

# ***ALARM IMMOBILIZER***

**INSTALLATION GUIDE AND USER'S MANUAL**



**YAMAHA 1700cc V-MAX  
(USA MODELS ONLY)**

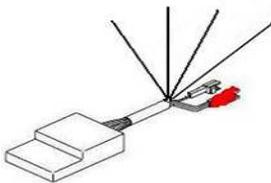
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**Parts in Kit**

- ① **Main Module** ..... 1 Ea.
- ② **Siren** ..... 1 Ea.
- ③ **Indicator Lamp (LED)** ..... 1 Ea.
- ④ **Cable Hold-Down Clamp** ..... 1 Ea.
- ⑤ **Tie Strap (Black)** ..... 6 Ea.
- ⑥ **Double Sided Tape Foam (Large)** ..... 1 Ea.
- ⑦ **Double Sided Tape Foam (Small)** ..... 1 Ea.
- ⑧ **Warning Label** ..... 1 Ea.
- ⑨ **Installation Manual** ..... 1 Ea.
- ⑩ **User's Manual** ..... 1 Ea.



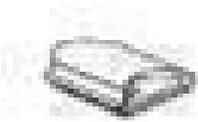
① **Main Module**



② **Siren**



③ **Indicator Lamp (LED)**



④ **Cable Hold Down Clamp**



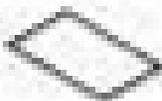
⑤ **Tie Strap (Black)**



⑥ **Double Sided Tape Foam (Large)**



⑦ **Double Sided Tape Foam (Small)**



⑧ **Warning Label**



⑨ **Installation Manual**



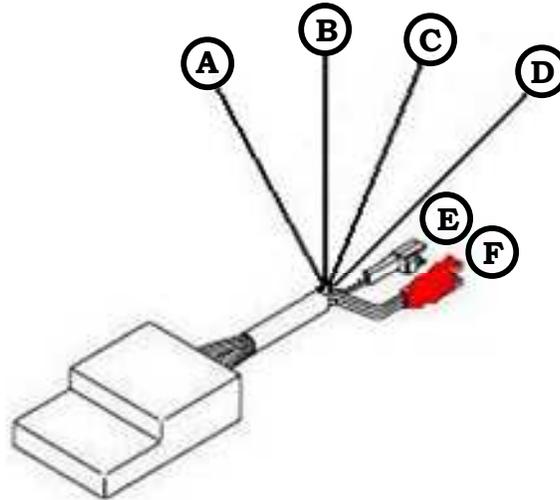
⑩ **User's Manual**

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## Explanation of Major Parts

### • Main Module

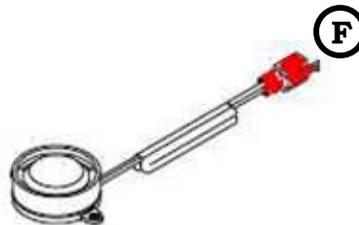
The Main Module is the "Heart" of the system and has all of the sensors, detectors and functional circuitry needed to make the Alarm/Immobilizer System work correctly.



- (A) Red Wire - To Un-Switched DC12V or Positive Terminal of Battery
- (B) Black Wire - To Bike's Chassis Ground or Negative Terminal of Battery
- (C) Red/White Wire - To Red/White wire on Bike's "Kill" Switch side
- (D) Red/Blue Wire - To Red/White wire on Ignition Fuse and ECU side that originally connected to the "Kill" switch
- (E) 2-Pin "White" Coupler - To Indicator Lamp (LED) "White" Coupler
- (F) 2-Pin "Red" Coupler - To Siren's "Red" Coupler

### • Siren

The Siren is for outputting an audible alarm when the Bike's sensors have detected any unwanted tampering or movement of the bike and during system initialization, mode changes and system shut-down.

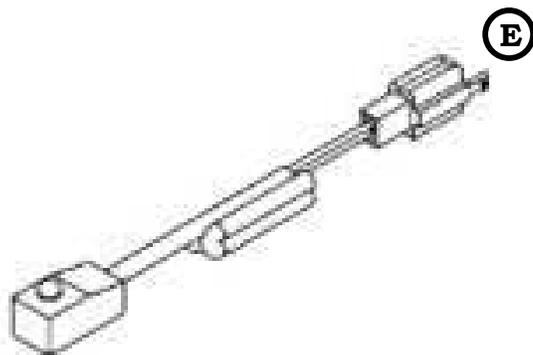


- (F) 2-Pin "Red" Coupler - To Main Module's "Red" Coupler

## Explanation of Major Parts (Continued)

### Indicator Lamp (LED)

The Indicator Lamp (LED) is for outputting a visual indicator when the Bike's sensors have detected any tampering, during system initialization, mode changes, system shut-down and normal "armed" or "un-armed" conditions.



### **E** 2-Pin "White" Coupler - To Main Module's "White" Coupler

#### Meaning of different Indicator Lamp (LED) indications

- |  |  |
|--|--|
| - Constantly ON                          | Indication until System is Set Up  |
| - Flashes 1 time every 2 seconds         | When System has been Set Up  |
| - Flashes 1 time every second            | During Re-Fueling or during Set Up Phase   |
| - Flashes 2 times every second           | During check of sensors  |
| - Flashes rapidly, 20 times every second | Ready to be set to Re-Fuel or Set Up Mode  |
| - Constantly OFF                         | In Re-Fuel Mode, Set Up Mode, System Off Mode or after the bike has been sitting for more than approximately 1 week without any function changes (Consumption Save Mode) |

**Note:** The Indicator Lamp (LED) may very faintly be ON, during normal riding.

**This is NOT a fault of the system and is NORMAL.**

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## Explanation of Various System Modes

There are some Modes that you should become familiar with, so as to understand the Alarm/Immobilizer System better.

