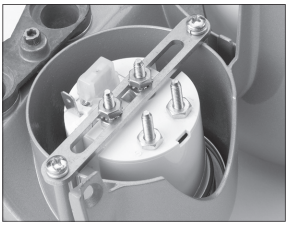


Figure 4

Step 4: Using the (4) 6-32 x 3/8" screws and lock washers, correctly align the gauge so the dial is straight, and firmly fasten the bracket to the dash.

Step 5: Place the small gauge on the original bezel. Install the 3-3/4" bracket across the studs and secure the brackets with (2) 8-32 x 1/2" screws and lock washers. (Figure 4) Repeat for other gauge.
Note: Terminal posts may need to be shortened to avoid contact with the cowling which may cause a short.

Step 6: Mount the black box under the dash.
Note: Black box is **NOT** waterproof.

Step 7: Connect the wires from the box to the back of the center gauge utilizing the corresponding plugs.

Wiring Your Classic ‘57 Chevy Gauge Cluster

You will be wiring to the three three terminal posts on the black box just below the dip switches marked IGN, GND, SENSOR.

Speedometer

Note: For alternate speed signal hookups see proper wiring diagram at center.

Step 1: Pulse Generator Wiring. Connect the WHITE sensor wire from the pulse signal generator to the SENSOR terminal post, the RED wire from the signal generator to the IGN terminal post, and the BLACK wire from the signal generator to the GND terminal post.
Note: All three wires must be connected to the black box.

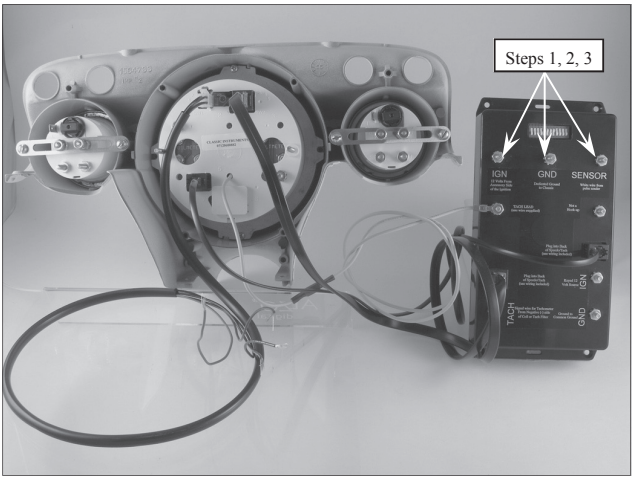


Figure 5

Step 2: Connect a good dedicated ground on the chassis to the terminal post marked GND, located directly under the dip switches. (Figure 5)
(Make sure that the ground is independent from all other grounds.)

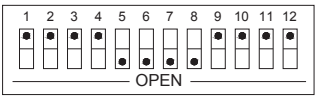
Step 3: Connect a dedicated 18-AWG wire from the accessory side of your keystart switch to the IGN terminal post. This is your power source. (Figure 5)

Step 4: Plug the square, white molex connector into the back of the cluster.

Black:	Connect to common ground.
Blue:	Connect to the high beam indicator signal.
Gray:	Connect to the oil pressure sender.
Brown:	Connect to a power source for the gauge lighting.

Adjusting Your Electronic Speedometer

IMPORTANT: Be sure the 12 dip switches on the black box are set to the default settings before performing a road test.

Default Dip Switch Settings: 

(Switches 5 6 7 8 OPEN)

Note: Always turn power off when making calibration changes.

Step 1: To check your speedometer reading, follow and pace another car (one with an accurate speedometer) to a speed of 60 MPH true road speed. A GPS navigation system can also be utilized for this purpose.

Step 2: Determine the speed you are reading on your speedometer when the pace car is at 60 MPH, or when your GPS registers 60 MPH.

Step 3: Refer to the correct calibration chart in the appendix (pages 20-22). Find the MPH you were reading while pacing the car with the accurate speedometer or GPS reading. Note the dip switch positions in the second column.

Step 4: Turn the ignition off. The dip switches identified in the second column should be OPEN (pushed in away from the numbered side). All other switches should be CLOSED (pushed in toward the numbered side).

Tachometer

Step 1: Plug in the yellow tach lead from the black box to the yellow wire on the back of the instrument cluster. (Figure 6)

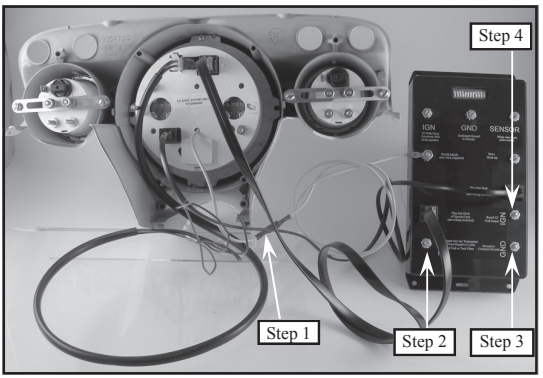


Figure 6

Step 2: Locate the tachometer output signal source from the list below and connect it to the TACH post on the black box. (Figure 6)

- **Standard Points and Condenser system:** Distributor side of the coil marked (-).
- **GMC-HEI (High Energy Ignition) system:** TACH terminal on the coil side of the distributor cap.
- **MSD (Multiple Spark Discharge) system:** TACH output on the side of MSD box. If TACH does not respond, your MSD system may require a MSD TACH Adapter No. 8910 or No. 8920.
- **Vertex Magneto systems:** KILL terminal screw post side of the magneto body.
- **Accel Ignition Coils:** DISTRIBUTOR side of ignition coil.
- **Mallory Ignition system:** DISTRIBUTOR side of ignition coil, usually marked (-). May require tachometer selector.

