

Bike Keeper

Motorcycle Security System

Installation Guide
& Owner's Manual

It's Your Bike. Keep It That Way.



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Standard Features

- ✓ **5-Year Warranty** — When you spend your hard-earned money on the Bike Keeper system, you can count on it to deliver year after year of reliable service. In fact, we guarantee the operation of the control unit and remote controls for 5 years.
- ✓ **One Standard 2-Button/6-Function Remote Control** — Designed for easy fingertip control, this remote attaches to your key chain and allows you to easily arm, disarm and command all aspects of your Bike Keeper from a distance.
- ✓ **One On-Key Remote Control** — Replaces the head of your ignition key turning your key into a Bike Keeper remote!
- ✓ **Chirp Canceling** — The system normally chirps to confirm remote arming and disarming, but at any time, you can remotely arm or disarm silently. The flashing turn signals will give you visual indications of arm and disarm.
- ✓ **Remote Panic Feature** — You can remotely “sound the alarm” up to 100 feet away from your motorcycle. This remote panic button activates the siren and/or horn and repeatedly flashes the turn signal lights.
- ✓ **Remote Control Code Learning** — You can easily add up to four remote controls to your Bike Keeper system.
- ✓ **Instant Deletion of Lost or Stolen Remote Controls** — If a remote control is ever lost or stolen, you can erase its code from the system memory in seconds to make sure it can never again be used to disarm your Bike Keeper.
- ✓ **Electronic Scan Prevention (ESP)** — Some thieves use digital code “scanners” that rapidly transmit one remote control code after another until they hit the one code that disarms the alarm. Electronic Scan Prevention recognizes scanners and blocks their codes to prevent disarming of your Bike Keeper by anyone but you.

Standard Features (continued)

- ✓ **Remote Controlled Turn Signal Flasher** — Bike Keeper’s built-in electronics visually confirm arming and disarming by flashing your motorcycle’s turn signal lights.
- ✓ **Piezo Electronic Siren** — It’s tiny, but belts out enough noise to raise the dead. The Bike Keeper’s siren output can also be hooked up to blast your bike’s horn.
- ✓ **Ignition Interrupt** — Built-in circuitry electronically disengages your bike’s ignition system every time you remotely arm the system. A thief would be unable to start your bike if he tried hot-wiring it or had a copy of your ignition key. In fact, if the thief were able to access and cut all the Bike Keeper’s wires, he still wouldn’t be able to start the engine.
- ✓ **Remotely Adjustable Vibration/Impact Sensor** — Detects anyone tampering with your bike. And you can adjust the sensitivity of the built-in sensor via your remote control, no tools needed.
- ✓ **Selectable Passive Arming** — You can set your Bike Keeper system to automatically arm itself if you forget to arm it with your remote control. This “passive arming” feature may qualify you for a discount on your motorcycle insurance.
- ✓ **Remote Passive Arming Bypass** — If you have the Passive Arming feature turned on, Remote Passive Arming Bypass temporarily overrides this when you don’t want your Bike Keeper to arm itself, for example when you’re fueling up. All it takes is a couple of presses on the remote control.
- ✓ **Remote Motorcycle Locator** — If you can’t seem to find your bike in a crowded parking lot, just hit the remote and your Bike Keeper will chirp its siren and/or honk the horn, plus repeatedly flash the turn signals a dozen times.

Standard Features (continued)

- ✓ **System Status Indicator** — A flashing red LED warns away thieves while visually confirming that your Bike Keeper is armed and the Ignition Interrupt is engaged.
- ✓ **Remotely-Activated Tamper Warning** — With a couple presses on the remote control, you can set your Bike Keeper to give a siren chirp/honk warning the first two times the sensor detects an impact. If there's any further tampering within the next several seconds, the full alarm blast will sound.
- ✓ **Secured Valet Mode** — Valet Mode temporarily overrides passive arming so you can have your bike serviced without giving up your remote control. You can put the system in Valet Mode via a flick of a hidden switch. Just flick it back to return the system to its normal operating mode.

