

Acumen 911 Alarm System

Acumen 911 Installation

1. Siting the unit

- Before installing this alarm make a note of the serial number on the rear of the unit. This number is required to complete the warranty card attached to the back cover of the manual.
- Care should be taken to site the unit away from water, heat and the high tension coils and leads. Remember also that the more difficult it is for the thief to get to the unit, the more difficult it will be to be tampered with.
- The unit should be mounted using the screws and lugs provided, take care that the screws or drilling will not damage components hidden from view. Take care not to mount the case in such a way that it becomes distorted. Alternatively the unit can be mounted using double sided adhesive pads. However when using this method check that the surfaces involved are clean and dry and ensure that if the unit were to become detached it would not interfere with the safe operation of the motorcycle.

2. Siting the optional LED

- Important note! Like a small bulb the led will draw current from the vehicle battery. For this reason we suggest that the LED is not fitted on scooters and motorcycles with small batteries or those left idle for long periods in order to reduce the possibility of flattening the battery.
- The LED provides a visual indication of the alarms status. It also warns potential thieves that your motorcycle is alarmed. For this reason it is best positioned where it is easily seen but sufficiently close to the main unit to facilitate connection via the LED supply wires. Having decided on a suitable site drill a hole 8mm in diameter taking care that there are no components which may be damaged in the process. Pass the LED supply wires through the hole from the front and gently push the LED housing home. Do not apply excessive force directly to the LED

