ChatterBox!™

DRONE

ChatterBox Security Systems

Before you Start the Installation

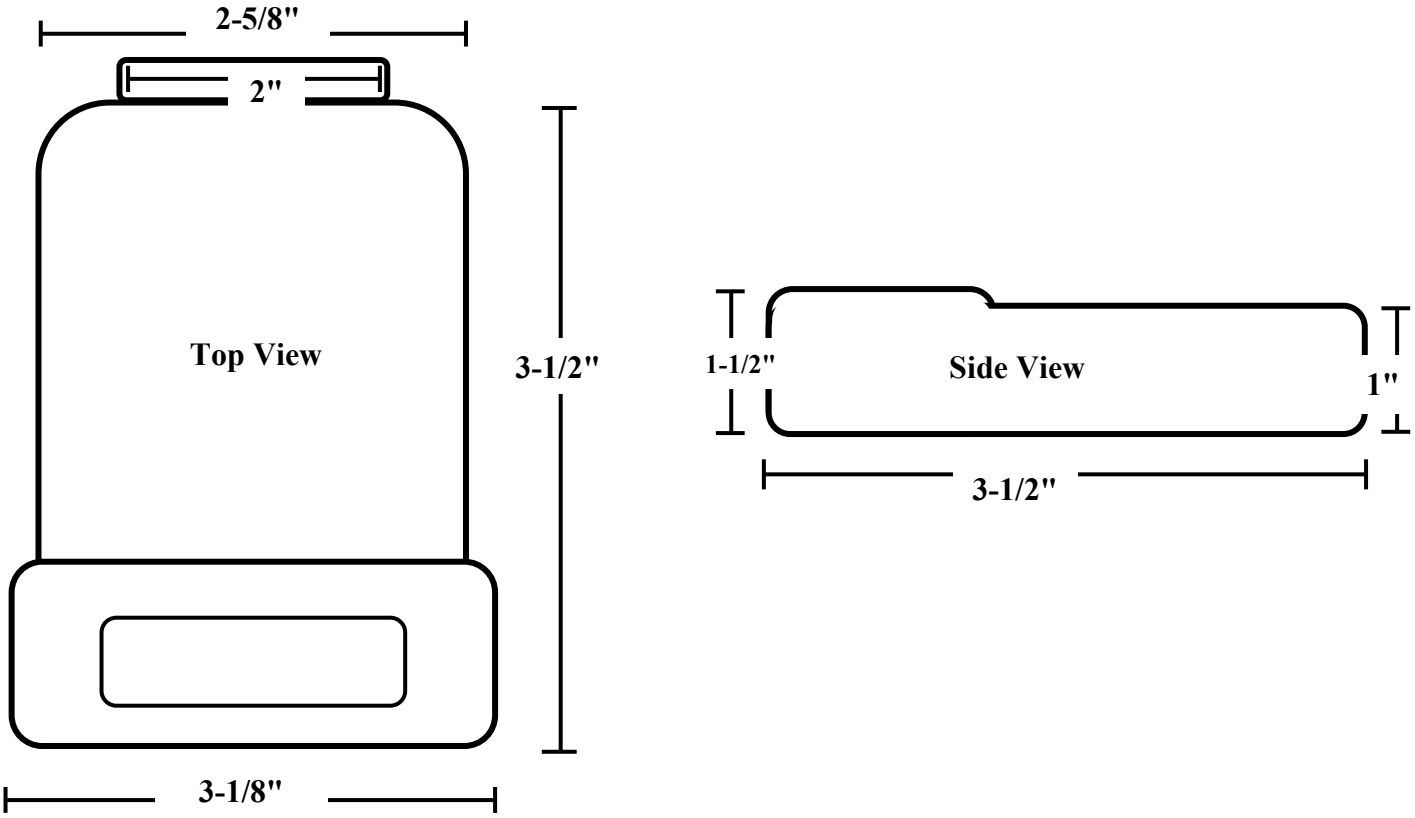
* Please read this manual to become familiar with the requirements necessary to complete the installation.

* Use a high quality multi-meter to test all wires before connections are made.

* Make sure your motorcycle is secure and a rear stand is used to ensure stability.