Required Installation Tools

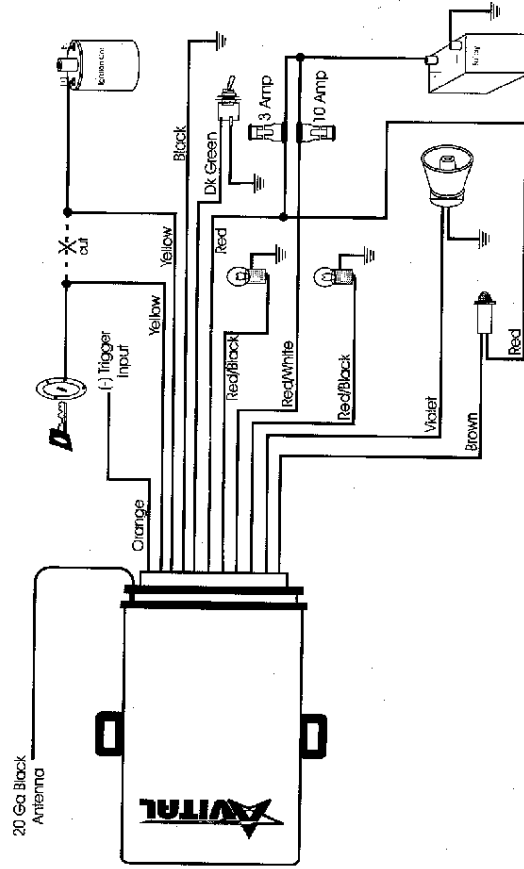
- Voltmeter
- Wire Crimpers
- Wire Strippers
- Electrical Drill & Bits
- Phillips Screwdriver
- Convolutated Tubing*
- Solder Gun*
- Shrink Tube or Electrical Tape

*Optional

Important Information

1. Test all circuits with a voltmeter. Do not use a test light.
2. Make all wiring connections with the supplied butt connectors. **DO NOT** twist wires. Do not use wire nuts or "Scotch Lok" connectors.
3. Route the red, red/white and black wires for the control unit directly to the battery.
4. Keep extensions as short as possible. Use same gauge wires for short extensions and larger gauge wires for longer extensions.
5. Before installing, discuss placement of the LED indicator and valet switch with the motorcycle owner.
6. Do not mount components or route wiring near hot or moving parts.
7. For proper installation and testing, follow the installation sequence on page 8.

Wiring Diagram



Installation Procedures

1. Remove seat and any side panels necessary to expose the battery terminals, parking/turn signal wiring and ignition wires.
2. **Control Module**
 - A. Select a location under the seat to mount the control module. Choose a location that will allow you to use screws or tie wraps to securely fasten the control module to metal. Avoid hot or moving parts.
 - B. Route wires from this point, leaving slack for ease of service.
3. **Antenna**
 - A. Do not shorten or lengthen the antenna.
 - B. Route the antenna away from the control module.
 - C. Keep the antenna as far away from metal and wire harnesses as possible to optimize range.
4. **Wireloom**
 - A. Plug the wire harness securely into the alarm control module.
 - B. Fasten the rubber weather boot around the control module to keep out dirt and moisture.
 - C. Route wires from the control module directly to each connection point.
 - D. Use the supplied tie wraps to fasten the alarm harness to the factory wire harness.
5. **Siren**
 - A. Choose a location for the siren under the seat or behind a side cover.
 - B. Avoid hot or moving parts. Keep the siren away from direct exposure to rain and moisture.
 - C. Fasten the siren with the supplied self-taping screws.

CAUTION: Be sure there is proper clearance behind whatever the screws are being fastened to.

 - D. Connect the siren's red wire to the alarm's violet wire.
 - E. Connect the siren's black wire to the alarm's black wire.
6. **Valet Switch**
 - A. Discuss placement with the owner.
 - B. Mount the valet switch securely in a hidden location that is convenient for the owner to access.
 - C. Avoid hot and moving parts.

- D. Drill a 1/4" hole and mount the switch.
- E. Connect the valet switch's green wire to the alarm module's green wire.
- F. Connect the valet switch's black wire to the alarm module's black wire.

7. LED Status Indicator

- A. Discuss placement with owner.
- B. Mount the LED in a location which is visible from any side of the motorcycle.
- C. Drill 1/4" hole.
- D. Route the LED's wires through the hole and press the LED into place.
- E. Connect the LED's black wire to the alarm module's brown wire.
- F. Connect the LED's red wire to the alarm module red's wire.

8. Turn Signal Outputs

The alarm module has two isolated, positive turn signal outputs. There are several methods of interfacing them with the motorcycle's lighting circuit. These methods vary by make, model and year. However, the most common and preferred method is to flash the turn signals.

- A. Use a voltmeter to locate the left and right turn signal wires that show (+) 12 volts when activated.
- B. Connect the two red/black alarm wires to the motorcycle's separate left/right turn signal wires.

9. Ignition Disable

We recommend that these wires be soldered and shrink tubed.

