Please click on any title to view the document:

Alarm Tones

- **Steady beeping**
  Oil pressure has failed; steady alarm continues until oil pressure returns to normal or engine is shut down.
- **Falling tones**
  Charging system voltage is too low; alarm repeats every minute until problem is resolved or engine is shut down.
- **Rising tones**
  Charging system voltage is too high; alarm repeats every minute until problem is resolved or engine is shut down.

eMonitor Specifications

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Dimensions:

- Length 1-7/8”
- Width 1-1/2”
- Height 7/8”
- Weight:
  - 4.5 ounces without cable
  - 16.5 ounces with 6' cable
- Standard Cable length 6 feet (72”)

Suggested Mounting Methods:

- Double-sided tape

- Cable straps
- Sheet metal screws
- Velcro

Maximum volume 91db @ 10 cm

Input voltage

- Minimum 6.5 volts, DC
- Maximum 18 volts, DC

Input current

- No alarm - 2.8 milliamps (.0028 amps)
- Alarm – 160 milliamps (.160 amps)

Note: eMonitor draws no power when the engine is turned off

Operating temperature

- Minimum -10 ° Fahrenheit
- Maximum +140° Fahrenheit

Operating humidity

- Minimum 0%
- Maximum 98%

Note: eMonitor cannot withstand pressure washing!

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eMonitor Installation Instructions

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Please read these instructions completely before beginning the installation. Please remember that connecting the wires incorrectly will permanently damage the eMonitor™ monitor. This damage is not covered by the warranty.

Please observe the following safety suggestions, and take all appropriate precautions to prevent injury to yourself or your motorcycle. These safety suggestions are not intended to replace normal service safety precautions, or common sense.

- Gasoline is extremely flammable and potentially explosive. The fumes are hazardous to your health. Be sure to work in a well ventilated area. Keep sparks and open flames away from gasoline and fumes.
- If your motorcycle has been running, wait until all surfaces have cooled completely before beginning installation.
- Disconnect the battery before beginning the installation to prevent injury to yourself or damage to the motorcycle. Remove the ground cable first, and replace the ground cable first to prevent shorting the battery to ground.
- Do not inhale exhaust fumes. Operate your motorcycle only with adequate ventilation.
- Route all wires away from hot surfaces and moving parts.

BE SAFE, NOT SORRY!!

Overview of installation steps:

1. Disconnect the ground lead from the negative (-) post of the battery.
2. Mount eMonitor, avoiding hot areas such as exhaust pipes and cylinder heads. The preferred positions are under the seat or under the gas tank.
3. Identify the following four leads on your motorcycle:
    1. Switched battery lead [The positive (+) post on your ignition coil is a convenient location].
    2. Ground lead.
    3. Oil Pressure Switch lead.
    4. Tachometer lead [The (-) post on your ignition coil(s) is a convenient location.]
4. Connect the leads from eMonitor to the leads you have identified on your motorcycle.
5. Secure all wires to the frame of your motorcycle or existing wiring harness with cable ties.
6. Reconnect your battery leads.
7. Test eMonitor.

A word about the crimp-on connectors supplied with eMonitor:

These connectors are called T-Taps, and are the most convenient and secure way to “tap” into an existing wiring system. No cutting of the existing wiring is required, and no stripping or soldering or taping is necessary. An extra connector is supplied with the kit in the event of an installation error. If extra connectors are required, please contact your dealer.

Please note: The T-Taps provided are manufactured by 3-M, are of very high quality, and have UL approval. Please do not confuse these with cheap imitations, which can cause intermittent connections.

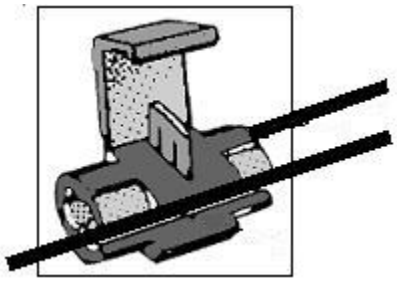
Of course, you may also install eMonitor with soldered connections. The choice is up to you.

Detailed installation instructions:

ENSURE THAT ALL WIRES ARE ROUTED AWAY FROM HOT SURFACES.

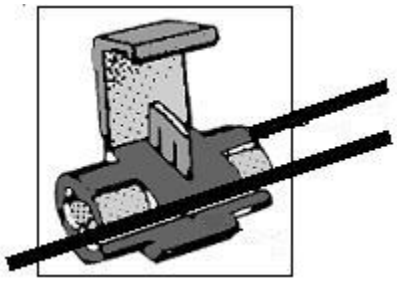
1. Connecting the OIL PRESSURE SWITCH lead.