* Use a soldering iron and solder to make all final connections.

Think Safety First!!!



Decide where all Components will be located

Location for the siren:

- Keep away from engine block, Moving parts, radiator, exhaust and gas tank.
    - Mount to sub frame under seat if possible.

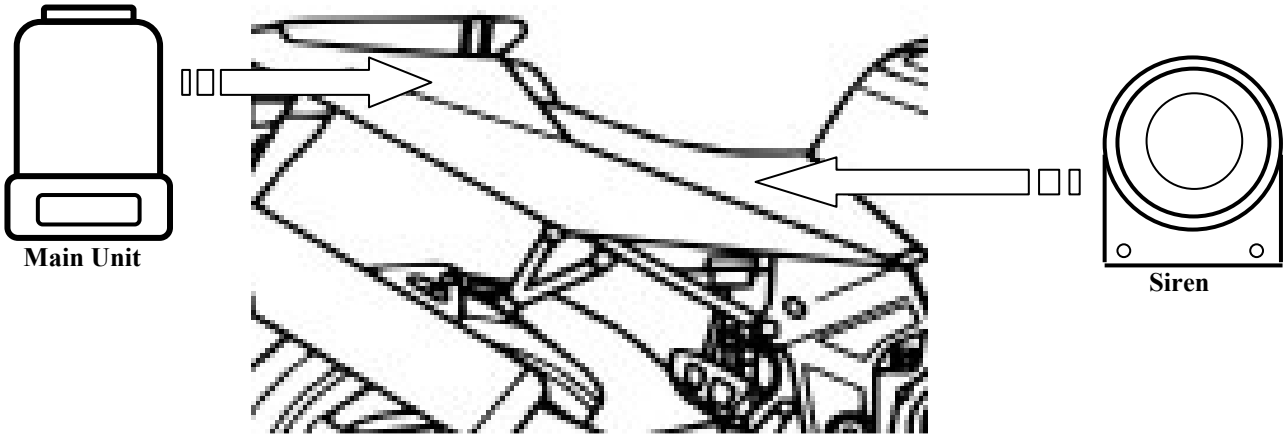
- Make sure it is mounted so it cannot be disconnected from outside of the motorcycle.

- Point the siren facing down to make sure that water does not collect inside of the siren.

Location for the Main Module:

- Do not install the main module on the engine, swing arm, radiator, exhaust, gas tank or anywhere it is exposed.

- The ideal location would be in the trunk or under the seat.



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Finding the Correct Wires

***** Never use a 12-volt test light or logic probe (computer safe test light) to find any wires!! Always use a high quality digital multi-meter to test all wires!! *****

12 Volt Constant Wire (Red Wire, pin 2):

- It is always recommended to connect the 12-volt wire from the security system to the (+) terminal on the battery or at a fused 12 volt constant circuit located at the fuse block.

- Always install a fuse that is properly rated for this security system within 12 inches from its main power source.

12 Volt Switched Wire (Orange Wire, pin 7):

The ignition wire is powered when the key is in the "ON" position. This is because the ignition wire powers the ignition system (spark plugs, coil) as well as the fuel delivery system (fuel pump, fuel injection computer).

How to find (+) 12V ignition with your multi-meter:

1. Set to DCV or DC voltage (12V or 20V is fine).

2. Attach the (-) probe of the meter to chassis ground.

3. Probe the wire you suspect of being the ignition wire. The ignition switch harness is an excellent Place to find this wire.

4. Turn the ignition key to the "ON" position. If your meter reads (+) 12V, go to the next step. If it doesn't, probe another wire.

5. Now press the "start" switch (make sure you have the Run/Stop Switch in the "RUN" position.). The meter display should stay steady, not dropping by more than a few tenths of a volt. If it drops close to or all the way to zero, go back to Step 3. If it stays steady at (+) 12V, you have found an ignition wire.

Finding the Correct Wires

*** Think Safety First!! ***
***Make sure your motorcycle is secure on a rear stand and the motorcycle is not in gear!! ***

12 Volt Starter Wire (Pink Wire, pin 6 and Grey Wire, pin 3):

The starter wire provides 12V directly to the starter or to a relay controlling the starter.

