

" 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 CUSTOM INSTRUMENT CLUSTER INSTALLATION



One great up grade to do to your classic is to install some new custom and accurate gauges. The stock cluster in a 1955 or 56 Chevy only had a fuel and water temperature gauge, no volt meter or oil pressure gauge only warning lights. You have now put a ton of money under the hood but don't really know what's going on out there. In this article we will install a new billet aluminum panel that includes the Autometer "Street Rod" gauge set and the wiring harness adapter. This gauge set will include a 3-1/8" speedometer and 2-1/16" oil, water, volts and fuel gauges. The Autometer "Street Rod" gauges we will be installing are fully electronic.

For additional colors & styles see page 30.

Parts Needed:

- 06-211 White Gauges With Black Vintage Needles
- 19-07 Speedometer Sender
(For Use With Non-Elec. Trans.)

Tools Needed:

- Phillips screw driver
- Cutters
- Crimping pliers
- Flat file

Time Frame:

6 Hours

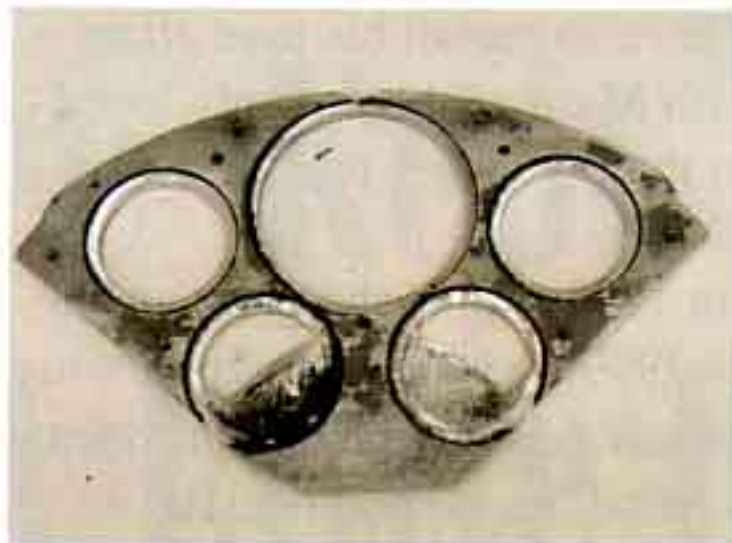


Photo #1a & 1b: Place the front face of the gauge panel face down on a soft surface and place the gauges face down in the panel. We chose to install the oil and water gauges in the two upper holes and the fuel and volts in the two lower holes.