1) System Set-Up Mode (Refer to Page-14)

The mode in which the system can be put into one of the modes (2 - 4) below, utilizing the Main Ignition Switch.

2) Auto Mode (Refer to Page-14)

One (1) minute after turning "OFF", the Main Ignition Switch, the Alarm and Immobilizer System will be activated, automatically.

3) Alarm Mode (Refer to Page-13)

If, the bike is tampered with or if the Main Ignition Switch is NOT properly operated, the Alarm function will be activated and the Siren will begin to sound.

4) Immobilizer Mode (Refer to Page-13)

By setting this mode, the system will ensure that the engine can NOT be started, until the Alarm and Immobilizer modes are cleared and the system is properly set up.

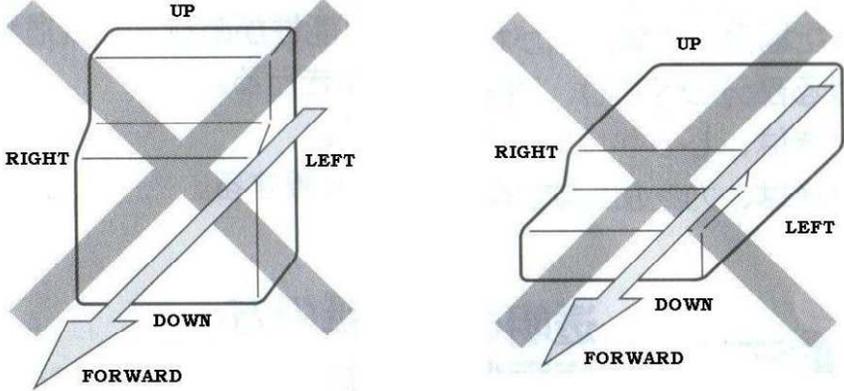
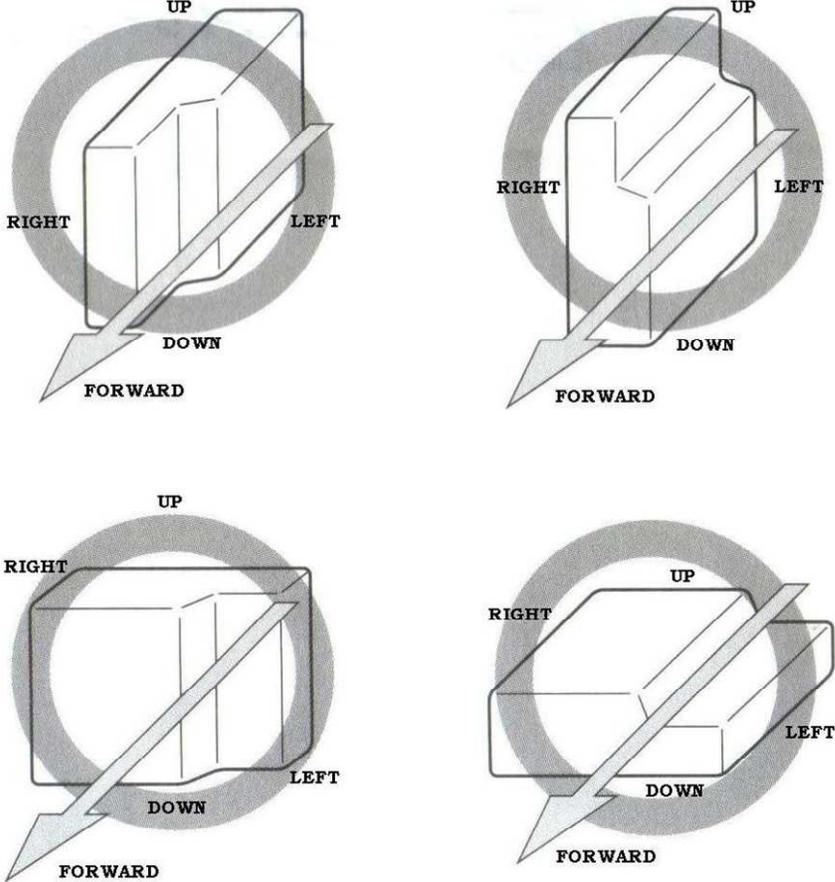
5) System OFF Mode (Refer to Page-16)

By using the Main Ignition Switch, the mode disables the Alarm and Immobilizer System. Used during refueling, long lengths of storage or when you do not want to activate the system.

# INSTALLATION GUIDE

## Installation Cautions

- Caution must be taken when mounting the Main Module and its positioning is crucial to the Alarm/Immobilizer System's proper operation.

