

Dash Panel Upgrade Kit

Speedometer adjustment instructions

This document describes the operation of the speedometer adjustment function of the dash panel interface board. Adjustment may be necessary if tyres larger or smaller than standard have been fitted. The two rotary switches on the right of the board facing the driver, provide the setup and adjustment functions. The speed reading can be altered in 1 per cent increments using a screwdriver with a very small flat tip. Take care not to damage the switches.

After initial connection of a speed sender (distance sender in VW parlance), setup should be required only once, this allows the unit to auto-calibrate to the sender. This feature permits a range of different speed senders to be used, according to customer requirements. Supplied units will usually have been pre-setup, if the shipment included a sender.

Firstly set SW1 to position 2, then set SW2 to position A. Drive the vehicle (the speedometer will not respond), and after a few seconds the LED will flash steadily to confirm it's completed calibration. Stop the vehicle, then set SW1 and SW2 back to 0. Drive the vehicle again, the LED will pulse as the unit sees the sender signal, and the speedometer will operate.

Switch SW1 (far right) corrects the speedometer reading in single units, and switch SW2 changes the output in tens. So where you want a correction of 7 per cent, simply set SW1 to '7' and SW2 to '0'. If the required correction was 18 per cent, SW1 would be set to '8' and SW2 to '1'.

The default output slows the reading of the speedometer, but if you wish to increase the speed shown on the speedometer, set SW2 to its F position and wait for a 2 flash acknowledgement from the LED. Then set the switches to the desired correction percentage. This needs to be done with the ignition switched on. To set it back to slowing-down, set SW2 to its F position and wait for a 1 flash acknowledgement.

Most people will be running larger tyres than originally fitted, resulting in the speedometer under-reading, so will need to increase the speedometer reading to compensate.

If problems are experienced, first check the sender as follows. With the sender connected and the ignition on, use a multi-meter to check continuity between the sender signal (usually blue/white wire) and earth, as the wheel is rotated. It should fluctuate between open and closed circuit. (On the 2WD sender only, the red LED will flash accordingly.)