

**" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.**

**ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED**

**IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "**



# **YOU CAN DO IT EASY UPGRADES**

## **1955 & 56 GAUGE UPDATE**

Today's fine custom cars often need more than the basic speedometer, temperature and fuel gauges available in 1955-56. Not only does this brand-new kit offer a complete range of gauges, it adds a great new look to your 50-year old classic. In this article we will be installing our new Classic Instrument gauge kit for the 1955 & 56 cars. This gauge set comes complete with fuel, water, oil, volt gauges, a tach and 140 MPH programmable speedometer and all necessary senders. The kit is available in many colors and will work with an automatic or standard transmission.



### **Parts Needed:**

#### **1955-56 Gauge Kits**

- 06-221 Black Face, White Numbers/Needles
- 06-222 Black Face, Silver Dials, White Numbers/Needles
- 06-223 Gray Face, White Numbers, Red Needles
- 06-224 Tan Face, Brown Numbers, Red Needles
- 06-225 White Face, Black Numbers/Needles
- 06-226 White Face, Silver Dials, Black Numbers/Needles

#### **1955-56 Auto Transmission Indicators**

- 06-227 Black TH700R4 & Other 4-Speed Automatics
- 06-228 Black TH350/400 & Other 3-Speed Automatics
- 06-229 Gray TH700R4 & Other 4-Speed Automatics
- 06-230 Gray TH350/400 & Other 3-Speed Automatics
- 06-231 Tan TH700R4 & Other 4-Speed Automatics
- 06-232 Tan TH350/400 & Other 3-Speed Automatics
- 06-233 White TH700R4 & Other 4-Speed Automatics
- 06-234 White TH350/400 & Other 3-Speed Automatics



## ***Tools Needed:***

Screw Driver

Pliers

1/2" Socket and Ratchet

Cutters

## ***Time Frame:***

4 Hours



***Photo #1a & 1b:*** To remove the instrument cluster, first remove the upper and lower mast jacket cover. The lower cover is held to the mast jacket clamp with a 1/4-20 screw and the upper cover is held to the front of the instrument bezel with two spring steel clips.



### ***Photo #2:***

If the car is an automatic, remove the indicator wire that connects the shift tube to the indicator pointer.

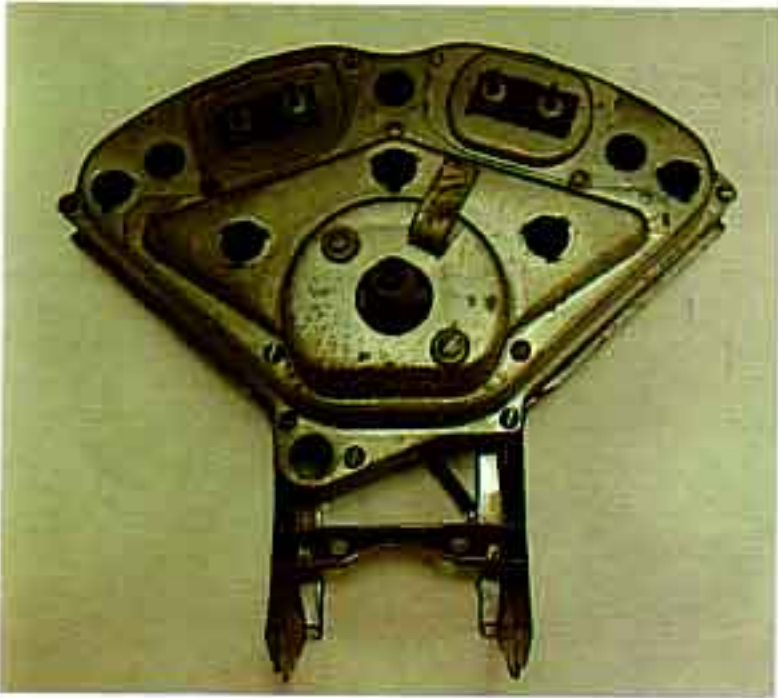


***Photo #3:*** The instrument bezel is held to the dash board with two counter sunk screws at the top of the bezel and two 10-32 machine screws behind the upper mast jacket cover.

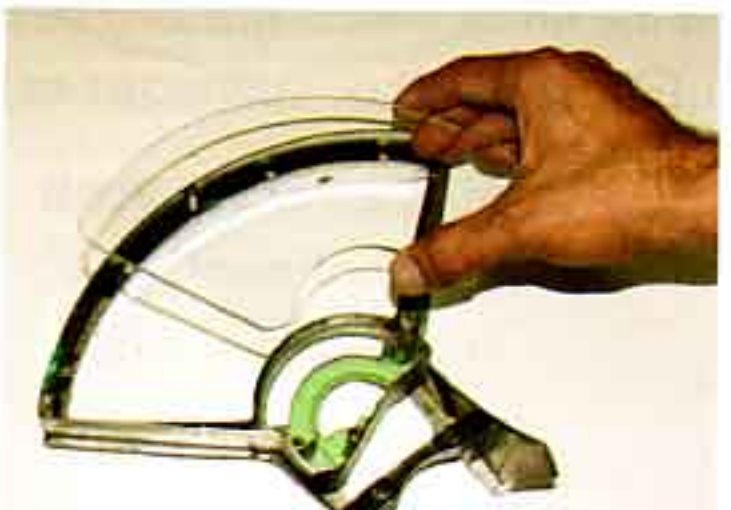
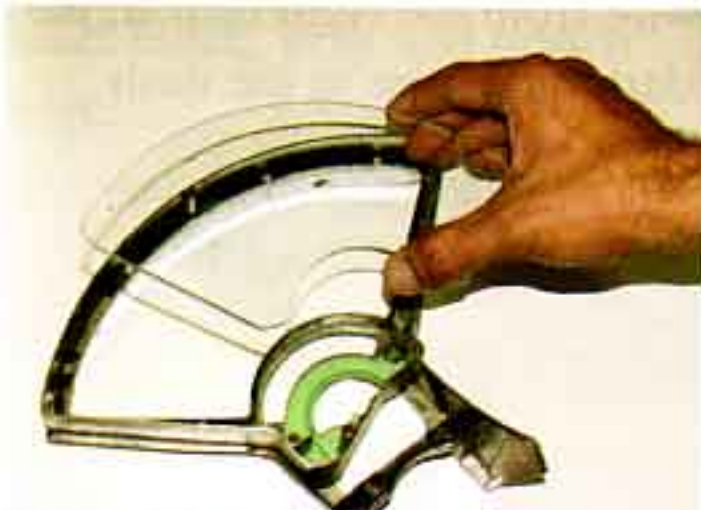




**Photo #4:** With the screws removed, pull the bezel forward and disconnect the speedometer cable and all the gauge wires. If the car is a 1955 the temperature gauge capillary line will need to be disconnected from the engine.