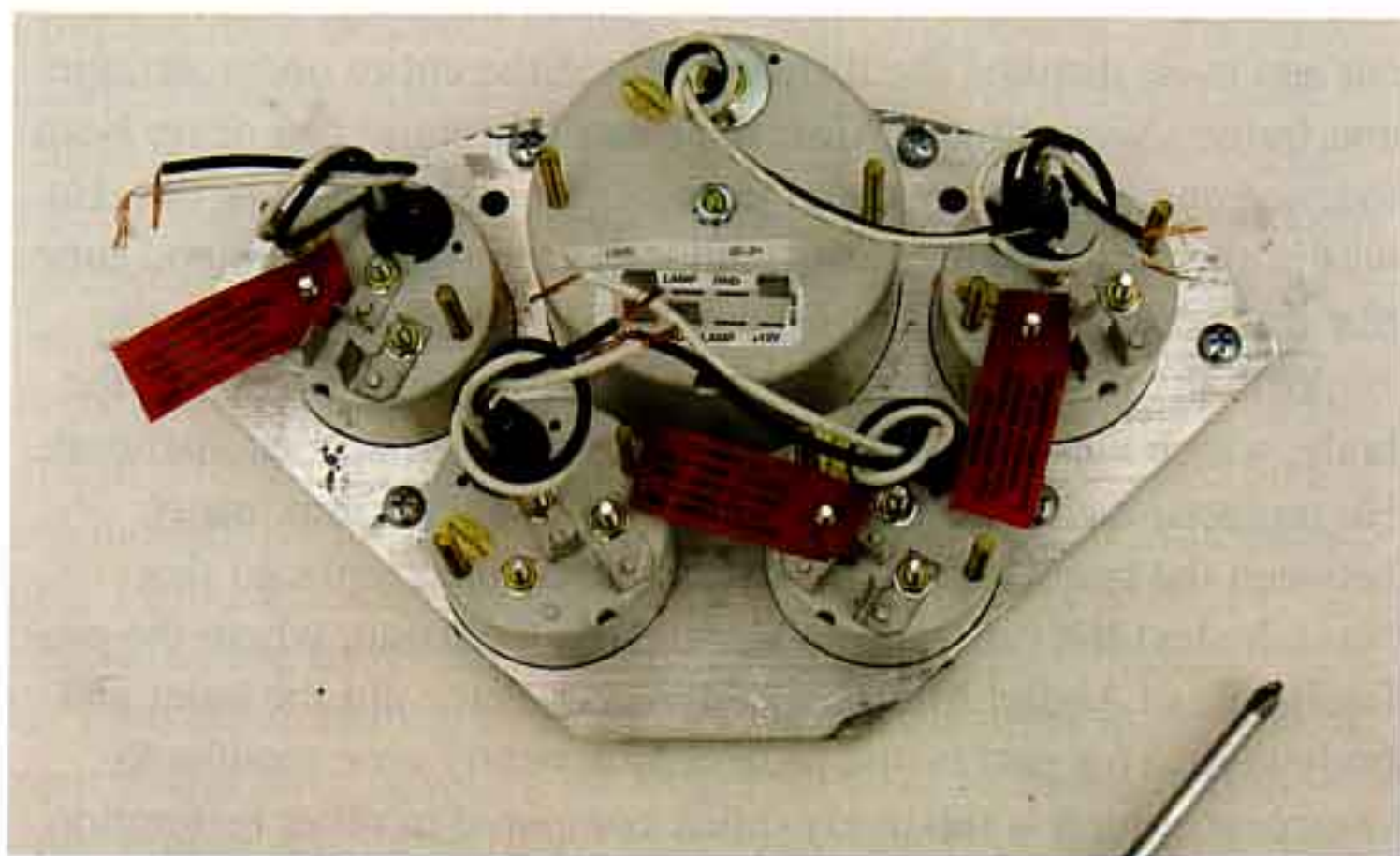


Photo #2: Place the back half of the panel down over the gauges and secure to the front half of the panel using the six 10-32 machine screws supplied with the kit.

