Before you begin:
Thank you for your purchase of Classic Speed®. It's important to note that Classic Speed assumes that you have a good-working speedometer and cable. Should you have any concerns about either of them, please read the tips located on page 5 that will help you to determine their condition.

Step 1: Installing the Classic Speed unit

1. Unscrew the vehicle’s existing speedometer cable from the transmission.

Steps 1 and 2. Unscrew the cable end from the transmission and cap the exposed connection point with the provided red cap. This cable will connect to Classic Speed in Step 4 below.

2. Use the provided red plastic cap to cover the exposed connection point on the transmission, and route the cable to where you would like to mount Classic Speed.

Please note: if you have purchased a new cable from us with your Classic Speed unit, you may be able to bypass this step.

3. Find a suitable place to mount Classic Speed. This should be in a reasonable protected location away from road hazards (not in a wheel well), extreme heat (not right next to an exhaust manifold), and excessive moisture.

4. Ensure the speedometer cable connection is clean on both the cable and Classic Speed, and make the mechanical connection by screwing on the cable end to Classic Speed.

Step 2: Installing and using Classic Speed®

Everything look good? Then you’re ready to install Classic Speed®...

Step 4. Screw on the transmission end of your cable to the Classic Speed unit.

Step 8. Connection point for the antenna. Remove protective plastic cap and discard.
5. From the vehicle’s wiring system, connect a fused switched supply of 12 volt DC positive to the red wire lead. Please do not pull power from the coil – pull it from the fuse block. Maximum draw is 3 amps. We have included an inline fuse holder (with the appropriate sized fuse) shipped loose in the box with your Classic Speed unit. Please use this if you are not sure of the fuse rating of the source. It’s best to be certain that Classic Speed is protected from current overload!

6. Connect the black lead to 12 volt DC ground. Note: this unit is for negative ground vehicles only.

7. Turn the car’s key to “on” (the engine does not have to be running at this point) to ensure you have Classic Speed wired correctly. The LED will light up GREEN to indicate wiring is correct and Classic Speed is powered up. Turn the key to “off” once you are done this step.

8. Find a suitable location to mount the external GPS antenna (i.e. on the dashboard where it has line of sight to the sky) and route the cable lead from the antenna to Classic Speed. Connect to the provided screw on connection point. NOTE: the external GPS antenna is magnetic. It may simply stick to some dashboards. It may also be attached via a small piece of Velcro. Experiment with antenna location to find the best mix of performance and acceptable visual.

Mount on dashboard. Antenna is magnetic. Can also attach with Velcro.

Screw-on to connection point on Classic Speed unit. Note: remove clear protective plastic cap from connection point and discard.

Steps 5 and 6. Red wire lead connects to fuse block – fused supply of 12 volt DC positive. Connect the black lead to 12 volt DC ground.

9. When you first take off after installing Classic Speed, you may see the needle on your speedometer jump for a second. This is okay – the system is simply warming up. After a few seconds, it will settle into the speed you are going. Get the speed over 25 MPH to allow the program to make adjustments as needed. These adjustments will ensure low speed accuracy.

10. Check the speedometer against known distance markers (usually found along the highway in the US), or against a hand-held GPS unit to ensure Classic Speed is driving your speedometer accurately.

11. If you find that your speedometer’s speed is off by a few mph/kph after 5-10 minutes of driving – simply pull over, keep the car running, re-calibrate using the simple steps above, and then re-check the speedometer again against a handheld GPS, etc.

Step 3: Everyday use in the vehicle

1. Once you have successfully calibrated Classic Speed to the speedometer system, there should be no reason to re-calibrate unless the speedometer or speedometer cable are removed from the car or moved to a different location in the car.

2. However, a periodic check against known mileage markers or a hand-held GPS unit is recommended as the speedometer and cable wear over time and may affect the speedometer reading.

3. Many classic car owners disconnect the battery when the car is not being used. This will not affect Classic Speed.

A word on acquiring GPS Satellites:

1. There is no cost for using satellite GPS services.

2. As noted, the first time you power up Classic Speed it may take a few minutes to acquire satellites in your geographic location. This is only done once and those satellites are remembered for quick reference.

3. Each time you start your car, Classic Speed will find those satellites again. It may take about 30-45 seconds to lock onto those satellites. During this time, you may see your speedometer read 30 mph/48 kph (a pre-programmed speed). This is totally normal.

4. If you transport the car a significant distance (across a time zone for example) the system may have to re-acquire satellite locations again; however, this is transparent to you as the user except for a possible few minute delay in operation while re-acquiring satellites.

Step 2: Calibrating Classic Speed to your speedometer

1. Start the car up – the engine must always be running to calibrate. This ensures there is full voltage to Classic Speed.

2. With the hood open and car running, plug in the calibration dongle at the designated connection point on the Classic Speed unit.
   - This connection point is the middle hole in the end plate, and comes shipped with a rubber plug.
   - Remove the rubber plug, and save for when you have completed calibration.
   - Plug in the dongle, and this will put the unit into test mode.
   - You should see some speed reading on the speedometer (will vary depending on the TPM of your speedometer); however, the reading you see is not important at this point.

3. Pass the long cable over the windshield or through the window so that you can see your speedometer. Note: using the calibration dongle is only a short, temporary step so the cable does not have to run anywhere special. DO TAKE CARE TO ENSURE THE CABLE IS CLEAR OF HAZARDS LIKE THE ENGINE COOLING FAN!

4. Now it’s necessary to adjust the reading on your vehicle’s speedometer to read 40 mph or 65 kph depending on if you have a MPH or KPH speedometer (this is the pre-programmed calibration speed). Adjust the reading by pushing and holding the UP or DOWN buttons accordingly on the handheld fob. You may have to go either up or down to ensure you dial in 40 mph/65 kph.

5. Let the car and unit run for a full minute to ensure the system has equalized. If necessary, you might have to make minor adjustments using the fob to ensure it’s reading 40 mph/65 kph.

6. With the car still running, unplug the calibration dongle and store it someplace safe in your car for future use. Plug the rubber stopper back into the middle hole of the Classic Speed unit.

7. Once you unplug the dongle (remembering to keep the car running), it may take a minute or so to acquire satellites. You may see your speedometer go to 30 mph/48 kph (this is a pre-programmed speed that simply indicates GPS is not locked onto satellites yet.

8. Once satellites are acquired, your speedometer needle will drop to zero (0 mph/0 kph). That’s good – because you are most likely still in your garage and going 0 mph/0 kph! You are now ready to test drive your car. Close the hood and go for a drive...

Details on acquiring GPS Satellites:

• Everyday use in the vehicle

• A word on acquiring GPS Satellites: