



## Anemometers with "D3" Rotor\* (\*Feb 2020) For Models with Sigma MC10 Display

Thank you for purchasing an Inspeed Anemometer!

**The unit is shipped calibrated in mph – you do not need to do anything but connect the display!**

However - if you should need to change the battery or units in the display, you will need to enter the proper "WS" for the unit to display the right wind speed.

The WS for the Classic 1.25" Body with D3 rotor is **1270**.

The WS for the bottle-shape WS2 Body with D3 rotor is **1210**.

The WS for the bottle-shape WS2 body & metal rotor is **1090**.

For kph, select kph during the setup process.

**See enclosed instructions for more on the bike speedometer functions or HELP on inspeed.com.**

This anemometer is intended for casual use and should provide wind speed data within approximately 4% of reading from ~10 mph to ~50 mph or  $\pm 1$ mph. It will register speeds up to and over 100 mph, and we believe it to be accurate at those speeds, but it has not been verified at speeds above 50 mph. See inspeed.com for detailed specs.

The calibration is NOT affected by the length of the wire – use as much as you want! Any wire will work!

### IMPORTANT NOTE ABOUT AVERAGE WIND SPEED:

The display will only record and average when the wind is blowing. It stops recording below approximately 1 mph. That means that if the wind blows for 2 hours at 20 mph and 2 hours at zero, the average shown will be 20, not 10 – as it should do! (This is because bicyclists do not want their average hurt by stops). Please keep this in mind.

There is a work-around: reset the odometer (Trip Dist) and write down the time and date. At any point, note the odometer ("wind miles"), and divide by the actual number of hours since reset. This will produce actual average wind speed since the last reset.

**Replacement batteries** are available in stores or from Inspeed (model number CR2032).

**To remove the display** from the bracket: simply twist the display 1/8 turn counterclockwise and it will pop off.

The display will turn on automatically and stay on as long as the rotor is turning. To conserve the battery, remove the display from the bracket or disconnect the wind sensor; this will cause the display to go to "sleep". Removal from the bracket does not affect calibration. **Do not remove the battery to conserve power**; if you do so, you will need to reset the WS every time the battery is re-installed.

### SETTING THE WHEEL SIZE ("WS")

This needs to be done after replacing the battery:

- Remove the display from the backing (twist CCW)
- Replace the battery or use a ballpoint pen to press the grey SET button on the rear for 4 seconds
- Press SET to change language, or the red MODE button to move to the next setting: WheelSize
- To change the language, press SET, then the MODE button to select the language. Then SET to save. THIS EXAMPLE IS FOR SETTING THE WS TO 1270:
- Press SET to start the first 2 numbers flashing
- Press the red MODE button until the first 2 are "12"
- Press SET to start the next digit flashing
- Press MODE until it is set to "7"
- Since the last digit is a 0 there is no need to change it
- PRESS AND HOLD the SET button for 4 seconds  
And you are done!

Use the same steps for setting the WheelSize to the other numbers shown above.

### Installation & Operation

**PLEASE TEST IT BEFORE YOU INSTALL IT ☺**

Connect the display and spin the rotor to make sure everything is working FIRST THING.

Mount it as high up as you can in order to get into clean air. Connect the display (there is no polarity for the unterminated wire models), stick the display anywhere!

Note that the display is water resistant - NOT waterproof - and should NOT be left outdoors for extended periods of time. The rest is simply a matter of displaying the information you want to see on the display: current speed, max speed, average speed, etc. For detailed instructions on how to use the display, refer to the instruction booklet enclosed.

### Maintenance

In the very rare instance that you believe you need to clean it (not turning smoothly), it is not hard to do:

- Remove the two screws that hold the plate under the Vortex body
- Carefully remove (pry off) the circlip on the bottom of the shaft (good luck finding it if you drop it!)
- Remove the shaft and rotor assembly and clean thoroughly – do not oil – graphite (dry) lube only.
- Reassemble in reverse order.

*Thank you and enjoy!*