How to find the starter wire with your multi-meter:

1. Set to DCV or DC voltage (12V or 20V is fine).
2. Attach the (-) probe of the meter to chassis ground.
3. Probe the wire you suspect of being the starter wire. The harness at the ignition cylinder behind the instrument cluster is an excellent place to find this wire. Remember you do not need to interrupt the starter at the same point you test it.
4. Turn the ignition key to the "ON" position and the Run/Stop Switch is in the "RUN" position. Make sure the motorcycle is not in gear! Now press the start switch to bump the starter (it is not necessary to start the motorcycle). You just want to engage the starter briefly. If your meter reads (+) 12V when the starter engages, then go to the next step. If it doesn't, probe another wire.
5. Cut the wire you just verified of being the starter wire.
6. Attempt to start the motorcycle. If the starter engages, reconnect it and go back to Step 3. If the starter does not turn over, you have the right wire.
7. Now that the correct starter wire is cut, you can connect the Pink Wire from the security system to the Key Side of the cut starter wire. Then you can connect the Grey wire from the security system to the Starter Side of the cut starter wire.

Finding the Correct Wires

Turn Signal Indicator Lights (Yellow/Green Wire, pin 8 and Yellow Wire, pin 9):

The (+) parking light wire is often found near the rear turn signal indicators. You will need to find two wires, one for the left turn signal and one for the right turn signal.

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How to find a (+) turn signal indicator wire with your multi-meter:

1. Set to DCV or DC voltage (12V or 20V is fine).

2. Attach the (-) probe of the meter to chassis ground.

3. Probe the wire you suspect of being the parking light wire. Usually, near the rear turn signal indicators. You should be able to find a two-pin plug for the left turn signal and another two-pin plug for the right turn signal.

4. Turn the left turn signal ON and probe the two pin plug for the left turn signal. If your meter shows (+) 12V, then cancel the left turn signal and proceed to follow the same steps to find the right turn signal wire.

5. Now that you have correctly verified the left and right turn signal wires, you can now connect the Yellow/Green Wire from pin 8 to the left (+) turn signal wire and then the Yellow Wire from pin 9 to the right (+) turn signal.
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Ground Wire (Black Wire, pin 1):

- It is recommended that you connect the ground wire from the security system to the (-) negative terminal on the battery or to the main grounding bolt to the chassis.

Wire Connections

Before making your connections, plan how your wires will be routed.
In order to keep the wiring neat and make it harder to find, you may wish to wrap these wires together in electrical tape or conceal them in tubing similar to what the manufacturer used.

There are two acceptable ways of making a wire connection - solder connections and crimp connectors. When properly performed, either type of connection is reliable and trouble-free. Regardless of whether you solder your connections or you use mechanical-type crimp-on connections, ensure that all connections are mechanically sound and that they are insulated.

Cheap electrical tape, especially when poorly applied, is not a reliable insulator. It often falls off in hot weather.

Use good-quality electrical tape or heat shrink.

■ Never twist and tape the wires together without soldering.
■ Never use “fuse taps”, as they can damage fuse box terminals.

If you use tapping connectors such as 3M T-Taps (not to be confused with Scotch-Locks), avoid using them in higher-current applications (constant 12V, ground, etc.). Some tapping connectors are inferior in quality and should be avoided.

Table of Contents

What's Included

Qty	Description
1	Chatterbox Motorcycle Security System
1	Chatterbox Motorcycle Security System 9 pin Main Harness
2	Chatterbox Motorcycle 4-button Transmitters
1	Chatterbox Motorcycle Compact 125dB Piezo Siren
1	Chatterbox Motorcycle Blue Status L.E.D.
1	Chatterbox Motorcycle Owner's / Installation Manual

