

INSTALLATION INSTRUCTIONS

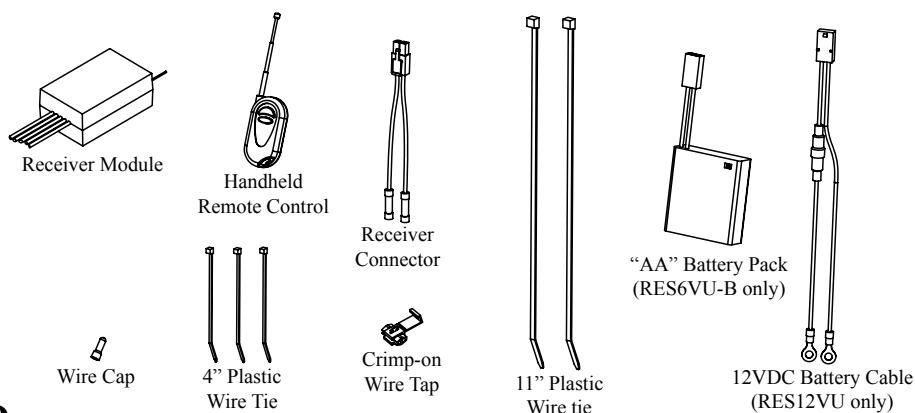
WARNING

BY INSTALLING OR USING THIS PRODUCT YOU AGREE TO OUR "END USER AGREEMENT". IT IS INCLUDED WITH THESE INSTRUCTIONS AND AVAILABLE ON-LINE AT <http://www.3built.com/documents.asp>

Use of this product could result in injuries to the rider due to the sudden loss of engine power. Motorcycles and ATV's may lose stability when engine power is disabled. Control of the vehicle will also be limited after engine is disabled. This product will not stop a vehicle. It will not apply the brakes or any other mechanism to reduce speed. It is designed to disable the engine by shutting off the ignition system. It functions similarly to the vehicle's stock (OEM) STOP/RUN switch. Use extreme caution as to when and where the vehicle is before disabling the engine. Proper judgment must be used when disabling engine power. Performance and range is not guaranteed. Radio frequency interference may be common in some areas. Use of motorcycles and ATV's is an inherently dangerous activity. Wear proper protective gear when operating the vehicle. If any doubt of potential injury, do not use. Once installed, to understand how this product functions, test the device by disabling the vehicle's engine, first at idle and then at low speed. This product's installation and use is at your own risk. This product is intended to be installed and used by adults only.

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

INCLUDED PARTS



GETTING STARTED

- 1) Installation of this device requires electrical and electronics knowledge.
- 2) You should have a wiring diagram for your vehicle before installation. This is available from your dealer in the Repair Manual for your vehicle. Some vehicle specific wiring instructions are available on our website at: <http://www.3built.com/wiring.asp>.
- 3) Do not connect any RES wire to the high voltage spark plug wire.
- 4) This device is a remotely activated switch. The switch can be connected as a normally-open or normally-closed switch while the vehicle is in the RUN mode. **The internal relay is limited to switching 10 amperes maximum.**
- 5) It is important to determine your OEM (original equipment manufacturer) RUN/STOP switch type before installation. Improper installation of this unit can damage your vehicle's electrical system and CDI. If unsure, please consult a professional.
- 6) DEFINITIONS

OEM - Original Equipment Manufacturer. This is any component that the vehicle originally came equipped with from the factory.

RES - 3Built's Remote Engine Shut-off kit

Normally-open - means that the switch is open (no connection) when the RES is in the unlocked mode. This connection type is typically used for ground type OEM RUN/STOP switches.

Normally-closed - means that the switch is closed (connected) when the RES is in the unlocked mode. This connection type is typically used on positive voltage type OEM Run/Stop switches.