**Photo #5a & 5b:** Place the bezel face down on a table and remove the six machine screws that hold the factory gauges in place. Remove the gauge pod, the gauge shield, shift indicator and lens.



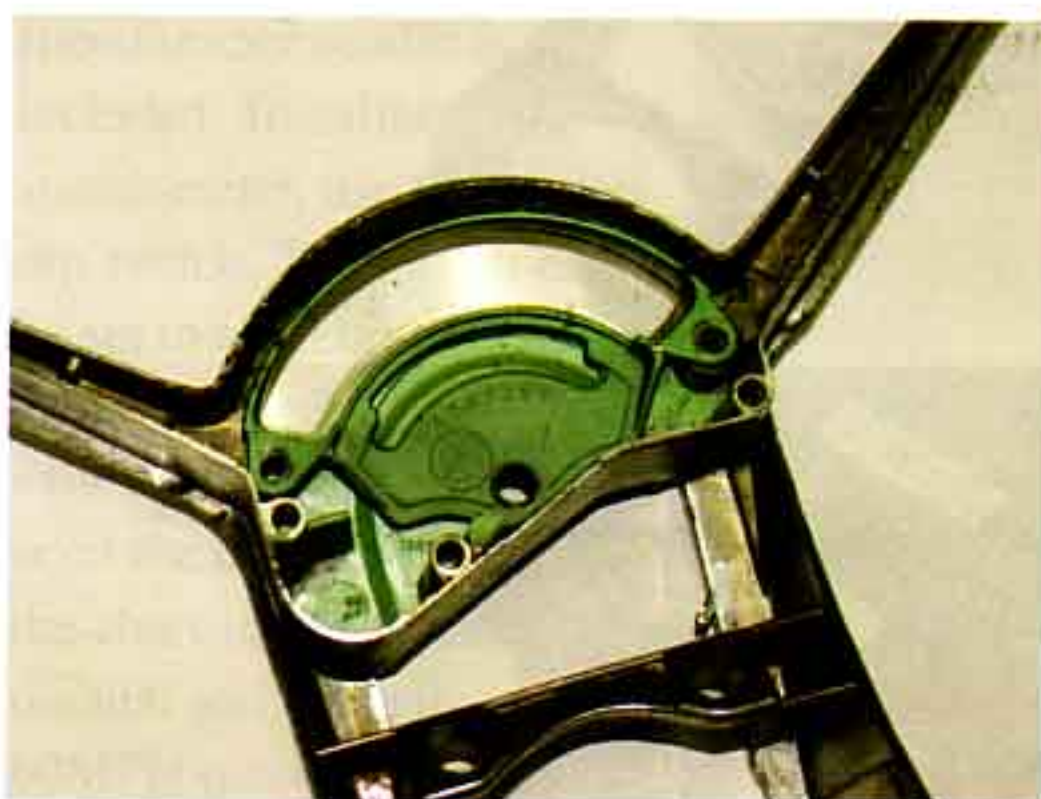
**Photo #6a & 6b:** The new gauge set uses a clear glass lens to give the gauges a super brilliant look. Place the lens into the bezel making sure you have the lens clean on the gauge side.





