

THE GAUGE



The Gauge is to be sited where easily seen, but preferably not with the LED's pointing directly towards your eyes, as they are VERY bright. For use at night, tape or a deflecting shield, needs to be applied to cut down the light intensity.

The bright LED's are necessary for certain conditions i.e. the sun over your shoulder. For a kart, on the steering wheel, above the "other" data system, is an ideal placement.

It is not necessary to use the mounting bracket supplied, as the unit is small enough to mount almost anywhere, a simple matter of "sticking" the Velcro to the required mounting position, and attaching the gauge.

A zip tie around the gauge unit is a safety precaution to ensure the secure attachment of the unit. The electronics of this unit are very robust, and failure of the electronic components is very unlikely.

The integrated circuit, the "chip", if faulty, is easily and cheaply replaced. All other exterior components, cables etc, are also replaceable, with a minimum of technical skills, and a minimum of cost, making the unit easily and cheaply fixed. A fault/remedy guide is available on the web site.

There are 9 high brightness LED's along the bottom of the gauge, going from the LEFT, 4x red (lean), 2x green, and 3x orange/amber (rich).

Check in the tuning hints for further info.

THE SENSOR LEAD

THE SENSOR LEAD is on a kart, is run around the left side of the kart, away from all ignition a source. The Sensor Lead is mounted and sited away from IGNITION interference, and on small race equipment, the sensor and it's leads, should be kept as far as practically possible from ignition leads and rotors, as high voltage inductance is not a desirable item for integrated circuitry, and careful siting almost eliminates electronics failure.

THE BATTERY PACK

The Battery Pack is a sealed unit, comprised of nickel metal hydride batteries, for long life.

The pack is supplied part charged, and requires about 4 hours on the charger.

Velcro is supplied to aid fitting, but in a bad vibration or ride situation, additional security can be obtained by adding a "zip tie" around the unit.

The pack will last many hours, and charging on the way to and from the track, is usually enough to keep the pack "topped up".

THE CHARGER

The Charger is made to plug into a cigarette lighter socket, (or into the battery adaptor that is supplied with the unit). It is important that the charger is plugged into the power source first, and the telltale led is illuminated, before plugging in the battery pack, as the battery pack on it's own, will also light the led.

The power source can be your car cig lighter socket, or a 12 volt battery, via the adaptor.

The charger runs quite HOT, but as the pack nears its peak charge, approx 5.7 volts, it will cool off.

The charger is designed to decrease the charge rate near peak voltage. It is not recommended to leave the battery pack on the charger indefinitely, but a full day shouldn't cause a drama.

Approx 16 hours are required to charge from dead flat.



THE MOUNTING BRACKET

The Mounting Bracket is supplied as a convenient place to mount the gauge unit if there is not a suitable location. It can be, for example, be filed /ground to fit below an Alfano, therefore mounting the gauge higher on the steering wheel.