Installation Manual
&
User Guide

BIKEY®

Innovative ***Convenience*** *Advanced* ***Security***

Index

Installation

User Guide

Bikey®

Innovative Convenience Advanced Security

- Installation is all about planning, gathering information, and careful execution.
- You will need to learn how to test the polarity of a wire using a digital multi meter.
- You will need your basic tools to remove some vehicle panels to access the vehicle wiring.

ATTENTION

Commercial Electronics always suggests installation be performed by a certified and trained installation technician, professional installation is requirement to obtain full warranty. This wiring information is being provided free of charge and on an "as is" basis, without any representation or warranty to the products being installed. It is your responsibility to insure proper installation.

Commercial Electronics assumes no responsibility with regards to the accuracy or currency of this information. Proper installation in every case is and remains the responsibility of the installer. Commercial Electronics assumes no responsibility resulting from an improper installation, even in reliance upon this information. Any harm or injury to the installer is in no way the responsibility of Commercial Electronics. Any damage to the vehicle during installation or after installation is not the responsibility of Commercial Electronics.

Checking the Bike

You will need to inspect your vehicle to be sure of a few things previous to beginning the installation process. Check your vehicle and identify which tools are needed to remove the necessary panels. You will once again refer to your vehicle wiring diagram to find the locations of the wires where the panels will be removed. Once done, you are ready to begin the installation.

Preparing the Wiring

Once you identify which items you will install along with the warning, eliminate the wires to prevent clutter. It is common practice to twist the wires of a same plug together then secure them to each other with electrical tape. Do not wrap the entire bundle, as different wires go to different locations. Once you finish wrapping all the harness tape them to each other to create one large pigtail containing all of the used wires.

This keeps the wires together, secure and free from frays and obstruction. You will now want the identify the locations of the wires which you will connect to on your bike. Take your harness of wires on the warning which you just organized together, and split it down once more into vehicle locations. Group wires into three different groupings, for example dash, rear and engine wires, or use your own grouping procedure. Tape these wires together in their bundles to create individual wiring bundles.

Testing Wires

When installing any electrical component into a vehicle, you will have 3 polarities which you may need to test for. There are positive, negative and reverse polarity configurations which you must know how to rest for.

Specific Testing Applications

Ignition Wires ; 12Volts with key in all positions except for 'off'

Testing an ignition wire is simple. Ignition wires are generally positive in polarity. Start by setting your meter to DC 12V. Next, take your black lead and put it to chassis ground(-). Next, connect the red lead to what you believe to be the ignition wire in the vehicle. It should show 0 Volts when the key is off. Next, cycle the key through the Accessary and Ignition position. It should show 12Volts in both positions. Next, crank and run the vehicle. It should show power even while cranking. If it does, it is an ignition wire. If not, please read "testing an accessary wire" below. Ignition Wires are used for motorcycles alarm and

Starter Wires ; 12V only in crank position.

Check the value of the output terminal of the starter button. Testing a starter wire is very simple. Start by location the suspected wire in the vehicle. Next, take your meters black lead and connect it to ground. Next, connect the red lead to the wire you believe is the starter wire. If push the start button,(Crank the vehicle). The meter should Only show 12V when the key is in the crank position. There should be 0 volts in all other positions. Starter wires are used in Remote Car Starter Installations.

Using the above testing guidelines, you can test any wire. When testing an accessary like a horn or dome light in the vehicle, simply activate the accessary with your meter leads in place to get the meter reading. The meter should only read power and ground on accessary items when they are activated.

ACG Wires ;

ACG, is connected through a gear or directly coupled to the crankshaft.
Check the connector connected to the ACG, cables from the control unit to determine the connectable position.

☞ The criteria and method of measurement is various depending on the model and manufacturer.

Contains	Tools Required
- Control unit - FOB (Remote Transmitter) - LF-Antenna - Harness - User guide	- Pliers/Cable Cutters - Motorcycle wiring diagram - Soldering Equipment - Insulating tape - Multi-meter

Location of main system components

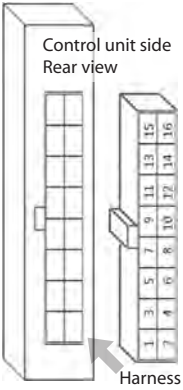
The control unit should be located in a protected environment with good access to the motorcycle wiring loom. Avoid extremes of heat i.e. exhaust engine and direct exposure to the elements, and make sure that the unit does not interfere with normal operation of motorcycle. Suggested locations under the seat or behind the seat are usually the best locations. The control wiring must point down to avoid any water ingress.

