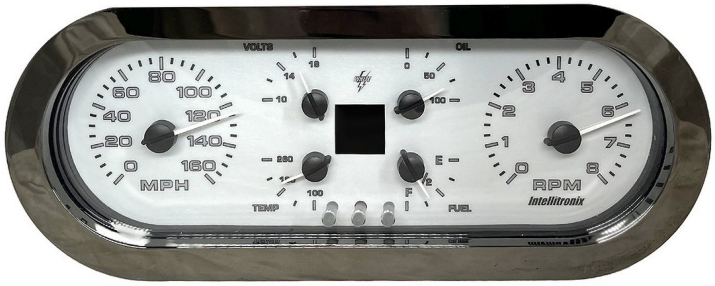
Installation Guide

Aurora Programmable Dashboard
Part Number: AUR1001



Please note that due to continuing improvements, the actual product may differ slightly from the photos.

Your Kit Contains

- (1) AUR1001 Programmable Dashboard
- (1) Aurora wiring harness
- (1) S8013 temperature sending unit w/bushing
- (1) S8868 oil sending unit
- (1) S9013 speed sending unit
- (1) Ground wire
- Mounting hardware:
  (4) 4-40 X 2 ½” studs
  (8) 4-40 nylon locking nuts

Wiring Instructions

Notes:

1. **Please be sure** to read our ‘Before You Begin’ page before proceeding – it contains important information about your installation.

2. LS Engines or any other computer-based engine systems must use provided sensors in conjunction WITH the factory senders.

3. If doing a LS engine swap, pick up the tach signal wire from the ECM/ECU and then set the tach switch to 4-cylinders. You may also need to order the Intellitronix LS Engine Swap Adapter Kit for Series 1, 2 and 3 engines - **part number 8014LS**. If you are getting the tach signal from the ECU, the resistor in the adapter kit will help pull a stronger signal for the tach.
4. When wiring is completed, refer to the Aurora Programmable Dashboard User Guide for the individual gauge configuration instructions.

Connections are as follows:

- **Black Wire – Ground**
  Connect this wire to the engine block.
- **Red Wire – Battery**
  Connect to a **constant** +12V source from the battery. Line should be fused at 5 amps.
- **Pink Wire – Power**
  Connect to a **switched** +12V source, such as the ignition. Line should have power when key is 'on' or in 'accessory' position.
- **Water Temperature**
  You have two options for the water temperature connection:
  1. **One-wire temperature sending unit**
     Connect the **Blue Wire** to the water temperature sending unit.
     Connect the **Blue/Black Wire** to the engine block ground.
     ❗ **DO NOT** use Teflon® or other sealers on the new sending unit's threads.
  2. **Two-wire temperature sending unit**
     Connect the **Blue Wire** to the blue wire on the sender's harness.
     Connect the **Blue/Black Wire** to blue/black wire on the sender's harness.
     ❗ **DO NOT** use Teflon® or other sealers on the new sending unit's threads.
- **Orange Wire – Oil Pressure**
  After replacing the existing oil pressure sender with the one from this kit, connect this wire to the **S terminal** of newly installed sending unit.

- **Black/Orange Wire – Oil Pressure Ground**
  Again, after replacing the existing oil pressure sender with the one from this kit, connect this wire to the **G terminal** of newly installed sending unit.

- **Purple Wire – Dimming**
  To dim the display 50% when the headlights are turned on, connect to the parking lights.
  ❗ **DO NOT** connect to the headlight rheostat control wire.
  For permanent 100% brightness, connect to ground.
- **Tan Wire – Parking Brake Indicator**
  Connect this wire to the negative (-) side of the parking brake light switch.
  ❗ If you are using a one-wire switch, you may need to replace with a two-wire switch.
- **Brown Wire – High Beam Indicator**
  Connect this wire into your high beam circuit. This wire receives power when the high beams are on.
- **Gray/White Wire – Right Turn Signal**
  Connect this wire into right turn signal circuit.
- **Gray/Black Wire – Left Turn Signal**
  Connect this wire into left turn signal circuit.
- **Yellow Wire – Fuel Gauge**
  Connect this wire to the existing fuel level sending unit's signal output.
- **Black/Yellow Wire – Fuel Gauge Ground**
  Connect this wire to a new ground wire that has been run and connected to the existing fuel sending unit's housing.
- **Green/Yellow Wire – Check Engine Indicator**
  Connect this wire to the negative (-) side of the Check Engine Light circuit. The Check Engine light will come on when working with a PCM/ECM.
- **Tachometer**

❗ To ensure that the ignition system does not interfere with any other dashboard functions, do not run the tachometer wire alongside any other sender or input wires. Do not use solid corespark plug wires with this dashboard system. Solid core ignition wires cause a large amount of electromagnetic and radio frequency interference which can disrupt the system's operation.

There are a few ways the **green wire** could be connected:

- If your vehicle has a separate ignition coil, connect the **green wire** to the negative (-) side of the coil – the wire that goes to the points or electronic ignition module.
- If your vehicle has a GM HEI ignition, connect the **green wire** to the terminal marked 'TACH', or on some systems, a single white wire with a spade terminal.
- If your vehicle has an after-market ignition – some systems will connect to the TACH output terminal.
- If your vehicle has a computer-controlled ignition system, consult the service manual for the wire color and location for tach signal output.
- If your vehicle has a magneto system, connect the tach signal wire to the negative side of the coil. Do not connect the tach terminal to the positive (+ or high voltage) side of the ignition coil. Many tachometers, shift lights or RPM-activated switches will not read directly from a magneto, so your installation may need a magneto signal converter to function properly.

- **Speedometer**
  There are four options for the **white wire** speedometer connection:

1) **Factory sender *with* Powertrain Control Module**

   All computer-based engines will need to use the PCM/ECM to run the speed signal for the speedometer. Consult your factory pinout chart for details.

