

General Installation Notes

1. Seek professional advice before carrying out any work on your motorcycle that you are unsure of.
2. Disconnect and remove the battery before attempting any wiring work on your motorcycle. Always disconnect the negative terminal first and reconnect last.
3. Mount the **Easy Harness Stock** control unit in a suitable location away from any direct source of heat and water spray. Mount the unit vertically using the holes provided and with the wires exiting downwards. Do not over tighten mounting screws.
4. You **must** ensure that the correct fuses have been installed in supply wires in accordance with the wiring diagram on page 3. These fuses protect your control unit from damage should a short circuit occur.
5. Use suitable protection, e.g. grommets, where wires pass through bulkheads, frames etc.
6. An installation that does not require all the features that **Easy Harness Stock** provides must have unused wiring insulated. This is to prevent inadvertent connection to the motorcycle frame, other wiring or water. For this purpose we strongly recommend the use of adhesive heat shrink sleeving crimped at the open end.
7. Do not re-connect the battery until all wiring has been completed and checked.
8. Check and test all electrical functions prior to riding the motorcycle.

Specification

Electrical

| | |
|--------------------------|--|
| Power Supply: | Motorcycle 12 Volt DC battery system. |
| Current consumption: | 80 mA nominal. |
| Ignition output: | 10A. (500mA recommended minimum load). |
| Headlamp output: | 10A. (500mA recommended minimum load). |
| Indicator output: | 10A. (500mA recommended minimum load). |
| Horn output: | 10A. (500mA recommended minimum load). |
| Starter Solenoid output: | Max pull in current 25A. Max hold in current 5A. |
| | We can offer advice and technical solutions if your starter solenoid falls outside these parameters. |
| Module Wires: | Thin wall automotive cable manufactured in accordance with ISO 6722. |

Mechanical

| | |
|-------|--|
| Case: | Moulded from flame retardant ABS plastic (UL94V-0) There are no user serviceable parts inside |
|-------|--|

Warranty

We do not compromise on quality so why should you? **Easy Harness Stock** is covered for a warranty period of 12 months from the date of purchase. Subject to the terms listed below the warranty will provide for the repair of, or at the discretion of Battistinis, the option to replace a module which is identified as faulty or as a result of inferior workmanship or materials. Products over 28 days old may be replaced with a refurbished product.

- The warranty shall only apply to defects that occur within the 12 month warranty period.
- Proof of purchase is provided.
- The Easy Harness is returned to Battistinis or its agent as instructed.
- The warranty does not cover any defects caused by accidents, misuse, fair wear and tear, neglect, tampering with equipment, improper or inexperienced installation, or any attempt at adjustment or repair other than by Battistinis approved agents.

Further Information

If you would like further information on **Easy Harness Stock**, other Battistinis custom parts, bike builds, part builds, or would like to order a brochure, please contact us using the details below.

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Easy Harness™ Stock

Wired For Freedom!

Introduction

Thank you for purchasing **Easy Harness Stock**, another quality product from Battistinis, the UK's leading custom design house. **Easy Harness Stock** offers a simple but elegant solution to your custom bike electrical set up providing the interface between the rider and the bike's main electrical ancillaries as shown in the diagram on page 3. **Easy Harness Stock** is designed to operate with stock style handlebar switch gear (not supplied). These switches allow the **Easy Harness Stock** module to provide the rider with control of the following bike functions:



- Engine Start.
- Turn Signal Left.
- Horn.
- Engine Run/Stop.
- Turn Signal Right.
- Headlamp Hi/Lo Beam.

How to Wire Stock Style Switches.

The **Easy Harness Stock** switch wires (Wire ID's 11,13,14,15,16 & 17) must be connected to the stock style switches in the following manner.

Start, Horn, Turn Signal Left and Turn Signal Right Switches.

The appropriate switch wires must connect to ground (chassis) when the switch is pressed.

Engine Stop Switch

With the engine stop switch in the "Run" position the Switch 4 wire (ID 15) should connect to ground (chassis).

Lights Switch

With the lights switch in the "Hi" position the Switch 6 wire (ID 17) should connect to ground (chassis).

Switch Operation

The stock style control switches will operate in the following manner.



Engine Start Switch.

