VIKING™

VS 140

MOTORCYCLE ALARM SYSTEM

Product Manual

MEGATRONIX
VAN NUYS, CA U.S.A.

INTRODUCTION

This alarm system will provide years of dependable operation . Yet the quality and longevity of the system is determined by the installation.

IMPORTANT POINTS FOR ALARM INSTALLATION

ALWAYS: Disconnect the motorcycle battery before connecting any work on the motorcycle

ALWAYS: Do not locate the wires can be seen or reached easily.

ALWAYS: Install the alarm components at the best position for remaining dry,free from grease and dirt, away from the engine and exhaust system.

ALWAYS: Check behind panels before drilling any holes. Ensure that no wiring or other components are located behind the panels that would otherwise be damaged.

ALWAYS: Use conventional Crimp lock bullet on any wiring. Poor wiring, i.e. taped Joints will possibly introduce unreliability into the alarm system and may result In false alarms or incorrect operation.

ALWAYS: Use the correct fuse rating of 12 Amps to replace the RED wire inline fuse an use 10 Amps to replace the ORANGE wire inline fuse.

IMPORTANT: For wire to operate the current of more than 10A., we suggest soldering all connection points. **DO NOT USE CRIMP LOCK TYPE CONNECTORS OR WIRE NUTS.**

This alarm has been designed to keep installation as simple as possible. However, in the event of any difficult experience, please seek the advice of a qualified person. For someone who is not familiar with motorcycle electrical installation methods and procedures, we would strongly advise that they seek qualified advice before proceeding. Before connecting the wires of the motorcycle, It is best to read the instruction carefully for better understanding where each individual wire will be run to.

TOOLS REQUIRED:	# WIRE CRIMPER	# ELECTRIC DRILL
	# WIRE STRIPPER	# 3/16"' 1/4", 9/32", 5/16" DRILL BIT
	# PLIERS	# PHILLIPS SCREWDRIVER
	# VOLTMETER	# ELECTRONIC TAPE

GENERAL SPECIFICATIONS:

Power Requirements	12 Volt Negative Ground
Fuse Ratings - Red Power wire	12 Amps.
- Orange Parking Flash wire	10 Amps.
Current Consumption	No more than 12mA Armed or Disarmed.
Arming Delay	5 seconds.
Alarm Timer	30 seconds.
Automatic passive arming timer	10 seconds from disarming.
Triggers inputs	Ignition switch sensing Shock / impact sensor Ground trigger for optional sensor.
Wire capacity (Brown wire)	2 Amps
By-pass zones	3 zones.
Receiver channel	1 Channel.
Learning limitations	2 Codes
Digital code combinations	118,098

This device complies with part 15 Of the FCC rules. Operation is subject to the following two conditions. (1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

INSTALLATION

A. MOUNTING THE SIREN:

1. Place the siren in a location suitable for best sound result.

NOTE: Preferred siren position is facing forward or straight down to the ground siren **SHOULD NOT** be face up.

2. Mark and drill two holes to mount the siren.

B. MOUNTING CONTROL MODULE:

The control module should be mounted in the storage box under the seat.

The module may be secured belcro tape or with screws. Insure that the module is completely secure and will not rattle or come loose.

NOTE: 1. Install the control module with the best chance of remaining dry free from grease and dirt away from the engine and exhaust system.

2. Antenna placement is very important! Ensure that it is unwrapped and stretched out with the last 6" straight as far from metal as possible.

C. INSTALLING THE LED STATUS INDICATOR:

There must be at least 5/8" of distance behind the mounting location as the LED housing will extend back that far. Once a suitable location is chosen drill a 5/16" hole. Run the LED wires through the hole then press the LED housing into the place.

D. INSTALLING THE OVERRIDE / VALET SWITCH:

Mount the override / valet switch in a hidden but accessible location. Drill a 1/4in hole at the location chosen and use the nut and lock washer provided to secure the override switch. Do not mount the switch where It will get grease or damaged by moving parts.

WIRING

Tape wires where they pass through holes. Guard against sharp edges that may damage wires and cause a short circuit.

CAUTION: 1. Do not connect the wire harness to the control module until all wiring to vehicle is complete.

2. This alarm will be armed when connect the main 9-wire harness. After the unit completely installed set the override / valet switch to "ON" position then connect the main 9-wire harness to module.

A. MAIN 9-WIRE HARNESS:

1. RED WIRE—SYSTEM POWER (+12V CONSTANT)—

The red wire supplies power to the system. Connect this wire to a constant +12 volts source from the battery.

2. BLACK WIRE—SYSTEM GROUND—

This is the main ground connection of the alarm module. Connect this connection to a solid section of the vehicle frame. Do not connect this wire to any existing ground wires supplied by the factory wire loom, make the connect tion directly to the vehicle's frame.