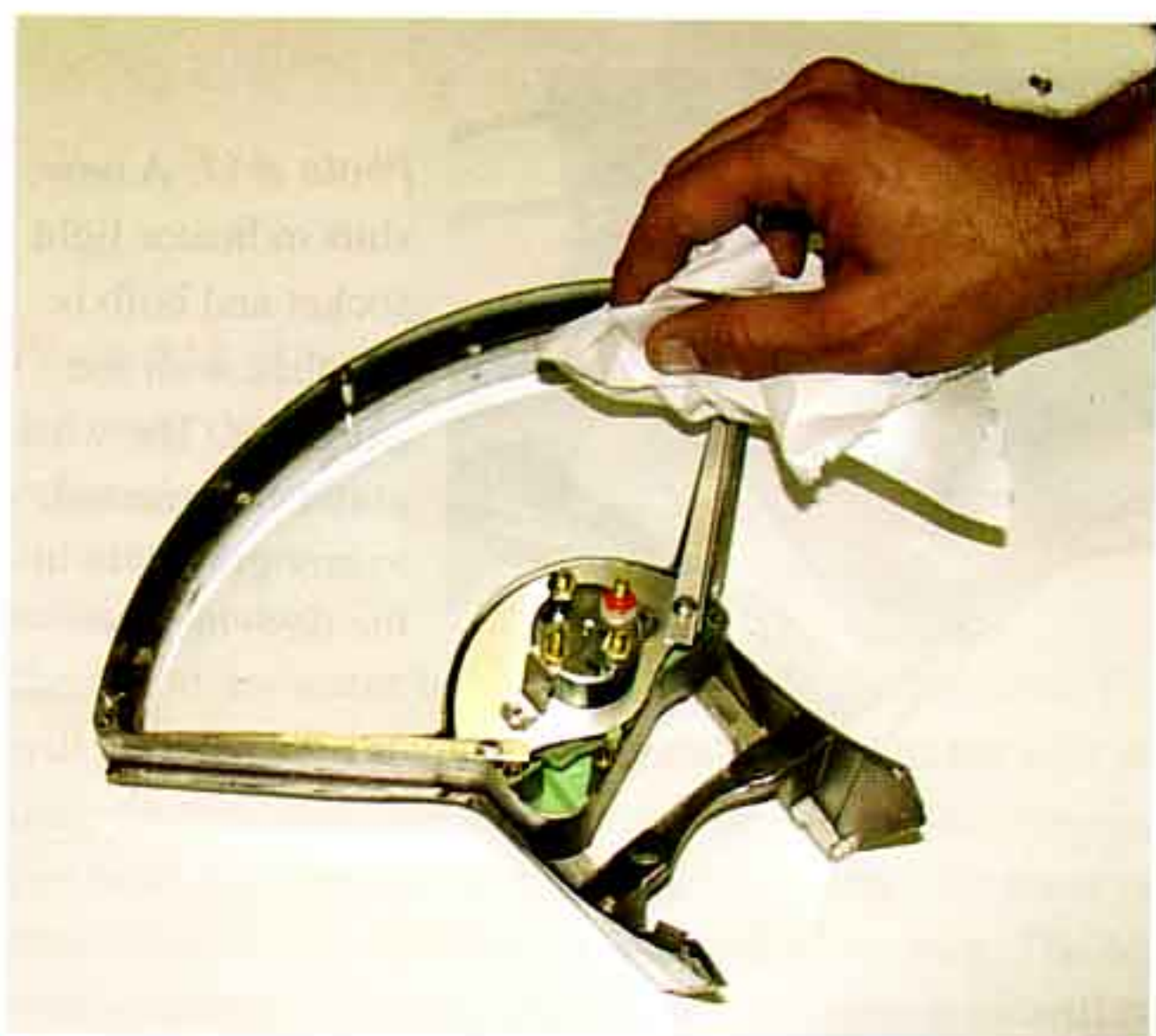
**Photo #7:** The pointer indicator housing will be used to hold the lens in place but the pointer will need to be removed if the new optional electronic

indicator is used. Grind the end of the pointer shaft off and remove the pointer lever and shaft from the housing.



**Photo #8a & 8b:**

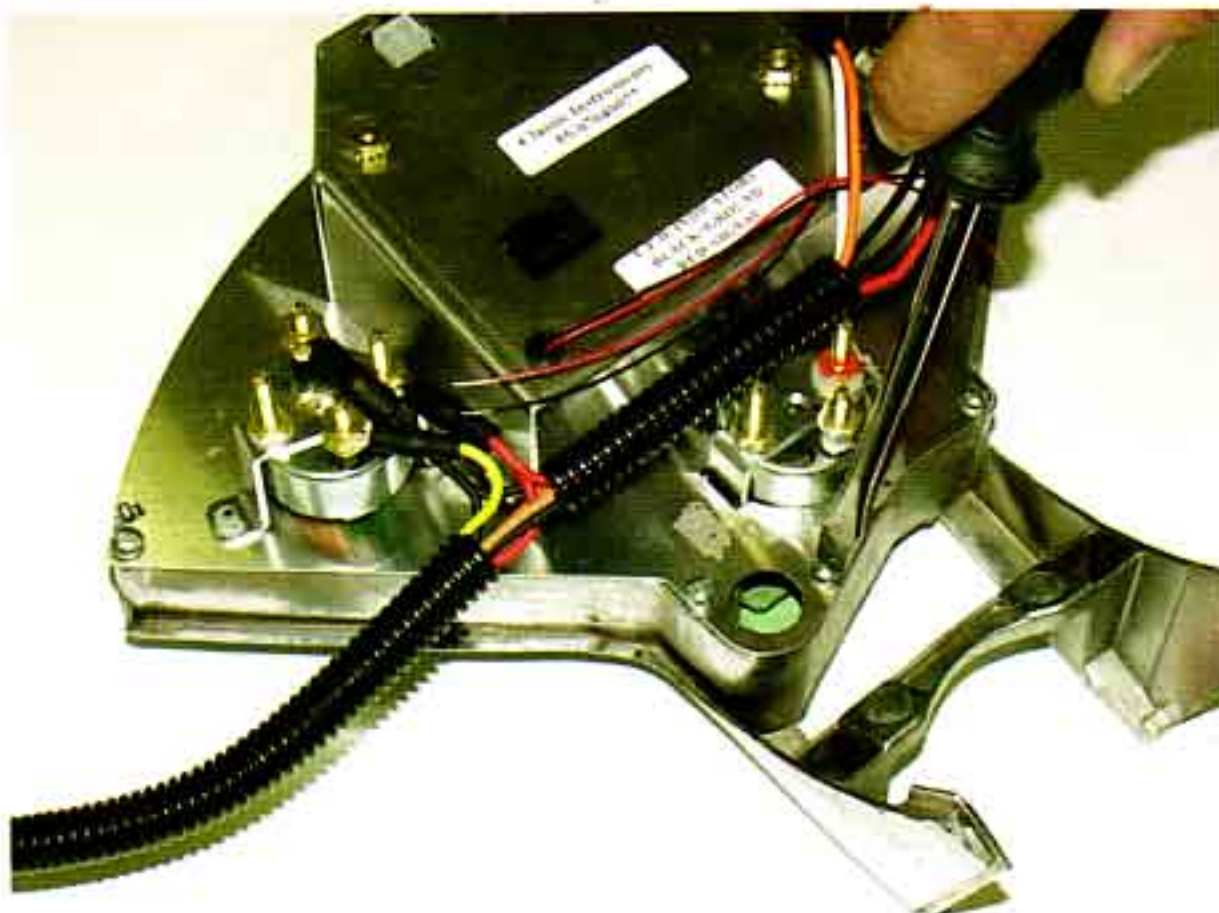
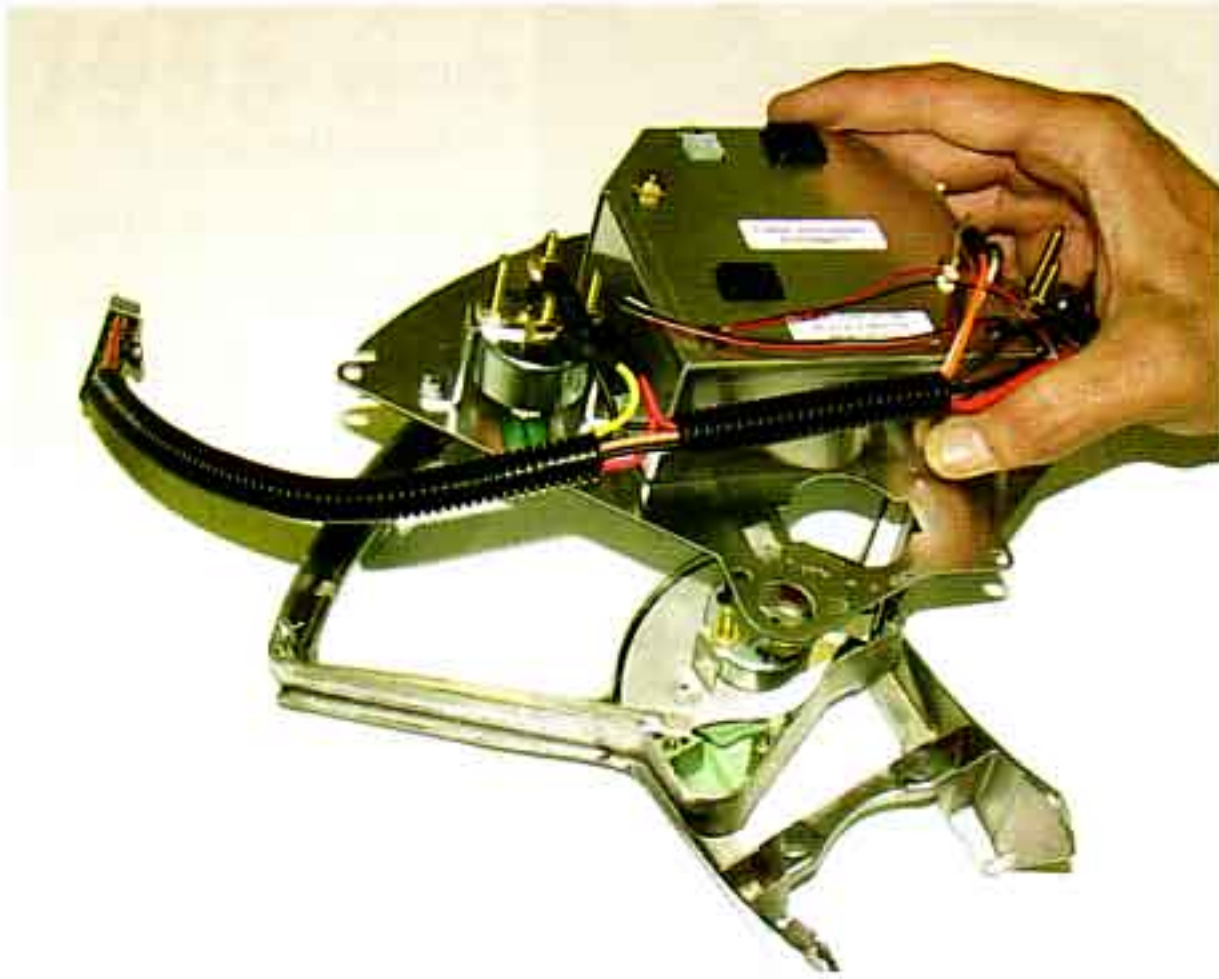
Place the pointer housing over the indicator lens. Place the new electric indicator on top of the pointer housing.