   When doing a LS engine swap, you will need to pick up the speedometer signal wire from the PCM Pin 50 on the red connector. This pin may differ - consult your factory pinout chart for details.

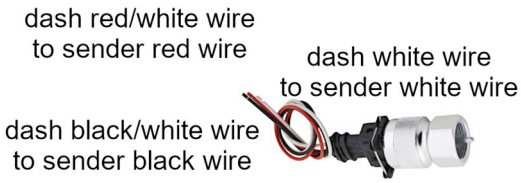
2) **Factory two-wire sender *without* PCM**

   If you have a two-wire (high out / low out), you will have to acquire an aftermarket speed interface converter.

3) **Intellitronix Speed Sender to replace factory cable drive**

   Disconnect the mechanical speedometer cable from the transmission and insert the provided new electronic sensor into the transmission.

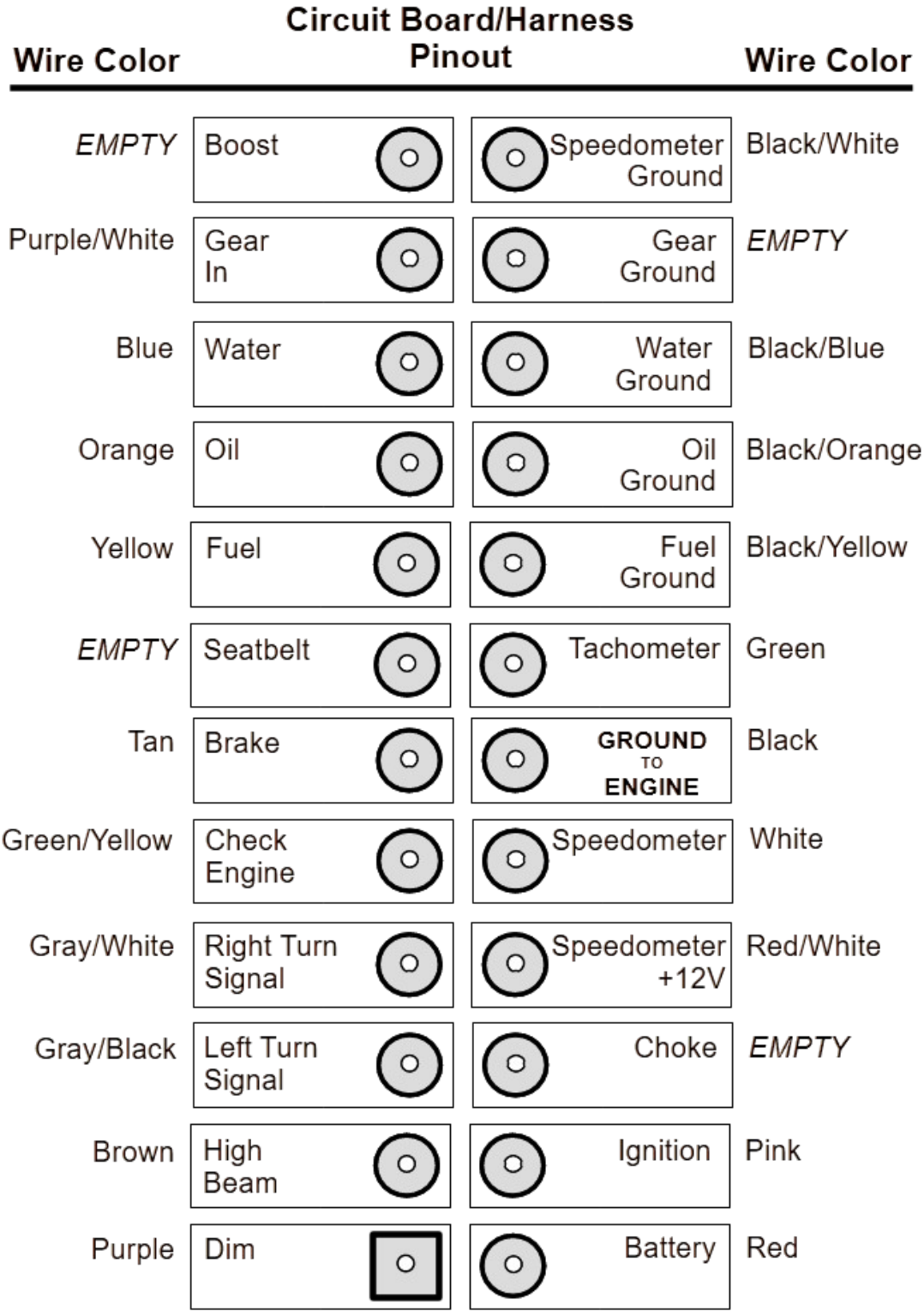
   Connect the **white wire** (the dash's speed signal) to the white wire on the sender.
   Connect the **red/white wire** (the dash's power to the sender) to the red wire on the sender.
   Connect the **black/white wire** (one of the dash's grounds) to the black wire on the sender.



If working with a factory VSS or computer-based engine you will NOT use the black/white or red/white wires.

4) **Intellitronix S9020 GPS Sending Unit**

   Per the **S9020 Installation Guide**, connect the **white wire** (the dash's speed signal) to the **white wire** on the **S9020 GPS Sending Unit**.



Mounting the dashboard

- Attach the (4) mounting studs to the tapped holes in the bezel.
- (Optional) attach (4) of the nylon locking nuts to serve as jam nuts.
- Drill (4) holes into the mounting location in the vehicle, insert the unit and secure with the remaining nylon locking nuts.

Product Care

To clean the lens, GENTLY use a clean dry microfiber cloth.