HALDA SPEEDPILOT MK V will mount conveniently

into or underneath the instrument panel. It is supplied complete with mounting frame fastened to the unit by means of two metal straps.

HALDA SPEEDPILOT MK V is connected

to the speedometer as shown in figure 1. The speedometer cable 4 is detached from the speedometer 1 and screwed instead on to the T-gear 3 which in turn is screwed direct on to the speedometer. In special cases where space is lacking, it may be necessary to insert an extension cable 2 between the speedometer and the T-gear. The drive cable 5 joints the T-gear to the SPEEDPILOT. This is as standard supplied with a T-gear 6 which permits connection of additional equipment, such as HALDA TRIPMASTER or TWINMASTER 9. The driving cable to the MASTER can enter either direct into the rear side of the MASTER or from the side when an L-gear 7 (cat. No. 705512) is used. When a SPEEDPILOT and a MASTER are used simultaneously, they may also be connected as illustrated in figure 2.

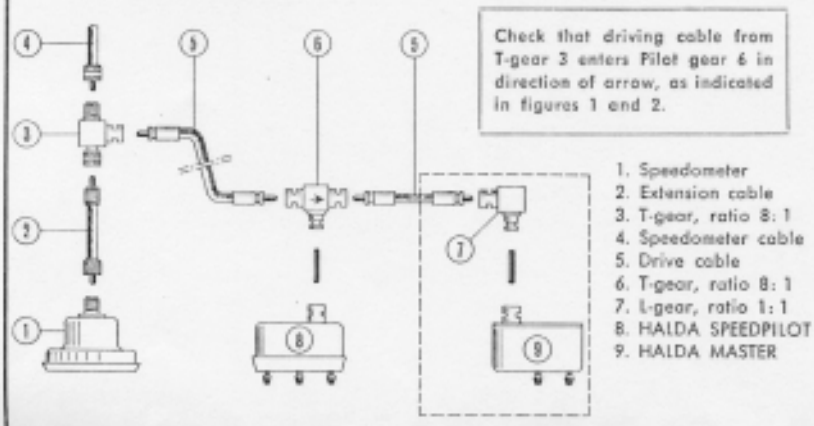

Fig. 1

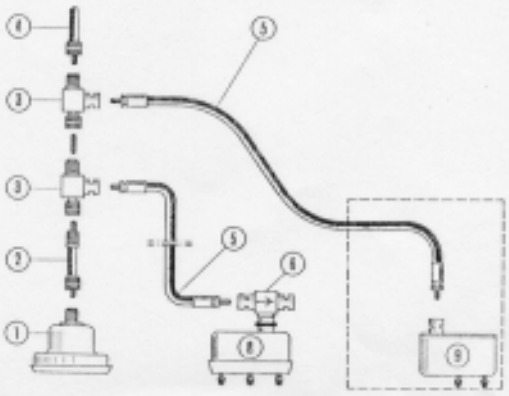

Fig. 2

The drive cable is supplied with standard length of 24"(600 mm). Other lengths from table 1 are available if requested at the time of ordering.

T-gear for connection to the speedometer is supplied with screw connection and driving pin appropriate to the car for which it is required. Part numbers are shown in table 2.

Extension cables are supplied as extra accessories. Part numbers are shown in table 2 with details of connection thread types and driving pin dimensions.

Table 1

DRIVE CABLES	
Cat. No.	Length
700270-1	6" (150 mm)
700270-2	12" (300 mm)
700270-3	18" (450 mm)
700270-4	24" (600 mm)
700270-5	28" (710 mm)
700270-6	32" (815 mm)
700270-7	39" (996 mm)
700270-8	48" (1220 mm)

Table 2

T-GEARS*)	EXTENSION CABLES*)		T-GEAR AND EXTENSION CABLES CONNECTION SIZES	
Cat. No.	Length 6" (150 mm) Cat. No.	Length 12" (300 mm) Cat. No.	Thread	Driving Pin
V-11-N	T-11	T-113	NF 5/8" x 18	2.7 x 2.7 mm
V-12-N	T-12-N	T-123-N	M 12 x 1	3 x 3 mm
V-13-N	T-13	T-133	M 16 x 1	2.7 x 2.7 mm
V-14-N	T-14	T-143	M 18 x 1.5	2.7 x 2.7 mm
V-16-N	T-16-N	T-163-N	M 12 x 1	2.7 x 2.7 mm
V-17-N	T-17	T-173	M 16 x 1.5	2.7 x 2.7 mm
V-18-N	T-18	T-183	M 19 x 1.25	2.7 x 2.7 mm
V-19-N	–	T-193	Clip-on type (Chrysler)	2.7 x 2.7 mm
V-20-N	T-20	T-203	Clip-on type (Ford)	2.7 x 2.7 mm
V-24-N	T-24	T-243	Clip-on type (VDO)	2.7 x 2.7 mm
V-25-N	T-25	T-253	Clip-on type (GM)	2.7 x 2.7 mm

*) Connection sizes — see extreme right hand column

The SPEEDPILOT is on its underside provided with an adjustment screw (see figure 3), by means of which the instrument can easily be accommodated to every existing make of car — that is to say, **to the number of revolutions made by the speedometer drive to each mile or kilometer.**

Each SPEEDPILOT is adjusted on delivery to the equivalent of 900 revs of the speedometer cable to one mile or 576 revs per kilometer.

