






Classic Dash THUNDER ROAD

*Connect with the factory toll-free*

***866-882-3525***

*www.ClassicDash.com*

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# General Installation Instructions




**Note: There are a number of factors that can influence the fit of a Classic Dash panel. They include:**

- **Some vehicles, like early Camaros, were built in multiple plants (Ohio and California) and not all cars are identical from a fitment standpoint.**
- **If a vehicle has been in an accident, there may have been structural damage in the collision that affects the dashboard alignment.**
- **On those vehicles that came with a vinyl dash pad the panel is typically "adjusted" to fit the pad. If the pad is also being replaced, it may differ from the factory original.**
- **Sometimes vehicles assembled in Canada have different light switch and vent locations (among the most common differences).**

**Most of the following steps apply to the majority of Classic Dash products. In case of any anomalies, please call the factory at 775-883-7904 for personalized assistance.**

**Before starting gather up all the items you will need to perform the installation. This includes:**

- **Side cutter or "dykes" pliers**
- **Soldering iron with solder (or "red" butt connectors)**
- **Electrical/crimping pliers**
- **Multi-meter (voltage tester)**
- **Crazy glue**
- **Center punch or ice pick**
- **Power drill and 5/32"drill bit**
- **Tape measure**
- **Screwdrivers (Phillips & blade type)**
- **Razor blade or box cutter**
- **Hand files (fine and medium)**
- **Small hacksaw or coping saw**
- **Open end wrench or socket set (3/8" through 9/16")**
- **Shrink wrap with heating device or electrical tape for connections**
- **Masking tape**
- **Sharpie or similar writing instrument**

## Step 1

Disconnect your battery (negative terminal preferred). Unscrew the stock dash panel and pull it forward to you, exposing the backs of the stock gauges. Before detaching any of the wires or cables, etc. carefully identify their source/termination and attach a piece of tape to each and writing the i.d. on it. Depending on access, often times its preferred to drop the steering column or remove the steering wheel.

## Step 2

Detach wires, cables, etc. from back of OEM gauges.

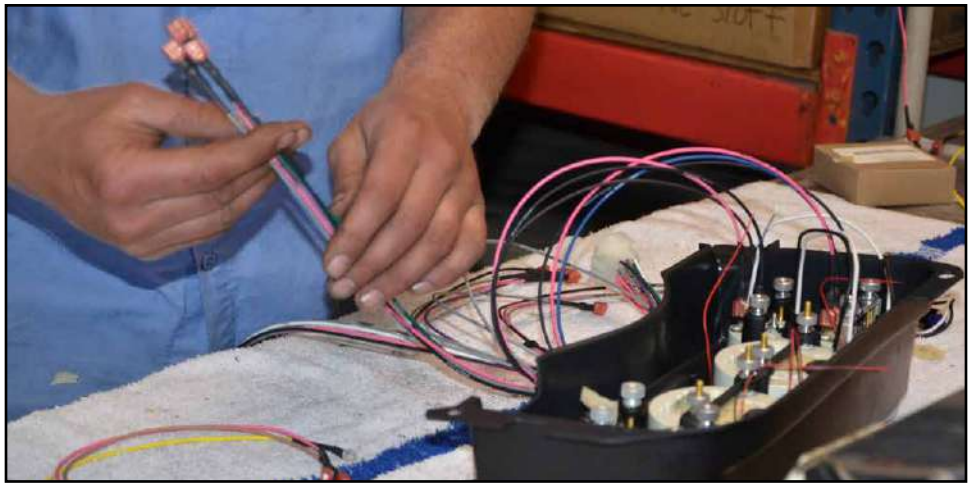
## Step 3

Remove stock dash panel

## Step 4

Trial fit the new Classic Dash panel, in most cases it will screw right in, However, sometimes you may need to trim a little so it fits flush.


**If any of the glued-on bosses happen to get dislodged or break, scuff the area and the back of the ABS boss. Re-attach the boss using ABS glue (like shown above) that is available at any hardware store.**



## Step 5

Remove the new panel and Install the gauges in your order of preference. If you have no real preference, it's usually easiest to work with the stock arrangement. Make sure the gauges are all aligned horizontally before tightening them down.

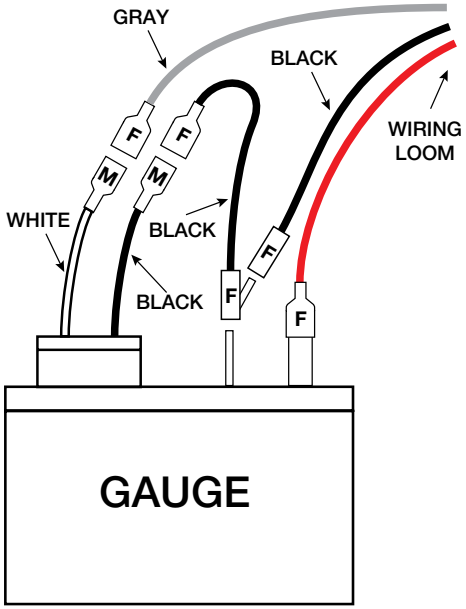
## Step 6

Identify where you want to install the LED lights (right and left turn indicator, high beam and check engine, etc.) Drill 5/32" holes, insert (from the front side) the green LEDs in the Right and Left turn indicator locations, the red LED (high beam indicator) and the amber LED (check engine light). Putting a drop of "super glue" on the back side of the light is a good idea

***Prior to drilling the 5/32" holes for the warning lights use a punch and mark where the hole is to be placed. Cement the lights in place.***

## Step 7

Most installations will use a standard Classic Dash wiring kit. With it comes a very details, illustrated booklet on how to hook up the wires and integrate them with the factory loom. It's also available on the Classic Dash website.