<p><b>Do NOT Install like this!!!</b></p>	
<p><b>Proper installation positioning</b></p>	

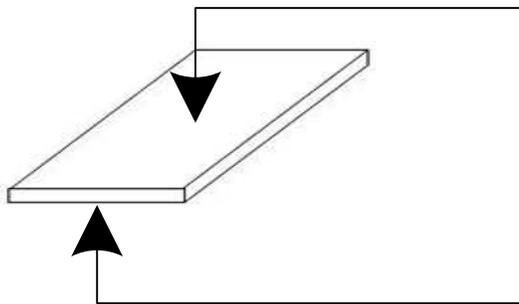
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## Installation Cautions (Continued)

- Double Sided Tape Foam (Large)

The Double Sided Tape Foam has different adhesive qualities on each side allowing the Main Module to be securely adhered to a mounting point on the bike.

Ensure that proper installation is observed by adhering the "Clear" removable plastic sheet side to a mounting point on the bike and the "**Yellow**" colored removable paper side to the mounting point on the Main Module.



"**Clear**" removable plastic sheet side is to be adhered to the mounting point on the bike.

"**Yellow**" colored removable paper side is to be adhered to the mounting point on the Main Module.

- General Precautions

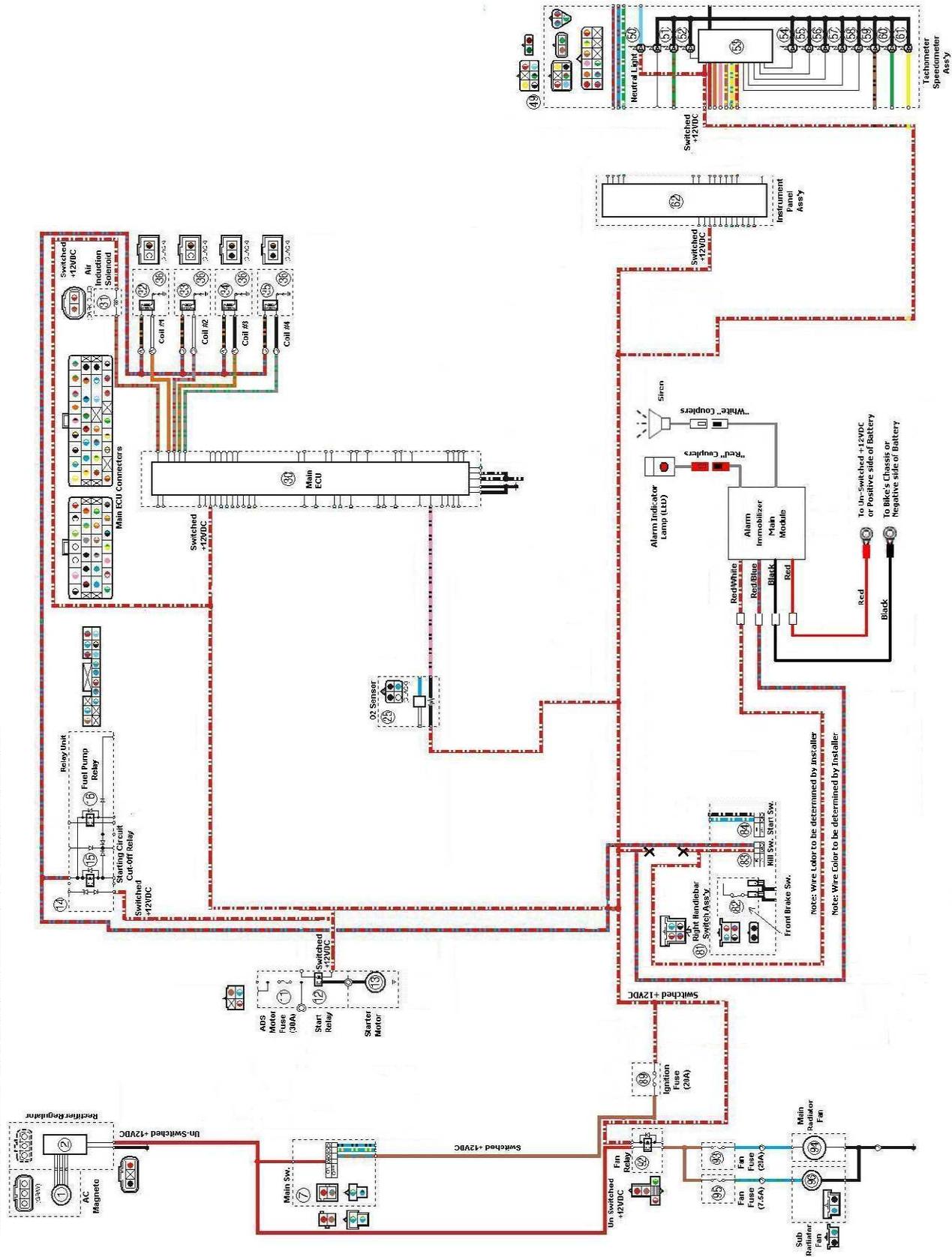
Remember that the main objective of this Alarm/Immobilizer System is to lessen the chances of having your prized possession, tampered with or stolen.

In doing so, you do NOT want to advertise that you have the system installed. That would totally defeat the purpose.

