

INSTALLATION INSTRUCTIONS

INDICATOR AND WIRE CONNECTION

1. Open the indicator switch. Do not re-assemble the switch until after the installation of the module is completed.
2. Check the colours of the three cables connected to the switch (left, right and common) and note the colour of the three cables for left, right signal and common.
3. Semi-P&P installation: Follow the wire loom from the switch to the socket and locate the cables with the same colours as in the switch, push out the selected crimps from the socket (between the socket and the switch), and connect the crimp connectors (outside the socket) to the cables from the Module by following point 4, and the wire diagram below. Matching crimp connectors are provided.
 *If your bike doesn't have an accessible socket with matching crimps, it is also possible to connect by cutting the 3 cables coming from the switch, and connect the cables from the module by following point 4 and the wire diagram. Make sure the length of the cables is sufficient to reach the point you intend to place the module.
4. Follow the wire diagram for generic wiring loom, and connect the wires accordingly. Start by connecting the ground and positive supply cables (12 Volt power from the ignition switch, not to battery) followed by connecting cables number 2 and 4. To test if the wiring is correct at this point, turn on the ignition and the indicators should flash alternatively left and right for a short period of time.
 If no flashing, check the cable connections again, as described in point 5. If it is flashing, continue to connect cables number 5, 6 and 7.
5. Check and identify the cables for left, right and common, by using a multi meter instrument, and connect the cables as per wire diagram.
 Once you have established the function of the three cables, go back and continue at step 3.

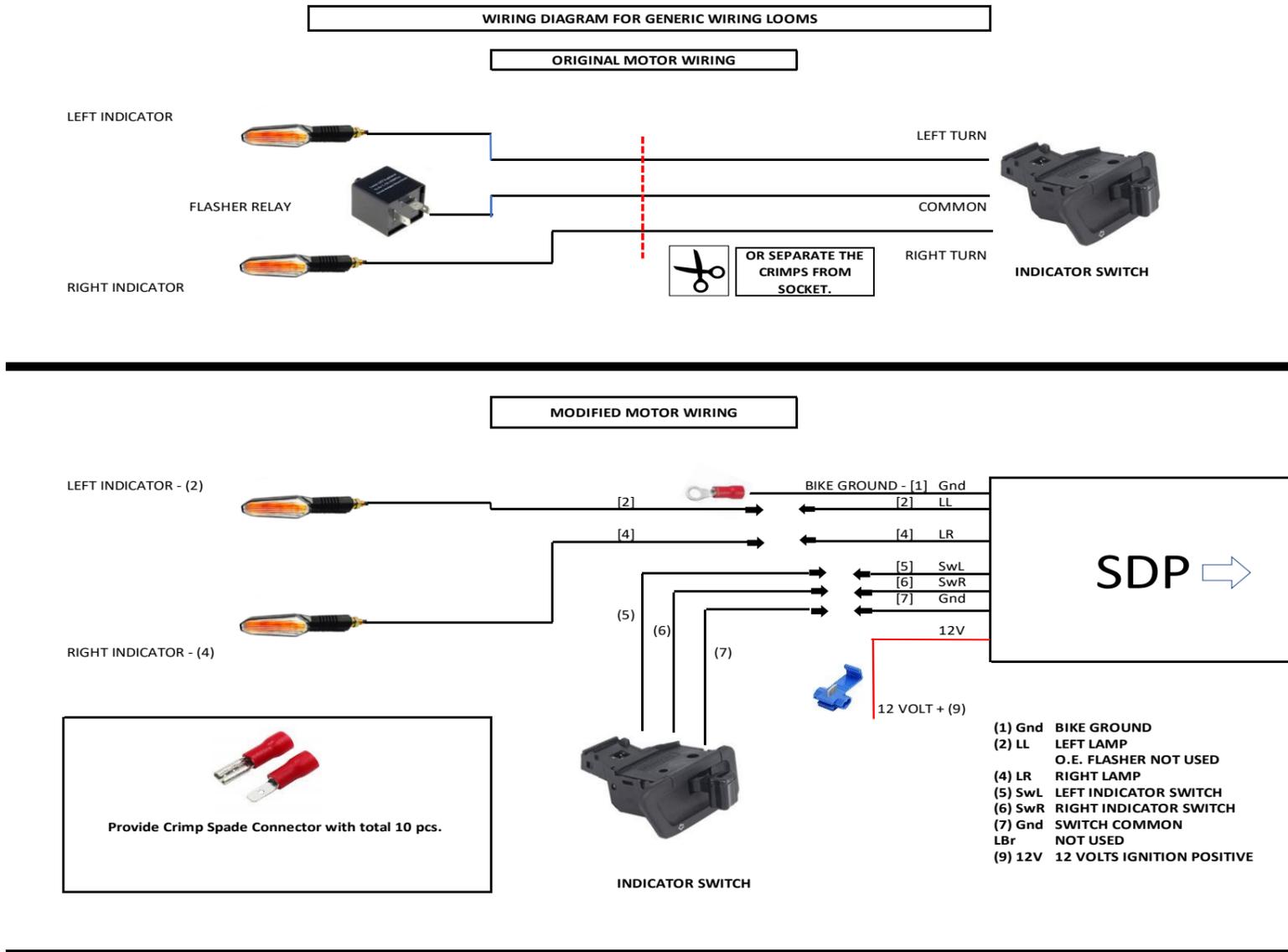
If you for some reason don't feel confident that you are able to install and connect the module and wires, we recommend you to contact your local motorcycle service shop, to let them install it for you. Or, at any time if you have any installation issues contact us immediately and we will help to guide you through the process.