- A. Use voltmeter to locate the wire between the ignition switch and the ignition coil that shows +12 volts when the ignition key is in the "ON" position and while the motorcycle is cranking the starter.
- B. Cut this wire in half. Test by trying to start the motorcycle. If it will crank but not start, you have the correct wire.
- C. Connect one yellow wire from the alarm module to one end of the motorcycle's ignition wire.
- D. Connect the second yellow wire from the alarm module to the other end of the motorcycle's ignition wire.

10. Additional Sensor Input

- A. Connect the orange wire from the alarm module to an additional sensor or pin switch wire that provides (-) ground when activated.

11. Power and Ground Connections

- A. Route the red, red/white and black wires directly to the battery.
- B. Use the ring terminals supplied to connect the alarm module's red and red/white wires to the (+) positive battery terminal.
- C. Connect the alarm's black wire to the battery's (-) terminal.
- D. Inspect all alarm wiring. Tap all unused wires to prevent shorting.
- E. Use tie wraps supplied to secure any loose wire harnesses.
- F. Install the 3 amp fuse into the alarm module's red wire fuse assembly and tape over top of fuse and fuse assembly.
- G. Install 10 amp fuse into the alarm module's red/white wire fuse assembly and tape over top of fuse and fuse assembly.

12. Programming Procedure

The alarm module has several programmable features. All of the programming is done with the ignition key, valet switch and transmitter.

NOTE: Program mode cannot be entered while the alarm is in "valet mode" which is indicated by the LED glowing solid red.

- A. Select the feature you wish to program from the chart below and note the number of chirps associated with that feature.
- B. Turn the ignition key ON then OFF.
- C. Flick the valet switch ON and OFF 3 times. The siren will chirp 3 times to let you know your are now in the program mode.
- D. Now, flick the valet switch ON and OFF. (siren will chirp once with each ON then OFF flick to help you count.) Stop when you reach the number of chirps associated with the feature you wish to program.
- E. Press the button associated with the feature you wish to program.
- F. Wait 3 seconds for the automatic long chirp confirmation to indicate programming is complete.
- G. Repeat steps A-F for any other feature you wish to program or turn the ignition OFF to exit the program mode.

Feature	Number of Flicks & Chirps	Press Button #1 for	Press Button #2 for
Active/Passive Arming	1	Passive	Active
Arm/Disarm Siren Chirps	2	Chirps On	Chirps Off
Siren Horn Output	3	Siren (Continual)	Horn (Pulse)
Vibration/Impact Sensor	4	Exit Programming/Save	Adjust Sensitivity Level

13. Adding/Deleting Remote Controls

The alarm module may be programmed to respond to as many as 4 Bike Keeper remote controls.

Note: When you add or delete a remote control, you must program all of the remotes you intend to use at the same time (i.e., if you program only 1 remote, the module will forget the other remotes in memory).

- A. Turn the ignition key ON, OFF and then "ON".
- B. Flick the valet switch ON and OFF 3 times. You will then hear 3 siren chirps to confirm you have entered the "learn mode".
- C. Within 10 seconds, press button #1 on the remote control. The siren will chirp once to confirm that it learned that remote.
- D. Within 10 seconds after programming the first remote control, press button #1 on any other additional remotes you wish to program into memory.

E. To exit the program mode, turn the ignition OFF.

14. Adjusting the Vibration/Impact Sensor

- A. Follow the "programming procedure" to enter the "adjust sensitivity level".
- B. Press button #2 again. You can now scroll through 8 different levels of sensitivity.
- C. Press button #2 to change the sensitivity. The siren will chirp 1 - 8 times to indicate sensitivity. One chirp is maximum sensitivity, while 8 chirps is minimum sensitivity.
- D. You can test the sensitivity at any time during this program mode by bumping the seat or handle bars.
- E. Once you have chosen your desired sensitivity level, turn the ignition key OFF to exit the program mode.

Operating Instructions

1. **To Arm The System** — The alarm can be programmed for Active or Passive arming. Active arming means the alarm must be armed by the remote control. Passive arming means that if you forget to arm the alarm with the remote control, Bike Keeper will automatically arm 15 seconds after you turn the ignition key off.

Active Arming: Press Button #1 once.

The siren will chirp twice, the turn signals will flash twice, the LED will flash on and off slowly and the ignition will be disabled.

Passive Arming: Turn the ignition key off. The LED will flash on and off rapidly. After 15 seconds, the siren will chirp twice, the LED will flash slowly, the turn signals will flash twice and the ignition will be disabled. (At any time during Passive Arming, the alarm can be actively armed).