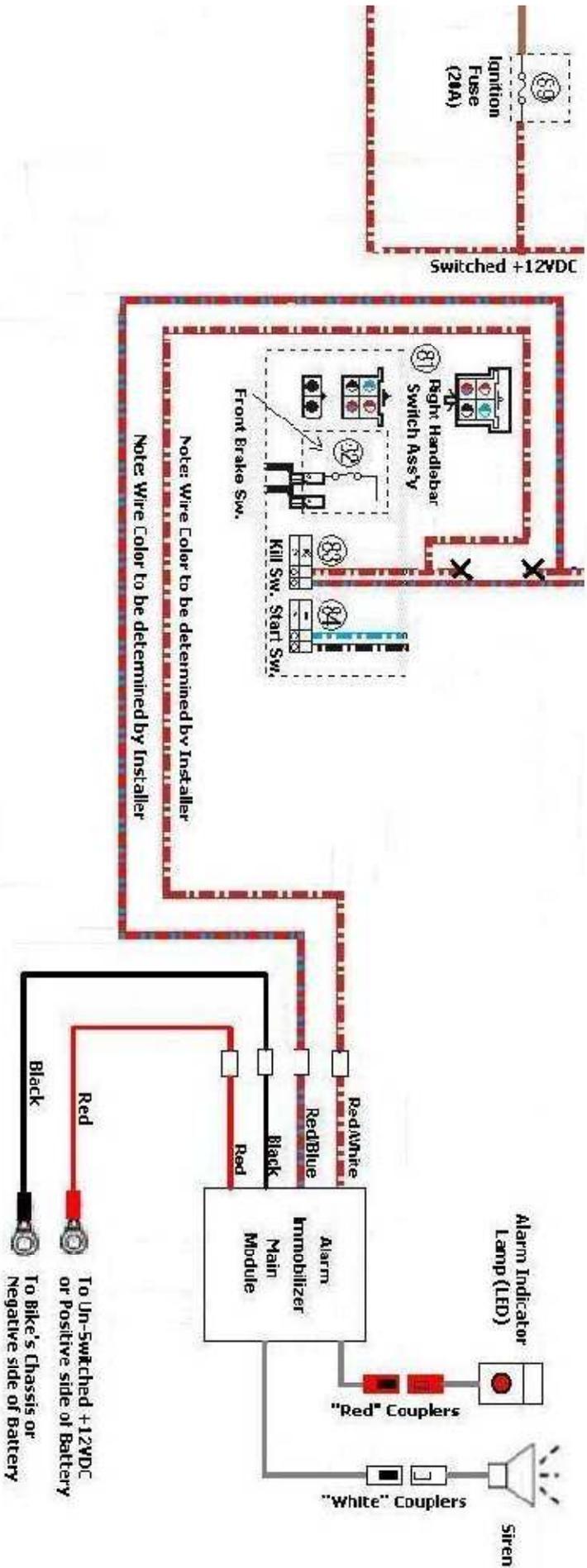
So when finding and deciding on where to install the Main Module, Siren and Indicator Lamp (LED), choose locations that ONLY you know where they are at. In addition, they should be either totally hidden or at least, well enough to where, no one can gain access to them and possibly tampered with and defeat the alarm and immobilizer functions.

- This guide is NOT going to provide all the small details on how to take apart body parts, mount assemblies or how to run cables on the bike. If you don't know, ask someone to help you.
- **Caution:** Disconnect the Positive (+) lead from the battery for the installation process.

**VMX17Y(C) GEN-2 V-MAX ALARM/IMMOBILIZER WIRING DIAGRAM**



# VMX17Y(C) GEN-2 V-MAX ALARM/IMMOBILIZER WIRING DIAGRAM (Detail Breakout)



# Installation Procedure

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1) Find a suitable location to mount the Main Module, Indicator Lamp (LED) and Siren, keeping in mind, the precautions on the previous pages. Use the provided, double sided tape foam to mount the Main Module (Large Double Sided Tape Foam) and Siren (Small Double Sided Tape Foam) to the location of your choice. Mount the Indicator Lamp (LED), which has a piece of double sided tape foam on it already. On the Non-California models, a good place is inside of the left side cover. On California models, that is NOT possible since there is the EPA canister there and both models have the tool bag(s) located there, so you will probably need to find another suitable location. Since the Indicator Lamp (LED) and Siren assemblies have cable couplers with limited cable length, it is best to mount them within the length restrictions of those cables, unless you want to cut the cables and extend them yourself. Once you find a suitable location for all of the assemblies, connect the Indicator Lamp (LED) "White" couplers and the Siren "Red" couplers to their respective couplers coming from the Main Module.

2) Find the Red/White wire coming off of the Right Hand control switch assembly on the handlebars. Work your way down the wire and when you feel that you have reached a suitable location on the wire to cut and splice in the two wires from the Main Module, cut the wire. Now, you are ready to connect the following two (2) wires coming out of the Main Module.

**Red/Blue Wire - Connects to the Red/White wire that you cut, that is going to the Right Hand side control switch assembly on the handlebars.**

**Red/White Wire - Connects to the Red/White wire that you cut, that is going towards the ECU, Air Induction Solenoid, Instrument Panel, Tachometer/Speedometer Assembly, O2 Sensor, etc.**

3) There are only two (2) wires remaining that are coming out of the Main Module, that needs to be connected.