INSTALLATION

- 1) Find a suitable place to mount the *Receiver Module*. Position it so that it will stay dry and will not be damaged in case of an accident. Attach with double sided tape and two 11" plastic wire ties (zip ties).
- 2a) RES12VU ONLY - *12VDC Battery Cable* - Attach BLACK wire ring terminal to negative terminal of the battery. Do not attach RED wire until installation is complete.
- 2b) RES6VU-B ONLY - Find a suitable place to mount the "*AA*" *Battery Pack*. Position it so that it will stay dry and will not be damaged in case of an accident. Attach Velcro® patch to vehicle. Remove cover screw and install four AA batteries. Reinstall cover screw and secure Battery Pack to Velcro® patch. Leave battery pack switched to OFF.
- 3) Plug *Receiver Connector* in to the mating connector on *12VDC Battery Cable* for RES12VU units or the "*AA*" *Battery Pack* for RES6VU-B units.
- 4) Route the Black & Red wire from the *Receiver Module* to the *Receiver Connector*. Cut to appropriate length. Strip both wires about 1/4 inch. Crimp black wire on *Receiver Module* to black wire on the *Receiver Connector*. Do the same for the red wire. Use the 4" *Plastic Wire Ties* to secure cable to vehicle. Additional wire ties may be necessary to keep wire safe. Improperly mounted wires can become damaged and short to the frame causing damage to the vehicle and rider. Damage may include high heat and/or fire.
- 5) Choose either Normally Open or Normally Closed connection type. **See image on next page.**
 - 5a) **Normally Open Connection (10-amp max.)**

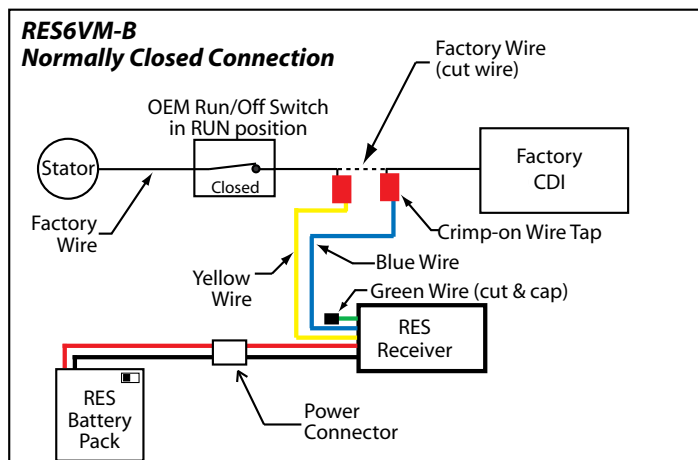
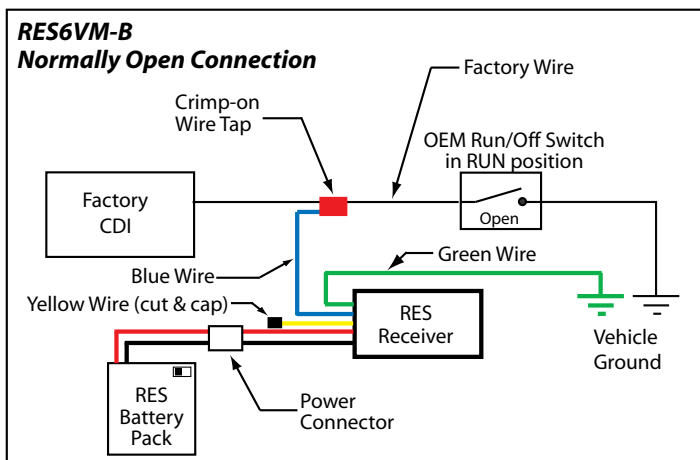
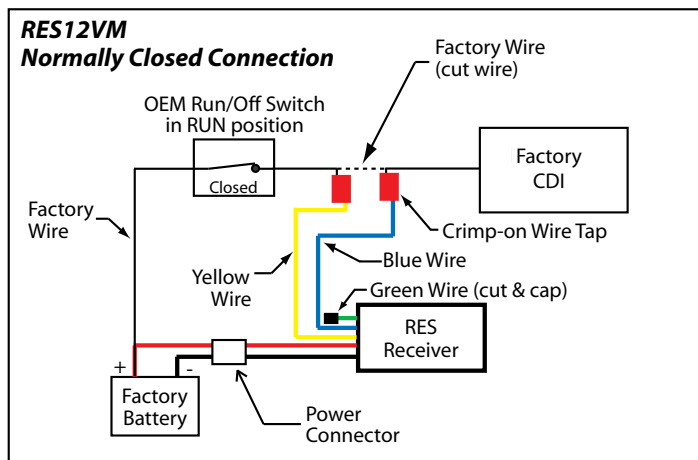
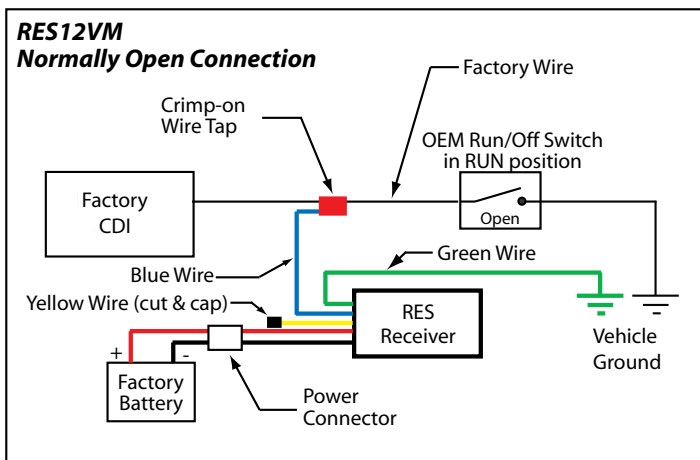
Yellow Wire - Cut wire close to *Receiver Module* and use included *Wire Cap* to protect end of wire. This wire will not be used.