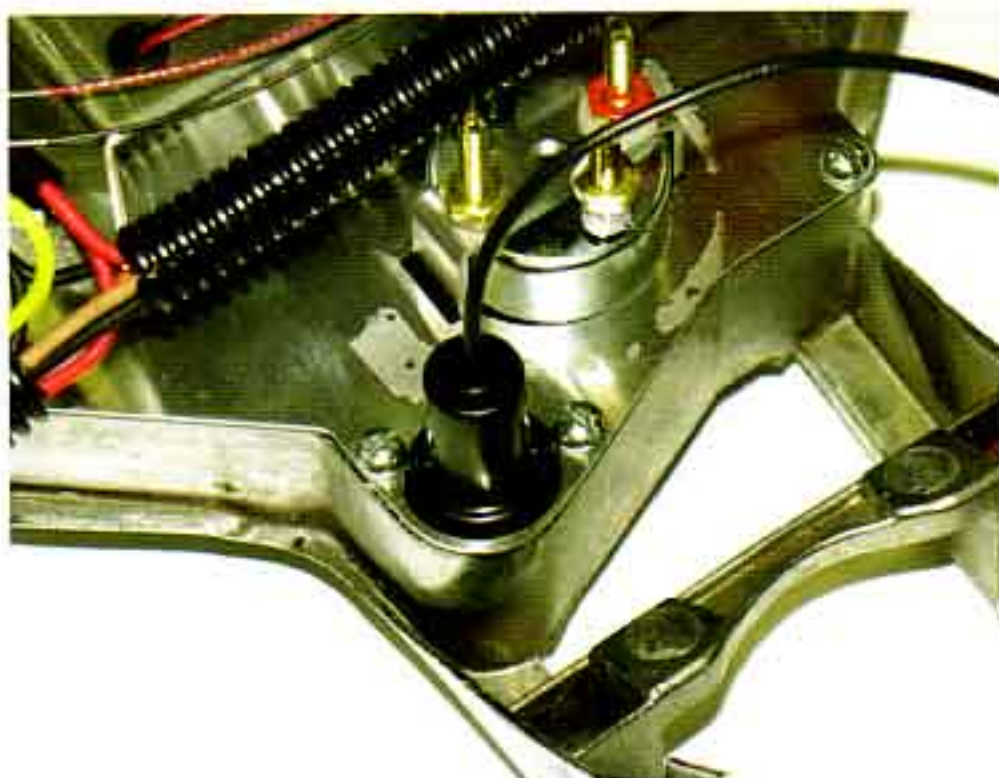
**Photo #9:** There is a left and right gauge lens retainer. The two retainers are held in place with the two lower indicator mounting screws.