**Red Wire - Goes to an "Un-Switched" DC12V source or directly to the Positive (+) terminal of the battery.**

**Black Wire - Goes to Chassis "Ground" on the bike or directly to the Negative (-) terminal of the battery.**

4) Re-Check all of your work, dress up all of the wires and then, re-connect the Positive (+) lead to the battery.

5) Proceed to the "User's Manual" section, to setup, test and use your Alarm/Immobilizer System.

## **Operational Cautions**

- Voltage

The Main Module utilizes DC12V from an un-switched source on the bike.

If the output voltage from the battery decreases, the system may fail to function and the engine may not be able to be started.

If you believe that the starter motor is not turning normally, either recharge the battery and try to start the engine again or have the battery checked out and if necessary, replace the battery.

At times, if a battery is left for periods exceeding 1 month or so, it is possible, that you will not be able to turn the engine over without charging up the battery.

To prevent this from happening, either disconnect the battery from the harness of the bike or occasionally charge the battery.

Running The engine for short periods of time, in hopes of charging the battery, may have more of a negative effect and further decrease the potential of the battery.

If you believe that your Alarm/Immobilizer System has a problem, refer to page-19, for trouble-shooting guidelines.

- Using this kit on other Bike Models

This kit and the User's Manual you are reading right, have been tailored for installation on a Yamaha 1700cc V-Max and utilizing it on a different model, may cause damage to your bike and/or the components of this kit.

You must take full responsibility for such action and the provider of this kit, can not be held responsible for any such damage caused due to your decision to do so.

## Operational Functions

The system has the following functions which result in an effective deterrent against theft of the bike.

### 1) Alarm Function

Any vibrations or movements of the bike, will cause the siren to sound continuously for 5 seconds.

Also, if the Main Ignition Switch is improperly operated, the siren will sound three times and on the fourth time, it will sound continuously for 5 seconds.

### 2) Immobilizer Function

By disabling the Ignition System, the engine can not be started.

Also, if the Main Ignition Switch is improperly operated, the engine can not be started.

### 3) Operational Display Function

The Indicator Lamp (LED) acts as a display to provide the current Alarm and Immobilizer System's status.

### 4) Battery Voltage Detection Function

After the system is operational, if the battery's voltage drops below DC10V, the Siren will sound.

### 5) Sleep Function

In order to prevent the bike's battery from completely discharging, the system will automatically go into a "sleep" mode, after approximately 4-10 days after the system has been properly turned ON and set-up.

Note: On bikes already equipped with an OEM Immobilizer System, this Alarm and Immobilizer System's Immobilizer Function will NOT activate the OEM Immobilizer or vice versa.

## Using the System

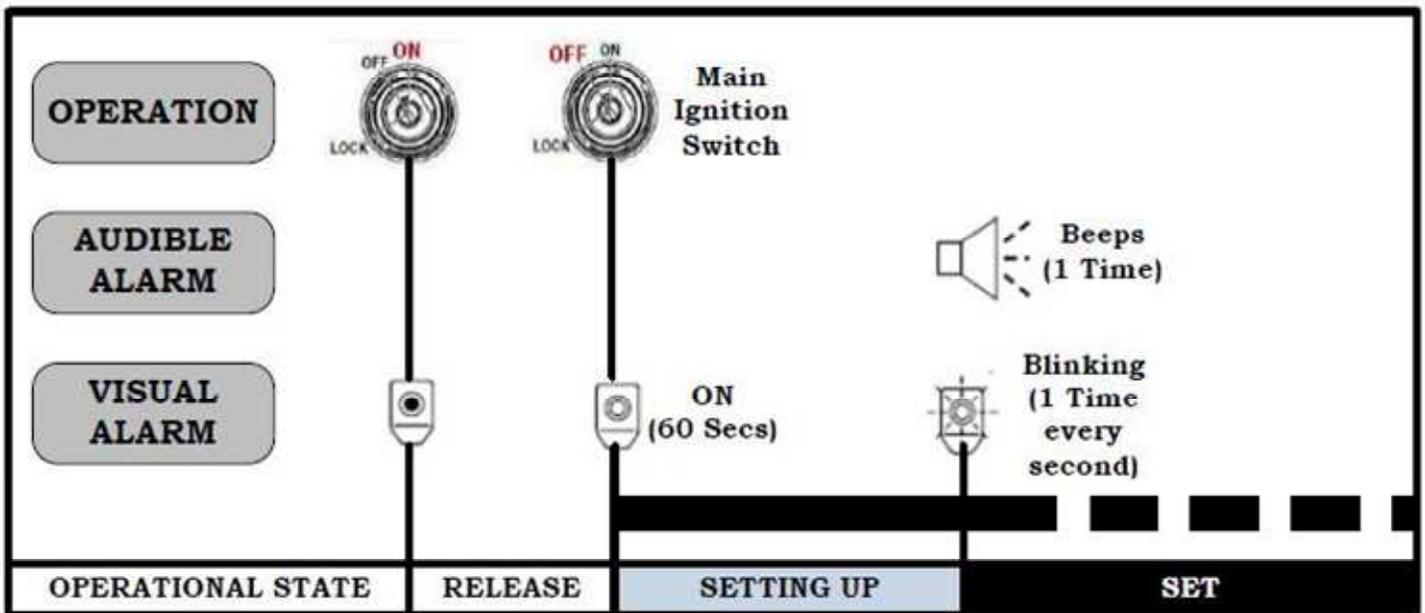
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### Parking the bike

When getting off of the bike to arm the Alarm/Immobilizer System, turn OFF the Main Ignition Switch and wait 60 seconds for the System to automatically set.

