

# **CYCLONE**

**MOTORCYCLE SECURITY**

# **866F**

**UNIVERSAL WIRING HARNESS**



*FreyMoto*  
Industries

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**Thank you** for purchasing this CYCLONE Paging System. Please familiarize yourself with the content of this Guide before you begin installing.

**⚠ IMPORTANT!** *INSTALLATION BY ANY ENTITY OTHER THAN A CERTIFIED MOTOR-CYCLE MECHANIC OR PROFESSIONAL INSTALLATION SHOP WILL IMMEDIATELY VOID THE PRODUCT WARRANTY.*

# INTRODUCTION

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## Advice

- **BEFORE INSTALLING**, be sure to disconnect the (-) negative terminal of the vehicle battery. This will eliminate the possibility of accidental electrical shorts and/or unnecessary battery drain.
- Read the 866F Owner's Guide along with this Installation Guide.
- Be sure to cover your wiring so it has a factory appearance, and always keep your connections protected from the outside elements.
- Splice Connectors (not included) may be used; however, we recommend that you use solder to ensure a permanent connection.
- You will need to supply your own voltmeter (analog or digital) and wire strippers to complete this installation. You may also need electrical tape and/or corrugate tubing to cover your wiring in a professional manner. Battery-post taps/clamps/extensions may also aid your installation.
- Two wiring harness variations have shipped with CYCLONE. Only one of these types was included with your system: all-black harness or colored harness. The all-black wire harness will have color name tags at the end of each wire that correspond to the wire colors mentioned in this manual. It is important to re-confirm your connections with the all-black harness before you cut off the color name tags; otherwise, you will not easily be able to determine the function of each wire. The information given on page 4 of this guide will help you trace wires should you cut off the wire color tags by accident.

**NOTICE!** Although reasonable efforts have been taken to ensure accuracy in this Installation Guide, FreyMoto Industries shall not be held liable for any errors, omissions, property damage, or injury resulting from the use of this information.


All product specifications and features are subject to change without notice.

## 3-STEP WIRING

### 1 CONNECTING THE BLUE WIRE

**IGNITION/ACC INTERFACE.** The **BLUE** wire of the Installation Harness connects to the IGN/ACC wire in the bike's ignition keyswitch harness, shown in point ① of Fig-1. The wire you need to find in the bike's harness should be +12v only when the ignition key is switch to the ON position; and if the ignition key is switched off, this wire should not show any voltage. Some common IGN/ACC wire colors for Japanese-made bikes are shown in Table-1 below. The wire may be found near the fuse box.

TABLE-1	Common IGN/ACC wire colors for Japanese-made bikes			
	HONDA	YAMAHA	SUZUKI	KAWASAKI
Wire Color	RED/BLK or BLK	BRN/BLU or BRN	ORG	BRN

 **TIP:** If the bike already has a factory immobilizer, you can use the BLUE wire to shut off the fuel pump or cut the starter line.

### 2 CONNECTING THE GREEN & WHITE WIRES

#### FULL TRANSISTOR IGNITION METHOD

**IMMOBILIZER INTERFACE.** Some common Engine Kill Switch wire colors for "Full Transistor" bikes are shown below in Table-2. Reference your motorcycle's factory wiring schematic to confirm the correct wire to cut, shown in point ② of Fig-1.

You need to cut the side of the Kill Switch that leads to the main power of the bike. The **WHITE** wire of the Installation Harness can be connected to the Kill Switch side of the cut and the **GREEN** wire to the other side, or you can do the reverse (see "**TIP**" on page 4). Use solder or splice clips (not included) to make your connections.

TABLE-2	Common KILL SWITCH wire colors for Japanese-made bikes			
	HONDA	YAMAHA	SUZUKI	KAWASAKI
Wire Color	BLK	RED/WHT	ORG/WHT	YEL/RED

**CDI METHOD**

**IMMOBILIZER INTERFACE.** For CDI-equipped bikes, you need to look for the IGN/ACC wire coming from the CDI unit itself. Some common colors for this wire are shown below in **Table-3**. Reference your motorcycle's factory wiring schematic to confirm the correct wire before you cut it.

After you find the Accessory wire, make your cut near the CDI unit. The WHITE wire of the Installation Harness can connect to the CDI-unit side of the cut and the GREEN wire to the other side, or you can do the reverse (see "**TIP**" on page 4).


You can use two splice connectors (not included) to make your contacts, but it is recommended that you solder your connections. The reason for solder is to make 100% sure a connector doesn't vibrate off in time, which could inadvertently kill the engine while the owner is driving it. You, the installer, must ensure the safety and ruggedness of your installation.

TABLE-3	Common IGN/ACC wire colors for Japanese-made bikes			
	HONDA	YAMAHA	SUZUKI	KAWASAKI
Wire Color	RED/BLK or BLK	BRN/BLU or BRN	ORG	BRN

**3 CONNECTING THE RED & BLACK WIRES**

**866F SYSTEM POWER.** As shown in point ③ of Fig-1, it is recommended that you connect the BLACK & RED wires directly to the battery terminals. You may need to purchase wrap-around clamps, terminal taps or extensions for making an easy connection to each battery post.