Step 3: Connect an 18-AWG wire from the GND terminal post on the lower part of the black box to a common ground. (Figure 6)

Step 4: Connect an 18-AWG wire from the IGN terminal post on the lower part of the black box to the gauge 12-volt source. (Figure 6)

Wiring The Temperature Gauge

Step 1: Install the supplied water temperature sending unit in the intake manifold; tighten to 20 inch/lbs.
Note: Do NOT use Teflon tape or pipe putty.

Step 2: Connect an 18-AWG wire to the top terminal post on the sending unit to the "S" on the back of the temperature gauge.

Step 3: Connect an 18-AWG wire from the terminal post "G" to a common ground.

Step 4: Connect an 18-AWG wire from the terminal post "I" of the temperature gauge to the gauge 12-volt source.

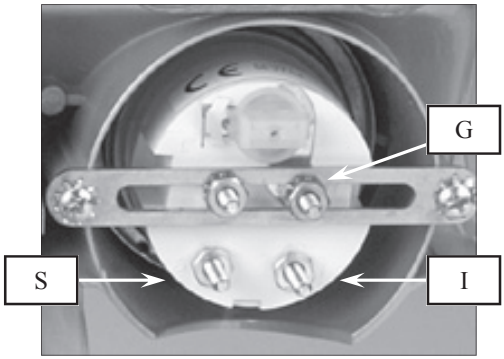


Figure 7

Wiring The Fuel Gauge

Step 1: Connect an 18-AWG wire from the signal post on the fuel sending unit to the "S" post on the back of the fuel gauge.

Step 2: Connect an 18-AWG wire from the terminal post on the back of the fuel gauge marked "G" to a good common ground.

Step 3: Connect an 18-AWG wire from the terminal post of the gauge marked "I" to the gauge 12-volt source.

Wiring The Gauge Lights

Step 1: Connect an 18-AWG wire from the spade terminal on the back of each gauge to the vehicles light switch.

Note: No additional ground wire is necessary. The ground for each light is incorporated with the gauge ground.

‘57 CHEVY CLOCK

CLOCK INSTALLATION

NOTICE! – Disconnect battery before installation!

STEP 1: Connect a minimum 18-AWG wire from a direct +12V source to the “B+” or “2” terminal on the back of the clock housing.

STEP 2: Connect a minimum 18-AWG wire from a good chassis ground to the “GND” or “1” terminal on the back of the clock housing.

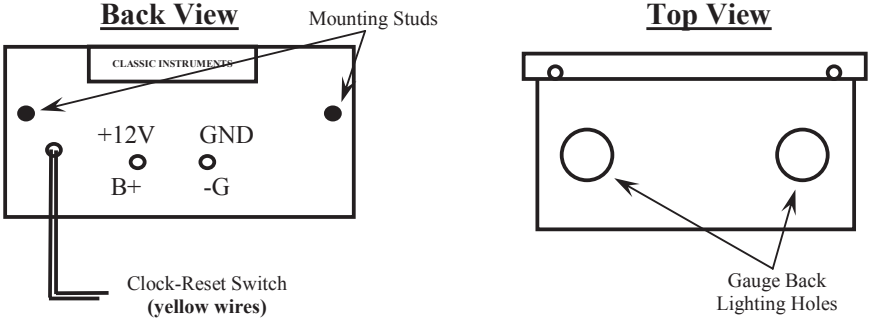
STEP 3: Connect a minimum 18-AWG wire from the instrument lights to another instrument or dash lights.

STEP 4: Connect both YELLOW wire leads protruding from the clock housing to the two matching YELLOW wires protruding from the “clock-reset switch”.

Because the clock is wired to a direct +12V source, the clock will stay operational even when the vehicle is parked or in storage. To make the clock inactive simply disconnect the ground terminal on the vehicle’s battery. This is a good idea when placing the car in storage for any long period of time.

SETTING THE CORRECT TIME:

To set the correct time on your clock, simply press the red momentary switch that was included with the clock. To advance the clock one minute, press and let go of the switch once. To advance the clock more than just a few minutes you can press and hold the momentary switch. This will fast-forward the clock to what ever time you prefer.



IMPORTANT NOTICE!

Should the quartz movement, internal circuitry, or electronic components inside your clock be damaged due to a voltage surge or the positive and negative wires being connected in reverse the unit will NOT be covered under warranty!

Appendix

Fuel, Temperature, Gear Selector

Step 1: Take black wire from the harness and connect it to a common ground.

Step 2: Take the tan wire from the harness and connect it to the sender wire from the fuel sending unit.

Step 3: Take the green wire from the harness and connect it to the sending post of your temperature sending unit.

Step 4: Take the pink wire from the harness and connect it to the vehicle's instrument cluster 12-volt source.

Step 5: (For automatic transmissions only.) Take the white/black wire from the harness to the gear selector unit (SN46).

Step 6: When using an automatic transmission, take the orange wire from the harness and connect it to the vehicle's instrument cluster 12-volt source.
Note: If using a manual transmission, **DO NOT** connect the orange wire to avoid risking instrument damage!

