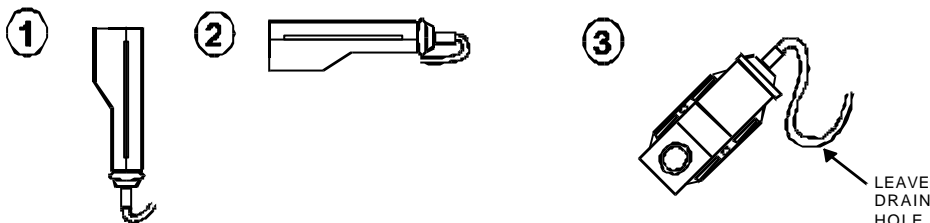


RECOMMENDATIONS FOR INSTALLATION

ATTENTION: correct alarm installation increases the reliability of META SECURITY products!

- 1) Disconnect the negative terminal of the battery prior to installation.
- 2) Position the alarm in a safe place. Never install the alarm near sources of excessive heat (e.g. exhaust systems, directly to the engine or radiator).
- 3) Avoid areas where the unit will be subjected to direct sprays of water. We recommend that you install the alarm as shown in the diagram below.
- 4) When looming the wiring harness it is important to:
 - a) Not place the cables in a sheath as this facilitates water running into the alarm. It is recommended the wires are loomed with PVC tape.
 - b) Always keep the cables lower than the alarm coupling, otherwise the cables themselves can carry water into the alarm multiplug causing corrosion (see diagram below).

CORRECT INSTALLATION POSITIONS



CABLE EXITS LOWER THAN ALARM, SIREN AREA WILL SELF DRAIN

INCORRECT INSTALLATION POSITIONS

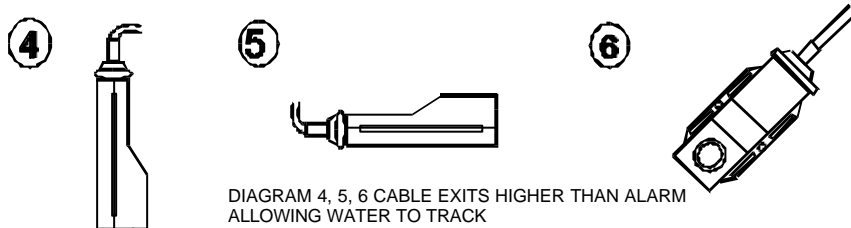


DIAGRAM 4, 5, 6 CABLE EXITS HIGHER THAN ALARM ALLOWING WATER TO TRACK

DIAGRAM 5 SIREN WILL NOT DRAIN (POSSIBLE CAUSE OF WATER INGRESS)

- 5) If installing pin switches ensure they are not depressed by non-rigid materials and do not earth out on any metal work below.
- 6) All connections should be made using soldered joints fully insulated by heat shrink or insulation tape or by good quality crimp connectors.
Insulation displacement connectors (i.e. scotchloks) must not be used.
- 7) It is recommended each step of the installation with the **M4** tester. This tool checks the connection made on the machine are correct and within the tolerances of the product.
- 8) The positive supplies to the system must be protected by use of the appropriate fuse (supplied in the kit).
- 9) Make sure there is a +12v ignition switched positive on wire No.1 even when the starter is cranking. If this is not present the machine will not start.
- 10) When immobilising the machine always check the current used on the circuit is within the stated capacity for the system being installed.
Never immobilise a circuit, which carries a **constant 12v supply** when the ignition is turned off. This will stop the system arming.
- 11) If the machine is equipped with a catalytic converter the immobilisation must cut the supply to the fuel pump/Injection control unit. This is to prevent uncombusted fuel entering the converter and damaging it.
- 12) If using the alarm to cut multiple circuits via one relay (e.g. Coils)
Always check the motorcycle manufacturers workshop manual to ensure the circuits are already linked within the wiring loom and the **total current draw** is within the capacity of the relay.