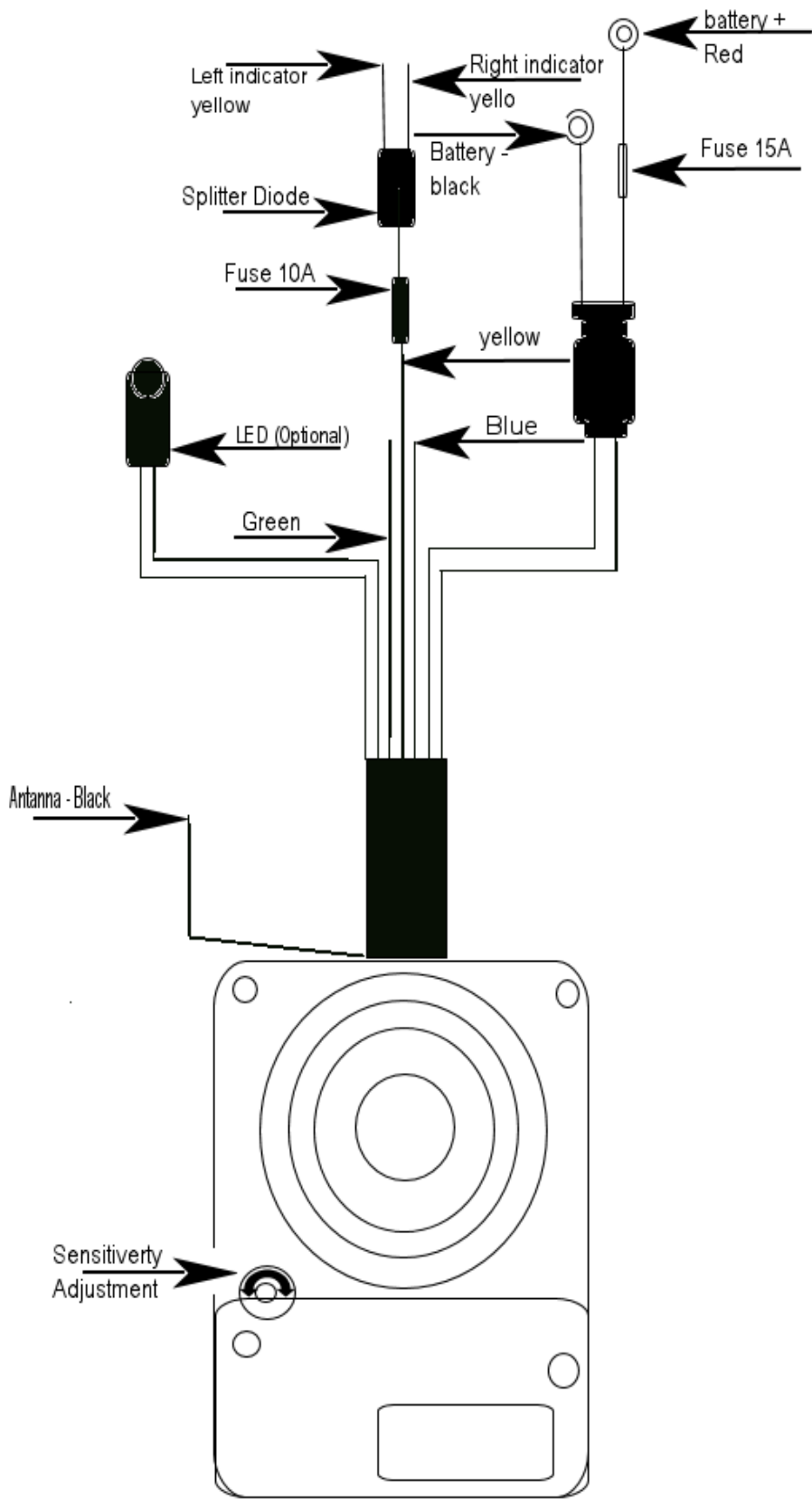
3. Wiring the main unit

- **THE SUPPLY LOOM** Locate the two core fused supply loom. Before Plugging this into the main unit connected it as follows/
- **RED WIRE** This is the positive alarm feed. Cut this to the required length, attach the ring terminal supplied (using solder if possible) and connect this to the positive terminal of the motorcycle battery.
- **BLACK WIRE** This is the negative feed. Connect it to a suitable earth point on the frame. **NOTE** Do not connect the Black wire directly to the battery. Direct connection to the battery can impair the reliability of the system.
- **THE GREEN WIRE** This is the trigger wire for the optional immobilisation relay. Instructions on how to connect it are included with the immobilisation kit. Unless it is been used during this installation tape this wire out of harms way
- **THE YELLOW LOOM** The yellow loom provides a positive feed for the hazard lights. The loom is connected to the main unit via the fuse holder into which the 10A fuse should be installed. The looming divides into two wires at the splitter diode, one for the right hand indicator and one for the left.

Locate the wires which feed the rear indicators. If there is one wire feeding the indicators, connect one yellow wire into this and one into the corresponding wire on the opposite indicator using the insulation displacement connector provided. If there are two wires feeding the indicators connect one yellow wire into the positive feed of the indicator unit. (The positive feed is the wire connected to the centre terminal of the bulb.)

- **THE THIN BLACK WIRE** This is the Antenna. It is not connected within the main loom shrouding. It should be extended preferably alone a plastic component and taped into position. Avoid positioning along the frame tubes where the signal may be screened.
- **THE BLUE WIRE** This is the optional accessories trigger wire. The alarm is triggered when this wire is grounded to the frame (negative supply). It can be used to protect luggage or other accessories in a variety of ways using pin switches, mercury switches or anything else you can devise. **Caution:** - If the blue wire receives a positive supply the main unit will be damaged. If it is not used tape it up neatly out of harms way.

- **THE THIN ORANGE WIRE** By cutting this loop the wire voltage sensor is disabled. This can be useful on motorcycles with cooling fans which run on after the engine has been turned off. In these cases when the fan stops it creates a change in the motorcycles system voltage which will trigger the alarm. If this loop is cut ensure that the ends are sealed to avoid spurious contact which could damage the system.



4. Testing the alarm

Caution. The siren is extremely powerful. Do keep close proximity to the sounder unit to a minimum.

Connect the supply loom to the main unit via the plug and socket. On powering up the siren will chirp once. Press the green button on the transmitter and hold until the unit chirps twice indicating that the alarm has learned the transmitter code. If this does not occur on the first attempt disconnect the power, re-connect and try again.

Press the red button on the transmitter the unit should chirp once and the hazard lights flash once indicating that the unit is armed. The LED (if fitted) will light for a few seconds before flashing steadily.

Wait 5 seconds, press the green button on the transmitter the unit should chirp twice and the hazard lights flash twice indicating that the unit is now disarmed and has not been violated. After disarming the LED (if fitted) should be off.

Press the red button again; the alarm chirps once and the hazards lights flash once indicating that the alarm is armed again. The LED (if fitted) will come to flashing steady again.

After 5 seconds jar the bike, the alarm should trigger, the hazard lights flash and the LED (if fitted) will flash rapidly. If you want to adjust the sensitivity of the shock sensor see section 5 below.

Cancel the alarm by pressing the green button again. The alarm will chirp three times and the hazard lights flash three times indicating that violation has occurred.

Reset the alarm again by pressing the red button. This time use the ignition key to carefully switch on the ignition without jarring the motorcycle to simulate hot wiring. The alarm should sound and the violation will be recorded by both the hazard flashing and chirping sequence described above. Cancel the alarm by pressing the green button.

Press the red button again and keep the button depressed to operate the panic function. The alarm should sound and the hazard lights flash. Press the green button to cancel.

Finally, activate the panic alarm again and record the length of time the alarm sound before resetting. This should be in the order of 20-30 seconds.

The LED will flash rapidly and will remain in the condition even when the siren stops sounding to indicate that a violation has taken place.

If the unit is functioning correctly tape the wiring neatly to loom and frame. Where possible try to disguise the wiring to make tampering more difficult.

5. Adjusting the shock sensor

Caution Do not use force and do remember to replace the bung to avoid water ingress. Before adjusting the shock sensor consider where the bike will be left and what other security precautions you are taking. For example if the motorcycle will be parked next to a busy road you may want to reduce sensitivity to avoid the alarm being triggered by vibration from passing traffic. Also consider that bikes can be lifted into a truck in seconds, even with the alarm sounding, so adequate physical security using a good lock is essential. In this situation a would-be thief would find it difficult to violate the lock without setting off the alarm.

To adjust the sensitivity removes the rubber bung in front of the main unit. Using the plastic screwdriver provided turn the rheostat located under the bung opening clockwise to increase sensitivity and anti- clockwise to reduce it.