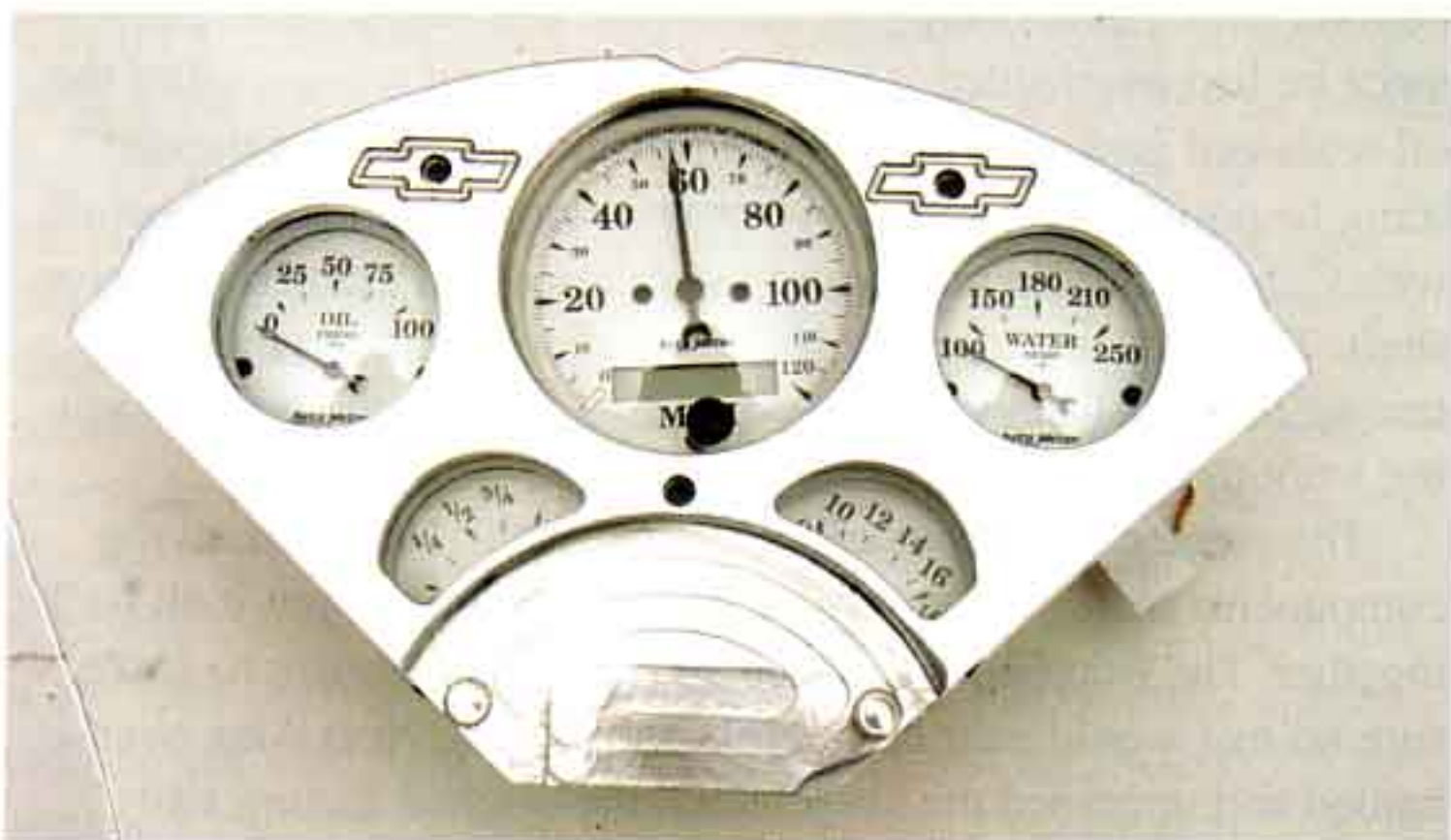


Photo #3: The kit comes with three LED lights; two of them green for the left and right turn signal indicators and one red for the high beam indicator. Push the LED lights in from the front of the panel.

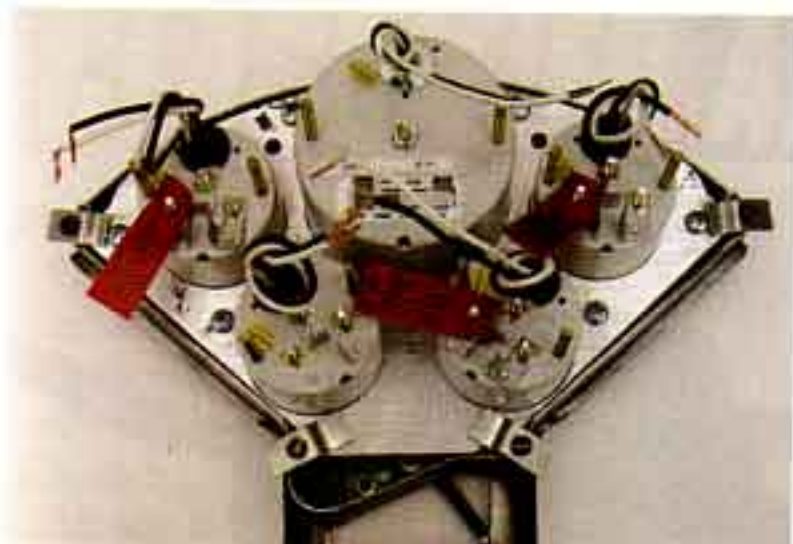


Photo #4a & 4b: The gauge cluster is held into the original chrome instrument bezel with five tabs supplied with the kit. Using the original five machine screws, anchor the panel into place. The edge of the tabs will need to be trimmed so the instrument bezel assembly will slide back into the dash board.