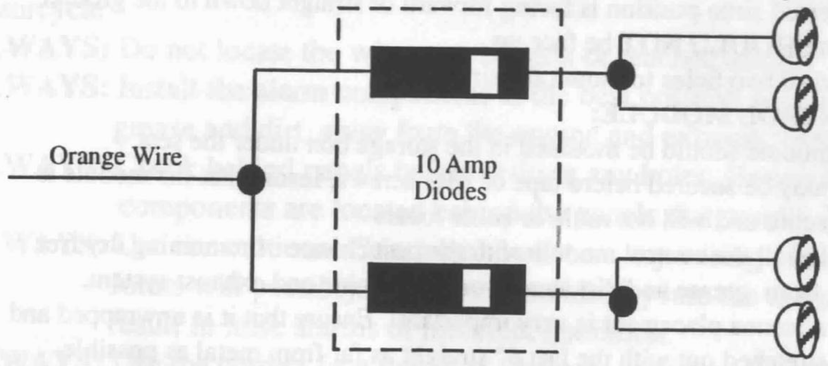
3. YELLOW WIRES—IGNITION DISABLE WIRES—

Locate the wire coming from the ignition key that supplies to ignition coils. Cut the wire in half and push the start button. If you have found the correct wire the engine will not start. After locating the correct wire. Using a crimp lock provided crimp one of yellow wire to the cut half of ignition wire. Using a crimp lock provided crimp the other yellow wire to the other cut half of ignition wire.

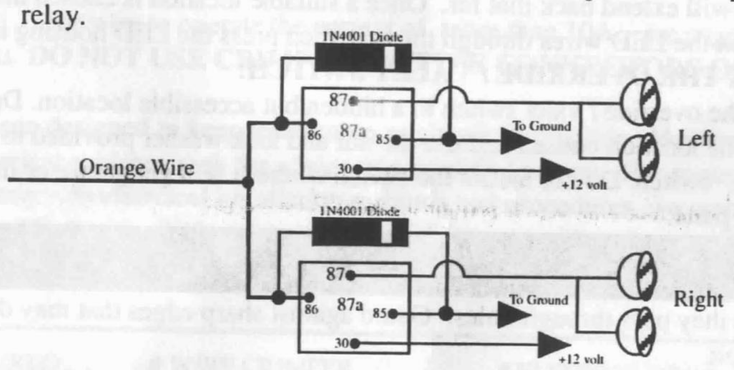
4. ORANGE WIRE—FLASH PARKING LIGHT(+12V 10A OUTPUT)

When the alarm is triggered, this wire provide pulse +12 Volts, 10 Amps output. This wire must be connected to the positive wire of the Running lights (front side markers and tail light).

NOTE: When left & right parking lights are on separated circuits then 10 Amps didoes or relays must be used to connect each parking light side. Must use relays for headlights because headlights can draw up to 20 Amps.



NOTE: When the optional parking light relays or headlight relay connected to the "Orange Wire", a diode (1N4001) must be installed to the pin #85 and pin #86 of the relay.



5. BROWN WIRE - SIREN DRIVE OUTPUT -

This is the positive (+) output connection for the siren. The current capacity of this wire is 2 Amps. Make this connection to the (+) red wire coming from the siren. Make the (-) black wire coming from the siren to a good chassis ground.

6. BLUE WIRE - GROUND TRIGGER INPUT -

This wire is the ground trigger input wire for any sensors use with the alarm system.

7. WHITE WIRE - LED INDICATOR CONNECTION -

This wire is special output wire for the connection of the alarms LED status indicator. Connect the white wire to the Black wire of the LED indicator. Connect the Red wire of the LED indicator to a constant +12 volts.

8. GRAY WIRE—OVERRIDE /VALET SWITCH WIRE—

Connect the gray wire to any one of the wires from the override / valet switch then connect the other wire from the override switch to ground.

B. RF ANTENNA—BLUE THIN WIRE—

The blue thin wire on control modules the receiver antenna wire. Antenna placement is very important! Ensure it is unwrapped and stretched out with the last 6" straight and keep it away from large metal objects or chassis for best reception.

PROGRAMMING AND ADJUSTMENT

A. PROGRAMMING THE TRANSMITTER CODES:

The transmitter(s) supplied with this alarm system have been randomly coded with one of 118,098 different code sequenced. The alarm system does not know what the transmitter code is. After all wiring has been completed, the final installing step is to teach the alarm system the transmitter code. Repeat the following procedures to teach the alarm system the code of the transmitter:

1) Enter the Programming Mode:

a) Flip the override / valet to the "on" position.
b) Turn the ignition switch to "on" then "off" the immediately
c) Flip the override / valet switch "off, ON OFF the siren will chirp once and the Red LED indicator will flash.

