



RetroTrip

Fitting instructions:

Congratulations on selecting a *RetroTrip* precision rally meter. The *RetroTrip* has been designed and approved for use on many major Historic or Retrospective rallies to fill the vacuum left by the shortage of mechanical tripmeters. Those competitors who could source a genuine period tripmeter with the correct functions and with sufficient spare parts to get it calibrated accurately were felt to have an unfair advantage. The *RetroTrip* has the functions and instant 'one in a thousand' calibration accuracy for any wheel changes etc plus can be seen to be 'fiddle-proof' because of the old-style electro-mechanical clicking digits, hence its widespread approval.

The *RetroTrip* can be used with a wide range of motion sensors: the wheel type sensor or speedometer type sensor being the most popular. These are fitted as directed by the separate instruction sheet. Connect to the sensor as directed and also the power lead goes to 12 volts via a 2 amp fuse and earth. Brown is positive and Green/yellow is negative. The tripmeter case is isolated from all connections so positive and negative earth vehicles present no problems.

Calibration:

To measure hundredths of a mile set the thumbwheel switches to 100. Drive a few yards to warm up the meter then go to the start of a measured mile (two mileposts can be used). Zero the displays. Drive the mile exactly at no more than 20mph. There is a limit to the speed at which the mechanical counters can step and this is easily exceeded during the calibration function though there will be no problem whatsoever after calibration even at very high speeds. At the end of the mile a figure will be noted from either display (they'll both be the same) and this should be dialled onto the thumbwheel switches. You can now turn round and measure the mile as a mile super accurately. Trim the setting up or down a digit if required.

Your distributor is:

The above procedure can be used to calibrate the meter in hundredths of a kilometre by driving just one kilometre to obtain its calibration figure. If a half mile or half kilometre only is available you can double up the readings of course.

Don't tamper with the internals as misconnections will probably damage something.

Extras:

The plug-in lighting unit goes on top of the meter and is secured by one screw.

Spares:

Display units, Lighting units, Switches and Internal Calibration Modules are all available.