With the aid of the following simple formulas (which are the same for both miles and kilometers) and table 3 you will be able to work out exactly how much the adjustment screw has to be turned for the final adjustment.

It should be noted, however, that the adjustment screw must not be moved until the end of the test run. This because the pilot is finely adjusted at the factory and the adjustment must be carried out as from this setting.

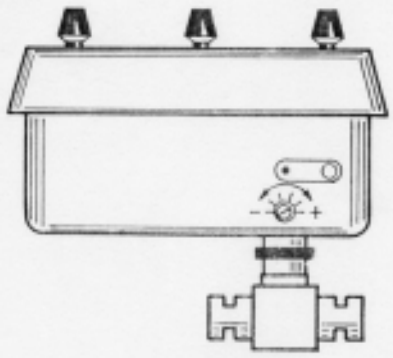

Fig. 3

The number of turns of the adjustment screw required we call "N". The distance shown on the SPEEDPILOT tripmeter we call "T". The measured road distance we call "D".

Examples are given of working out two typical cases where adjustment is required.

SPEEDPILOT tripmeter shows **MORE** than the actual distance.
The screw must thus be moved 3.44 turns

$$N = \frac{106.67 \cdot (T-D)}{T}$$

Example: Actual distance D = 3 miles.
Tripmeter shows T = 3.1 miles.

Substituting these figures in the formula gives:

$$N = \frac{106.67 \cdot (3.1-3)}{3.1} = \frac{106.67 \cdot 0.1}{3.1} = \frac{10.667}{3.1} = 3.44$$

The screw must be moved 3.68 turns towards minus (—).

SPEEDPILOT tripmeter shows **LESS** than the actual distance.
The screw must thus be moved 3.68 turns

$$N = \frac{106.67 \cdot (D-T)}{T}$$

Example: Actual distance D = 3 miles.
Tripmeter shows T = 2.9 miles.

Substituting these figures in the formula gives:

$$N = \frac{106.67 \cdot (3-2.9)}{2.9} = \frac{106.67 \cdot 0.1}{2.9} = \frac{10.667}{2.9} = 3.68$$

The screw must thus be moved 3.68 turns towards plus (+).

In addition a special knob is provided in the upper right corner of the SPEEDPILOT which allows for correction of about ± 8 %.

The clock is regulated by means of a screw located on the back of the SPEEDPILOT.

Table 3

KILOMETERS			MILES		
Reading on the odometer after 10 km drive	**Number of revs on the speedometer per km**	**Number of turns on the adjustment screw**	**Reading on the odometer after 10 miles drive**	**Number of revs on the speedometer per mile**	**Number of turns on the adjustment screw**
T km	R revs/km	N turns + = clockwise — = counter-clockwise	T miles	R revs/mile	N turns + = clockwise — = counter-clockwise
7.8	450	+ 29.8	7.3	660	+ 38.7
8.25	475	+ 22.6	7.8	700	+ 30.7
8.7	500	+ 16.0	8.9	800	+ 13.3
9.1	525	+ 10.2			
9.55	550	+ 4.9	10.00	900	± 0
10.00	576	± 0			
10.4	600	— 4.4	10.6	950	— 5.6
10.85	625	— 8.4	11.1	1000	— 10.7
11.3	650	— 12.0	11.7	1050	— 15.3
12.15	700	— 19.1	12.2	1100	— 19.4
13.9	800	— 29.8	12.8	1150	— 23.2
15.6	900	— 38.2	13.3	1200	— 26.6
16.5	950	— 42.2	13.9	1250	— 29.9
16.9	975	— 43.5	14.4	1300	— 32.8
17.4	1000	— 45.3	15.0	1350	— 35.6
17.8	1025	— 46.6	15.55	1400	— 38.1
18.2	1050	— 48.0	15.8	1425	— 39.3
18.7	1075	— 49.3	16.1	1450	— 40.4
19.1	1100	— 50.7	16.4	1475	— 41.6
20.0	1150	— 53.3	16.7	1500	— 42.7
20.8	1200	— 55.5	16.9	1525	— 43.7
21.7	1250	— 57.3	17.2	1550	— 44.8
			17.5	1575	— 45.7
			17.8	1600	— 46.6
			18.1	1625	— 47.6
			18.3	1650	— 48.5
			18.6	1675	— 49.3
			18.9	1700	— 50.1

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