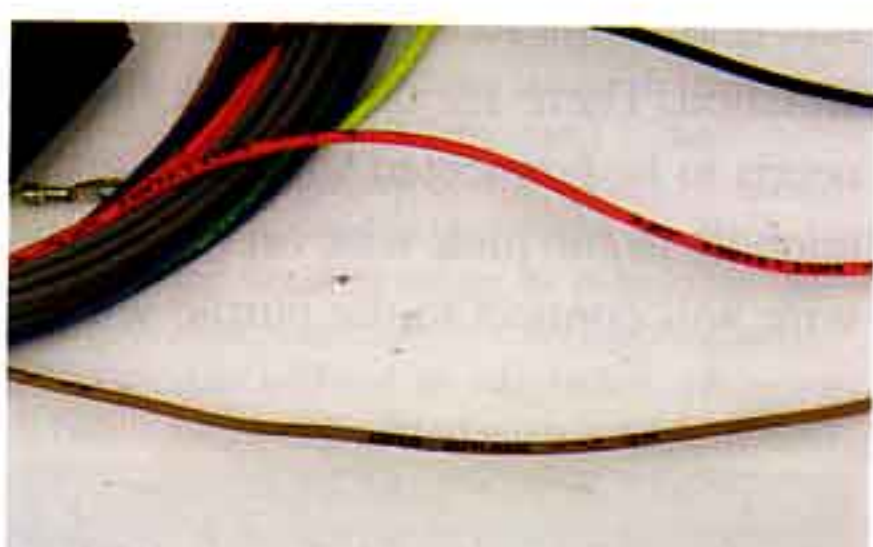
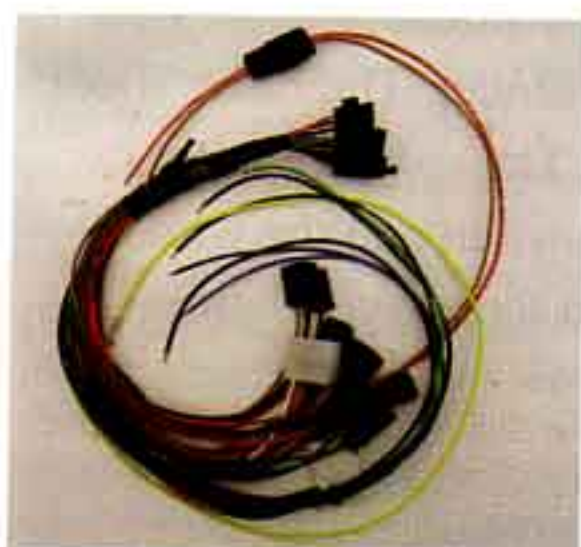
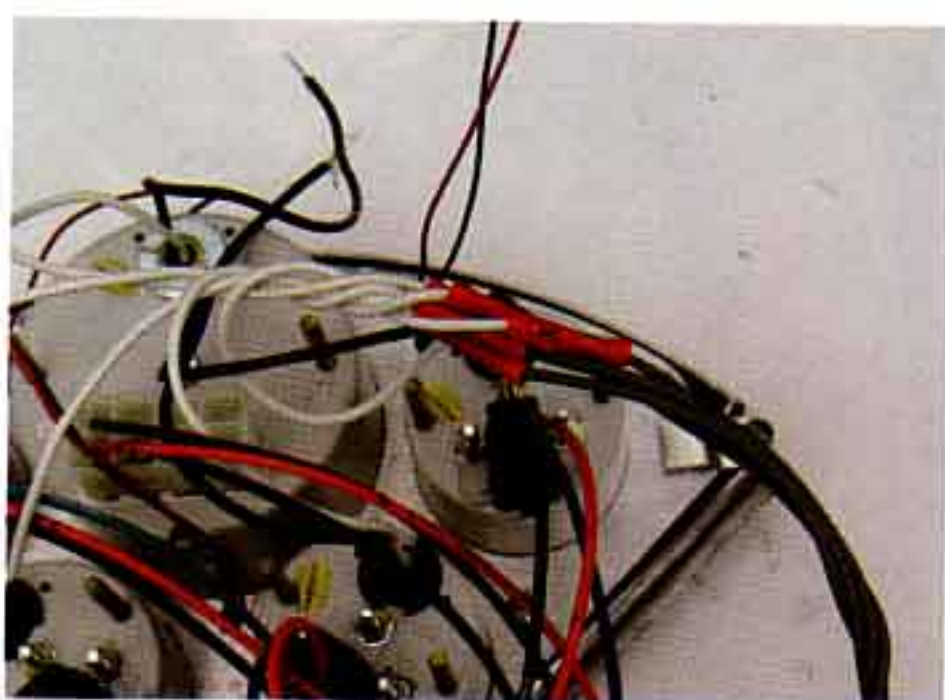


Photo #5a & 5b: The cluster harness has all the correct jacks to plug into the back of the gauges and are clearly marked and color coded.

Photo #6: Once the gauges are all plugged in, it is time to wire up the gauge lights and indicators. The gauge lights each have a white and black wire,



the white wire will connect to the gray wires in the harness marked "dash lights" with a pink butt connector.