- ① After turning the Main Ignition Switch OFF, the Indicator Lamp (LED) will come ON for 60 Seconds and then the Siren will sound 1 Beep, telling you that the Alarm/Immobilizer System is now set.

Once set, the Indicator Lamp (LED) will blink 1 time every 2 seconds indicating that the system is in Alarm/Immobilizer mode waiting for an intrusion vibration, movement or incorrect Main Ignition Switch operation.



# Using the System (Continued)

Riding the bike

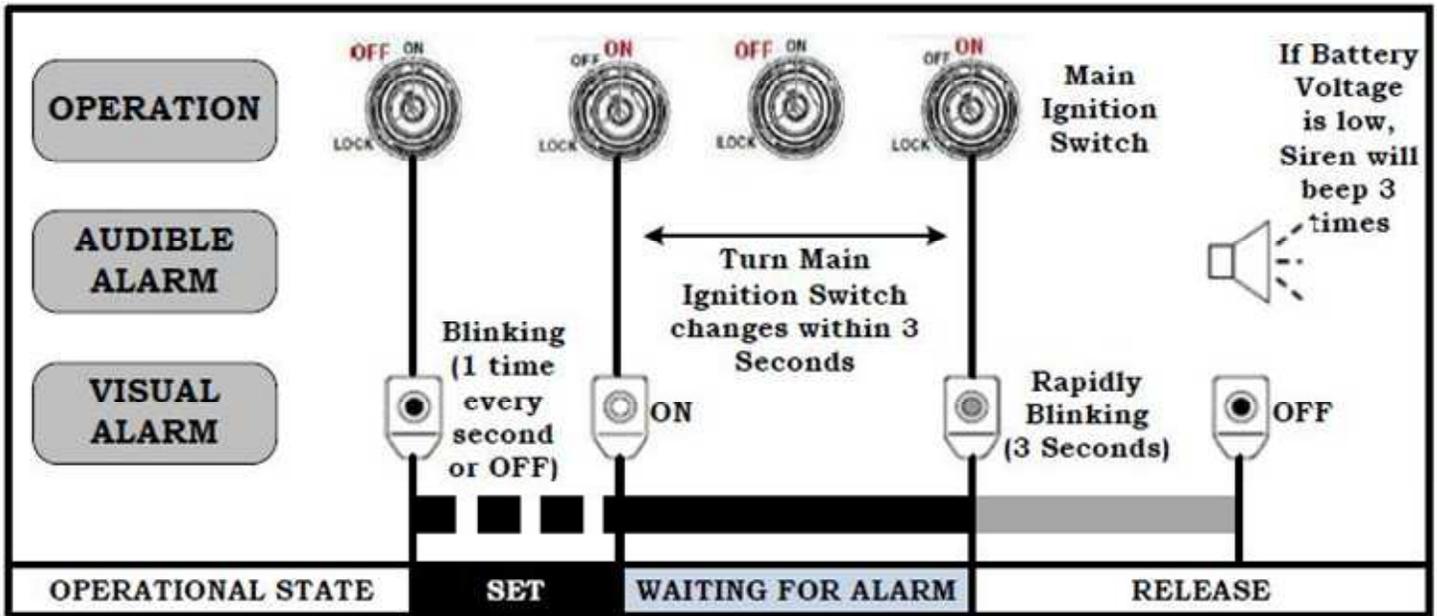
When un-arming the Alarm/Immobilizer System, to ride the bike, follow the steps below carefully, so as not to trigger an alarm.

- ① Turn the Main Ignition Switch, ON-OFF-ON within 3 seconds, to un-arm the Alarm/Immobilizer System.

If the above procedure was done correctly, the Indicator Lamp (LED) will be OFF, there will be NO audible sound coming from the siren and the bike will be ready to ride.

If not, the Siren will sound, indicating that either you made a mistake in the above procedure, at which time, wait for the siren to stop sounding an alarm and repeat the above procedure.

Note: If the battery voltage is low, the siren will beep 3 times. If it does, have the battery checked and take appropriate action.



## Using the System (Continued)

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### Re-Fueling and Maintenance

When Un-Arming the Alarm/Immobilizer System when you want to stop to re-fuel or to do maintenance on the bike, follow the steps below carefully, so as not to trigger an alarm.

After this mode is set, any vibrations to the bike, will NOT trigger an alarm however any incorrect Main Ignition Switch steps WILL still trigger and alarm.

