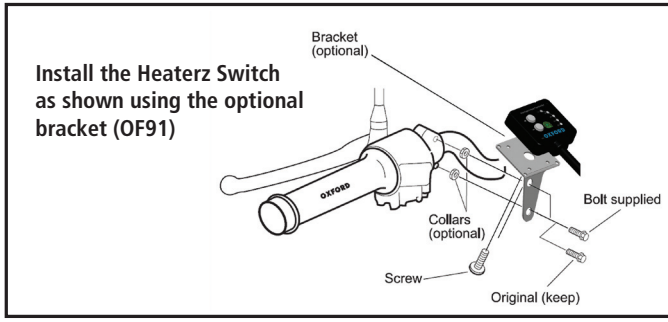
H: Wiring Harness Installation

1. Find a suitable location to mount the switch and then take the wiring back to the battery.
2. Install the switch in a suitable position ensuring the wires from the grips reach without strain.
3. The switch may be mounted on a flat panel using the self adhesive mounting foam pad. It may also be mounted on the metal bracket supplied (if the bracket is suitable for the vehicle). Please fit the foam pad between the bracket and switch to reduce vibrations. The bracket may also be bent to a different shape if required.
4. On many bikes it is possible to fit the bracket to the clutch clamp as shown below using the longer bolts provided.



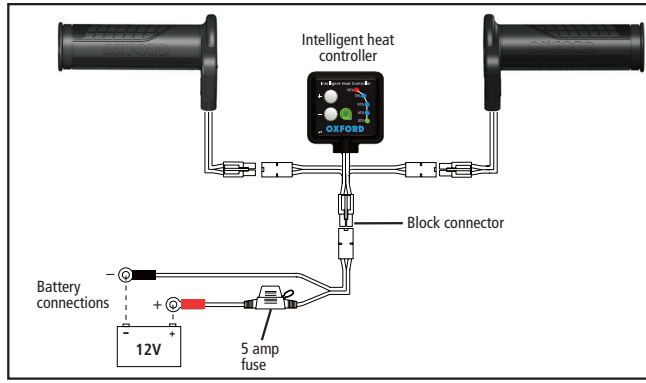
5. The loom is designed for ease of fitting. There are only 2 wires that need attaching to the motorcycles existing wiring system. All other connections are through the multi pin block connectors and cannot be fitted the wrong way.
6. We recommend that the wiring loom is positioned away from existing wiring looms on the motorcycle to avoid any possible electrical interference issues.
7. When the wiring is in position on the motorcycle, we strongly recommend that all connectors are protected with either electrical insulation tape, waterproof sealing tape or heat shrink tubing (be careful not to damage the cable when fitting heat shrink).
8. Both the negative and the positive battery connections are fitted with a ring terminal. This will allow them to be bolted to the battery terminals. It is both preferable and the easiest option to connect the positive (+ Red wire) straight to the positive (+) battery terminal so that the switch receives sufficient voltage from the vehicles charging system.
9. The negative or earth (Black wire) should be connected to the negative (-) battery terminal.
10. If the switch must be connected to a switched ignition supply feed, please ensure that the wiring harness is connected to main ignition cabling which can take the extra load of up to 4 amps. Problems are commonly found to be caused when connections are made to horn or any lighting circuits.

Typical problems experienced could be:

- The switch may not come on
- Fuses failing in the fuse box
- Overheating of wires on the bike
- Indicators or lighting malfunctioning

If unsure, please contact your local dealer for advice before ftting these Heaterz.

Refer to the wiring diagram on the next page.



I: Usage guidelines

Once ftted, the OXFORD Heaterz are designed for keeping gloved hands at a comfortable warm temperature. Small changes to the ambient temperature will affect the temperature of the Heaterz and it is necessary to adjust the Intelligent Heat Controller settings (up or down) as appropriate. If the grips are too hot please ensure the heat controller is turned down or even switch it OFF if necessary.

Switch operation

- The heat controller has 2 raised buttons to make it easier to locate and feel the buttons when riding, especially in the dark.
- To turn the switch ON just press the + button once.
- The switch will turn on at the minimum setting
- to facilitate a quick warm up of the grips either press the + button to reach the 100% LED or hold the button down and it will jump to the 100% setting.
- To change the temperature just press the – or + buttons and the selected power level will be shown on the LED light.
- To turn the power OFF from any heat setting, either hold the – button for 2 seconds or press the – button until no power lights are lit

Switch features

- Now has 5 heat settings:- 30%, 40%, 50%, 75% and 100%
- Battery saving mode (BSM)
  - This amazing new feature recognizes if either the battery voltage falls too low, or it's high enough but suspiciously quiet (ie. the engine has stopped)
  - When in this state, the BSM LED flashes, the power LED still lights as normal, and the button still works - but the grips don't actually get powered.
  - As soon as the battery voltage recovers and/or there's a bit of noise on the power supply, the 'battery saving' LED goes out and the grips work as normal
  - The controller goes into BSM after 5 seconds of the voltage being less than 11.5V, or after 2 minutes of not detecting any noise on the 12V power lead. Once in this mode, it will wait a further 5 minutes or thereabouts before switching off completely.
  - If the rider does not want or like this feature, the BSM can be disabled by switching the controller on and then pressing and holding both buttons together for 5 seconds.
  - During this time, the BSM LED will indicate whether the BSM feature is currently enabled (LED on) or disabled (LED off).
  - After 5 seconds the state of the LED will change, and the user can let go of the buttons.
  - The controller remembers this state permanently, or until the user switches it back by repeating the above procedure.

- Power interruption avoidance:
  - The switch can survive temporary power losses without resetting (ie. having to be switched back on again manually). So if a bike has dodgy electrics, the grips won't keep switching themselves off every time there's a drop out in the power supply.

J: Technical Data

- This switch is extremely efficient and in standby will only draw 71 microamps (0.071mA). Therefore long term connection will not flatten a battery.
- This switch can offer power upto 10amps although the Heaterz themselves will only draw 3.6Amps on average.
- This switch has been lab tested to ensure EMC compliance and more importantly has been subjected to the most severe automotive spike and pulse laboratory testing to ensure that none of the electrical circuits on the motorcycle could damage or interfere with the operation of the switch.
- Conforms to Directive 97/24/EC as last amended by 2009/108/EC.
- 12 Volt Systems only (Typical running voltage between 13.5 and 14.3 Volts)
- Current drain: Average 3.6amps per pair (up to 2.0 amps each – 28 Watts - 30 Watts)
- Fuse: 5Amp mini-blade fuse (available in all automotive shops)
- On some motorbikes that have older or small capacity batteries, the extra electrical current demanded by the Heaterz can reduce the battery voltage levels and replacing this by charging is recommended. Therefore, we always advise you to connect the battery to a charging system such as the OXFORD Oximiser 900 or 600 when the bike is not in use.