- Place the connector over the existing OIL PRESSURE SWITCH lead so that the wire fits into the slot in the front of the connector.
- Place the **YELLOW** wire from eMonitor into the hole at the right rear of the connector.
- Using pliers, squeeze the metal blade into the connector body until it is flush with the surface of the connector.
- Close the hinged cover until it latches in place.



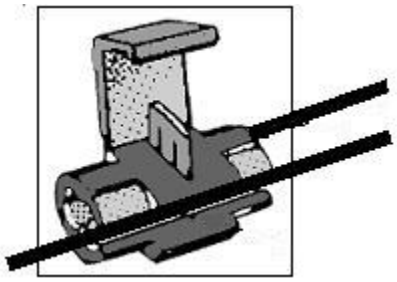
2. Connecting the TACHOMETER lead.

- Place the connector over the existing negative (-) coil lead so that the wire fits into the slot in the front of the connector.
- Place the **VIOLET** wire from eMonitor into the hole at the right rear of the connector.
- Using pliers, squeeze the metal blade into the connector body until it is flush with the surface of the connector.
- Close the hinged cover until it latches in place.



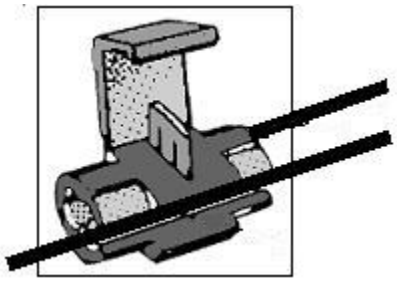
3. Connecting the BATTERY lead.

- Place the connector over the existing positive (+) coil lead so that the wire fits into the slot in the front of the connector.
- Place the **BROWN** wire from eMonitor into the hole at the right rear of the connector.
- Using pliers, squeeze the metal blade into the connector body until it is flush with the surface of the connector.
- Close the hinged cover until it latches in place.



4. Connecting the GROUND lead.

- Place the connector over an existing ground lead so that the wire fits into the slot in the front of the connector.
- Place the **BLACK** wire from the eMonitor into the hole at the right rear of the connector.
- Using pliers, squeeze the metal blade into the connector body until it is flush with the surface of the connector.
- Close the hinged cover until it latches in place.



Testing eMonitor

eMonitor has been completely tested at our plant. However, it is necessary to test the installation to be sure that eMonitor has been properly installed.

Step 1:

- Switch on your motorcycle's ignition. Do not start the motorcycle at this time.
- eMonitor will sound, and indicate the condition of your battery.
- If your battery passes the test, eMonitor will sound a single tone for one second.
- If your battery has not passed the test, eMonitor will sound three falling tones.
- If eMonitor produces either a single tone or three tones, it has passed the test.

Step 2:

- Your ignition switch should still be in the “on” position, and your motorcycle should not be running.
- Confirm that your oil pressure light is lit, indicating that you have no oil pressure because your engine is not running.
- eMonitor will not sound an alarm.

Step 3:

- Start your motorcycle, and allow it to idle.
- Confirm that your oil pressure light goes out after a few seconds.
- Use a jumper wire or screwdriver blade to short the connector at the top of your oil pressure switch to ground.
- Increase the speed of your engine to approximately 1000 rpm.
- Confirm that your oil pressure light is lit, indicating that no oil pressure is present.
- eMonitor sounds a steady alarm, indicating that your oil pressure failed while the engine is running.

This completes the testing. If any problems occur, please recheck your wiring, and verify that all connections are solid.