System Features

Arm / Disarm by remote operation

Built-In Shock Sensor

Built-in Starter Disable

Flashing Light Output

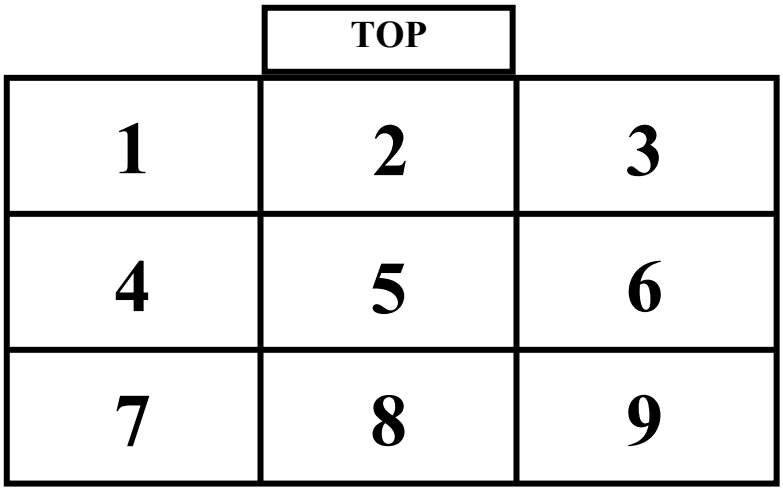
125dB Compact Piezo Siren

Weather Resistant Casing on Main Module

Blue Status L.E.D.

Auxiliary Output for Trunk Release (relay and trunk release solenoid is not included)

9 pin Main Harness



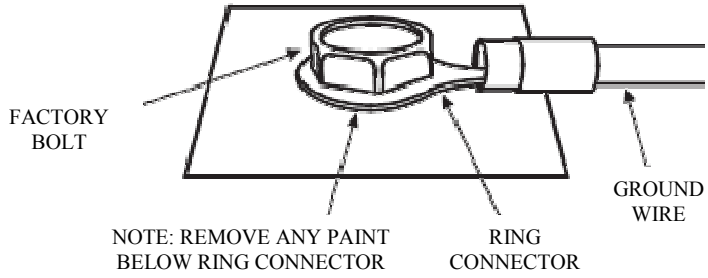
****This view is of the backside of the 9-pin main harness connector. ****

Pin Number	Color	Description
1	Black	(-) Ground
2	Red	(+) 12 volt Constant
3	Grey	(+) Starter Disable – Starter Side
4	Empty	
5	Blue	(-) 500ma AUX Output – Pulsed
6	Pink	(+) Starter Disable – Key Side
7	Orange	(+) Ignition – 12 volt Switched
8	Yellow/Green	(+) Flashing Light Output
9	Yellow	(+) Flashing Light Output

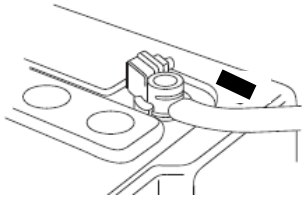
Wire Connection Guide

Pin 1, Black (-) Chassis Ground Connection

Remove any paint and connect this wire to bare metal, preferably with a factory bolt rather than your own screw. (Screws tend to either strip or loosen with time.) We recommend grounding all your components using a ground distribution block. This will make adding on additional accessories easier.



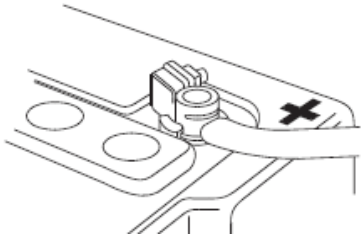
Or to the Negative (-) Terminal on the battery



Pin 2, Red (+) 12 Volt Constant Power Input

Before connecting this wire, remove the supplied fuse. Connect to the battery positive terminal or the constant 12V supply to the ignition switch.
We recommend using a fused distribution block for all components. This will make is easier to add additional accessories in the future.

NOTE: Always use a fuse within 12 inches of the point you obtain (+) 12V.



Wire Connection Guide

Pin 3, Grey (+) Start Disable – Starter Side

After cutting the starter wire connect the Grey Wire to the end going to the starter motor.

Pin 4, Empty

No Connection

Pin 5, Blue (-) AUX, 500ma Negative Output

When the AUX Button on the transmitter is pressed for longer than 1.5 seconds, the Blue wire will supply an output as long as the transmission continues. This is often used to operate a trunk/hatch release or other relay-driven function.

Pin 6, Pink (+) Starter Disable – Key Side

After cutting the starter wire connect the Pink Wire to the end going to the ignition key.