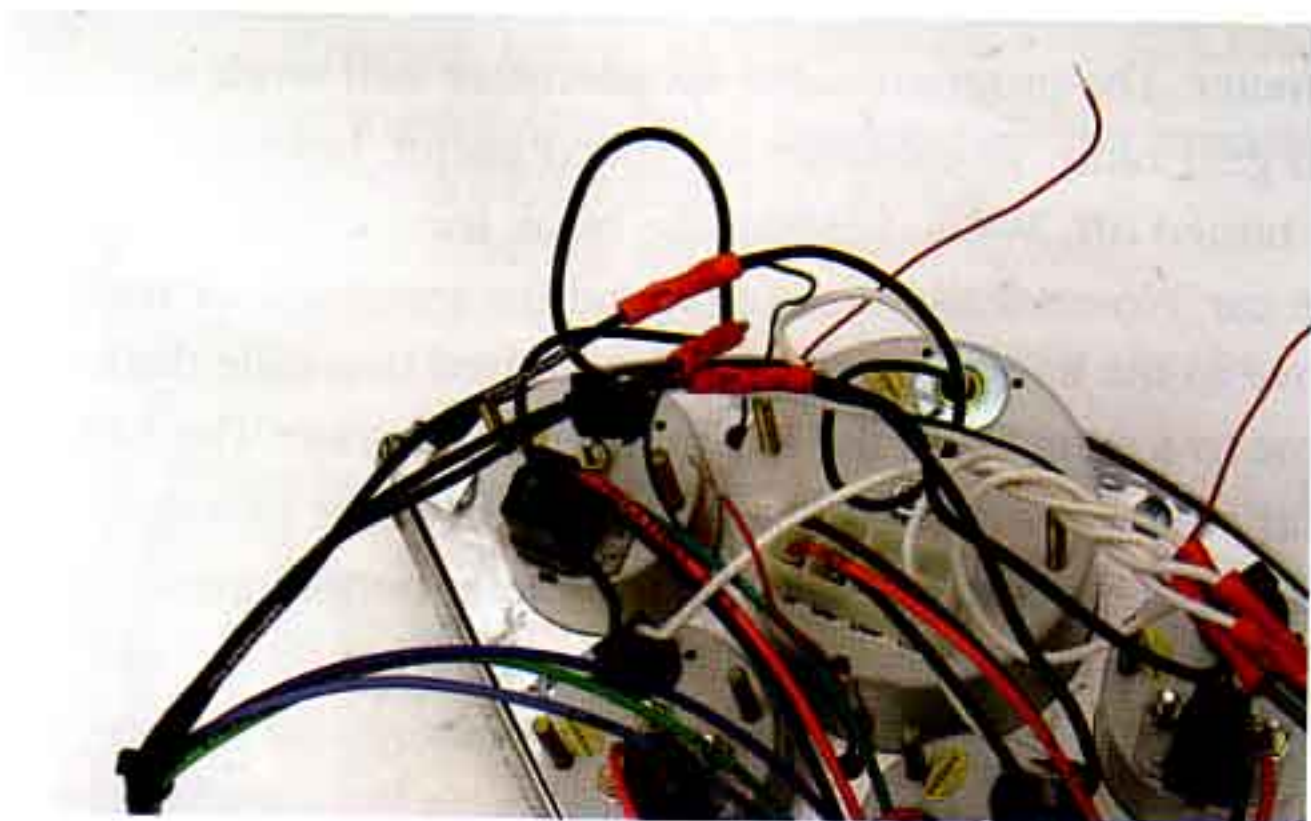


Photo #7: The black wires from the gauge lights and indicator lights will connect to the black wires marked "ground" in the adapter harness.

