

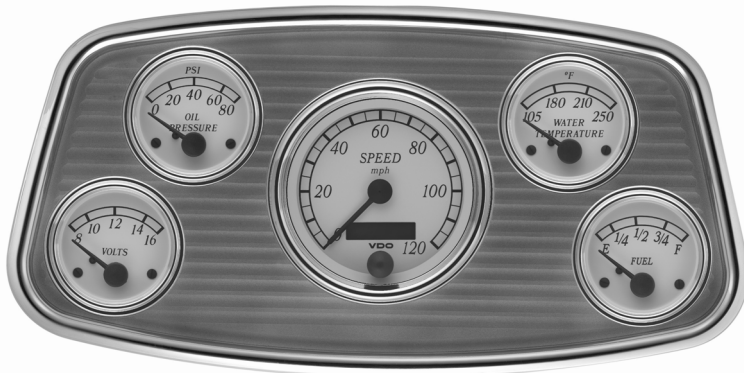


Heritage Chrome '33-'34 Ford Kit

Tech Support 1-800-265-1818
<http://usa.vdo.com>

Instruction Sheet # A2C59519715

Rev. -



Read these instructions thoroughly before installation. Do not deviate from assembly or wiring diagram. Always disconnect battery ground before making any electrical connections.

The VDO gauges in this panel are designed to work with the included senders only.

Failure to ground to a chassis point that is not isolated from other electronics will result in inaccurate instrument readings and/or possible damage. **Failure to use an isolated ground will void the warranty.**

Cleaning and Care of your 33-34' Billet Panel.

This panel is made from a solid piece of machined aluminum, and should require minimal to zero care. Should cleaning be required, clean with damp cloth only to avoid scratching the instrument lenses.

Should scratches develop on the polished aluminum surfaces, aluminum polish may be applied with a soft cloth. **DO NOT ALLOW ALUMINUM OR ANY OTHER POLISH TO COME IN CONTACT WITH INSTRUMENT LENSES.**

Parts List

Item	Description	Qty
1	'33-34 Ford Panel with Heritage Chrome Instruments , Template & Mounting Hardware	1
2	Fuel Sender	1
3	Temperature Sender	1
4	Pressure Sender	1
5	Speedometer Sender	1
6	Wire Harness (installed)	1
7	Wire Harness Accessory bag	1
8	US Thread Adapter Kit	2
9	Temperature Sender Adapter	1
10	Installation Instructions	4

Merchandise warranted against defects in factory workmanship and materials for a period of 24 months after purchase. This warranty applies to the first retail purchaser and covers only those products exposed to normal use or service. Provisions of this warranty shall not apply to a VDO product used for a purpose for which it is not designed, or which has been altered in any way that would be detrimental to the performance or life of the products, or misapplication, misuse, negligence or accident. On any VDO part or VDO product found to be defective after examination by manufacturer, manufacturer will only repair or replace the merchandise through the original selling dealer. Manufacturer assumes no responsibility for diagnosis, removal and/or installation labor, loss of vehicle use, loss of time, inconvenience or any other consequential expenses. The warranties herein are in lieu of any other expressed or implied warranties, including any implied warranty or merchantability of fitness, and any other obligation on the part of manufacturer, or selling dealer



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Panel Installation:

1. This panel is designed to mount directly into an original or factory reproduction 1933-1934 Ford dash. A template is provided if you need to cut the appropriate sized opening.
2. Mount the panel to the dash using the pre-drilled holes along the edge and attaching the supplied mounting brackets with screws.