Pin 7, Orange (+) Ignition 12-Volt Switched

Connect this wire to the ignition wire on the motorcycle.

Pin 8, Yellow/Green (+) Flashing Light Output

This wire should be connected to the (+) turn signal wire. Left or Right Side.

Pin 9, Yellow (+) Flashing Light Output

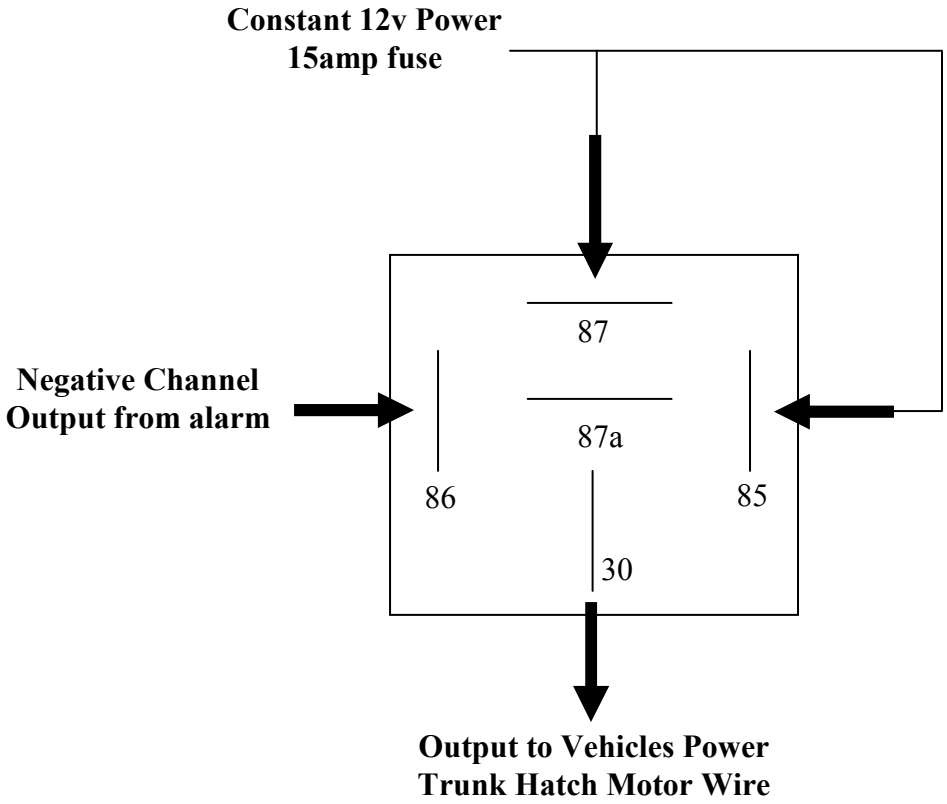
This wire should be connected to the (+) turn signal wire. Left or Right Side.

Wire Connection Guide

Pin 5, Blue (-) AUX, 500ma Negative Output *Trunk Release*

When the AUX Button on the transmitter is pressed for longer than 1.5 seconds, the Blue wire will supply an output as long as the transmission continues. This is often used to operate a trunk/hatch release or other relay-driven function.

Below is a diagram on hoe to properly wire a relay for a trunk release solenoid.



Shock Sensor Adjustment

To properly adjust the vibration sensitivity, please follow these step-by-step instructions.

We recommend reading the instructions a few times until you understand how it works.

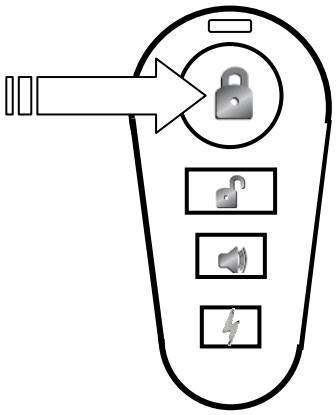
Sensitivity Levels:

1 Chirp	Low
2 Chirp	Medium
3 Chirp	High

Steps:

1. Press and hold the System Arm button on the transmitter for 4 seconds until you hear 2 chirps from the siren.
2. Continue to hold the System Arm button and you will then hear a series of chirps starting from 1 chirp to 3 chirps.
3. When you hear the chirps for each level of sensitivity, release the System Arm button when you hear the number of chirps that correspond to the sensitivity level you want.