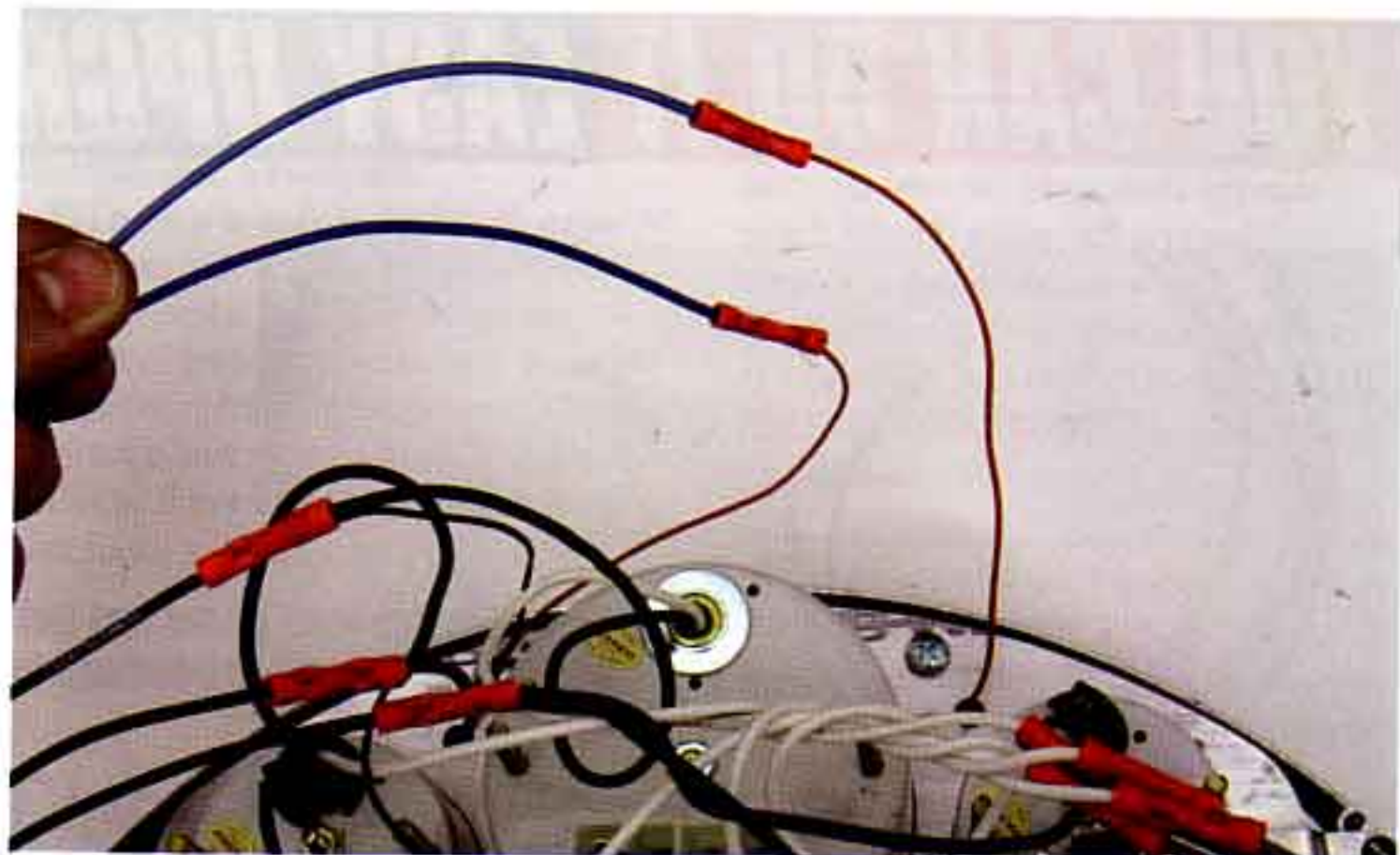


Photo #8: The light blue wire marked "right dash ind." will connect to the red wire on the right hand LED indicator light. The dark blue wire marked "left dash ind." will connect to the red wire on the left hand LED indicator light.