Suggested locations for control unit

LF-Antenna

Installed within 1m from the seat. To be careful not install the metal surface or metal shield space. To be installed to avoid the place that get wet with water. If the battery in the FOB (remote transmitter) is discharged, the emergence start-up is needed. The antenna is installed in a location that can be in contact to FOB ! Mark put the antenna location, easy to find.

Bikey Wiring Allocation



No	Wire color	Assign(connecting point)
1	RED	BATTERY +
2	BLACK	GROUND
3	ORANGE	AC Generator
4	WHITE	IGNITION
5	GREEN	HORN 1
6	YELLOW	Start/Stop SWITCH OUT
7	GRAY	HORN 2
8	PURPLE	Start/Stop SWITCH IN
9	LIGHT BLUE	INDICATOR-R
10	BROWN	STARTER RELAY
11	PINK	INDICATOR-L
12	GRAY	No connect (UART-Rx)
13	BLUE	BRAKE signal
14	GREEN	No connect (UART-Tx)
15	BLACK	LF ANT- (connector)
16	WHITE	LF ANT + (connector)

Power wires

1. Connect RED(#1) wire to constant power input(+)12V supply from battery.
2. Connect BLACK(#2) earth wire to the motorcycle chassis GND(frame) or the battery negative terminal.

ACG wire

1. Connect ORANGE(#3) wire to ACG output.
   It may be connected either three output terminals of ACG.

Ignition switch wire

This wire must be connected to wire that gives positive(+) 12 Volt when the ignition key is turned on and this wire should not show any voltage when ignition turned off.

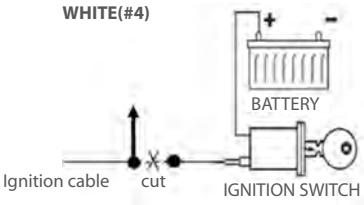
Note : However there may be more than one wire, make sure you have the correct ignition feed.

Note : This wire can be located at the main ignition switch below.

1. Connect WHITE(#4) wire to the ignition system which becomes live when the ignition is switched ON, and remains live when the starter is pressed e.g. power feed from ignition switch to fuse box.

Common wiring diagram(guidance only)

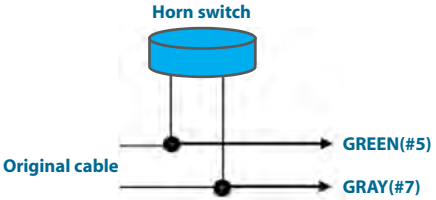
Bike	Ignition switch
Honda	Black/Red wire
Kawasaki	Brown wire
Suzuki	Orange wire
Yamaha	Brown wire



Note : If the ignition switch has three terminals, the installation is not valid for this system.

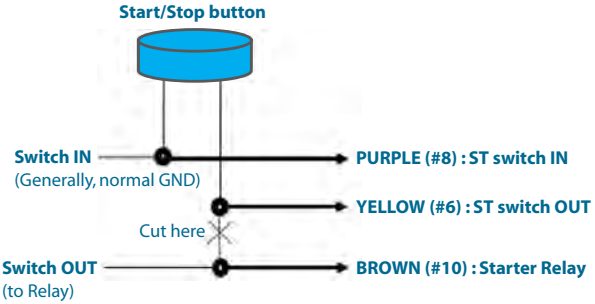
Horn wires

1. Connect GREEN(#5) wire to HORN 1, Connect GRAY(#7) wire to HORN 2.



Start/Stop switch wires

1. Cut the output of the switch, connect the following



Indicator wires

Common wiring diagram(guidance only)

Bike	Left Indicator	Right Indicator
Honda	Orange wire	Light blue wire
Kawasaki	Green wire	Gray wire
Suzuki	Green or Black	Gray wire
Yamaha	Green wire	Brown wire
Harley Davidson	Brown wire	Purple wire

1. Locate the left and right indicator wires at the rear of bike are usually easiest to wire up.
2. Connect LIGHT BLUE(#9) wire right positive(+) indicator feed.
3. Connect PINK(#11) wire to the left positive(+) indicator feed.