Press and Hold for 4 seconds

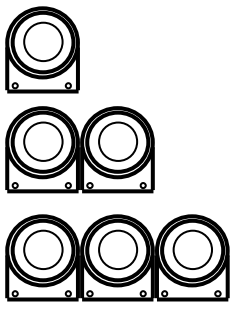


Then listen for the chirps from the Siren

One Chirp = Low

Two Chirp = Medium

Three Chirp = High



Transmitter Programming Instructions

1. **Open the Main Brain casing by unhooking the two tabs on the side of the box.**

2. **Carefully slide the circuit board out of the casing.**

3. **Locate the small Reset Button on the circuit board and hold down for 2 seconds.**

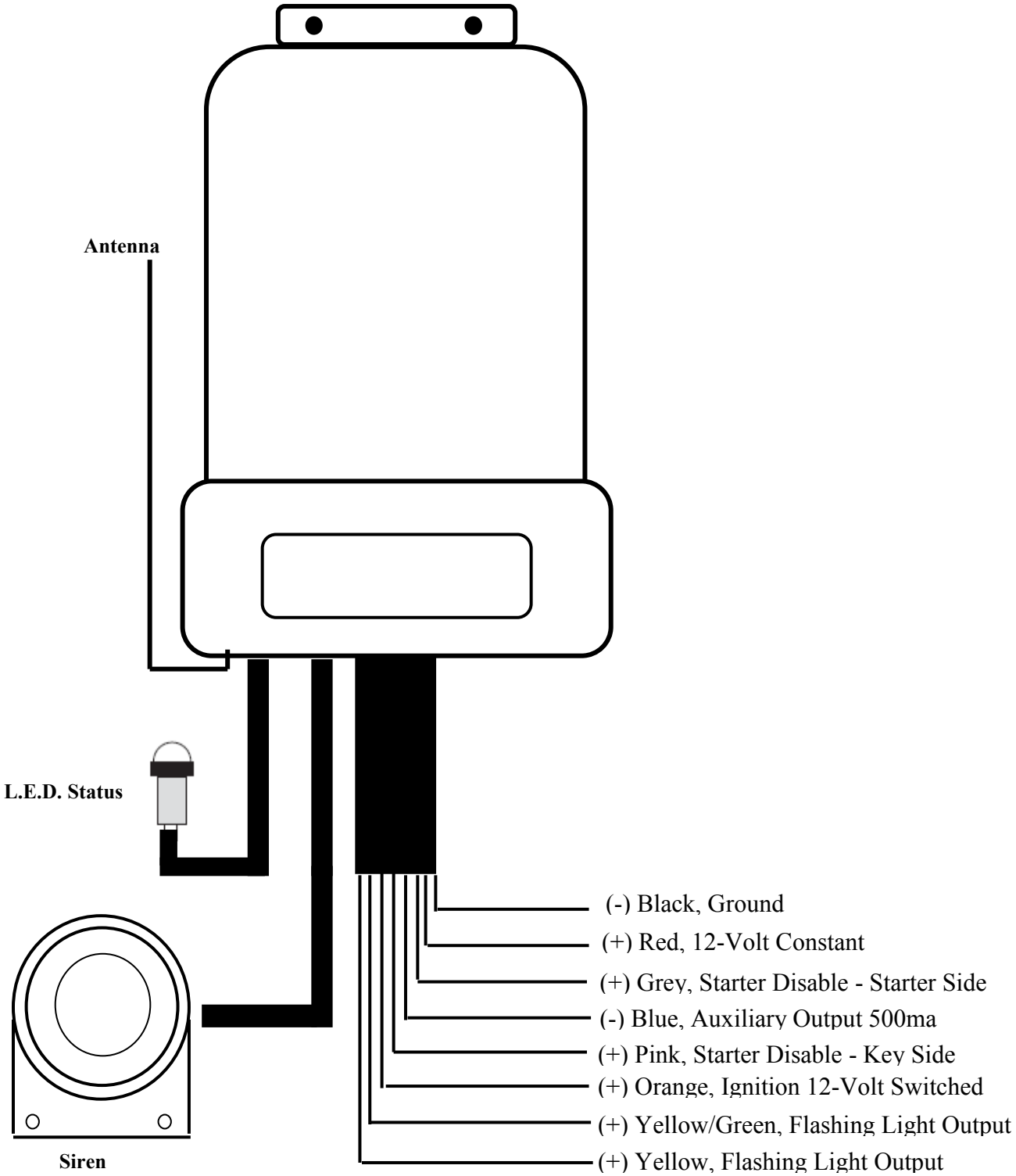
4. **Immediately Press and hold any of the button on the remote transmitter also for 2 seconds.**