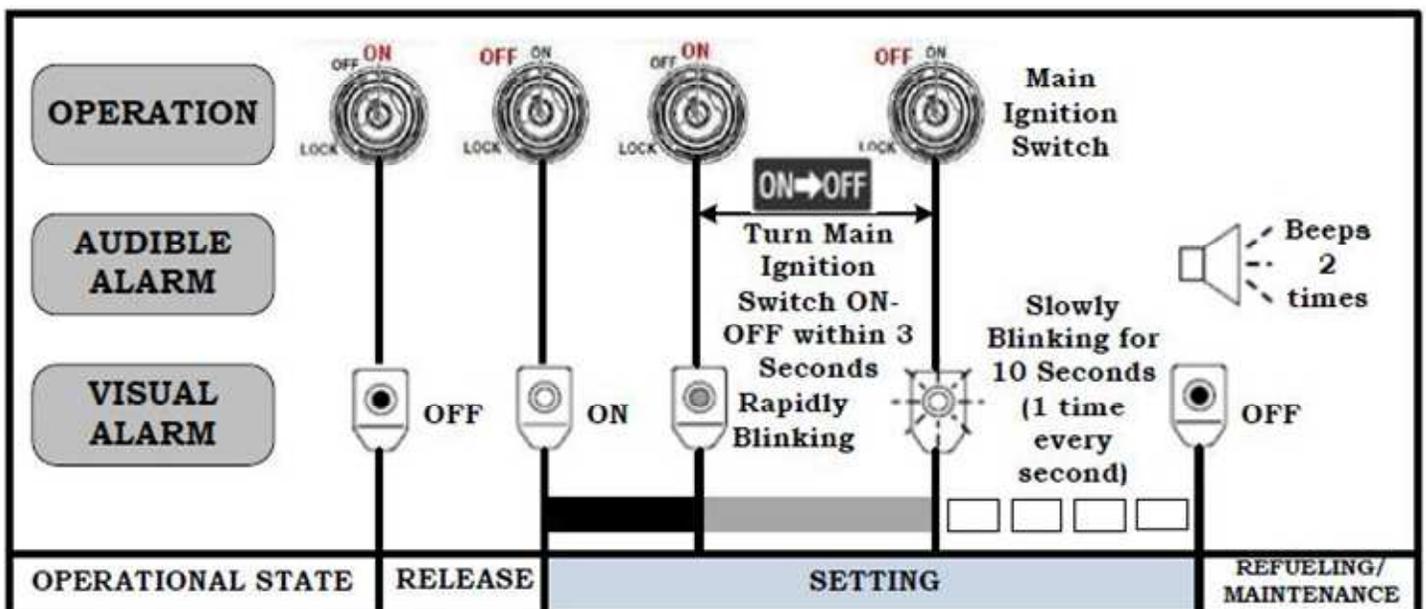
Also the Immobilizer function is still functioning during this re-fuel/maintenance mode.

- ① Turn the Main Ignition Switch OFF. The Indicator Lamp (LED) will now be ON and the Alarm/Immobilizer System is now in ARMED mode.
- ② Now, within 60 seconds turn the Main Ignition Switch ON-OFF, within 3 seconds.

The Indicator Lamp (LED) will now blink slowly for 10 seconds and then the Siren will beep twice, indicating that the system is now Un-Armed but in a re-fuel/maintenance mode.

Note-1: If you decide that you want to ride the bike, you MUST do the procedure for riding the bike on Page-10.

Note-2: After riding the bike, by turning OFF the Main Ignition Switch will put the bike into the Automatic Armed Mode.



## Using the System (Continued)

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### Setting Alarm Sensitivity

The Alarm System Sensor Sensitivity can be set to one of following three settings.

Normal - Regular vibration or movement triggers the alarm (Default)

Low - Requires more Vibration or Movement to trigger the alarm. This setting is used when parking the bike near, for instance factories, highways, railroad tracks or anywhere there may be more noise or vibrations that could occur and could cause a false alarm.

Sensitive - Highly sensitive and requires the least amount of vibration or movement to trigger an alarm.

Note: The default setting is the "Normal" setting.

- ① Do the procedure on Page-11 for the Re-Fueling and Maintenance setting. Once you have acknowledged the final two beeps on the Siren, proceed to Step-2 below.
- ② Turn the Main Ignition Switch, ON
- ③ After the Siren beeps twice, turn the Main Ignition Switch, OFF and within 3 seconds, turn the Main Ignition Switch, ON-OFF.

At this point, the system siren will announce the current Sensor Sensitivity setting by beeping as follows;

Normal - 1 Beep

Sensitive - 2 Beeps

Low - 3 Beeps

After the siren completes sounding, the Indicator Lamp (LED) will start blinking.

- ④ During the approximately 1 minute that the Indicator Lamp (LED) is blinking, turn the Main Ignition Switch, ON-OFF within 3 seconds.

At this point, the system siren will announce the current Sensor Sensitivity setting by beeping as follows;

Normal - 1 Beep

Sensitive - 2 Beeps

Low - 3 Beeps



# Troubleshooting

SYMPTOM	PROBABLE CAUSES	POSSIBLE SOLUTION
Siren does NOT sound	Main Module is not positioned or placed correctly on bike.	Refer to installation details on Page-8, "Installation Cautions")
	Connectors and/or Main Module couplers and/or wires are NOT connected correctly.	Recheck Main Module Couplers and wires for correct connection.
	Sensor Sensitivity is TOO Low.	Go to Page-17, "Setting Sensor Sensitivity" and follow the instructions and set the sensitivity for a higher level.
	Defective Siren	Connect the Siren directly to a DC12V source and verify that it works. If it does NOT, purchase a new Siren.
	Defective Main Module	These things happen, it's Electronics. Purchase a new Main Module or complete Alarm/Immobilizer Kit.
Siren will NOT turn OFF	Defective Main Module	These things happen, it's Electronics. Purchase a new Main Module or complete Alarm/Immobilizer Kit.
Can NOT start the engine even though the System is Disabled  or  Can NOT disable the System	Bad connection to bike's wiring.	Disconnect the wires from the Main Module once and try reconnecting them to the bike's wiring.
	Battery Voltage level is LOW or Battery is Dead.	Recharge or replace the battery.
	Defective Main Module	These things happen, it's Electronics. Purchase a new Main Module or complete Alarm/Immobilizer Kit.

