



Premium Dash Decals

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www.PremiumDashDecals.com
613-532-2587

Thank you for your purchase of our **PremiumDashDecals.com** exact reproduction circuit board. You will find that your new board is identical in all measurements and circuit trace routings as the old. Modern materials and production techniques have produced a board that is more structurally solid, has no press-fit electrical contacts or connections and has circuit board traces that will not corrode and delaminate over time. All connections, contacts and pins have been professionally soldered to ensure years of trouble-free service with this product.

Installation is best performed with your dash cluster removed from the car and fully disassembled with each of the gas, temp, oil and ammeter gauges removed for inspection. Leaving the cluster assembled and just removing the circuit boards from the back is also acceptable but makes keeping the gauges properly aligned harder. To begin, simply place your cluster on a soft surface such as an old towel or some cardboard box material.

First remove the dash light plastic sockets. Now is a good time to change your light bulbs. The dash cluster light bulbs are a standard type #194 bulb, available from many auto supply houses. If you have problems locating these, they can be ordered from us here at PremiumDashDecals.com. Next, remove the stamped steel (PAL) nuts holding each of the gauge studs tight to the circuit board. If leaving the cluster assembled, depending on the cluster, the gauges should remain in place even with the PAL nuts removed. In virtually all cases, it is not necessary to undo any of the attaching screws for the speedometer head unit. Due to repeated heating and cooling from the high current flowing, the ammeter nuts may be difficult to remove. Once removed examine the nuts and if they are heavily pitted, discoloured, tarnished or corroded we highly recommend that you replace them with new corrosion-free ones. We cannot stress the importance of this as any corrosion in the ammeter circuit can lead to excessive heat and potential heat damage or worse.

Once the dash lights are out, and the gauge attachment nuts have been removed, there are typically three to five small hex head or Philips head screws attaching the circuit board to the dash housing. Once you remove these the old circuit board should now be free from the dash housing.

Installation is simply the reverse of the above. Please note that in many cases the circuit board attaching screws are used to make the ground connection for the dash lights. Please ensure that the screws are free from corrosion in order to make a good electrical circuit. Be careful when reinstalling the gauge PAL nuts so that you don't over tighten them as

they just need to be snug to work well. Before reinstalling the PAL nuts, inspect the condition of the threaded gauge posts. If they are rusted or oxidized it is a good idea to clean them up with a bit of sandpaper, or steel wool or even a small Dremel rotary tool with a steel or brass wire bush attached. A few moments now making sure that all your attachment points are corrosion free is time well spent!

*****IMPORTANT***** As you change your board, please pay particular attention to the condition of your ammeter. The ammeter design in ALL old Chrysler vehicles is prone to failure which can cause severe overheating, melting of ammeter wires, melting of the metal (or plastic) gauge housing and in some cases dash electrical fires and melted wiring harnesses. If you see any signs of overheating (melted ammeter wire ends, blacking of terminals, fused/welded attaching nuts, loose ammeter posts, burnt ammeter insulator cardboard, heat discoloration on the ammeter body itself or melting of the potmetal or plastic gauge housing in the area of the ammeter attachment) you should immediately contact us to have us rebuild and “fireproof” your ammeter. The cost for this service is minimal (please call for pricing) and can usually be done and sent back out within 24 hours of arrival.

Please note that this is often a good time to replace your voltage limiter if it is a 40 year old original part. The rule of thumb is that with these original mechanical limiters it is not IF the limiter fails but only WHEN. Depending on how the limiter fails you can be left with inoperable gauges (appearing dead) or the needles can peg full scale onto their upper end stops. If the gauges are left “pegged” for any length of time the gauge needle filament wire may burn out destroying one or more of your gauges. Replacement ELECTRONIC limiters are available from PremiumDashDecals.com and other sources. These replace the original mechanical limiter and are designed to be fail-safe so that even if they ever did fail your gauges would not be harmed. Please note that the voltage limiter is used to provide power to your Oil Pressure, Temperature and Fuel gauges only. The ammeter, speedometer, tachometer and dash lights are not connected to the limiter circuit in any way, so these gauges will continue to operate as normal even if the limiter fails. If your limiter is beginning to fail you will notice that all your gauges except the ammeter will read erratically (intermittent or all too low or all too high). This is usually a good warning to immediately replace the limiter before more serious damage may occur.

We also offer instrument refacing decal kits for most dashes along with custom mix with correct gloss level gauge/speedo needle paint and gasket sets. Take your time and do it right the first time as nobody enjoys installing and removing their cluster several times! Please feel free to call if we can help you as your complete satisfaction with our products and services is our goal. Thank you,

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