

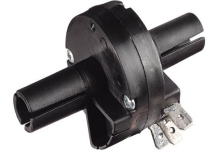
This type of sensor fits in the length of almost any speedometer cable; although some older cables require the hole in the rotor to be slightly enlarged e.g. with a small drill. Also some more modern speedometer cables are quite tricky to dismantle.

Wiring:

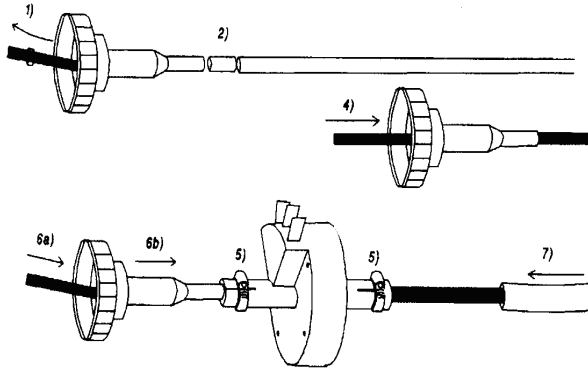
Sensor Spade Connections:	Grey Cable:
Brown (5V Power)	Brown
Blue (Speed Pulses)	Blue
Green (Neg Earth)	Green

Before fitting to the vehicle:

- Connect up the tripmeter to a power supply and the sensor.
- Set the calibration digits to **009** and turn the Tripmeter/Retrotrip ON
- Using a SMALL screwdriver or rod pushed through the sensor (ensuring it is being gripped by the rubber ring inside the sensor) and rotate.
- Assuming the tripmeter is free to count (e.g. the Freeze button is not switched) the digits should count with the rotation of the screwdriver/rod.



Fitting:



- 1) Remove inner core of speedo cable.
- 2) Cut through the outer cable (sheath) at the location of the sensor with a fine toothed hacksaw. 32 teeth/inch recommended.
- 3) Make a second cut through the outer cable to shorten it by approx 1/2 inch (13mm).
- 4) Remove any burrs with a fine file.
- 5) Wipe off any excess grease and any metal debris from the inner and the outer, and re-insert the inner cable through a section of the outer cable.
- 6) Place clamps (Jubilee clips or preferably screw type petrol hose clips) loosely on to both ends of the plastic sensor.
- 7) Insert the loose end of the speedometers inner cable into one end of the sensor and push very firmly through the friction fit hole in the sensors rotor until the outer cable section is fully seated in the sensor. If your speedometer outer cable is of a smaller diameter than can be easily clamped by the sensor then build up the diameter of the sheath with adhesive aluminium tape. Fit the remaining outer cable section and tighten the clamps moderately. If the outer sheath needs to be repaired at all, adhesive lined Heat shrink sleeving is a great repairer.

The rotor inside the speedo cable sensor floats and puts no additional strain on the speedometer drive; however excessive end thrust could affect the sensors life span, sometimes noticed on worn cables or when the sensor has been fitted on a bend in the cable.

This sensor can also be used with the **Brantz Pulse Doubler (BR52)** for higher calibration figures as well as the **Dual Sensor Switch (BR49)** if using a **Universal Wheel Sensor (BR2A)** or **Drive/Prop Shaft Sensor (BRH2)** as your back-up Sensor.

Contact Us: Brantz, 34 Union Road, Macclesfield, Cheshire, SK11 7BN, UK. Tel/Fax: 0044 (0) 1625 669366 Website: www.brantz.co.uk

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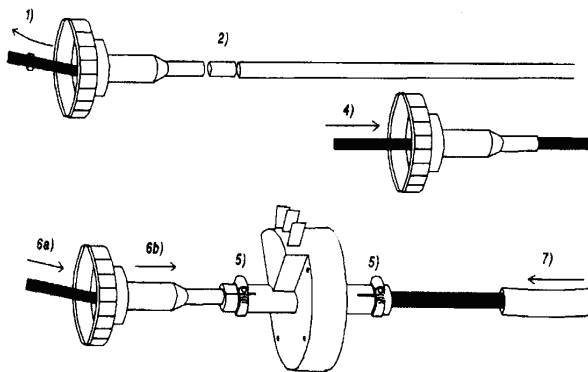
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