Wiring Your Kit :

The wire harness has been pre-installed on the instruments, and only requires you to make the proper connections to the car's electrical system and the sensors (included). **NOTE: The black ground wire MUST be grounded to a chassis location that is not a shared ground with any other electronics (such as a radio, cooling fans, etc). Failure to use an isolated ground WILL result in inaccurate gauge readings and/or possible instrument failure and will void your warranty.**

Main Terminal Block (Female Side)	
Grey Wire	To Fuel Sender
Green Wire	To Water Temp Sender
Blue Wire	To Oil Pressure Sender
Orange Wire	To +12V Fused Power
Purple Wire	To Tachometer (not included in kit)
Black Wire	To Chassis Ground
White Wire	To +12V Light Switch
Extra Black Wire in Bag	For fuel tank ground on installations where a plastic tank is used. Connect to metal fuel flange and to chassis ground.



Failure to use a ground that is isolated from other electronics will result in inaccurate speedometer readings and/or possible damage, and will void the warranty.



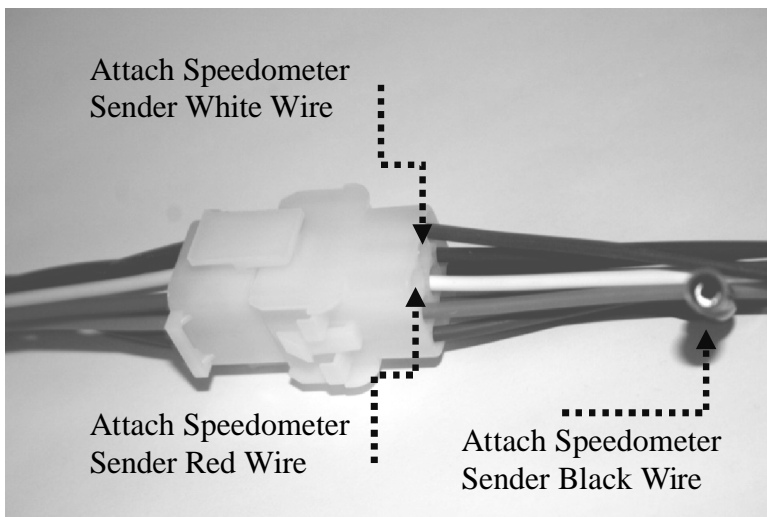
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From The Speedometer Sender	
Black Wire	Connect to short black wire on harness with butt splice
Red Wire	Add terminal from accessory bag, and push into open location on main terminal block across from red wire (center position)
White Wire	Add terminal from accessory bag, and push into open location on main terminal block across from yellow wire (far edge position)



Programming the Speedometer:

Read through the following instructions fully before attempting to calibrate your speedometer.

Using the Auto calibration Method:

This method allows you to drive the distance of 1 mile, and the speedometer will automatically setup your speedometer.

1. With the ignition switch off, hold in the button on the front of the speedometer.
2. Turn ignition on (vehicle start)
3. Continue to hold in the button and the display will change and begin to scroll through 3 calibration methods (Autocl, Pulse and Adjust).
4. Release the button when "Autocl" appears in the display.
5. After three seconds the word "button" will shown on the display. When you are ready to begin your calibration run, press the button again. The display will now begin flashing the word "Start"
6. Drive the reference distance of one mile. **NOTE:** As you drive this distance, the needle will not register or move. This is normal during the auto calibration process.
 1. After 1 mile, press the button again. The LCD will now display the number of pulses recording (for example" P16000"), and the needle will make a full sweep and back to 0mph.
 - a. If the LCD read "F 0.0", it means the speedometer detected an error or no input during the run. Simply turn off the ignition and begin the process again.
 2. The speedometer is now programmed



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Using the Manual Method

This method assumes you have made the correct calculation to determine the number of pulses that the speedometer sender will output

1. With the ignition switch off, hold in the button on the front of the speedometer.
2. Turn ignition on (vehicle start)
3. Continue to hold in the button and the display will change and begin to scroll through 3 calibration methods (Autocl, Pulse and Adjust).
4. Release the button when "Pulse" appears in the display.
5. After a few seconds, the display will start to flash a series of numbers (factory default setting) that you can change to represent the correct calibration impulse value. The numbers will flash individually, from left to right.
6. As each number flashes, press and hold the button to change it until the correct number appears. Release the button to set the number you want and to move on to the next digit in the series.
7. When you have entered all the digits required (ie: released the button for the last time), wait several seconds and the pulse value will be saved to the speedometers memory.
8. The speedometer is now programmed.