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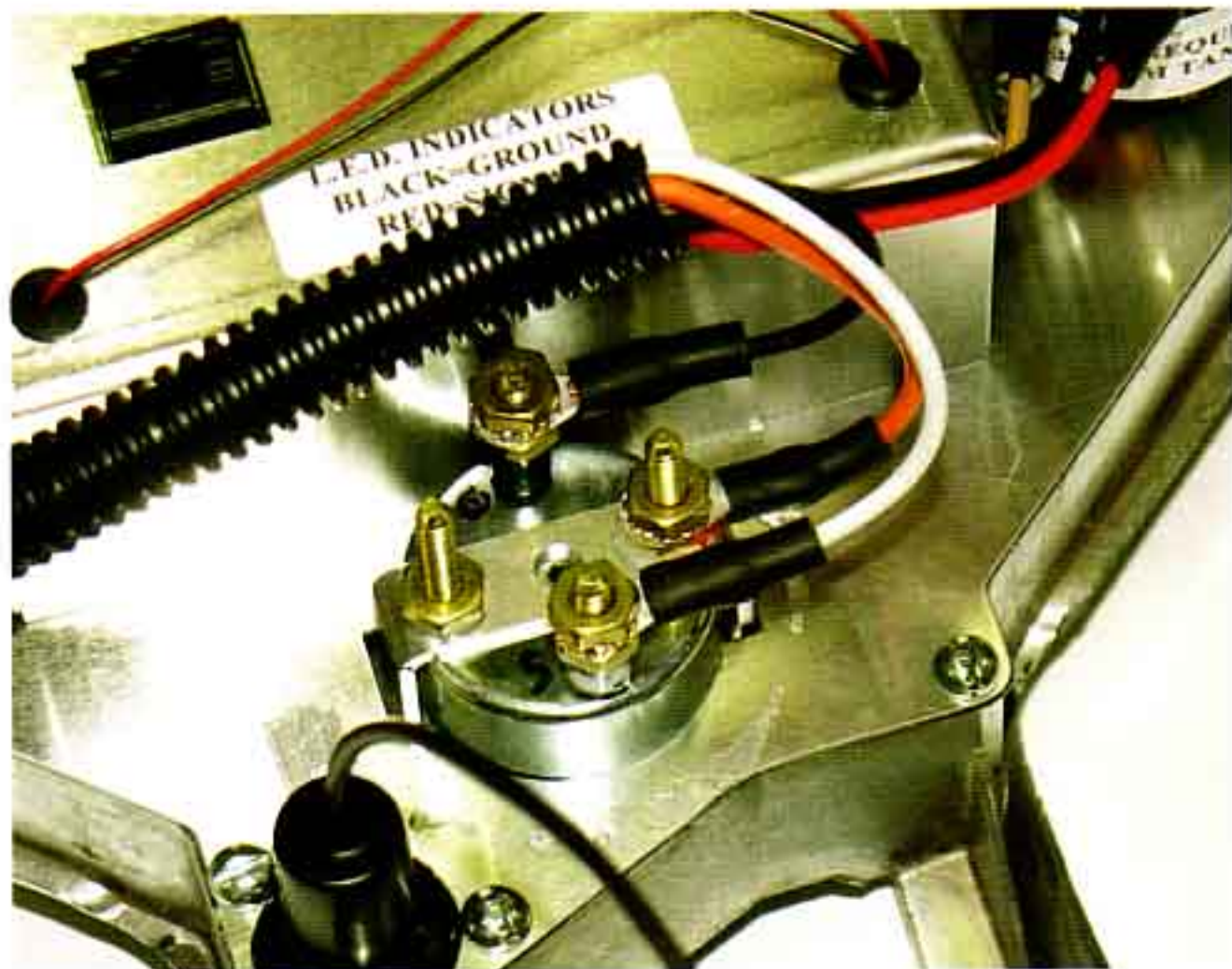


**Photo #10a & 10b:** The new gauge set is held in place with six 10-32 machine screws. New screws and plastic washers are included in the kit.