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Operating Instructions

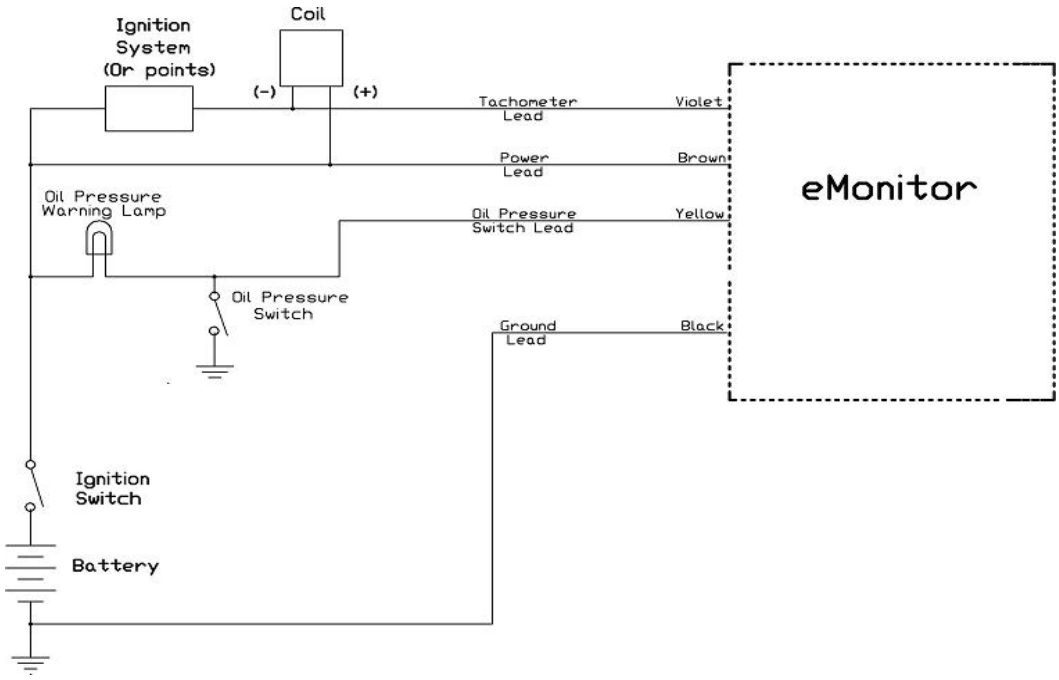
When you turn on the ignition, eMonitor™ performs a self-test and checks your battery's health.

If your battery is in good condition eMonitor sounds a single tone. If not, eMonitor sounds three falling tones, indicating that your battery may require service. If no tone is heard, eMonitor has failed its self test. Please contact us for a free replacement.

After your engine is started, eMonitor monitors your charging system and oil pressure switch.

- **I** f your charging system voltage is too high, eMonitor sounds three rising tones at increasing volume every minute until the problem is resolved or the engine is shut down.
- **I** f your charging system voltage is too low, eMonitor sounds three falling tones at increasing volume every minute until the problem is resolved or the engine is shut down.
- **I** f your oil pressure fails, eMonitor sounds a beeping tone at increasing volume until oil pressure returns to normal or the engine is shut down.

Wiring Diagram



Troubleshooting Hints

Battery Health:

eMonitor may indicate that your battery is not fully charged and requires service if:

- Your engine has not been started for several weeks.
  (Batteries discharge at a rate of 1% per day, or faster in hot weather.)
- Battery water level is low (Unless you have a “sealed” battery).
- Battery terminals are loose or corroded.
- Charging system is not functioning properly.
- Accessories have been added, and the charging system is unable to handle the load.
  (Passing lamps, radio/CB, intercom, GPS, electric clothing, heated grips, etc.)
- You have an accessory or an electrical problem that is drawing power from the battery
  when the ignition switch is in the “OFF” position, such as a clock, theft alarm, or radio.
- Your wiring is wet or corroded.
- Your regulator is defective.

Charging System Failure – Voltage is too low:
eMonitor may indicate a charging system failure and low charging system voltage if:

- Your alternator or regulator plug is disconnected or loose.
- Your regulator is not properly grounded. (Check mounting bolts.)
- You have faulty, loose, or corroded wiring or connections.
- You have added accessories, and the charging system is unable to handle the load.
  (Passing lamps, radio/CB, intercom, GPS, electric clothing, heated grips, etc.)

Charging System Failure – Voltage is too high:
eMonitor may indicate a charging system failure and high charging system voltage if:

- Regulator has failed or is not properly grounded.
- Battery water level is low (Unless you have a “sealed” battery.)
- Battery connections are loose.

Oil Pressure Failure: Warning – Loss of oil pressure can severely damage your engine in seconds!
eMonitor may indicate an oil pressure failure if:

- Oil level is low in tank.
- Oil line is crimped, blocked, or leaking.
- Oil pump has failed.
- Oil lines are crimped or leaking.

eMonitor Systems Terms and Conditions

Guarantee

The eMonitor™ monitor is guaranteed to be free from defects in workmanship and material for the life of the product. If a failure occurs, we will repair or replace it at our

discretion. A minimal shipping and handling charge will apply. eMonitor Systems will have no obligation to repair or replace a unit which has failed due to incorrect installation, misuse, or physical damage, or if the unit has been opened.

Returns

No returns are accepted after 30 days and all returned goods are subject to a 15% restocking fee as well as a charge for any damaged components, cut wires or missing items.

Contact us by mail, telephone, or e-mail before returning the eMonitor Monitor. We will issue a Return Authorization number, and provide instructions for packaging and shipping. Any unit shipped without a Return Authorization number will be returned.

Copyright

Liability

eMonitor Systems assumes no liability for any injuries or damages that result from the installation, misuse or failure of the eMonitor monitor.