Press and hold to enable the starter solenoid, release on engine start. This switch is disabled when the "Engine Stop" switch is set to the "Off" position.



Turn Signal Switches.

Easy Harness Stock is supplied with automatic turn signal cancelling mode enabled but can easily be reconfigured to manual only turn signal cancelling. (See below).



In automatic mode, momentarily pressing either turn signal switch will activate the appropriate turn signal. The turn signal will automatically cancel after 10 flashes. During these 10 flashes you can choose to manually cancel the signal by pressing the same switch again. Pressing the opposite turn signal switch will automatically cancel the current turn signal and activate the opposite turn signal. Pressing and holding a turn signal switch prevents the signal from automatically cancelling until the switch is released.

In Manual only mode the indicators do not automatically cancel after 10 flashes. In this mode momentarily pressing either turn switch will activate the appropriate turn signal continuously. Press the same switch to cancel the turn signal. Pressing the opposite turn signal switch will automatically cancel the current turn signal and activate the opposite turn signal.

Changing Between Auto & Manual Only Turn Signal Cancelling

You can toggle between automatic and manual cancelling by using the following procedure:

1. Set "Engine Stop" switch to the "Off" position. Ensure you have done this before proceeding.
2. Switch Ignition on.
3. Press and hold the engine "Start" switch until you hear a short confirmation blip from the horn. (This will take approximately ten seconds to occur).
4. Turn Ignition Off.

You have now changed between Automatic and Manual turn signal cancelling. Follow the same procedure to change back.

Hazard Warning Signal

You can enable the Hazard Warning Signal by pressing both turn signal switches at the same time. The Hazard Warning Signal will continue until both switches are pressed again or the ignition is turned off. Note that the Hazard Warning Signal does not auto cancel.

Horn Switch.
Press to sound the horn.

Headlamp Hi/Lo Switch.
Pressing this switch will toggle the headlamp between Hi and Lo beam. In our diagram the lights are switched on when the ignition key is set to the 3rd position.

Engine Stop Switch.
Set to the "Run" position to start and run the engine. Once started, the engine can be stopped by setting the switch to the "Off" position. In the Off position the supply to the ignition circuit is cut and the Engine Start switch is disabled.

Installation

The following table and diagram provide information to enable the competent installer to carry out a successful installation. The information should be used in conjunction with the General Installation Notes and Specifications found on the back page of this booklet. **In particular we draw your attention to note 4 regarding the importance of fusing your unit correctly.**

If you are at all unsure about your wiring skills, or any other aspect of the installation, we strongly recommend you seek the advice of a qualified automotive technician before commencing any work.

| Wire ID* | Colour | Tracer | Function | Notes |
|----------|--------|--------|---------------------|---------------------------------------|
| 1 | Pink | NA | Ignition Supply Out | Feed to Coil / Ignition Unit |
| 2 | Green | NA | Starter Solenoid | Feed to Starter Solenoid |
| 3 | Red | NA | Ignition Supply In | From Battery +12V via 30A Fuse |
| 4 | Purple | NA | Indicator Left | Feed to Turn Signal Left |
| 5 | Brown | NA | Indicator Right | Feed to Turn Signal Right |
| 6 | Red | Green | Auxiliary Supply | Module Aux Positive Supply |
| 7 | Yellow | NA | Headlamp Hi | Feed to Headlamp Hi Beam |
| 8 | White | NA | Headlamp Lo | Feed to Headlamp Lo Beam |
| 9 | Blue | NA | Horn | Feed to Horn |
| 10 | Red | Black | Headlamp Supply | From Ignition Key Switch 3rd Position |
| 11 | Purple | White | Switch 1 | To Turn Signal Left Switch |
| 12 | Black | NA | Ground | Module Negative Supply |
| 13 | Green | White | Switch 2 | To Start Switch |
| 14 | Blue | White | Switch 3 | To Horn Switch |
| 15 | Black | White | Switch 4 | To Engine Run/Off Switch |
| 16 | Brown | White | Switch 5 | To Turn Signal Right Switch |
| 17 | Red | White | Switch 6 | To Lights Hi / Lo Switch |

*In the following diagram Wire ID's are drawn from left to right, 1-17.



Easy Harness™ Stock

Wiring Diagram

To be used in conjunction with table on P 2. Refer to P1 for information on wiring Stock Style switches.