MODIFICATION OF INDICATOR SWITCH

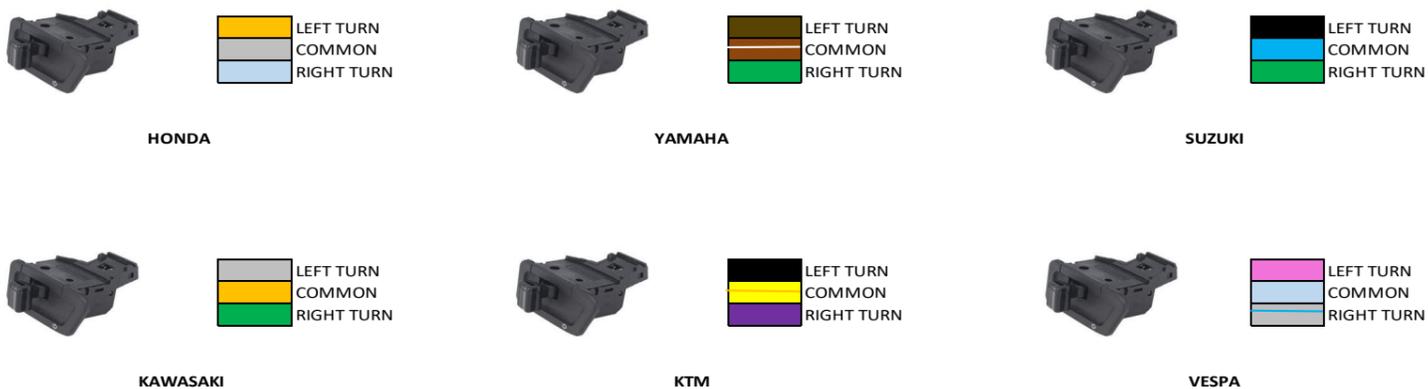
Standard switches on bikes are latching (locking) and the signal has to be turned off manually. To make the automatic cancelling work, the switch must be modified to prevent it from latching. In the package we provided a few different types of foam/rubber patches that should be used to prevent the switch from latching. Scan the QR codes on page 2 to see examples of switches, and how they should be modified by fitting the foam pads. **To prevent issues with moisture in the indicator switch we recommend you to apply Vaseline or light grease on the metal contact surfaces inside the switch. Test that the switch is not latching and that it operates the turn signal flashing as it should, if ok, re-install the switch.**

FITTING OF THE MODULE

The module must be fitted securely to the motorcycle frame or body part, **but not at any part of the moving steering.** The SDP Logo must be upright and the arrow must point towards the front of the motorcycle in the direction of travel and the module should preferably be fixed on a horizontal and flat position, if possible. The module can be secured with the plastic straps enclosed, or the use of double-sided tape, not supplied. Additional general information on page 2.



MANUFACTURERS CABLE COLOUR CODE FOR SWITCHES



THESE ARE COMMON COLOURS FOR THE MOTORCYCLE WIRING. DEPENDING ON YEAR / MODEL. THEY MAY BE DIFFERENT COLOURS TO WHAT YOU HAVE, CALL US FOR ADVICE.

GENERAL INFORMATION

Some example of switches:



CALIBRATION

The module is **pre-calibrated** in our factory during the testing process. The function of the module will however vary due to type of motorcycle and riding style, and therefore we recommend you to do a manual calibration for optimal performance.