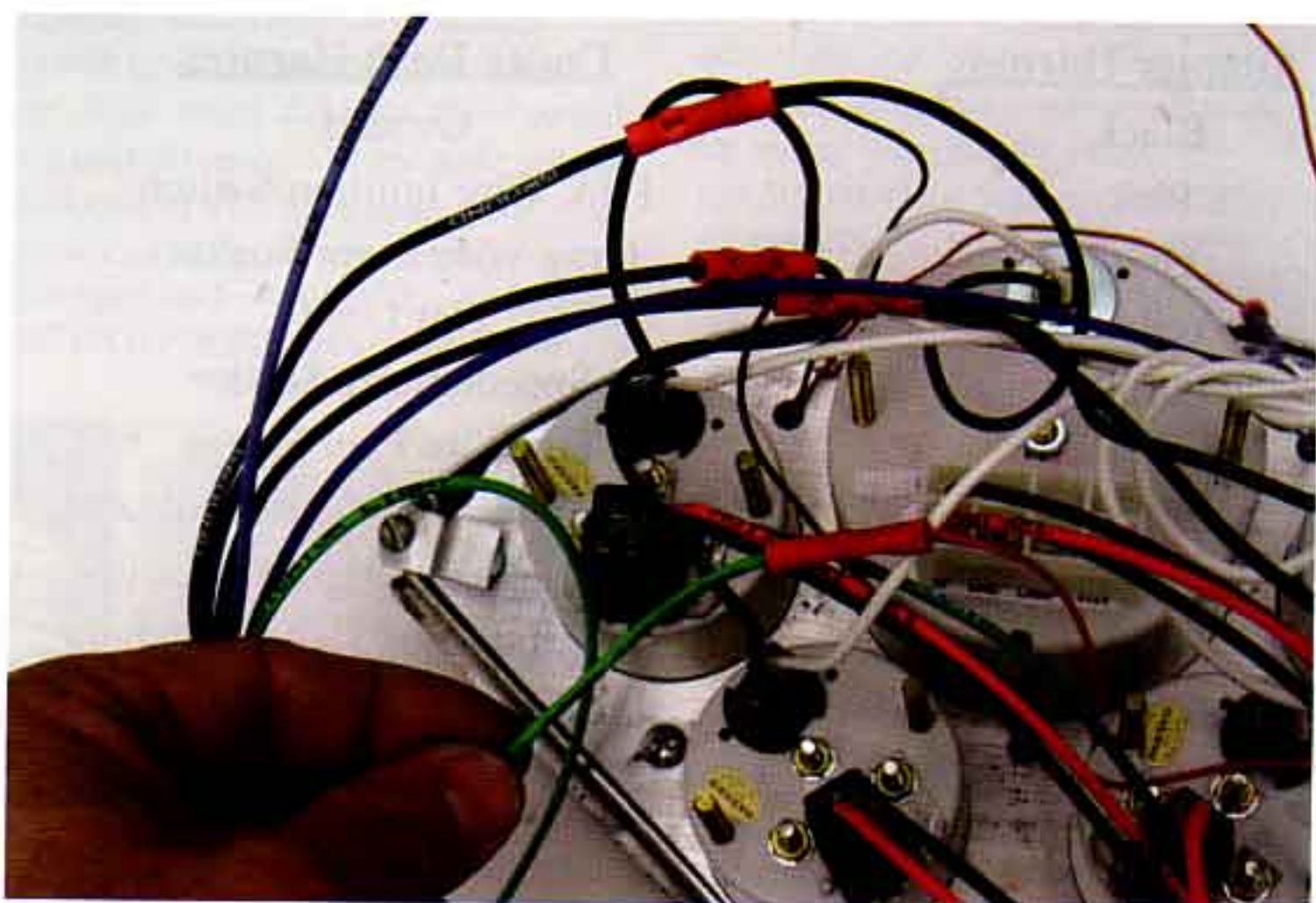


Photo #9: The green wire marked "Hi beam indicator" will connect to the red wire on the hi-beam LED indicator.

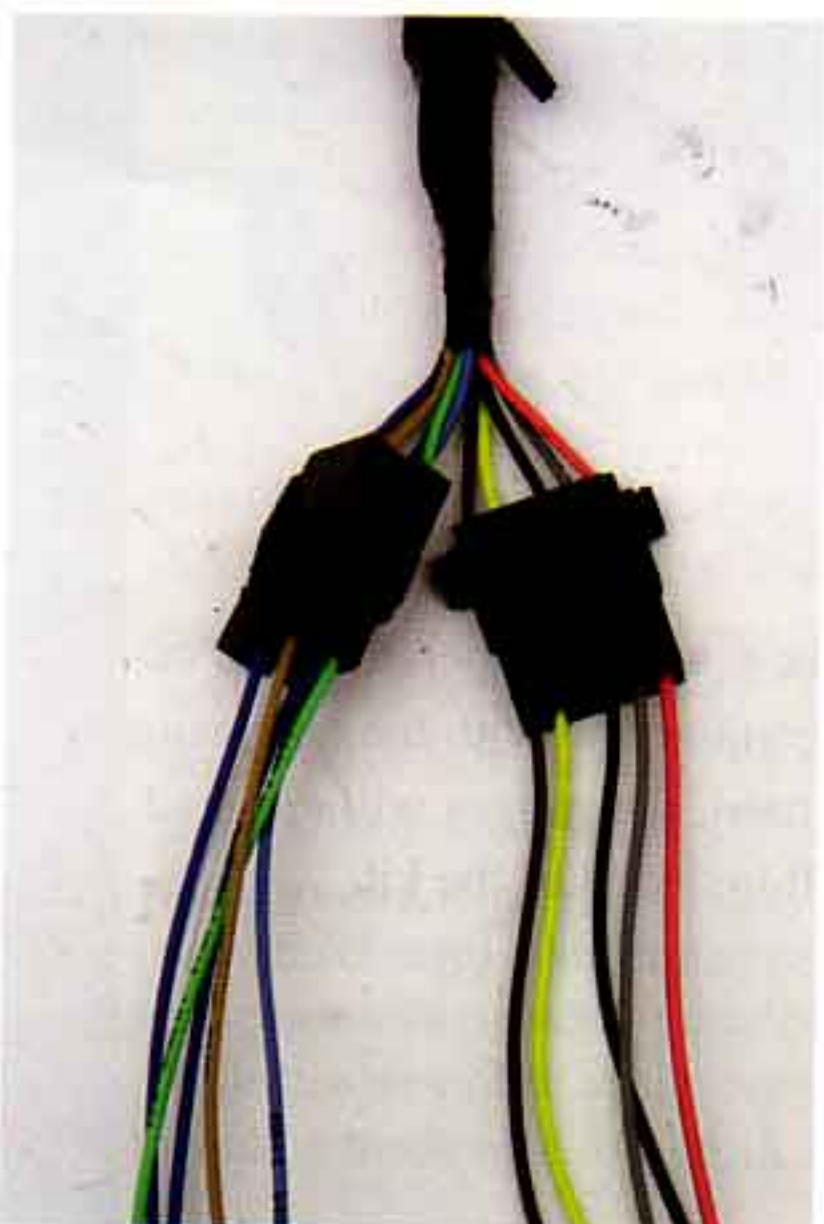


Photo #10: The instrument cluster portion of the adapter harness will plug into the under dash portion of the adapter harness. This will make for easy installation and removal.