Step 7: Connect the wire from the light to the vehicle's dash light switch.

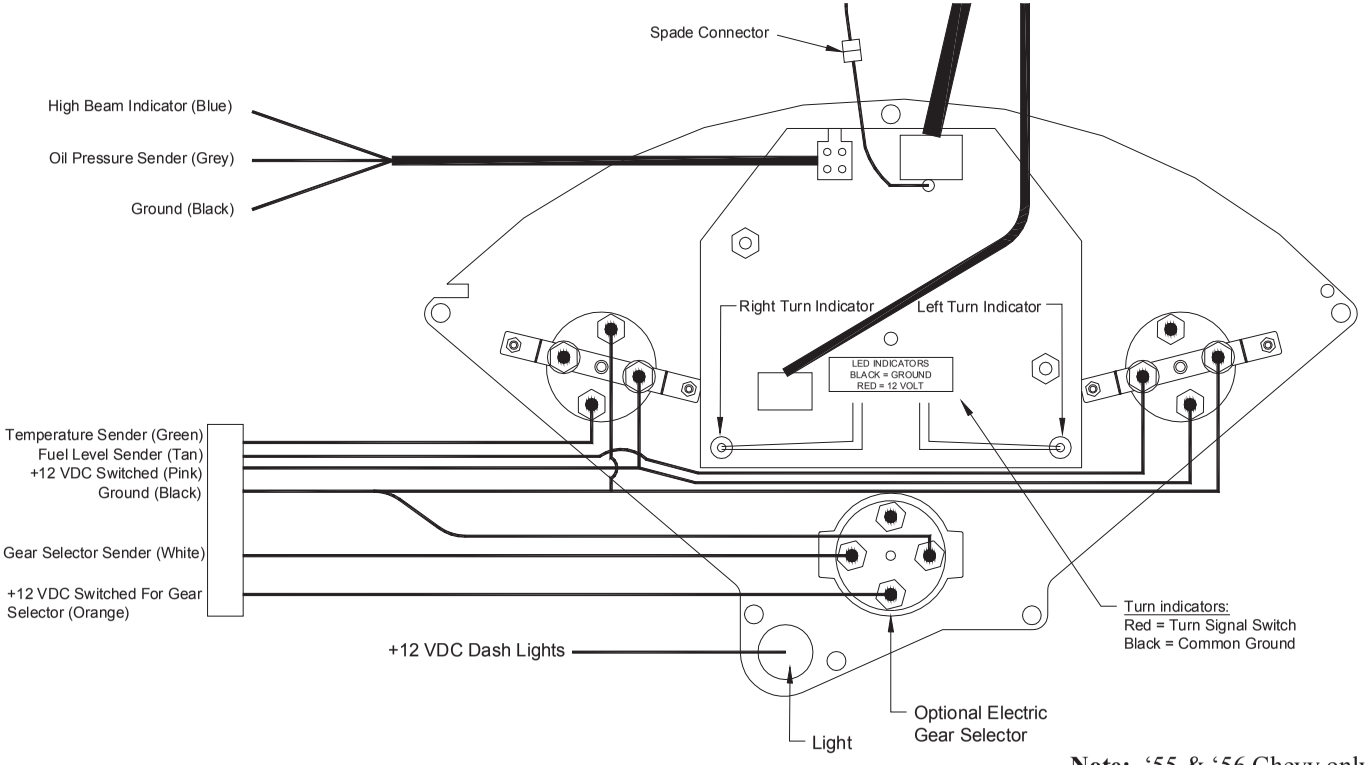
Note: Voltmeter does not need any special connection. It will automatically read correctly when all wiring is completed.

Step 8: If you **DO NOT** use the automatic gear selector, make sure to secure the orange/black, and white/black, wires away from all connections to prevent shorting out the instrument cluster.

Please enjoy your new gauges, and thank you for being a "Classic" customer!