*** Take care not to use the motorcycle indicator negative(-) wire.**

Brake signal wire

1. Connect BLUE (#13) wire to the positive(+) terminal of brake lights.

Start/Stop

1. Start

There is a remote transmitter to 1.5m distance from the bike, in a state of holding the brake, the engine will be applied automatically when you press the Start button on the bike.

If the discharge status of remote transmitter ; while the remote transmitter is close to 3 cm or less from the [LF ANTENNA], and hold the brake, press the start button, keep 5 second, the engine is automatically applied.

2. Stop

How to stop by the Start/Stop button is different.

☞ case 1 (If the stop button is)
: while engine is turned on, press the Stop button, then engine is off.

☞ case 2 (If there is no stop button)
: while engine is turned on, press the Start button, then engine is off.

☞ case 3 (If you have a side kick off function)
: while engine is turned on, side stand erect, then engine is off.

Search/Panic

Within 30 meters from the bike and once you press the button on the Remote transmitter to operate the alarm. [INDICATOR] and [HORN] flashing three times for each operation.

Low battery warning : Remote transmitter battery over discharge

When you start-up the engine, the battery is low to be detected on the remote transmitter, flashing a [INDICATOR] and [HORN] three times faster. You need to replace the battery inside the remote transmitter.

Warning set-up ON or OFF

1. Set the ON : warnings are turned off (current state)
Press the button on the remote transmitter for 2 seconds or longer, [INDICATOR] and [HORN] is one blink and then, transition to the warning on state.

2. Set the OFF : warnings are turned on (current state)
Press the button on the remote transmitter for 2 seconds or longer, [INDICATOR] and [HORN] is twice blink and then, transition to the warning off state.

Note : If warnings are turned off, alarm(Indicator and horn) is not available.

Arming

1. State of warning [ON]

☞ Case 1 : If you press the start button without the remote transmitter, then [INDICATOR] and [HORN] will flashing 3 times.

☞ Case 2 : If it is shock detection, then [INDICATOR] and [HORN] will flashing 20 times. In this time, you press the Remote transmitter button, warning will be stop.

*Engine will be completely immobilized and can not be driven away.

2. State of warning [OFF]

Just no flashing !

If the above(case1 or case2) occurs, the engine does not start.

☞ In any case, the alarm system will arm itself automatically 3 seconds after the ignition has been switched OFF

☞ If the remote transmitter is lost, you can not disarm. To uninstall from the garage, or replace the new products(Control unit and remote transmitter same time).

- All components other than the unit, including without limitation the CONTROL UNIT, the REMOTE TRANSMITTERS and LF-ANTENNA and accessories, carry a one-year warranty from the date of purchase of the same.

- This warranty is non transferable altered, the UNIT has been modified or used in a manner contrary to its intended purpose ; the UNIT has been damaged by accident, unreasonable use, neglect, improper service, installation or other causes not arising out of defects in material or construction.

- The warranty does not cover damage to the UNIT caused by installation or removal of the UNIT. Bikey, in its sole discretion, will determine what constitutes excessive damage and may refuse the return of any unit with excessive damage.

- Bikey security systems, including this UNIT, are deterrents against possible theft. Bikey is not offering a guarantee or insurance against vandalism, damage or theft of the automobile, its parts or contents ; and hereby expressly disclaims any liability whatsoever, including without limitation, liability for theft damage and/or vandalism.

- This warranty does not cover labour costs for maintenance, removal or reinstallation of the UNIT or any consequential damages of any kind.

- Bikey shall not be responsible for any damages whatsoever, including but not limited to, any consequential damages, incidental damages, damages for the loss of time, loss of earnings, commercial loss, loss of economic opportunity and the like. Not with standing the above, the manufacturer does offer a limited one year warranty to replace or repair the CONTROL UNIT as described above.

FCC Statement

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.

"Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment."

FCC RF

INTERFERENCE STATEMENT

NOTE:

This equipment has been tested and found to comply with the limits for a Class A digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference when the equipment is operated in a commercial environment. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instruction manual, may cause harmful interference to radio communications.
Operation of this equipment in a residential area is likely to cause harmful interference in which case the user will be required to correct the interference at his own expense.