MANUAL CALIBRATION PROCEDURES

1. Drive your bike until you find a fairly long smooth straight road.
2. Without stopping or slowing down, press the turn signal switch to the left so the right turn signal start to flash (8-9 flashes) and hold the switch firmly in that position until the left turn signal starts flashing, at this point release the switch and left and right signals will flash alternatively. For optimal result we recommend you to drive at a speed over 60km/h to avoid swaying during calibration, so choose a long enough strait road. On motorcycles with manual gearbox, select a gear so the engine revs at about medium level. It takes about 25 seconds to complete the calibration and it is finished when the flashing stops.

*Even though calibrating while driving normally gives the best result, it can also be calibrated while standing still with the engine running and balancing the bike in absolute upright position and operating the switch the same as when calibrating while driving. Note, the ignition should be on for 30 seconds before starting the calibration. The calibration is completed when the flashing stops. It takes about 25 seconds to complete the calibration process.

GENERAL INFORMATION ABOUT THE FUNCTIONS OF THE SDP'S MODULE

Mode 1:

To use the self-cancelling turn signal, press the switch (**0.1 second**) button once, same as the normal standard switch, and after turning it will cancel the signal automatically.

The module is programmed in such a way that the motorcycle needs a certain degree (≈ 3 degrees) of leaning during turning in order to automatically turn off when the motorcycle is straightened up again after exiting the turn.

If the lean angle has been too small to activate the automatic cancelling system, or if you decide not to take the turn but continue to drive straight ahead, the signal has to be turned off manually by pressing the switch once more in the same direction as when you turned it on. It can simply be described as it is the same as on a car, if the steering wheel is not turned or rotated enough, the turn signal in the car has to be turned off manually.

To change lanes, simply press the turn signal switch (**0.1 second**) before changing lane and make your turn out to the other lane. The signal will turn off automatically when you straighten up your bike.

Mode 2:

In certain traffic or driving situations (even though rare), you might want the turn signal to stay on and flash continuously, for example if you want to sway the bike left to right between other vehicles, or if you can foresee that you will catch up and have to slow down or stop behind slower driving cars in traffic circulations (roundabouts), without risking that the signal turns off automatically.

To make the signal stay on and flash continuously, press and hold the turn signal switch for **1 second**. To turn off the signal just press the switch (**0.1 second**) in the same direction as it was turned on, or if you want to indicate that you want to change direction, such as when you want to exit the roundabout, just flick the switch (**0.1 second**) to the opposite direction and the mode will instantly go back to self-cancelling function and turn off automatically after you have exited.

Mode 3:

Hazard Warning Lights. To turn on the hazard light, press the turn signal button to the left for **2.5 seconds**. To turn off, press the button once in the same direction.

Mode 4:

Emergency braking flashing. At hard braking the hazard warning lights will flash. This function may prevent other vehicles from hitting you from behind when you do emergency braking to avoid an accident.

IMPROPER INSTALLATION OR OPERATION OF SDP MODULE

SDP module must be installed according to the provided instruction. Failing to completely follow the instructions can damage the processor and the warranty will no longer be valid. If you have questions regarding the operation or installation of the module on your motorcycle. Please contact support@emporium-indoasia.com, or your local distributor.

DISCLAIMER

This device is designed to assist the rider with the automatic cancelling of indicators. It in no way takes away the responsibility of the rider to control and drive his motorcycle in a safe manner. Emporium Indo Asia, SDP, its agents and associates, have no liability for rider's safety who do not follow correct operating procedures. Motorcycles by their very nature are varied in design and how they are ridden, Emporium Indo Asia, SDP, its agents and associates cannot take responsibility if the module fails to cancel indicators after a turn, or turns off the indicator signals prematurely. The rider must always be aware of functionality of the motorcycle and its systems. Emporium Indo Asia, SDP, its agents and associates will not be liable for any accidents or incidents occurring while using this type of module. Driver awareness and focus should be 100% at all times. There will be no liability for SDP if the module is incorrectly fitted, and a. damages the module and b. damages the motorcycle wiring. Fitting instructions should be followed at all times.

PRODUCT WARRANTY

Product Warranty – Each unit has a unique reference number on the side of the module. Upon receiving your module, login to the SDP website www.safer-driving-products.com, press "contact us" tab and then press "register product". Warranty time 1 year after purchase.



For more info please visit us at:
www.safer-driving-products.com