The team at Classic Instruments

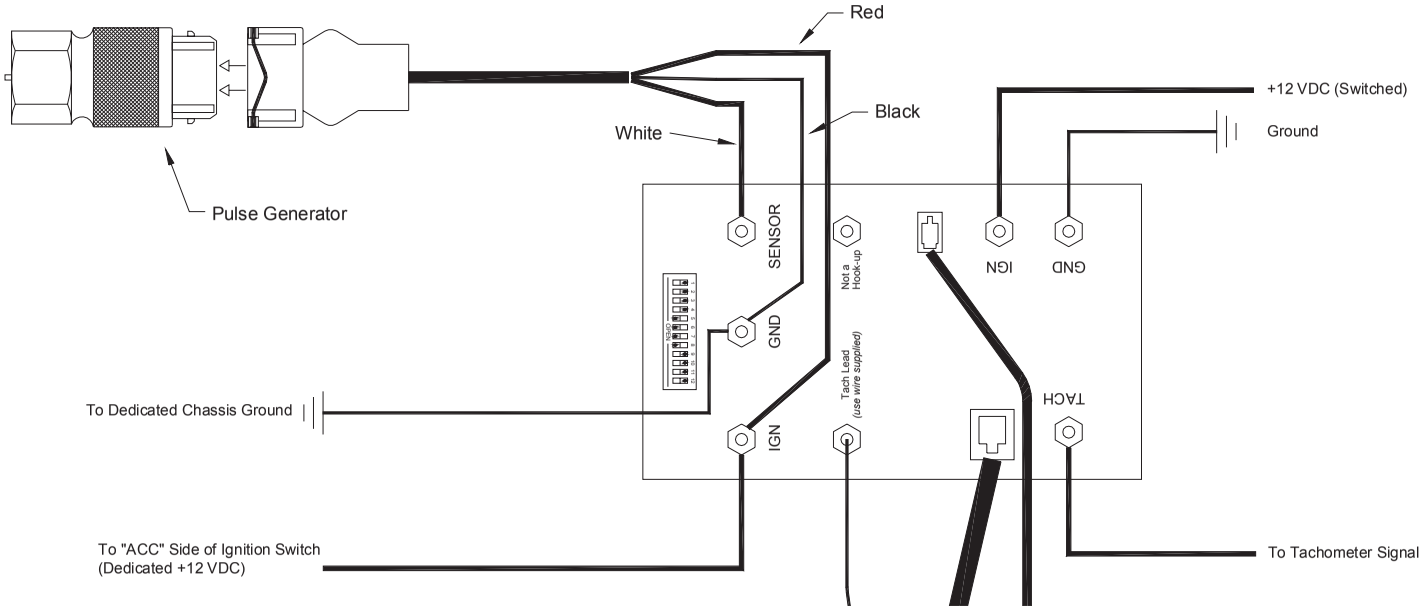
Wiring Diagrams

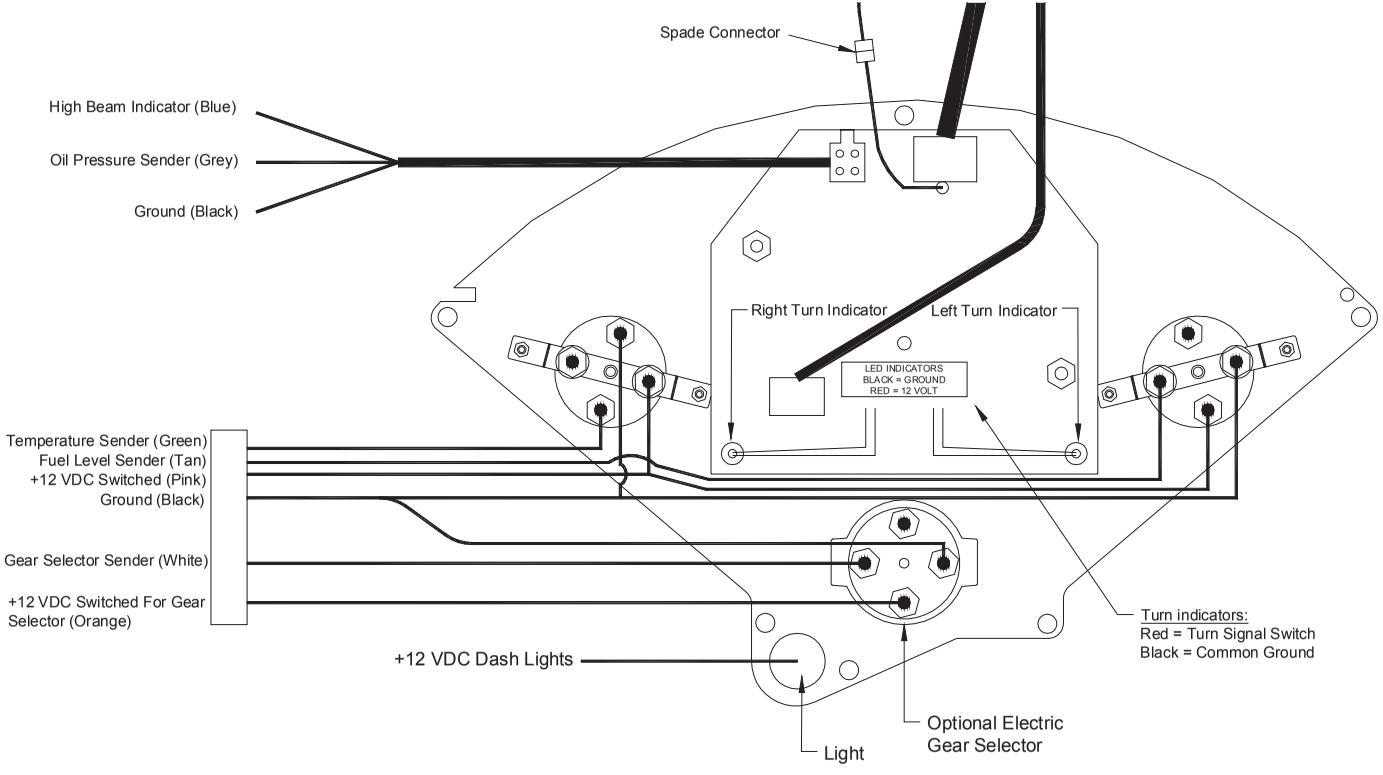


Note: '55 & '56 Chevy only. '57 Chevy is similar.

Wiring with 16-pulse Speed Signal Generator

Note: Black box wiring is the same for ‘55, ‘56, & ‘57 Chevy.