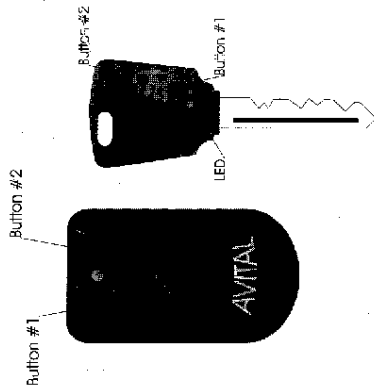
2. **To Disarm The System** — Press Button #1 once. The siren will chirp once, the turn signals will flash once and the LED will turn off in active mode, or flash rapidly to indicate passive arming.

3. **To Silently Arm or Disarm** — Press Button #2 once, then immediately press Button #1 once. The system will then arm/disarm without chirping the siren.

Armed: The turn signals will flash twice and the LED will flash slowly.

Disarmed: The turn signals will flash once and the LED will be off.

4. **To Activate Remote Panic** — Press and hold Button #1 for 3 seconds. The siren will sound continually and the turn signals will flash. To deactivate, press Button #1 once.



9. Transmitter Operation Chart

Feature	Button	Transmitter Operation
Arm/Disarm	1	Press Once
Arm/Enter Tamper Warning Mode	1-1	Press Twice Within 3 Seconds
Remote Panic	1	Press and Hold for 3 Seconds
Silent Arm/Disarm	2-1	Press #2 then #1
Motorcycle Locator	2	Press and Hold for 3 Seconds
Remote Valet	2-2	Press Twice Within 3 Seconds

10. LED Status Indication Chart

Feature	LED
Disarmed	Off
Armed	Slow Flashing
Passive Arming	Fast Flashing
Valet Mode	Solid Red
Intrusion On Ignition Circuit	1 Flash... Pause... 1 Flash...
Intrusion On Optional Sensor	2 Flashes... Pause... 2 Flashes...
Intrusion On Vibration/Impact Sensor	3 Flashes... Pause... 3 Flashes...

11. Siren Chirp Indication Chart

Feature	Chirps
Arm	2 Chirps
Disarm	1 Chirp
Temporary Valet	3 Chirps
Disarm/Intrusion	4 Chirps

12. Turn Signal Flasher Indication Chart

Feature	Flashes
Arm	2 Flashes
Disarm	1 Flash
Disarm/Intrusion	3 Flashes

5. **To Arm and Activate Tamper Warning** — Press Button #1 twice within 3 seconds. The siren will chirp twice with each press of Button #1. The turn signals will flash twice the first time you press Button #1, but will not flash the second time. This will indicate that the impact sensor is in tamper warning mode. Now if a thief tampers with your bike, the system will issue a 1-2 second warm-away blast instead of a full siren blast. If a thief continues to tamper with the system within the next 15 seconds, the system will issue another warm-away blast. Any further tampering after that will activate the system into full alarm mode.

6. **Motorcycle Locator** — Press Button #2 and hold for 3 seconds. The siren will chirp once and the turn signals will flash 12 times.

7. **Valet/Remote Valet** — Whenever the alarm is put in valet mode, all of the alarm's functions are bypassed. This prevents passive arming and accidental activation of the alarm. There are two methods to valet the alarm.

Valet Switch: The valet switch is a small hidden toggle switch. To enter valet mode, turn the ignition key to the "ON" position and flick the switch ON. The LED will glow continuously to indicate the alarm is in valet mode. To exit valet mode, turn the ignition key ON and flick the valet switch OFF.

Remote Valet: To prevent passive arming for one cycle, press Button #2 twice. The LED will turn off, the siren will chirp 3 times and the alarm will not passively arm. To exit the remote valet, press Button #2 twice or turn the ignition ON and OFF.

8. **To Test The Vibration/Impact Sensor** — Arm the alarm, wait 5 seconds, and then bump the seat or handle bars. The alarm will instantly blast the siren and flash the turn signals on and off. If the alarm is in Tamper Warning Mode, the siren will issue a 1-2 second warm-away siren blast after the sensor is tripped instead of the full siren blast.

Trouble Shooting

Problem	Possible Causes
Alarm will not respond to transmitter.	<ol style="list-style-type: none"> 1. The system is in valet mode. 2. Red and/or black wire(s) are not connected directly to the motorcycle's battery.
System will not arm or disarm but will panic.	<ol style="list-style-type: none"> 1. Ignition is on. 2. Yellow wires have +12V when the ignition key is off.
Turn signal lights do not flash.	<ol style="list-style-type: none"> 1. The red/white (turn signal light supply) is not connected to +12V.
System has poor remote control range.	<ol style="list-style-type: none"> 1. Transmitter battery is low. 2. Red and/or black wire(s) are not connected directly to battery. 3. The motorcycle's battery voltage must be too low. 4. Antenna on control unit is parallel to the car's electrical wires.