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Classic Tracker Installation

Thank you for purchasing a Classic Tracker!

We believe you've bought the most dedicated, effective and secure classic car & bike alerting, monitoring and live-vehicle tracking service. We hope it brings you many years of efficient service!

We recommend you read this entire document prior to getting started. Should you require ANY assistance, we're happy to help so please feel free to contact us. As classic car and bike enthusiasts, we're never tired of classic conversation.

Four Simple Steps...



There are four simple steps to install, connect & power, register and confirm your tracker is successfully installed.

1.

FIND YOUR TRACKER SERIAL NUMBER

Please make a note of the serial number, which is found under the barcode label on top of the tracker. You will need this later when registering your tracker on our website.

Tracker Serial Number:

2.

INSTALLATION & WIRING TO YOUR CAR/BIKE

TRACKER-UNIT INSTALLATION:

Please consider 'test-mounting' the powered tracker prior to final fitment where you can see the two LEDs (light-emitting diodes) on the device. Ensure the vehicle is outside with an unobstructed view of the sky and that the vehicle ignition is on. Both GPS and GSM can take about 90 seconds to acquire a signal.

There are three types of tracker available: OBD-II, Wired-Standard and Wired-IP67 (waterproof). The first plugs in to the OBD-II port in your car (if you have an OBD-II port) and the other variants use a wiring assembly.

The Classic Tracker has internal GPS and GSM antennae. The device should be mounted with the sticker pointing to the open sky. At least $\frac{3}{4}$ of the sticker should have a metal free area above it.

OBD-II Tracker

The OBD-II type tracker requires no additional wiring unless there isn't enough room to plug the tracker in to the port in your car. If that's the case an extension cable can be supplied. Please contact us for details.

Wiring Assembly Tracker:

This type of Classic Tracker is supplied either as a two-part assembly (tracker & wiring loom) or (single combined tracker/loom). The Assembly is designed to be able to fit into your vehicle without making significant changes to the vehicle-wiring loom. The Wired-Standard has a plug that plugs into the tracker unit itself. It is designed this way in case you wish to remove the tracker without disturbing the supplied wiring loom following installation. The tracker unit should be installed securely, ideally in a covert location with the 'a view to the sky'.

- For **cars**, we recommend two places; either within a bulkhead cavity hidden in the front dashboard, or alternatively in the rear of the vehicle hidden immediately beneath the rear-parcel shelf. In either case locate the tracker covertly, ensuring that the upper-side of the unit sits just beneath the underside of the dash-top/ parcel shelf.

- For **motorcycles**, within any cowling or covers protecting the frame of the bike. Although the motorcycle version of the Classic Tracker is IP67 rated (waterproof) we advise against installing anywhere near where water collects (e.g. mudguard enclosures). Worth noting that many saddles are manufactured with an internal metal frame/mesh. Therefore mounting immediately beneath the saddle is not necessarily recommended.

You can, of course, locate the tracker wherever you wish to make it difficult for the would-be-thief to find. Ideally the tracker should have little, or no, metal above it to prevent its ability to receive GPS signals.

When finding the ideal place for your vehicle, consider how you will route the cabling assembly to LIVE, NEUTRAL and SWITCHED IGNITION.

CABLE WIRING

IMPORTANT! Disconnect the main battery from your vehicle whilst connecting the tracker's wiring loom to your vehicles power supply.

The wiring loom supplied with the Classic Tracker contains multiple cables. The tracker only requires three connections in order to operate correctly.

IMPORTANT: The Standard-WIRED & IP67 (Waterproof) versions of the Wired tracker have different colour schemes.

If in any doubt, please contact us prior to connection:

Standard-WIRED	IP67 (Waterproof) WIRED	Connection Scheme
RED	RED	This should be connected to +12V /permanent live
BLACK	BLUE	This should be connected to 0V/Ground
YELLOW	YELLOW	This should be connected to +12V Switched Ignition (e.g. if your cigarette-lighter or radio only powers up once the engine is started, this is Switched Ignition)

POSITIVE EARTH: For connection to a vehicle with a positive-earth arrangement, please ensure that the above wiring scheme is reversed (i.e. red to positive-earth and black/blue to supply).

Once the wiring assembly has been installed, next plug the tracker unit in to the loom (if appropriate for your model of tracker).

All remaining cables are for the connection of additional functions to the tracker and are presently disabled on all our tracking services, unless you are using the optional Immobiliser Pack. We recommend that they are left untouched in case you wish to take advantage of any future enhancements we may provide, just cover the ends to protect them from moisture causing a short circuit.

You may now reconnect your vehicles' battery. Having now applied power to the Classic Tracker, you should see a pair of LEDs (light-emitting-diodes) gently flashing as the tracker locates both a GPS location and cellular connection.