**Troubleshooting (Continued)**

SYMPTOM	PROBABLE CAUSES	POSSIBLE SOLUTION
Indicator Lamp (LED) does NOT come ON	Connectors and/or Main Module couplers and/or wires are NOT connected correctly.	Recheck Main Module Couplers and wires for correct connection.
or Indicator Lamp (LED) does NOT go OFF	Defective Main Module	These things happen, it's Electronics. Purchase a new Main Module or complete Alarm/Immobilizer Kit.

# Specifications

## Main Module

<b>Nominal Voltage:</b>	<b>DC12V</b>
<b>Operating Voltage:</b>	<b>DC8-16V</b>
<b>Standby Current:</b>	<b>Less Than 0.5mA</b>
<b>Dimensions:</b>	<b>70x56x25.5 (mm)</b>
<b>Weight:</b>	<b>125g</b>

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## Siren

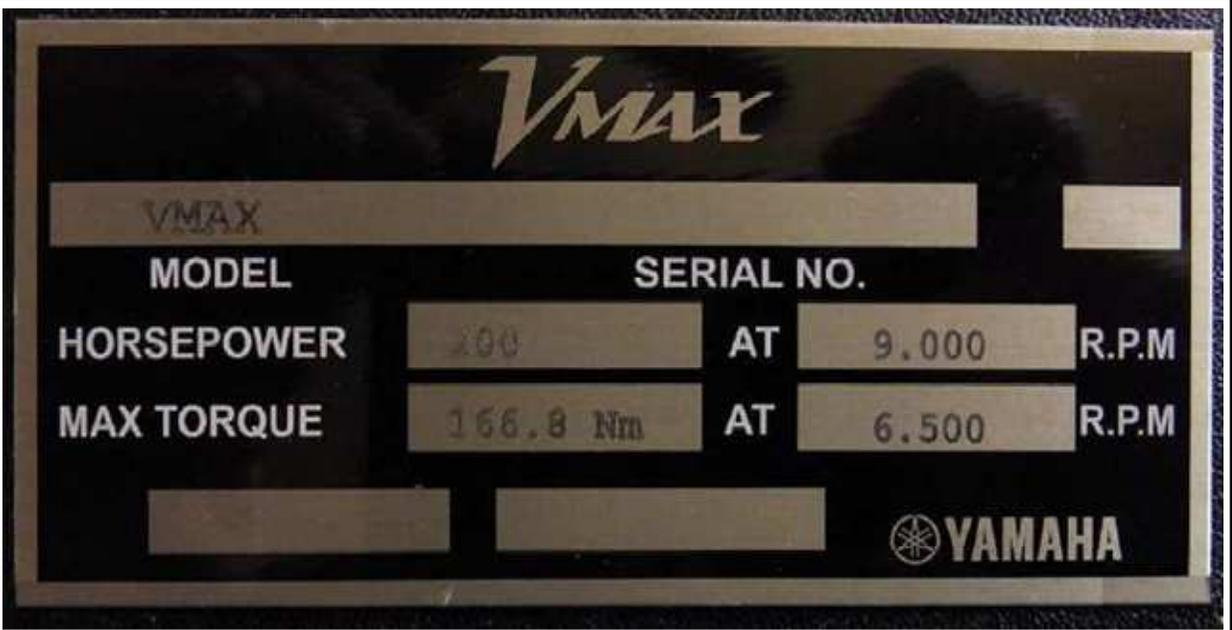
<b>Type:</b>	<b>Voltage</b>
<b>Operating Voltage:</b>	<b>DC12V</b>
<b>Output Audio Level:</b>	<b>122 +/- 5dBA/12V/100m</b>
<b>Output Frequency:</b>	<b>2-4 KHz</b>
<b>Weight:</b>	<b>40g</b>

## Indicator Lamp (LED)

<b>Type:</b>	<b>LED</b>
<b>Light Color:</b>	<b>Red</b>
<b>Weight:</b>	<b>50g</b>

**Bike Particulars**

<b>Manufacturer:</b>	Yamaha
<b>Model:</b>	<input type="checkbox"/> VMX17Y <input type="checkbox"/> VMX17Y(C) - California Model
<b>Model Year:</b>	<input type="checkbox"/> 2009 <input type="checkbox"/> 2010 <input type="checkbox"/> 2011 <input type="checkbox"/> _____
<b>VIN:</b>	JYAVP29
<b>Alarm/Immobilizer SN:</b>	A322-
<b>Date of Purchase:</b>	
<b>Installation Date:</b>	
<b>Installed By:</b>	



**Notes:**

## Model Years to Date:

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**2009 Yamaha V-Max (USA Model)  
(Intense Black)  
MSRP - \$17,990**



**2010 Yamaha V-Max (USA Model)  
(Candy Red)  
MSRP - \$19,500**



**2011 Yamaha V-Max (USA Model)  
(Granite Gray)  
MSRP - \$19,890**