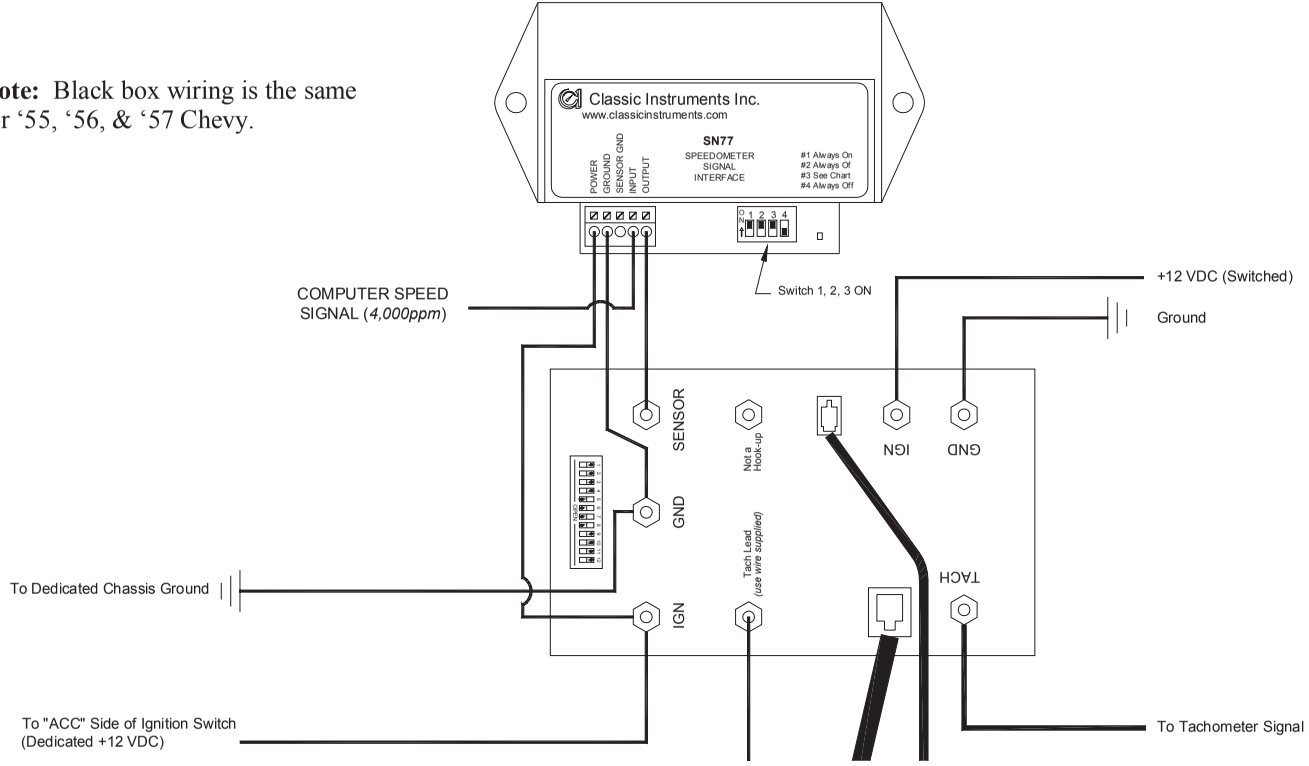


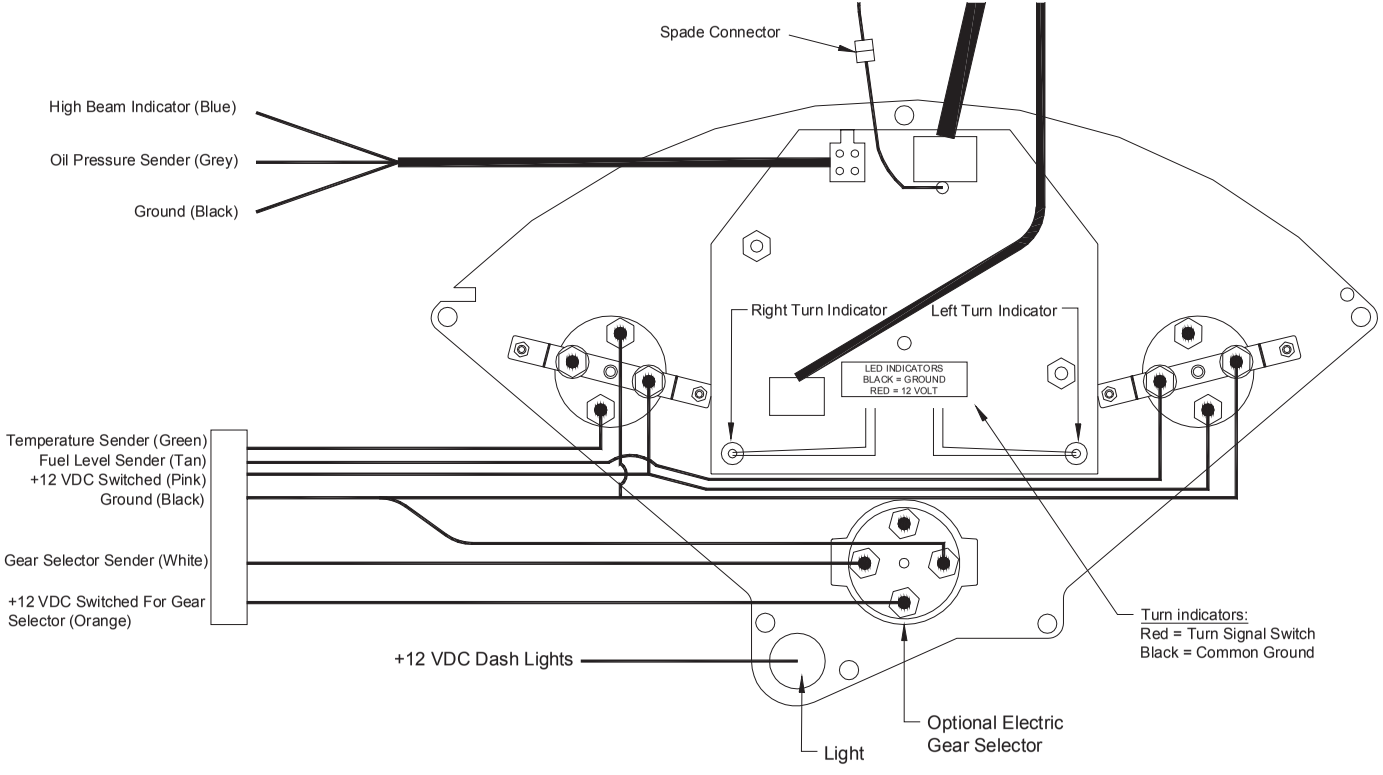


Note: '55 & '56 Chevy only. '57 Chevy is similar.

Wiring with SN77 and Built-in Vehicle Speed Sensor

Note: Black box wiring is the same for ‘55, ‘56, & ‘57 Chevy.

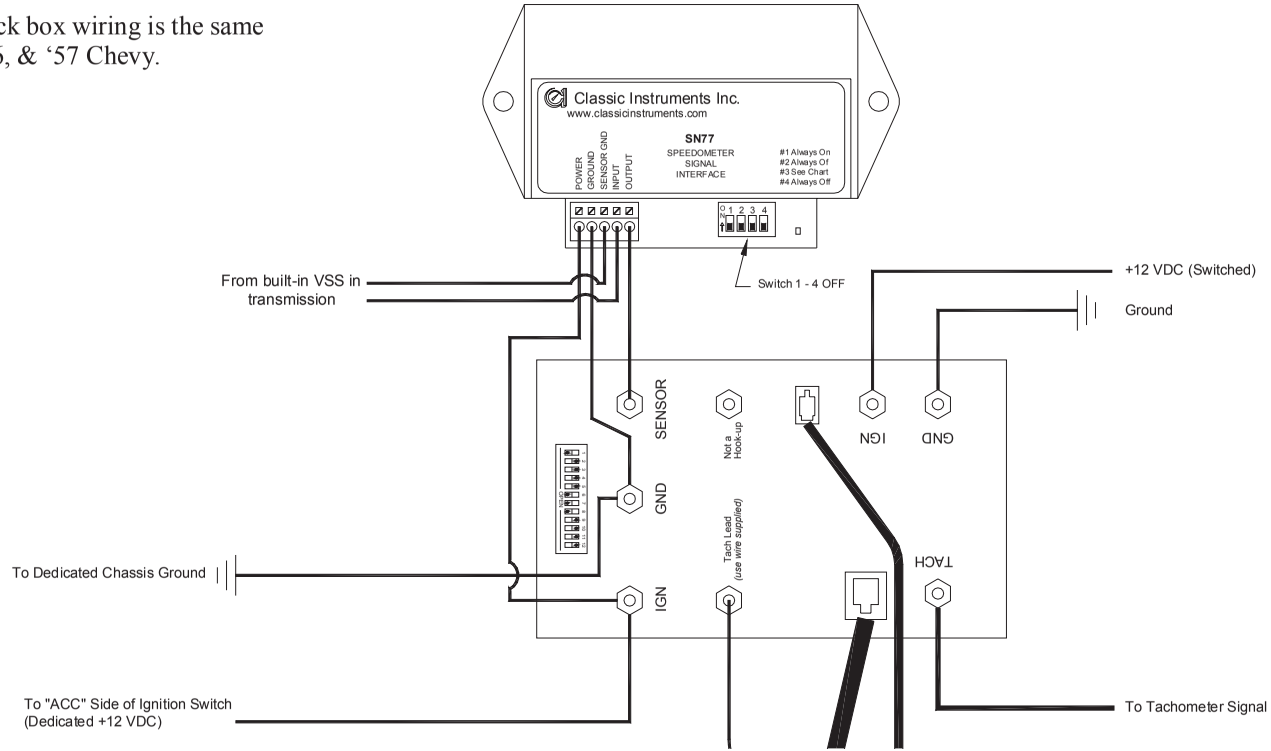




Note: '55 & '56 Chevy only.
'57 Chevy is similar.

Wiring with Vehicle's Computer Speed Input

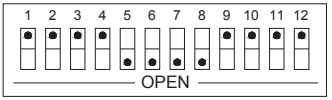
Note: Black box wiring is the same for '55, '56, & '57 Chevy.



NOTES

Appendix

16-Pulse Speedometer 16,000 PPM Calibration Chart

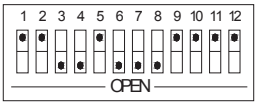
Default Dip Switch Settings: 

(Switches 5 6 7 8 OPEN)

Set speedometer switches **5 6 7 8 OPEN**, all others closed (*code for 16,000 PPM*). Drive vehicle at 60mph. If the speedometer reads other than 60, set switches per chart below.