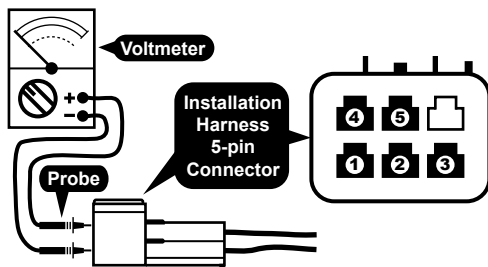
If you have a scooter style battery where add-on clamps/taps won't work, you will need to tap the battery wires themselves at some point away from the battery posts. Ensure the factory battery wires you choose to are thicker than the RED & BLACK wires in the 866F Installation Harness.

 **TIP:** Consider soldering your system power connections instead of using splice connectors. Most security system problems occur due to bad ground connections, and you don't want your power connections to vibrate off in time.

# TESTING YOUR CONNECTIONS

## The 5-pin (6-slot) Connector

Set your voltmeter to measure direct current (DC) and test points in the 5-pin connector to confirm the measurements given below. Once you have determined your connections are good, continue with the installation, as described on pages 5-10 of the **866F Owner's Guide**.



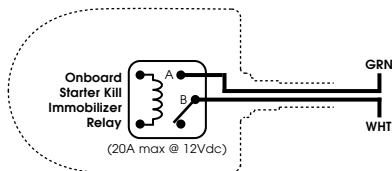
5-pin Connector Wires		
	Color	Type
①	BLK	(-) GND
②	RED	(+) 12v
③	BLU	ACC/IGN
④	GRN	St. Kill Relay—A*
⑤	WHT	St. Kill Relay—B*

\* See the "TIP" below.

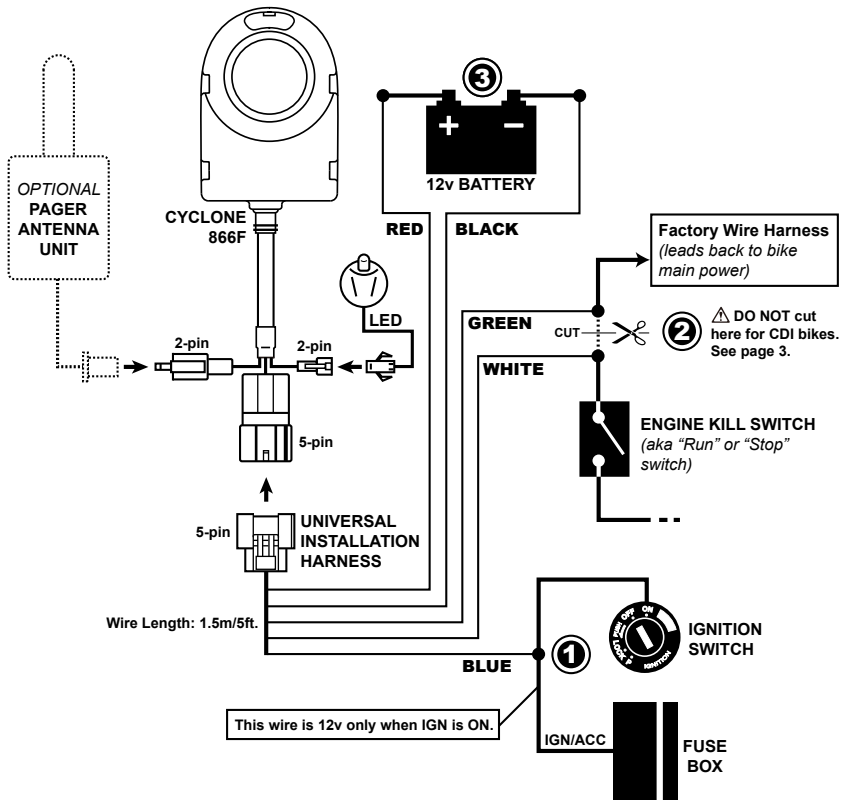
IGN "OFF" MEASUREMENTS		
Probe (+)	Probe (-)	Voltage Reading (Vdc)
② RED	① BLK	10 - 15
③ BLU		0

IGN "ON" MEASUREMENTS		
Probe (+)	Probe (-)	Voltage Reading (Vdc)
③ BLU	① BLK	10 - 15
④ GRN		10 - 15
⑤ WHT		0

**TIP.** The Green and White wires are connected and disconnected by a relay inside the 866F (shown at right). It therefore doesn't matter if you reverse the connection shown in point ② of Fig-1 on the next page.



# INSTALLATION DIAGRAMS



**FIG. 1** CYCLONE 866F Main Wiring Diagram

**⚠ WARNING!** Never install the Cyclone alarm unit near any source of heat (such as the tail pipe). Resulting damage from such improper installation is not covered under the warranty! Only install Cyclone within the seat, and away from any sources of heat.

All CYCLONE 866F products are engineered in Japan, manufactured and tested in strict accordance with Japanese QC standards.

[www.freymoto.com](http://www.freymoto.com)

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