You are now in the programming mode.

2) PROGRAMMING THE TRANSMITTER CODE:

a) Press the button I on the remote transmitter until the alarm gives a conformtion chirp. It is now programmed.
b) If you have a second remote transmitter, within 5 seconds after the first transmitter is programmed, press the button I on the second remote trans mitter until the alarm gives a confirmation chirp. It is know programmed

Note: This alarm system will learn up to two different codes . After each code is programmed, the system will wait 5 seconds for the next code. If the system does not receive any code with in 5, the system exit the program ming mode and all alarm functions will resume.

A1. MULTI-ALARM OPERATION

If you have more than one motorcycle, you can install up to two alarm systems. and it is possible to have two alarms operate from one transmitter. Repeat the following steps to perform the multi-alarm process.

1. According to the instructions, setting the"first" alarm system. Enter the Programing Mode:
   a.) Press the "button 1" on transmitter #1. You will hear a chirp from the siren; it is now programmed.
   b.) Within 5 seconds, press the "button II" on the transmitter #2. You will hear a chirp from the siren; it is now programmed.

2. According to the instructions, setting the "second" alarm system. Enter the Programming Mode:
   a.) Press the "button II" on the transmitter #2. You will hear a chirp form the siren, it is now programmed.
   b.) Within 5 seconds, press the "button I" on the transmitter #2. You will hear a chirp from the siren; it is now programmed.

OPERATION OF THE MULTI-ALARM FROM TRANSMITTER # 1

a.) Press the button I-Arm & Disarm the motorcycle #1
b.) Press the button II-Arm & Disarm the motorcycle #2

B. GRAY WIRE LOOP—PASSIVE/ACTIVE PROGRAMMING WIRE------

This is were used to program the passive / active arming circuit. For permanent passive among only leave the wire loop. For permanent active arming only, cut the wire loop and tape the end.

C. SHOCK SENSOR TESTING AND ADJUSTMENTS

The sensitivity of the alarm must be set to match your motorcycle. Remove the rubber plug from the upper control module and perform the adjustment.

1. Armed the alarm wait for 5 seconds.
2. Remove your motorcycle from the side stand to center stand the alarm should sound as this type of attempt. If not use the supplied screw driveriver to adjust for more sensitivity (turn to "+" position).

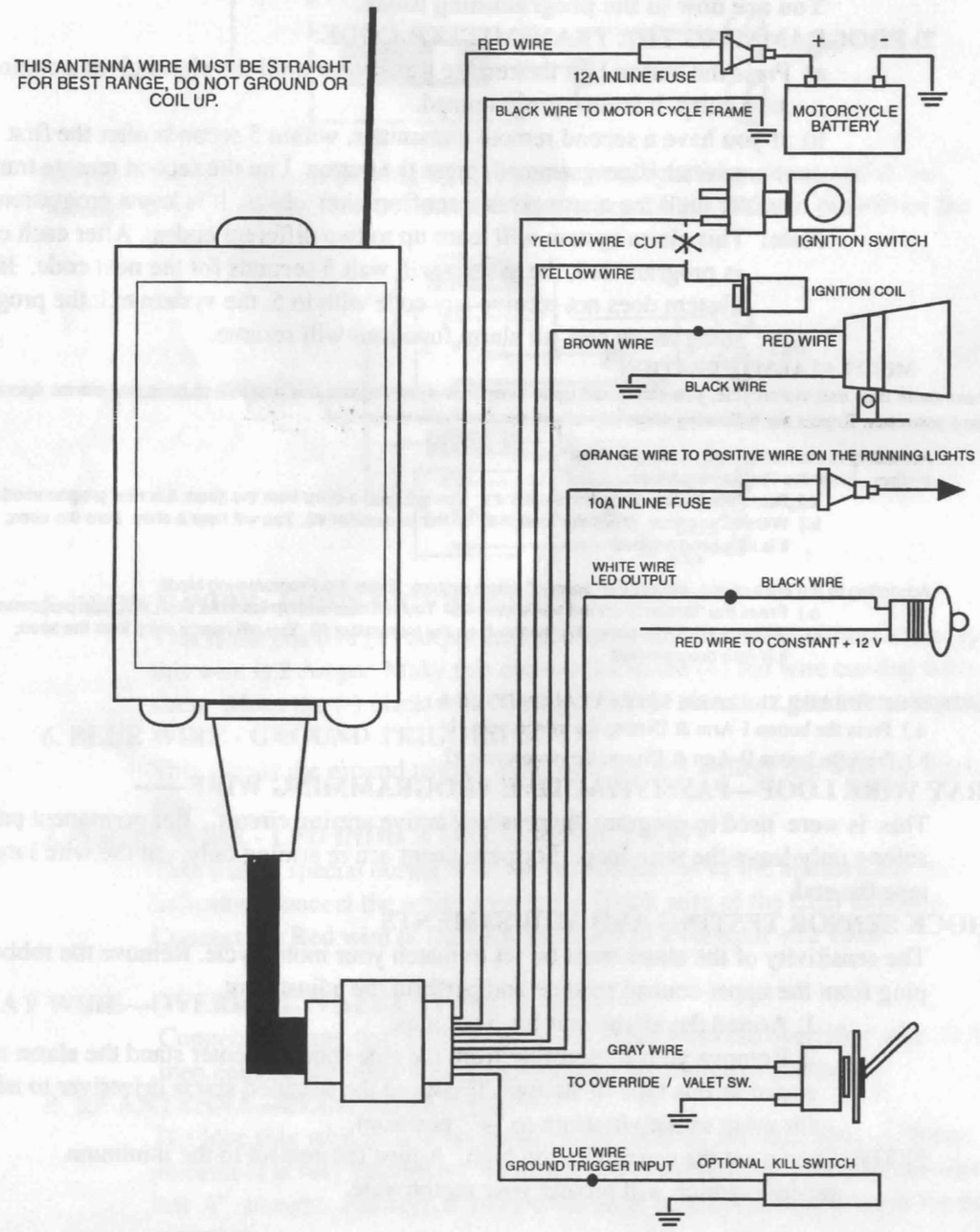
NOTE: Do not set the sensitivity too high. Adjust the control to the minimum position which will protect your motorcycle.