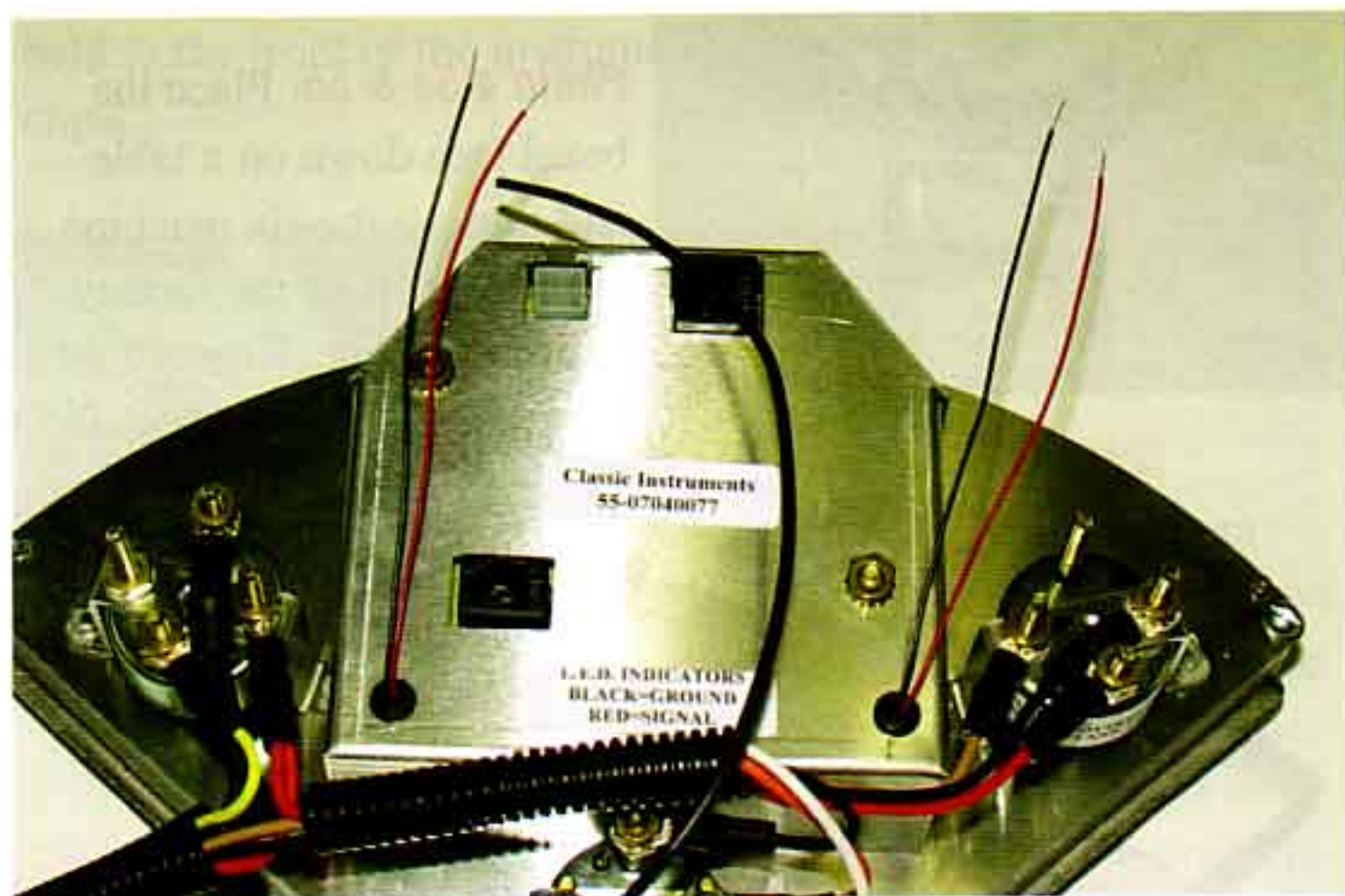


**Photo #11:** A new shift indicator light socket and bulb is supplied with the gauge kit. The wire may be connected to any gray wire in the dash harness.





**Photo #12:** There is a black, white and orange wire in the new main cluster harness. These three wires connect to the shift indicator. The black wire connects to the terminal marked "G" for ground, orange wire connects to the terminal marked "P" for power and the white wire connects to the terminal marked "S" for the sender.

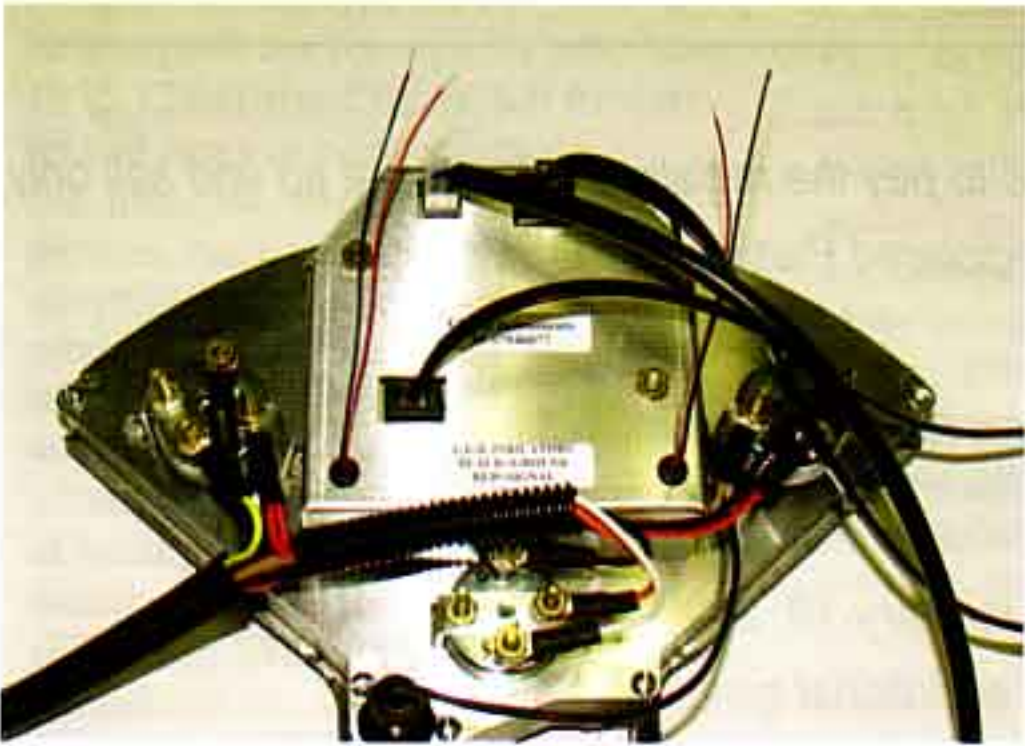
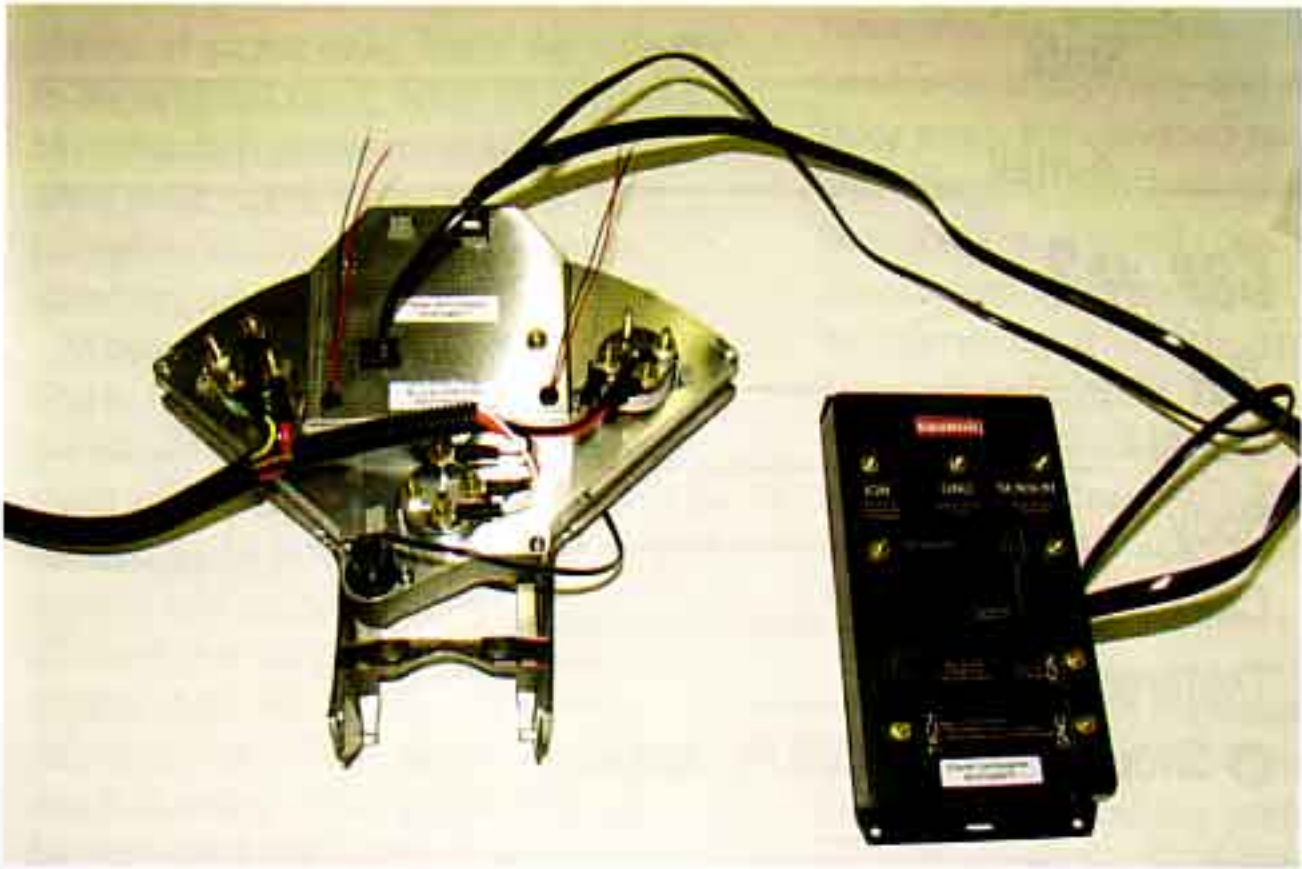


