

**DATATOOL****Veto Plus Alarm Immobiliser System - Yamaha FAZER.****02000530**

Installation must be carried out by a Datatool Trained Installer.

All wires meet BS Au 88a and are rated at 11 amps continuous, except:

Starter isolation circuit - 8 amps,

Engine immobilisation circuit - 6 amps.

Indicator circuits - 6 amps each side.

Take care that the alarm loom is not exposed to excessive heat and will not obstruct the functions of the motorcycle.

**Incorrect installation can have severe safety and performance implications.**

**1) Positioning of the Alarm Control Unit**

Remove the seat unit and both side panels.

Remove the fuel tank retaining bolt situated at the front of the tank and support tank in raised position.

Position the control unit under the passenger seat. Cable tie the unit to the right frame tube with the alarm wiring facing the rear of the motorcycle - see Fig 1.

**2) Wiring the alarm to the motorcycle.**

Locate the Indicator flasher control unit, under the left-hand side panel. Unplug the 3-way connector (with two wires in it, 1 x brown & 1 x brown/white) and plug the small loom from the alarm kit into it, plugging the motorcycle loom into this small loom as well.

This is a "backfeed diode" loom and prevents the alarm fuse from failing.

Route the alarm wiring into the tool compartment under the tail unit- see Fig 2 & Fig 3.

Coil and secure the 3 loose alarm wires - 1x Yellow/Green, 2x Green, near the alarm housing, unless used for accessories.

Remove the original 4-way shorting plug, with two wires connected to it, located in the tool compartment.

Replace with the alarm 4-way plug which has 2 wires.

Remove the original 4-way shorting plug, with four wires connected to it, located in the tool compartment.

Replace with the alarm 4-way plug which has 4 wires.

Plug the alarm 3-way connector into the matching connector on the motorcycle located in the tool compartment. - See Fig 2.

Route the alarm loom with motorcycle loom, alongside the left-hand frame rail - See Fig 3 - to under the fuel tank.

Separate the black 2-way plug, to the fuel pump.

Insert the 2-way alarm connector without the tag and reconnect.

Route the remainder of the loom across the motorcycle to the right-hand side.

Separate the 2-way plug, to rear brake light switch.

Insert 2-way alarm connector, B-tag wires and reconnect- remove tag when installed.

On completion of testing, permanently locate the connectors in place using super glue.

Mark the location point for the LED on the rear panel and drill 8 mm hole at the marked point.

Fit the LED and connect to the mating bullet connectors of the alarm loom - See Fig 2 & 6.

**3) Movement Sensor Fitment and Adjustment.**

Fit the sensor to vertical section of the rear mudguard, near tool compartment, with one self-tapping screw supplied.

Sensitivity adjustment is made by rotating the sensor housing - secure with second screw when set- See Fig 1 & 3.

**4) Test reaction functions.**

Arm the system and wait for the LED to flash before each test.

During an alarm reaction the indicators will flash, the starter and fuel pump will not function and the siren will sound.

Test movement detection by rocking the bike.

Test ignition detection by switching on ignition.

**5) Re-assembly.**

Tape the spare fuse from the fitting kit to the alarm fuse holder.

Re fit the petrol tank and side panels.

Re fit the seat unit.

Fit the Datatool sticker next to the LED .

**6) Finally.**

Complete, sign and give the certificate of installation to the customer - Free roadside assistance is not provided unless the completed form is returned as directed.

Ensure the operation of the alarm is explained to the customer and he receives the operation instructions.

Ensure that the customer is aware of the location of the alarm fuse.

Datatool products are designed and manufactured in the UK by:

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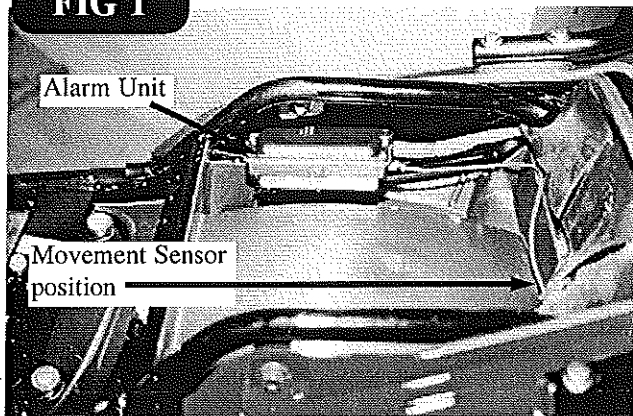