D. TRANSMITTER BATTERY

If the range of your transmitter deteriorate, it is possible that you need to replace the bat tery.

1. Release the screw from the back of transmitter and remove upper transmitter case with a phillips screwdriver.
2. Remove old battery transmitter.
3. Install a new battery (12 Volts),noting the (=) and (-) marks in the battery area of the transmitter.
4. Replace upper transmitter case with care, don't damage the inside components.
5. Tighten the screw on the back of transmitter.

MAIN 9 - WIRE HARNESS WIRING DIAGRAM



OPERATION

A TRANSMITTER OPERATION

1. Press the button I = Arm or Disarm
2. Press and button I for 3 seconds = panic Function
3. Press the button I again with in 3 seconds after arming the system = Delete the shock sensor.
4. Press the button II first then press the button I = Arm & delete the chirp or disarm & delete the chips.

B. LED STATUS INDICATOR OPERATION:

1. RED LED off = The system is disarmed.
2. RED LED is fast flashing = Automatic arming timer is counting down.
3. RED LED is flashing = The system is armed.
4. RED LED 2 flashes hold sequence = Tamper indicator.

C. AUDIBLE AND VISUAL ALARM STATUS INDICATOR:

1. Chirp and light flash = Alarm is armed.
2. Chirps and light flashes = Alarm is disarmed.
4. Chirps and light flashes = Alarm is disarmed and has been triggered.

D. VALET FUNCTION:

1. Temporary valet mode: If the motorcycle park in an area with parking attendants, This function that will allow the user to temporarily disable the alarm system. When the alarm ` is in the valet mode, the alarm functions are disable. To set the alarm system into the valet mode, repeat the following procedures.

a). Turn the ignition off, then immediately.....

b). Turn the ignition back on and then off again. You will hear 3 low output chirps from siren. The alarm is now in the valet mode.
Turn the ignition on,the system be out of valet mode.

2. Valet mode: If the motorcycle is in service, The Valet mode feature allows the user to disable the alarm system.

a). Turn the "override / valet switch to "ON" position, turn the ignition switch off. You will hear 3 low output chirps from the siren, now the system is in the valet mode.

b). Return to normal operation, set the "override / valet switch to OFF position while the ignition switch is turned on.

E. ALARM OPERATING CONDITION

		ARMING	DISARMING	TRIGGER THE ALARM	PANIC
1	Siren	1 Chirp	2 or 4 Chirps	Sounding	Sounding
2	Running Lights	1 Flash	2 or 4 Flashes	Flashing	Flashing
3	Red LED Indicator	Slow Flashing	Off	Slow Flashing	Slow Flashing
4	Ignition Disabled	On	Off	On	On

F. PASSIVE ARMING

This system is equipped with an optional passive arming circuit. If you have chosen the system with passive arming. It will operate as below:

1. Turn "Off" the ignition switch.
2. The LED status indicator will begin to fast flashing and the automatic arming time will begin to count down.
3. The system count down for 10 seconds, then the alarm will become armed.