Blue Wire - The wire will be attached to the vehicle's electrical system via a *Crimp-on Wire Tap*. The location of the crimp is very important. The OEM RUN/STOP switch has two wires. One comes from the CDI and the other goes to the vehicle's ground. The crimp must be placed between the CDI and the OEM Run/Stop switch. Crimping the Blue Wire to an incorrect wire may damage the CDI or other electrical component. Use caution and consult a professional if unsure.

Green Wire - Attach green wire to vehicle ground or negative side of battery with the supplied *Grounding Ring Terminal*.
 - 5b) **Normally Closed Connection (10-amp max.)**

Green Wire - Cut wire close to *Receiver Module* and use included *Wire Cap* to protect end of wire. This wire will not be used.

Blue & Yellow Wire - Identify the power wire from the OEM Run/Stop switch to the CDI. Cut the wire and use the supplied *Crimp-on Wire Taps* to attach the *Blue Wire* to one end of the cut wire and the *Yellow Wire* to the other end of the cut wire. It does not matter which wire is attached to which side of the cut wire. It is very important to cut the correct wire for proper operation. Incorrect wiring can damage the CDI or other electrical component. Use caution and consult a professional if unsure.



- 6a) RES12VU ONLY - Connect the ring terminal of the red wire on 12VDC Battery Cable to the positive terminal of the battery.
- 6b) RES6VU-B ONLY - Turn "AA" Battery Pack, ON.
- 7) Once the system is fully installed on the vehicle, start the vehicle. Press the "Lock" button. The engine should now be disabled. It will be impossible to restart the engine until the RES is "Unlocked" or left unpowered. The RES receiver has a last-state memory. When the power is cycled off/on the RES receiver will return to the last state, lock or unlocked, depending on which button on the Remote Control was pressed.
- 8) Unlock the RES unit by pressing the "UnLock" button.
- 9a) RES12VU ONLY - If vehicle is difficult to start and status of RES12VU is in question, you may unplug the 12VDC Battery Cable connector to the RES12VU momentarily to reset the Receiver Module.
- 9b) RES6VU-B ONLY - If vehicle is difficult to start and status of RES6VU-B is in question, you may switch the "AA" Battery Pack switch to OFF and then back ON to reset the Receiver Module.
- 10) Test the system again at low speed to understand how the system operates. Engine power will be disabled when the "Lock" button is pressed within 250 feet of the vehicle. The RES will not slow down or stop the vehicle. The RES only disables the engine.
- 11) **The RES receiver consumes a small amount of power from the battery.** (This is normal for all radio frequency receivers.)
 - 11a) RES12VU ONLY-To avoid draining the factory battery, we suggest that you disconnect the 12VDC Battery Cable connector when the vehicle is not in use.
 - 11b) RES6VU-B ONLY - To conserve battery power, switch the power switch on the "AA" Battery Pack to OFF when not in use.

NOTE:

Vehicle specific wiring instructions may be available on-line at our website at:
<http://www.3built.com/wiring.asp>

FOR TECHNICAL SUPPORT please e-mail:
techsupport@3built.com

These instructions are subject to change without notice.



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