***Classic Dash kit s# 5204 hould be employed to facilitate the hook up of auxiliary gauge lights.***

## Step 8

Remove the OEM sending units for oil pressure and water temperature and replace them with the ones that came with the AutoMeter gauges.

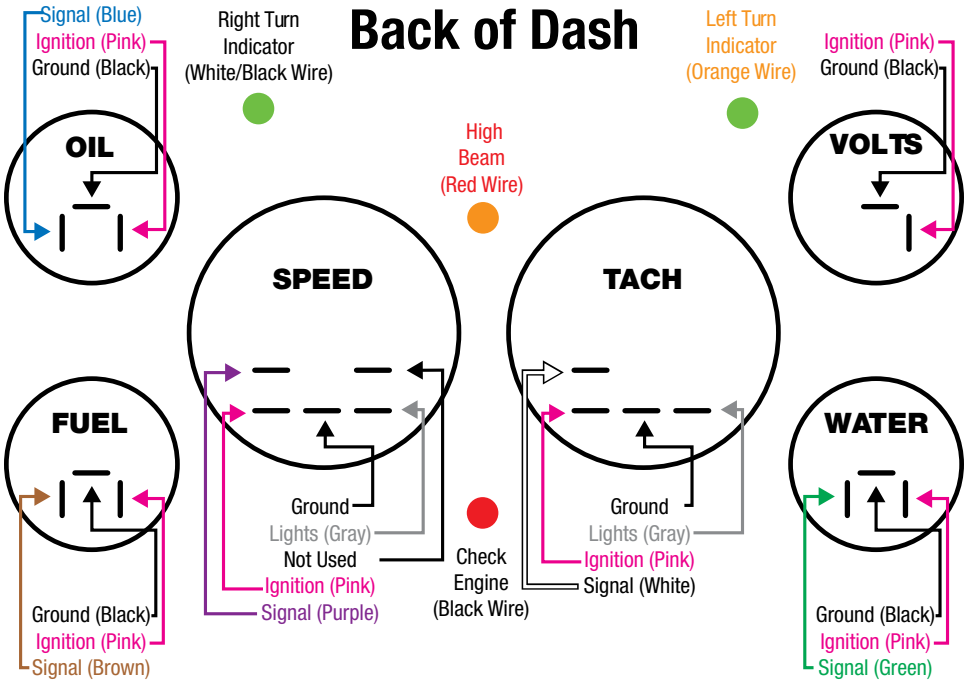
## Step 9

If you are using a mechanical speedometer you can re-use the factory cable. If you are using a GPS or standard electrical speedometer you will need to disconnect the factory cable at the transmission as well and remove it. Permanently plug the hole if you're using a GPS setup. You will need to use a Mechanical Speedometer Cable Adapter to attach the stock speedometer cable to the new speedometer.

Classic Dash offers speedometer cable adapters for Chevrolet (P/N 200-00-3000) and Ford applicatiions (P/N 200-00-4000).

P/N 200-00-3000

P/N 200-00-4000



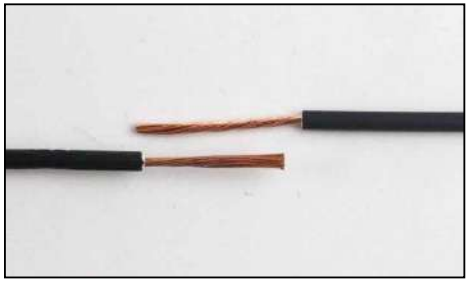

## Step 10

Take the 10-foot lengths of pink, purple and black wires that came with the harness and twist the black and purple wires together like a candy cane. Bind the three wires together with tie wraps every 6 inches Connect the pink and black wires to the similar colored wires on the Classic Dash panel loom and plug the purple wire directly onto the gauge (SIG). Feed them through the route originally used for the speedometer cable.

## Step 11

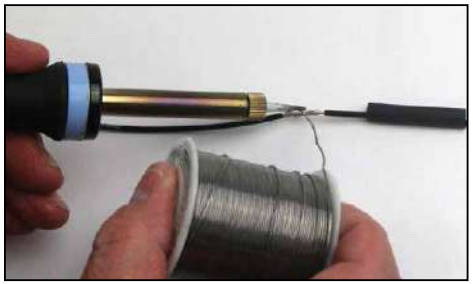
Trim the excess length of the wires coming from the panel so they cleanly mate with the wires on the transmission sending unit. The red wire on the sensor connects to the pink wire coming down from the panel. The white sensor wire connects to the purple panel lead and the black wires to each other. Solder the connection and use the supplied shrink wraps to complete

# Preferred Method of Connecting Wires



1. Strip wires 1/2” to 3/4” and lay opposing as shown. Slide sleeve over one wire.

2. Twist wires together and make sure the sleeve is kept away from any heat source



3. Apply heat to the splice from the soldering iron./pen and feed a small diameter, quality 50/50 solder to the iron and let the molten solder absorb into the connection.

4. Side the tubing over the connection and apply heat from a heat gun or lighter so it shrinks the sleeve and seals the joint.

***Note: If you are raising the car with a jack, use jack stands!***

## Step 12

Reconnect your battery and start the vehicle. Check the panel to make sure everything is functioning properly. There are separate instructions for calibrating the speedometer when driving the vehicle.