

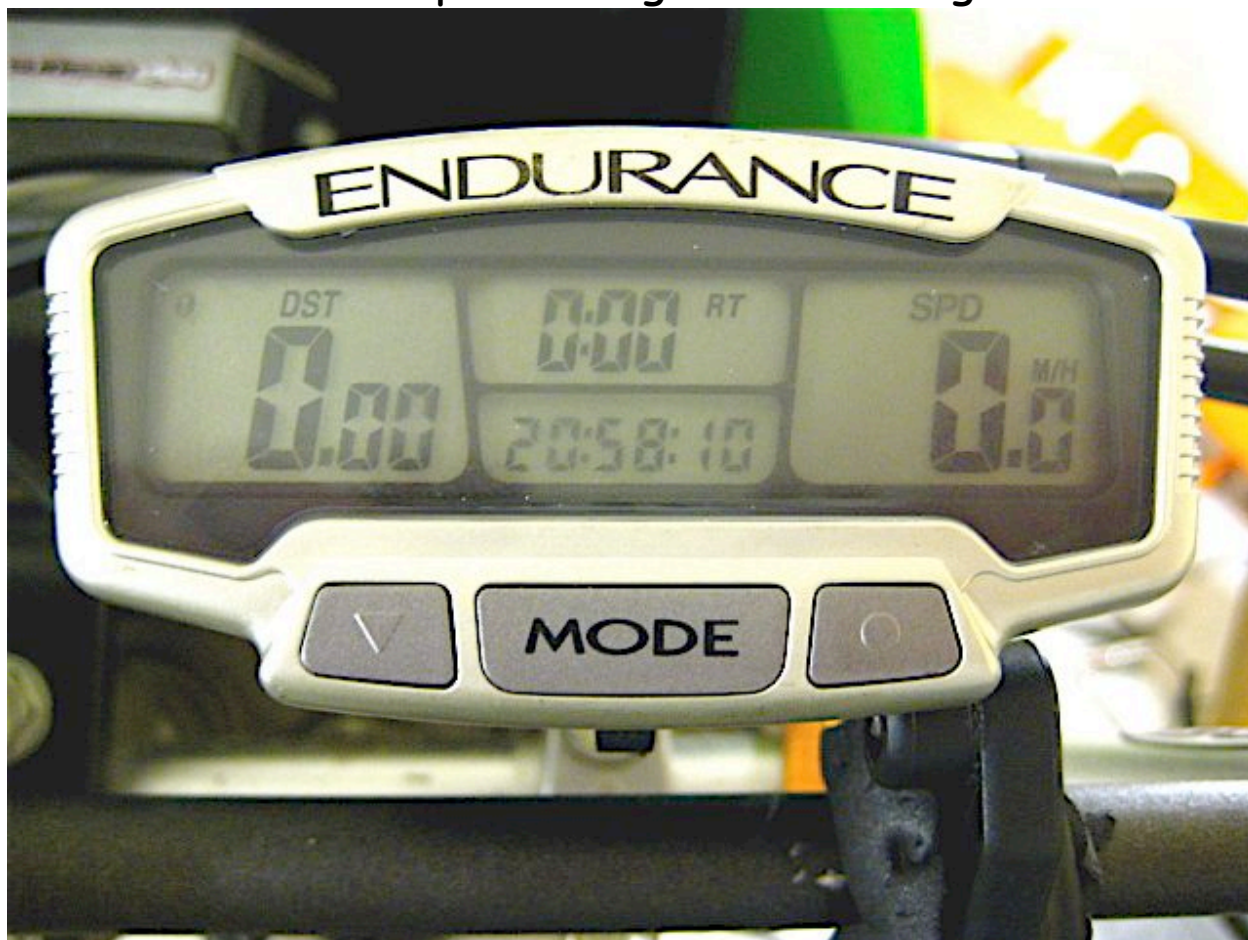
Ride-buddies!

Tonight, after 6+ hours of wrenching, I have installed the Trip Computer into the KDX-200. The computer support-people told me "30 minutes, 45-tops" for installation.

Step-1: *Drill 1/8" hole through brake caliper.*

Oh sure, no-problemo. That's drilling through 1/2" hard aluminum (I broke 6 drills, including a titanium bit). Mucho trips to Home Depot to buy new bits.

Then of course "Japanese digital-watch-logic" to set it up.



It works via a watch-battery, a speed-sensor mounted on the front wheel. You input the circumference of the tire, and (in theory) you then have a super-accurate analog speed/distance computer.

The odometer function is adjustable forward/backward by 1/10th mile, tire-circumference adjustable as experience dictates.

All of this is dictated by the dreaded Roll Chart...



...which above says "...at 9.8 miles on your odometer (since last odo re-set checkpoint), go straight across a paved road". Then...

At 11.85 miles on your odometer, cross China Lake road, and at 11.95 miles on your odometer, turn left into Wal Mart.

This is **not** as simple as it sounds, as you must adjust the Roll Chart constantly (spin the little knobs) and adjust your odometer forwards/backwards when you are at "known checkpoints" (like a named road intersection).

The Roll Chart above is 3" across. So you can see this entire set-up is pretty small...



Theory: None of this will be necessary, if the GPS (not on this bike) is loaded and working (and the Nav Lead -not me—knows how to use it). The Death Valley Rally is our first experiment with GPS, if it works WooHoo 😊 😊 😊.

Thanks for your support! Paul P.