5. **The remote transmitter will learn the code and will reset itself.**

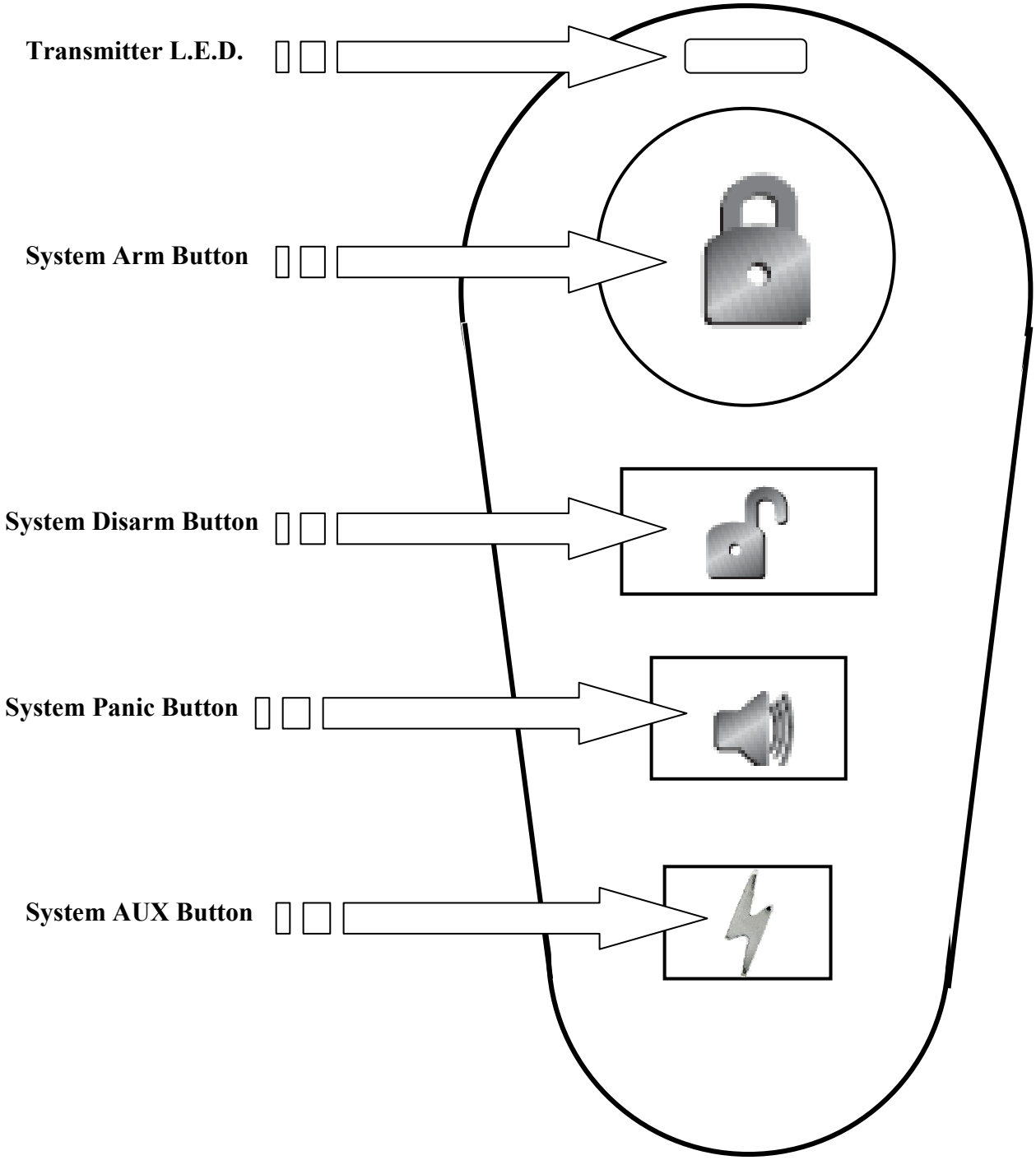
6. **Once the programming is completed, slide the circuit board back into the casing and be sure it's sealed tightly to avoid any moisture.**