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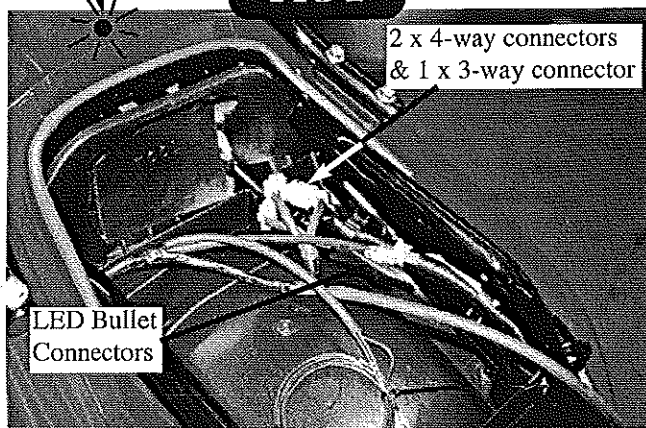
**02000530**

**FIG 1**

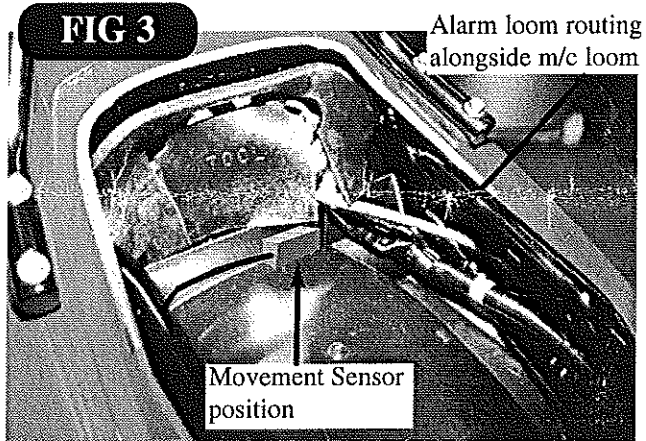


LED Position

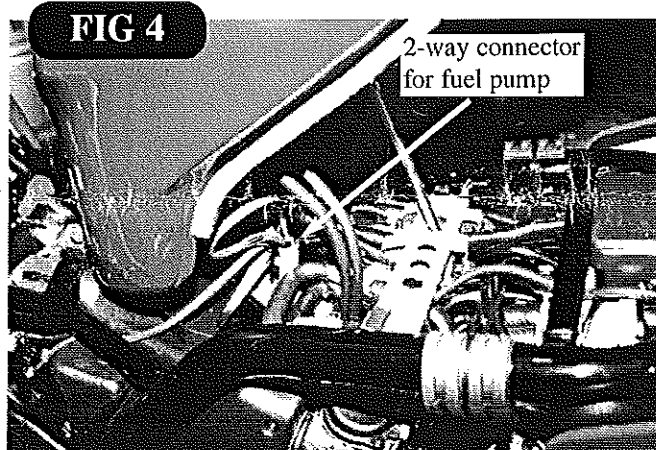
**FIG 2**



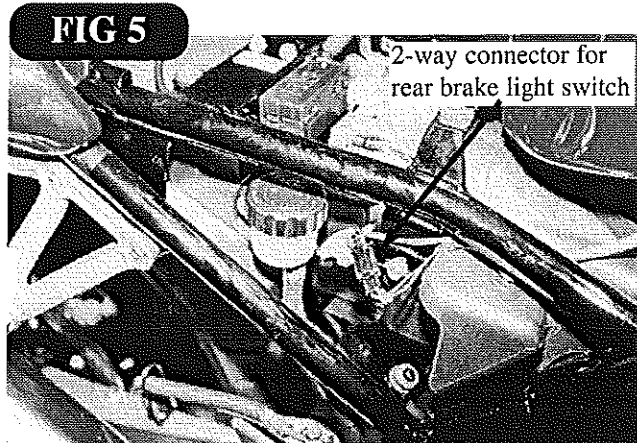
**FIG 3**



**FIG 4**



**FIG 5**



**FIG 6**