Speedometer Reading	OPEN SWITCH	Speedometer Reading	OPEN SWITCH
40 MPH	8 9 11 12	80 MPH	4 5 6 10 12
41 MPH	7 10 12	81 MPH	4 5 6 8
42 MPH	7 8	82 MPH	4 5 6 8 9 11 12
43 MPH	7 8 9 11 12	83 MPH	4 5 6 7 10
44 MPH	6 10	84 MPH	4 5 6 7 8
45 MPH	6 8	85 MPH	4 5 6 7 8 9 11 12
46 MPH	6 8 9 11 12	86 MPH	3 10 12
47 MPH	6 7 10 12	87 MPH	3 8
48 MPH	6 7 8	88 MPH	3 8 9 11 12
49 MPH	6 7 8 9 11 12	89 MPH	3 7 10 12
50 MPH	5 10	90 MPH	3 7 8
51 MPH	5 8	91 MPH	3 7 8 9 11 12
52 MPH	5 8 9 11 12	92 MPH	3 6 11 12
53 MPH	5 7 10 12	93 MPH	3 6 8
54 MPH	5 7 8	94 MPH	3 6 8 9 11 12
55 MPH	5 7 8 9 11 12	95 MPH	3 6 7 10 12
56 MPH	5 6 10 12	96 MPH	3 6 7 8
57 MPH	5 6 8	97 MPH	3 6 7 8 9 11 12
58 MPH	5 6 8 9 11 12	98 MPH	3 5 10 12
59 MPH	5 6 7 10 12	99 MPH	3 5 8
60 MPH	5 6 7 8	100 MPH	3 5 8 9 11 12
61 MPH	5 6 7 8 9 11 12	101 MPH	3 5 7 10 12
62 MPH	4 10 12	102 MPH	3 5 7 8
63 MPH	4 8	103 MPH	3 5 7 8 9 11 12
64 MPH	4 8 9 11 12	104 MPH	3 5 6 10 12
65 MPH	4 7 10	105 MPH	3 5 6 8
66 MPH	4 7 8	106 MPH	3 5 6 8 9 11 12
67 MPH	4 7 8 9 11 12	107 MPH	3 5 6 7 10 12
68 MPH	4 6 10 12	108 MPH	3 5 6 7 8
69 MPH	4 6 8	109 MPH	3 5 6 7 8 9 11 12
70 MPH	4 6 8 9 11 12	110 MPH	3 4 10 12
71 MPH	4 6 7 10 12	111 MPH	3 4 8
72 MPH	4 6 7 8	112 MPH	3 4 8 9 11 12
73 MPH	4 6 7 8 9 11 12	113 MPH	3 4 7 10 12
74 MPH	4 5 10 12	114 MPH	3 4 7 8
75 MPH	4 5 8	115 MPH	3 4 7 8 9 11 12
76 MPH	4 5 8 9 11 12	116 MPH	3 4 6 10 12
77 MPH	4 5 7 10 12	117 MPH	3 4 6 8
78 MPH	4 5 7 8	118 MPH	3 4 6 8 9 11 12
79 MPH	4 5 7 8 9 11 12	119 MPH	3 4 6 7 10 12

16-Pulse Speedometer 32,000 PPM Calibration Chart

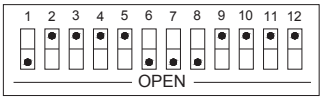
Default Dip Switch Setting: 

(Switch 3 4 6 7 8 OPEN)

Set speedometer switches **3 4 6 7 8 OPEN**, all others closed (*code for 32,000 PPM*). Drive the vehicle at 60mph. If the speedometer reads other than 60, set switches per chart below.

Speedometer Reading	OPEN SWITCH	Speedometer Reading	OPEN SWITCH
20 MPH	8 9 11 12	62 MPH	3 4 5 8 9 11 12
21 MPH	7 8	63 MPH	3 4 5 7 8
22 MPH	6 10 12	64 MPH	3 4 5 6 10 12
23 MPH	6 8 9 11 12	65 MPH	3 4 5 6 8 9 11 12
24 MPH	6 7 8	66 MPH	3 4 5 6 7 8 9
25 MPH	5 10 12	67 MPH	2 10 12
26 MPH	5 8 9 11 12	68 MPH	2 8 9 11 12
27 MPH	5 7 8	69 MPH	2 7
28 MPH	5 6 10 12	70 MPH	2 6 10 12
29 MPH	5 6 8 9 11 12	71 MPH	2 6 8 9 11 12
30 MPH	5 6 7 8	72 MPH	2 6 7 8
31 MPH	4 10 12	73 MPH	2 5 10 12
32 MPH	4 8 9 11 12	74 MPH	2 5 8 9 11 12
33 MPH	4 7 8	75 MPH	2 5 7 8
34 MPH	4 6 10 12	76 MPH	2 5 6 10 11
35 MPH	4 5 8 9 11 12	77 MPH	2 5 6 8 9 11 12
36 MPH	4 6 7 8	78 MPH	2 5 6 7 8
37 MPH	4 5 10 12	79 MPH	2 4 10 12
38 MPH	4 5 8 9 11 12	80 MPH	2 4 8 9 11 12
39 MPH	4 5 7 8	81 MPH	2 4 7 8
40 MPH	4 5 6 10 12	82 MPH	2 4 6 10 12
41 MPH	4 5 6 8 9 11 12	83 MPH	2 4 6 8 9 11 12
42 MPH	4 5 6 7 8	84 MPH	2 4 6 7 8
43 MPH	3 10 12	85 MPH	2 4 5 10 12
44 MPH	3 8 9 11 12	86 MPH	2 4 5 8 9 11 12
45 MPH	3 7 8	87 MPH	2 4 5 7 8
46 MPH	3 6 11 12	88 MPH	2 4 5 6 10 12
47 MPH	3 6 8 9 11 12	89 MPH	2 4 5 6 8 9 11 12
48 MPH	3 6 7 8	90 MPH	2 4 5 6 7 8
49 MPH	3 5 10 12	91 MPH	2 3 10 12
50 MPH	3 5 8 9 11 12	92 MPH	2 3 8 9 11 12
51 MPH	3 5 7 8	93 MPH	2 3 7 8
52 MPH	3 5 6 10 12	94 MPH	2 3 6 10 12
53 MPH	3 5 6 8 9 11 12	95 MPH	2 3 6 8 9 11 12
54 MPH	3 5 6 7 8	96 MPH	2 3 6 7 8
55 MPH	3 4 10 12	97 MPH	2 3 5 10 12
56 MPH	3 4 8 9 11 12	98 MPH	2 3 5 8 9 11 12
57 MPH	3 4 7 8	99 MPH	2 3 5 7 8
58 MPH	3 4 6 10 12	100 MPH	2 3 5 6 10 12
59 MPH	3 4 6 8 9 11 12	101 MPH	2 3 5 6 8 9 11 12
60 MPH	3 4 6 7 8	102 MPH	2 3 5 6 7 8
61 MPH	3 4 5 10 12	103 MPH	2 3 4 10 12