**Photo #13:** The cluster has two green LED lights for the left and right turn signal indicators. The black wires from the LED light need to be connected to a good ground. The red wire from the left turn signal LED light will be connected to the light blue wire in the under dash harness. The red wire from the right turn signal LED light will be connected to the dark blue wire in the dash harness.



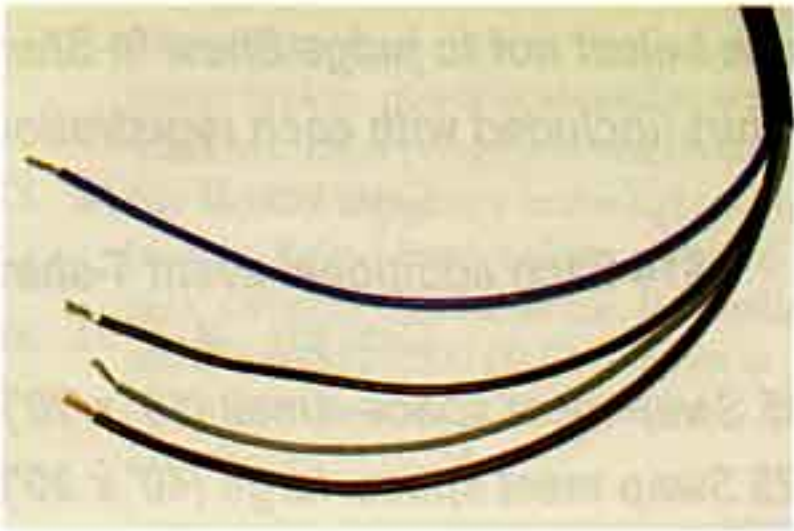
**Photo #14:** The new gauge cluster is powered by a brain box. The terminals are all clearly marked.

- |           |                                    |
|-----------|------------------------------------|
| BRAIN BOX | Body of Car                        |
| TACH:     | Negative Side of Ignition Coil     |
| GND       | Good Body Ground                   |
| IGN       | Ignition Switch (Pink Wire)        |
| SENSOR    | White Wire From Speedometer Sensor |



**Photo #15a & 15b:** On the back of the instrument cluster there are three female jacks. Two of them will connect to the brain box with two supplied coax cables.