Both calibration methods can be repeated at any time if required.

Using the Calibration Fine Tuning Feature:

You can fine-tune adjust the calibration of the speedometer's pointer using speed test equipment and the "Adjust" function on the LCD readout. The pointer can be repositioned anywhere within the calibration range of the speedometer.

1. With the ignition switch off, hold in the button on the front of the speedometer.
2. Turn ignition on (vehicle start)
3. Continue to hold in the button and the display will change and begin to scroll through 3 calibration methods (Autocl, Pulse and Adjust).
4. Release the button when "Adjust" appears in the display
5. Press the button once and the word "UP" will be

displayed. Press the button twice and the "dn" (for 'down') will be displayed.

6. With either 'up' or 'dn' displayed, press and hold in the button. The pointer will adjust either up or down, slowly at first. The longer you hold in the button, the faster the pointer will move in the given direction.
7. Once the adjustment is made, release the button and wait. The speedometer will return to normal operation in 1 minute.

Note: *If you adjust the pointer beyond the upper or lower limit within the calibration range, the LCD will flash and you will only be able to make adjustments (up or down) that will bring it back within range.*

Speedometer Operation

This speedometer will conduct a self-test each time the ignition is turned on. The pointer will sweep the full scale of the speedometer, while displaying 'test' in the LCD window. If the pointer does not sweep or if 'test' does not appear, a fault has been detected.

During normal operating mode, the LCD can display total miles (up to 999,999.9) and trip miles (up to 99,999.9)

1. To switch between modes, press the button once. (a 't' will be displayed to show trip distance mode).
2. To reset trip miles, press and hold the button (this works regardless of which readout is being shown, total or trip).



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Included Senders

A separate set of instructions for the senders are included in the kit

Signal terminal to blue wire of harness.



Included Pressure Sender (1/8-27 NPTF Thread)
Marking on hex 5bar, 29/8

Note: Do NOT use Teflon tape or sealant on threads!

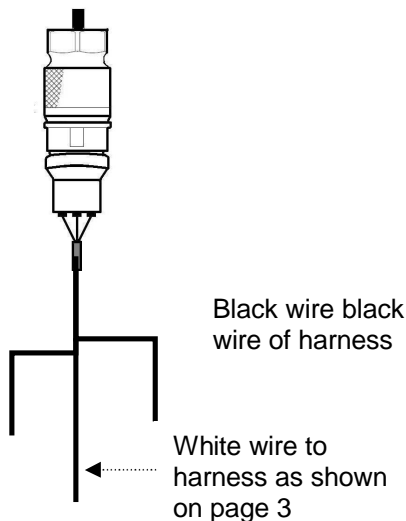
Signal terminal to green wire of harness



Included Temperature Sender (1/8-18 NPTF Thread)
Marking on hex 120°C, 801/5/1 (VDO Proprietary Ohm Range)

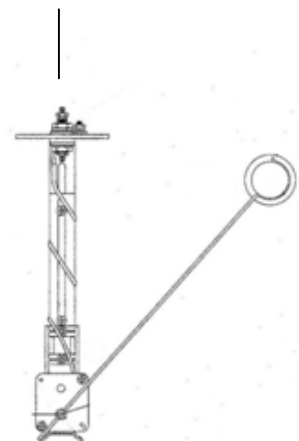
Note: Do NOT use Teflon tape or sealant

Red wire to harness as shown on page 3



Included Speedometer Sender
16 pulse per revolution, weather sealed and reverse polarity protected. 7/8-18 Thread (GM version shown)

Signal terminal to grey wire of harness



Included Fuel Sender (10-180 Ohm).
Adjustable from 6 3/4" to 23" tank depths with sealed, fine resolution thick film resistor.