

Set Up Instructions for Brantz Retrotrip Range of Tripmeters Retrotrip 2 Classique (BR9C) / Retrotrip 2 Mulsanne (BR9M)

Wiring:

- **Power:**
 - Connect up to the vehicles 12 volt power supply as directed by the label on the BLACK POWER CABLE coming out of the base of the tripmeter or Plug Kit (BR43). This is BROWN to the POSITIVE Terminal and GREEN/YELLOW to the NEGATIVE Terminal.
 - Connect straight to the vehicles battery posts **via a 2 Amp fuse** (Not Provided - Available from Brantz) on the live wire, usually the BROWN on +12V cars, however on Positive Earth vehicles it is customary to fit the fuse to the live GREEN/YELLOW wire.
 - Cars not using the modern negatively earthed alternator type charger should use a **Brantz Power Conditioner (BR21)** to get a reliable power source otherwise counters may mis-match.
- **Sensor:**
 - The Sensor is connected to the GREY CABLE coming out of the base of the tripmeter as directed by the separate sensor instruction sheet showing how to wire the exact type of sensor you have chosen.



Calibration:

- The meter is calibrated to be accurate on any vehicle fitted with any type of Brantz sensor and using any wheel size or gearing by means of the three push-wheel switches marked 'CALIBRATION'.
- If the meter is to measure in hundredths of a Kilometre/Mile the push-wheel switch needs first to be set to **100**. (This will require a small implement with a non-sharp pointed end e.g. ball point pen)
- At the start of an accurately measured Kilometre/Mile, press the Zero buttons to ensure the counters read 000.00
- Drive the measured distance - **DO NOT exceed 20mph/30kph for Calibration** (This will not be a problem once calibrated) and stop accurately at the end of the distance – Note the figure that is shown on the readout. **(This is the Calibration Figure for this particular vehicle)**
- Enter this figure into the calibration push-wheel switches on the base of the Retrotrip. e.g. If the readout is 00567 set the push-wheel switches to 567. N.B. If the readout is greater than 00999 a **Pre-Scaling Interface (BR5)/Dividing Pre-Scaler (BR5-2A)** is required – please contact us on 0044 (0) 1625 669366 or Email: sales@brantz.co.uk
- The accuracy can be confirmed by re-running the measured distance after zeroing the readout, the meter should read exactly 01.00
- If several wheel sizes and gearings are available for the vehicle; repeat the calibration procedure for each combination and note down the different calibration figures.

Operating Instructions:

- The large toggle switch on the base of the unit turns the Power On & Off - when the unit has power the LEDs inside the hood illuminate – three above each counter.
- The push buttons on the front face zero each counter independently.
- The socket on the base of the tripmeter is for an optional **Driver Display Unit (BR91)** (Sold Separately)
 - The Driver Display Unit itself features:
 - LED under-hood lighting
 - Lights ON / Lights OFF Function

Trouble-Shooting:

Self test if you are experiencing problems :

- Connect the Retrotrip to charged battery (not battery charger). Ignore the sensor cable.
- Set the calibration push-wheel switches to **000**.
- Turn on the Power - the readouts may take half a step.
- Within 8 seconds of turning the power on change the calibration push-wheel switches to **888**.
- After a few seconds the counters will start to self-step themselves in groups of 8 for as long as the power remains on.
- If the above functions properly the problem is likely to be something other than the meter itself.

Ensure :

- You have earthed to the battery terminal itself not the chassis.
- You have checked for Interference from HT Leads/Pumps/Horn/Wipers/Dynamo/Alternator
- You have checked and double checked your connections.
- Wire the Retrotrip to a 12V Battery away from your car and with a low calibration figure i.e. 009 manually turn/activate the sensor to see if the counters click up. If this works – again this suggests a problem within your vehicle. If the counters does not click up you can determine whether the sensor is at fault by removing the sensor and tapping together the Blue & Green wires, the counters should increment and the sensor/connection is likely to be faulty.
- If you vehicle has a 6 volt electric system or is just a less reliable 12 volt system use a **Brantz Power Conditioner (BR21)**
- Prevent Excessive Vibration – this can cause the counters to disagree with each other