16-Pulse Speedometer 64,000 PPM Calibration Chart

Default Dip Switch Setting: 

(Switch 1 6 7 8 OPEN)

Set speedometer switches **1 6 7 8 OPEN**, all others closed (*code for 64,000 PPM*). Drive vehicle at 60mph. If the speedometer reads other than 60, set switches per chart below.

Speedometer Reading	OPEN SWITCH	Speedometer Reading	OPEN SWITCH
10 MPH	8 9 11 12	52 MPH	2 3 4 8 9 11 12
11 MPH	6 10	53 MPH	2 3 4 6 10 12
12 MPH	6 7 8	54 MPH	2 3 4 6 7 8
13 MPH	5 8 9 11 12	55 MPH	2 3 4 5 8 9 11 12
14 MPH	5 6 10 12	56 MPH	2 3 4 5 6 10 12
15 MPH	5 6 7 8	57 MPH	2 3 4 5 6 7 8
16 MPH	4 8 9 11 12	58 MPH	1 8 9 11 12
17 MPH	4 6 10 12	59 MPH	1 6 10 12
18 MPH	4 6 7 8	60 MPH	1 6 7 8
19 MPH	4 5 8 9 11 12	61 MPH	1 5 8 9 11 12
20 MPH	4 5 6 10 12	62 MPH	1 5 6 10 12
21 MPH	4 5 6 7 8	63 MPH	1 5 6 7 8
22 MPH	3 8 9 11 12	64 MPH	1 4 8 9 11 12
23 MPH	3 6 11 12	65 MPH	1 4 6 10 12
24 MPH	3 6 7 8	66 MPH	1 4 6 7 8
25 MPH	3 5 8 9 11 12	67 MPH	1 4 5 8 9 11 12
26 MPH	3 5 6 10 12	68 MPH	1 4 5 6 10 12
27 MPH	3 5 6 7 8	69 MPH	1 4 5 6 7 8
28 MPH	3 4 8 9 11 12	70 MPH	1 3 8 9 11 12
29 MPH	3 4 6 10 12	71 MPH	1 3 6 10 12
30 MPH	3 4 6 7 8	72 MPH	1 3 6 7 8
31 MPH	3 4 5 8 9 11 12	73 MPH	1 3 5 8 9 11 12
32 MPH	3 4 5 6 10 12	74 MPH	1 3 5 6 10 12
33 MPH	3 4 5 6 7 8	75 MPH	1 3 5 6 7 8
34 MPH	2 8 9 11 12	76 MPH	1 3 4 8 9 11 12
35 MPH	2 6 10 12	77 MPH	1 3 4 6 10 12
36 MPH	2 6 7 8	78 MPH	1 3 4 6 7 8
37 MPH	2 5 8 9 11 12	79 MPH	1 3 4 5 8 9 11 12
38 MPH	2 5 6 10 11	80 MPH	1 3 4 5 6 10 12
39 MPH	2 5 6 7 8	81 MPH	1 3 4 5 6 7 8
40 MPH	2 4 8 9 11 12	82 MPH	1 2 8 9 11 12
41 MPH	2 4 6 10 12	83 MPH	1 2 6 10 12
42 MPH	2 4 6 7 8	84 MPH	1 2 6 7 8
43 MPH	2 4 5 8 9 11 12	85 MPH	1 2 5 8 9 11 12
44 MPH	2 4 5 6 10 12	86 MPH	1 2 5 6 10 12
45 MPH	2 4 5 6 7 8	87 MPH	1 2 5 6 7 8
46 MPH	2 3 8 9 11 12	88 MPH	1 2 4 8 9 11 12
47 MPH	2 3 6 10 12	89 MPH	1 2 4 6 10 12
48 MPH	2 3 6 7 8	90 MPH	1 2 4 6 7 8
49 MPH	2 3 5 8 9 11 12	91 MPH	1 2 4 5 8 9 11 12
50 MPH	2 3 5 6 10 12	92 MPH	1 2 4 5 6 10 12
51 MPH	2 3 5 6 7 8	93 MPH	1 2 4 5 6 7 8

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