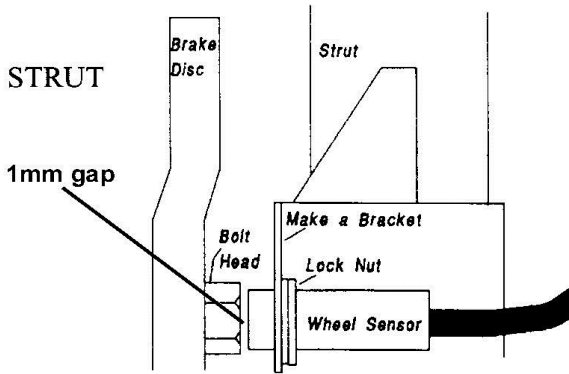


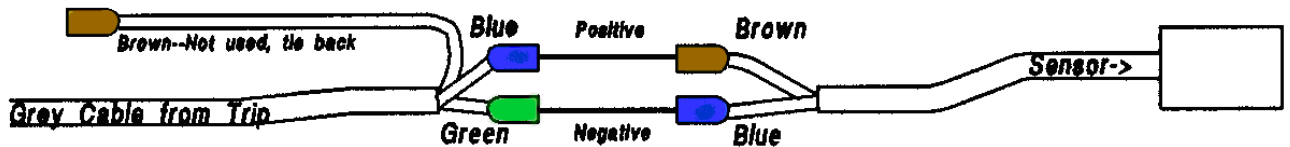
Brantz Universal Wheel Sensor (BR2A)

WHEEL SENSOR INSTALLATION:



The new BR2A is a 12mm device is designed for the full range of Brantz tripmeters. (Tripmeters manufactured prior to 2005 may well work with this sensor but this cannot be relied upon. Old tripmeters can be upgraded at the Brantz factory for a small charge, or free of charge if the meters have come in for a service). Before fitting any type of sensor to a vehicle, connect it up to the tripmeter and check its correct operation by the process described below: Power the tripmeter (make absolutely sure that sensors are correctly connected before turning on the meter as they will be destroyed by reverse current), use a low calibration figure (009) on the meter, and the readouts should increment as the sensor is touched against a solid metal object. If the readouts do not increment there is a problem which should be investigated. Don't use crimp type connectors unless they are soldered. A bracket to mount the wheel sensor to the suspension strut should be made rigid enough to

prevent flexing. Bolt heads (a minimum of four for accuracy, and NOT of the socket head type as these cause problems) should pass squarely across the centre of the face of the sensor all at the same distance of 1mm. Make provision to prevent the sensor from overheating. Correct sensing distance can be checked when the meter has been wired to the sensor. Select calibration 009 and switch on the meter. Zero the meter readouts. Rotate the wheel having the sensor fitted. Each bolt head passing the sensor should cause the meter to increment. Monitor with a voltmeter: Low is approx 2 volts when away from the target, High is approx 4 volts when near the target. Wheel sensors are a wear-and-tear item; keeping them cool dramatically extends their life. **Connections as per diagram below:**

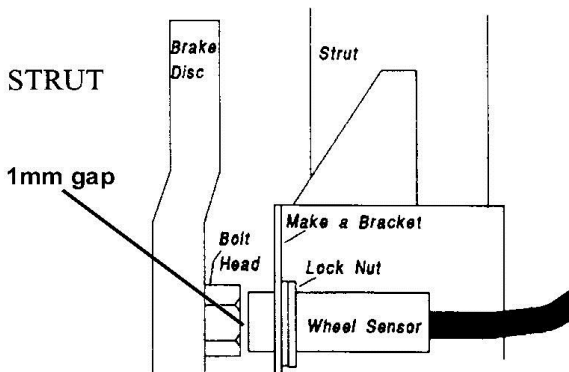


Contact us: Brantz, 34 Union Road, Macclesfield, SK11 7BN, UK Tel/Fax: 0044 (0) 1625 669366 Website: www.brantz.co.uk

v1.2

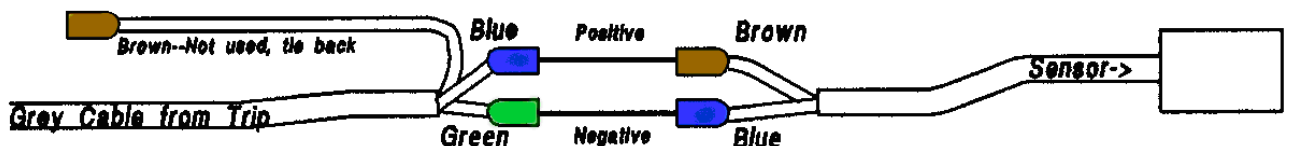
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