LED Status Indicators

Having powered the tracker, please ensure that both LEDs flash at intervals of approximately one second. The Status light may also flash in bursts as the device communicates with our systems (see table below).

The Navigate LED indicates the status of the GPS receiver in the Tracker. The STATUS light indicates the GSM (Mobile Signal) status. If the Navigate LED is permanently on OR off then the Tracker is failing to receive a GPS signal and won't be able to track the movement of the vehicle and you should consider positioning it somewhere else.

NAVIGATE LED		
<i>Behaviour</i>	<i>Explanation</i>	<i>Possible Cause/Action</i>
Permanently Illuminated	Not receiving GPS signal	Ensure tracker is facing open sky, label face-upwards and not covered by metal obstructions
Blinking every second	Normal mode, GPS signal is received and working	
Permanently Off	GPS is turned off; potentially in sleep mode	Lightly move tracker or vehicle to wake tracker.
Permanently Off	Insufficient power to tracker	Ensure tracker is correctly wired and has >9V DC supply.

STATUS LED		
<i>Behaviour</i>	<i>Explanation</i>	<i>Possible Cause/Action</i>
Blinking every second	Normal Operation, GSM signal is received and working	
Blinking every two seconds	Tracker is in sleep mode	
Rapid blinking in bursts	Normal Operation. GSM is communicating.	
Rapid & continual blinking	Normal Operation. Tracker is booting.	
Permanently Off	Tracker not working; Insufficient power to tracker; Firmware being updated.	Ensure tracker is correctly wired and has >9V DC supply.

Further detail on wiring your tracker and installation is provided at the end of this document.

Please note that your tracker is fitted with a special multi-operator SIM card and will connect to the strongest mobile phone signal in your location. Please make no attempt to remove the SIM card from the tracker unit as this will invalidate your warranty.

Again, please ensure you have made a note of the Tracker Serial Number before moving to the next step.

3.

REGISTER THE TRACKER

Please visit:

<http://classic-tracker.com/support/activation>

We would ask that you please complete each and every entry, leaving no areas/boxes blank. Activation can take up to one business day. You will receive notification that the tracker has been successfully registered on our secure systems.

4.

ACCESS ON-LINE TRACKING

PLEASE NOTE: This service is **ONLY** available to those customers who have subscribed to either the SAFER, or SAFEST services.

After registration, you will have received an email providing login and password for the Classic Tracker Portal. Use these credentials to login to:

<http://classic-tracker.com/login>

Full instructions and help are provided once logged in the portal.

You may also download an Android or iOS App called X-Monitor. Use the same login credentials to access when using the App. Please visit Google Play or App Store on your mobile device to download.

Further WIRING Recommendations

Wires should be connected while module is not plugged in/ or the vehicle battery is disconnected.

Wires should be fastened to the other wires or non-moving parts. Try to avoid heat emitting and moving objects near the wires. If factory isolation was removed while connecting wires in to the loom, it should be re-applied when the fitting is finished and tested. If the wires are placed outside or in places where they can be damaged or exposed to heat, humidity, dirt, etc., additional isolation should be applied to the connections. Wires cannot be connected to the board of vehicle computers or control units.

Connecting Power Source

Be sure that the power to the tracker is a CONSTANT SOURCE Supply. i.e. ensure that when the vehicle is turned off, power stays permanently on the RED wire.

When module is connected, voltage should not drop below 9v. It is recommended to connect to the main power cable in the fuse box where possible.

Connecting Ignition Wire

Be sure to check that this connection is to a real ignition wire. i.e. power does not disappear while the engine is running.

Check this is not an ACC wire (when key is in the first position, most electronics of the vehicle are available).

Check if power is still available when you turn off any of vehicles devices.

Connecting Ground Wire

Ground wire should be connected to the vehicle frame or metal parts that are fixed to the frame. If the wire is fixed using a bolt, the loop must be connected to the end of the wire. In some cases consider removing paint to expose the metal of the vehicle where loop is connected.

NOTE: Connecting the power supply must be carried out using a very low impedance point on-board the vehicle. The best points in the vehicle are the battery terminals. Therefore, we recommend connecting the power of tracker directly to the battery terminals. If this is not possible, another option is to connect the tracker to the main fuse box.

Connection of the GROUND cable must be made to a true vehicle-GND connection point. i.e. a zero-volt, low impedance path back to battery-GND. Connecting the GND at an arbitrary point to the mass of the car is unacceptable, as static and fluctuating voltages on the GROUND line can cause unpredictable tracker behaviour, or even lead to an unstable tracker installation; potentially even its failure.