7. **Test and Confirm operation.**

System Diagram



Transmitter Operation



Transmitter Operation

Transmitter L.E.D. –

This L.E.D. will flash when a button is pressed for confirmation.

System Arm Button –

When pressed, this button will Arm the security system and will now engage the Starter Disable Feature, Built-In Shock Sensor, Flash the L.E.D. Status, and you will hear the Siren Chirp twice.

System Disarm Button –

When pressed, this button will Disarm the security system and will now disengage the Starter Disable Feature, Built-In Shock Sensor, Turn OFF the L.E.D. Status, and you will hear the Siren Chirp twice.

System Panic Button –

When pressed, this button will place the security system into Panic Mode and will now activate the Siren. To take the system out of Panic Mode, you will need to press this button until the Siren stops. This feature is used to locate your motorcycle or signal for assistance if in trouble.

System AUX Button –

When pressed, this button will provide a (-) Negative 500ma output from the system to activate a relay for an added on accessory such as a trunk release.

Trouble Shooting

Problem	Cause	Solution
When I press the Arm Button, nothing happens. The L.E.D. is not flashing and nothing is responding.	Power and Ground are not connected properly.	Check and verify that the Red Wire is connected to a 12-volt constant source and make sure the Black Wire is connected to a good Ground.
The system will Arm and Disarm with no problem, but the turn signals don't flash	The Yellow Flashing Light Wires are not connected to the correct wires.	Check and verify that each Yellow Wire is connected to the (+) Turn Signal Indicator Wire. One Yellow Wire for the Right Turn Signal Indicator and One Yellow Wire for the Left Turn Signal Indicator.
I don't hear the Siren when I Arm or Disarm the motorcycle	Siren is not connected	Check and verify that the Two Pin Siren Plug is connected securely to the Siren.
The Status L.E.D. is not working when I Arm the motorcycle	Status L.E.D. is not connected	Check and verify that the Two Pin L.E.D. Plug is connected securely to the L.E.D.
My alarm system goes off when a truck drives by.	Shock Sensor is too sensitive	See the Shock Sensor Programming Instructions and reduce the sensitivity. Try One setting lower and test to see if that works better. If not, then program the sensitivity to the lowest setting.
I have one of my transmitters that is not working and I have replaced the battery.	Damage to the transmitter	You will need to get a replacement transmitter and review the Transmitter Programming Instructions to program the new transmitter to the security system.

WARRANTY

The Chatterbox Motorcycle Security System is warranted against defects in material and workmanship. This One Year Limited Warranty covers the main unit. This warranty applies to the Chatterbox Motorcycle Security System that has been installed by a professional installer. This warranty is to the Original Purchaser (Owner) and to the original motorcycle in which it was installed into. This warranty is not transferable to any subsequent owner(s).
There is no warranty on the transmitters!
This warranty does not cover batteries or damage through alteration or faulty installation. This warranty does not cover any product that has been mishandled, misused, neglected, abused, water damage or removal or alteration of factory placed serial numbers.

PROOF OF PURCHASE AND INSTALLATION WILL BE REQUIRED FOR ANY WARRANTY OF THE CHATTERBOX MOTORCYCLE SECURITY SYSTEM. A COPY OF THE ORIGINAL RECEIPT/INVOICE IS REQUIRED BEFORE A RETURN AUTHORIZATION CAN BE PROVIDED.

This warranty does not cover the costs incurred for removal or reinstallation of the main unit and/or any damage to the motorcycle or the motorcycle's electrical system.

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