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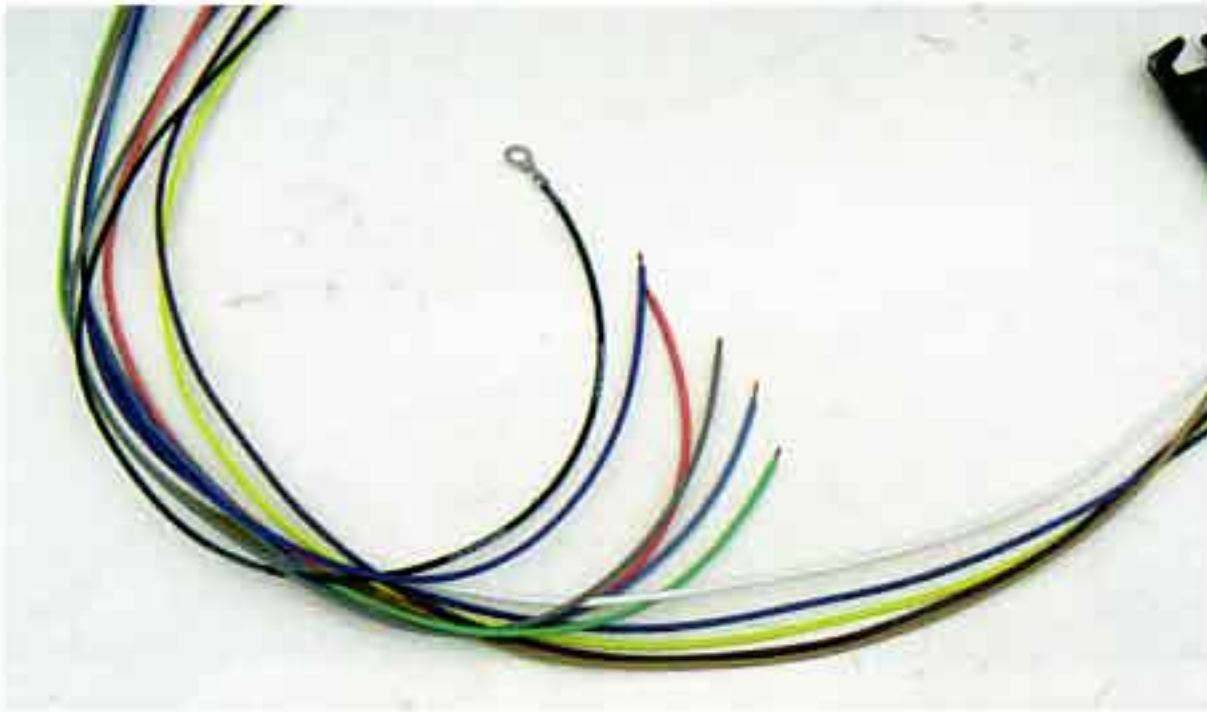


Photo #11: Just like the cluster harness, each wire in the under dash portion is clearly marked and color coded, so matching the wires up with the wires in the under dash harness will be a breeze!

Adapter Harness

Black
Pink
Gray
Yellow
Purple
Tan
Light Green
Light Blue
Dark Blue
White
Dark Green (long wire)
Dark Blue (long wire)

Under Dash Harness

Ground
Pink Wire Ignition Switch
Gray Wire Light Sockets
Not Used
Speedometer Sender
Tan Wire Fuel Gauge
Green Wire High Beam Indicator
Left Hand Turn Signal Indicator
Right Hand Turn Signal Indicator
Not Used
Connects To New Water Temp. Sender
Connects To New Oil Sender



Photo #12: The kit includes new water temperature and oil senders that must be used in conjunction with the new gauges. If the correct senders are not used, the gauges will not read properly. These senders are all included in the kit.

Photo #13: If the transmission has a mechanical speedometer cable, then electrical



speedometer sender #19-07 will need to be used. This sender will screw onto the transmission where the speedometer cable was attached. There are three wires from the sender. The black wire needs to be connected to a good ground. The red wire will connect to the pink wire on the ignition switch and the white wire will connect to the purple wire from the adapter harness.



Photo #14: With all the wires spliced into the under dash harness the cluster harness will just plug in. Mount the cluster back into the dash board. All that is left is to calibrate the electronic speedometer. The programmable speedometer will work with any rear end gear ratio. To calibrate the speedometer, have the vehicle turned off. While holding the black trip meter button, start the car. Now release the button and the speedometer needle will move to the half point. Travel a measured two-mile distance and come to a stop. Press the trip meter button again. The LED odometer window will read "calibration". Drive the two miles again and come to a stop. Press the trip meter button one more time. The speedometer needle will return to "0" and the calibration is all done! If the rear end gear or tire size is ever changed, all you will need to do is re-calibrate the speedometer.

Good luck and enjoy! ✓