**Photo #16:** The separate four pin connector assembly has a blue, black, gray and brown wire.



- |               |   |
|---------------|---|
| Four Pin Jack | Body of Car   |
| Blue Wire     | High Beam Indicator (Light Green Wire in Underdash Harness) |
| Black Wire    | Body Ground   |
| Gray Wire     | New Oil Pressure Sender                                     |
| Brown Wire    | Not Used  |

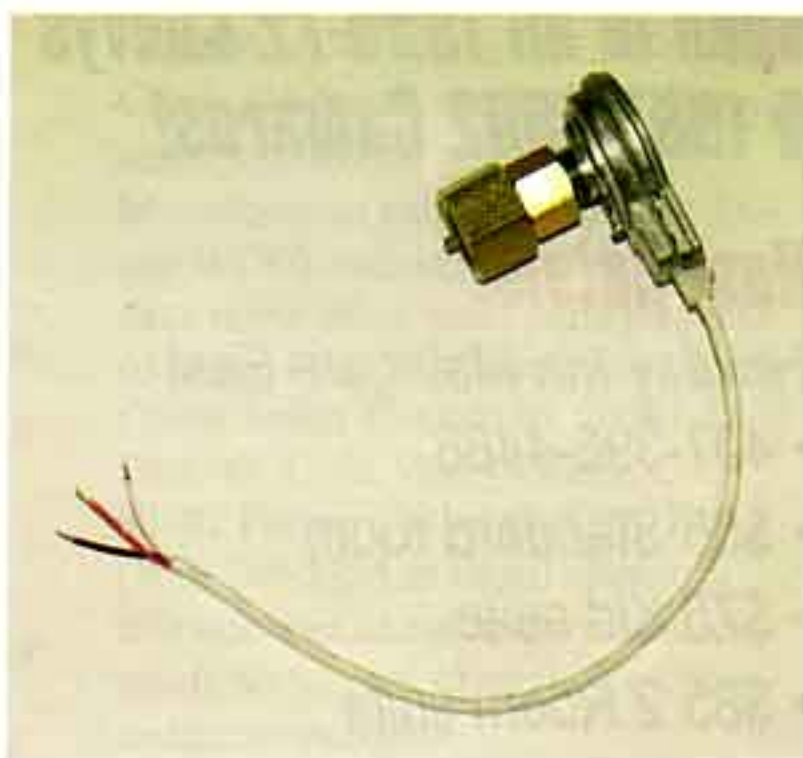




**Photo #17:** The gauge kit includes a new oil sender and a temperature sender. These must be used to make the gauges work

correctly. The new fuel gauge has the correct 0-30 ohms rating so the stock fuel sender may be used.

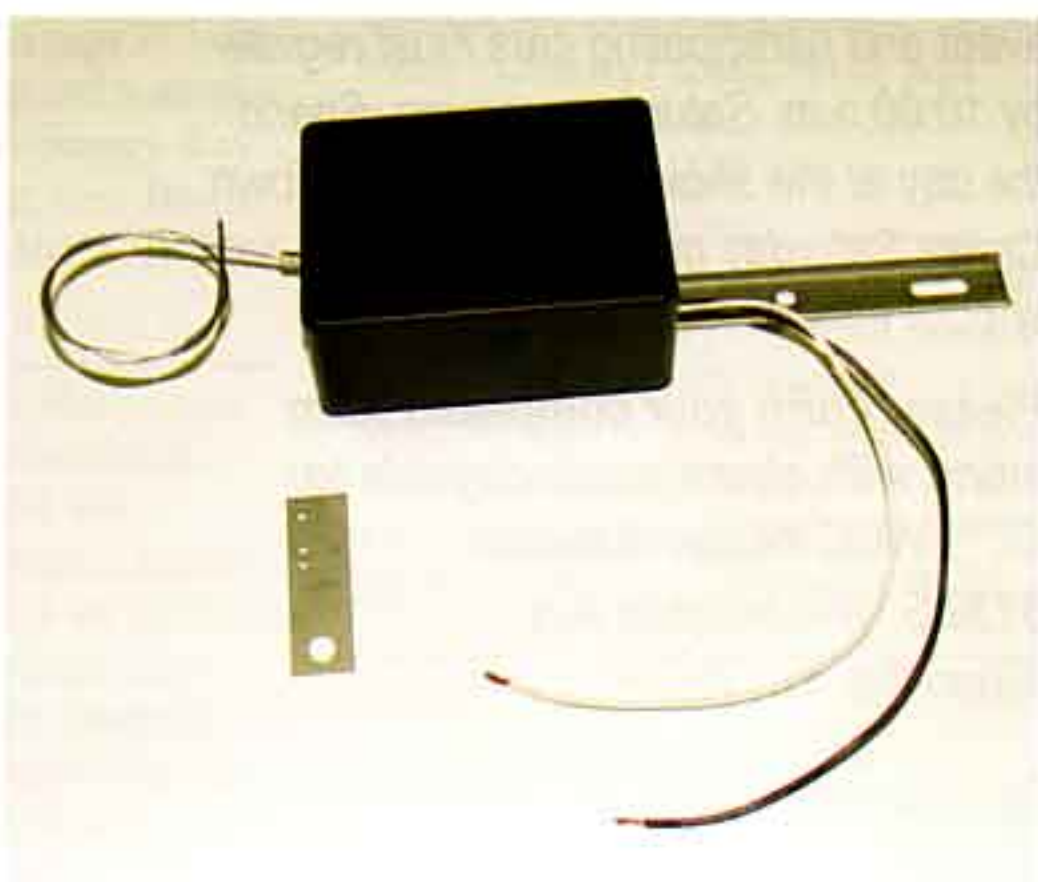
**Photo #18:** A new electric speedometer sender is included. To calibrate the speedometer, use the 12 row dip switch. The switch can be set to any combination so if the tire size or rear gear is ever changed, you can just reset the dip switch. Follow the chart in the owners manual and drive the car 60MPH (pace with another car) and than set the dip switch to the proper setting.



#### Sender Hook-Ups:

Speedometer Sender  
Red Wire  
Black Wire  
White Wire

Brain Box/Power  
Ignition Switch Key On  
Ground  
Brain Box



**Photo #19:** If you are using the optional electronic automatic transmission sender,

there is an indicator box that will need to be installed. This box will give the shift indicator a signal to point to the gear that the transmission is in. The box mounts to two of the transmission pan bolts and has a cable that attaches to the shift lever on the transmission. The box has a black and white wire. The black wire connects to a good ground and the white wire will connect to the white wire in the main harness coming from the back of the gauge set.

Good Luck! 