

INSTALLATION BULLETIN 1.14.05

Under the "MSU Loom" Installation Instructions, we state that you "need to mount the wheel-speed sensor by attaching the sensor bracket to a lower brake caliper bolt. This should be done on the rear wheel only".

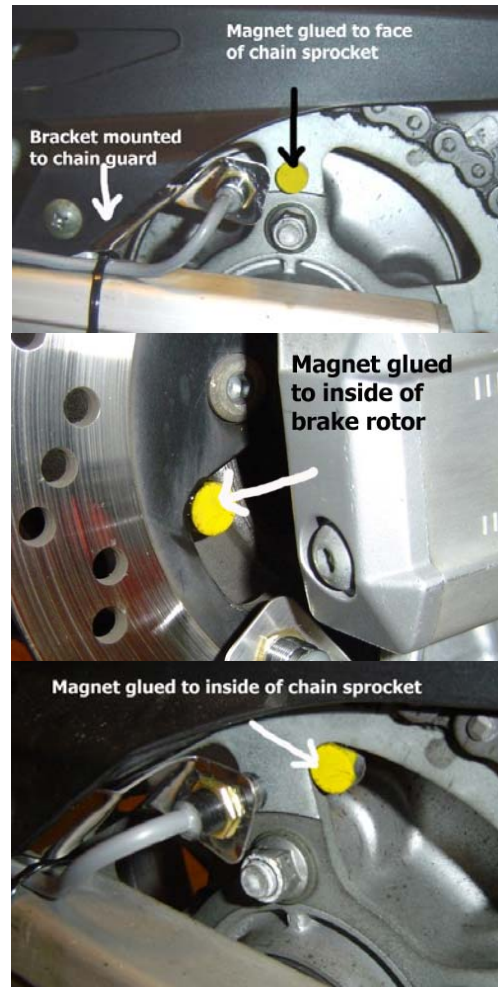
We have found that there may be alternative mounting places other than the rear caliper bolt. A few examples are:

1. A threaded hole on the swing arm typically meant for a pit stand mounting post. Even with a post attached, the bracket can often be "sandwiched" in between the swing arm and the post.
2. The chain adjuster bolt on certain models.
3. Any other logical and reasonable attach point that will NOT interfere with the proper operation of the brakes; HOWEVER, we do NOT recommend using a caliper bolt on a "floating caliper"-type system.
4. The front wheel will also work in cases where the rear wheel will not.
5. See photos for more magnet and sensor install solutions.

In ADDITION, it is possible to mount the wheel speed sensor on the other side of the rear wheel and attach the magnet on the face of, or inside the drive chain, inside of the chain sprocket. (see photo). In this case, you may either use the threaded wheel speed sensor supplied with MC1, or the alternative SURFACE MOUNT (SM) wheel speed sensor, available by contacting technical@sportvue.com. Certain applications, such as shaft drive motorcycles, may be better suited to the SM sensor. We also can provide a smaller magnet that may be easier to mount in tight space applications. Here are a few other suggestions for wheel speed sensor mounting:

1. Try each of the supplied brackets. One of them may have to be bent or twisted 90 degrees to work. This is easy to do with a vise and pliers, as it is soft stainless and will form relatively easily.
2. We have also supplied a Pressure Sensitive Adhesive mount for the threaded sensor. Be certain to clean the area thoroughly with the alcohol swab and use the supplied tie wraps to secure the sensor.
3. The important detail is to insure that the magnet comes within .200" of either sensor once each revolution.

FOR FURTHER INSTALLATION UPDATES AND INFORMATION, GO TO WWW.SPORTVUE.COM/SUPPORT

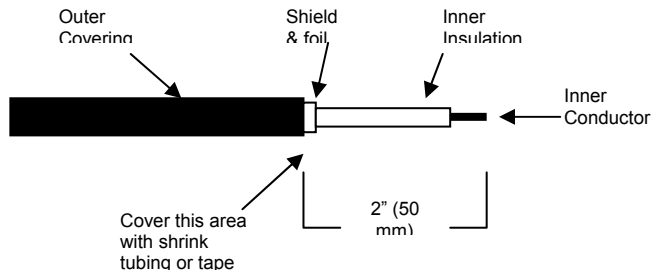


INSTALLATION BULLETIN 1.09.05

The RPM Sensor Wire in the SportVue MSU Loom is a shielded cable, not a simple single conductor. We recommend that you simply coil the excess cable and secure it with tie-wraps if it is too long. If you find that you must shorten it for your application, carefully follow this procedure:

CAUTION: If you do not perform this modification correctly, you may damage your motorcycle ignition system or cause the motorcycle to not run.

6. Carefully measure how much cable you need to reach the connection point on your motorcycle. Be sure to include enough extra for insertion into the PosiTap connector.
7. Make sure that there is no power applied to the MSU.
8. Cut the RPM Sensor wire with sharp diagonal cutters.
9. Carefully remove 2 inches (50 mm) of the outer cable covering to expose the shield.
10. Carefully cut back the shield and foil layer even with the outer covering, exposing the inner insulation only.
11. Strip the inner wire to expose approximately ½ inch (13 mm) of the inner conductor.
12. Cover the ends of the outer covering and shield with a 2 inch (50 mm) piece of shrink tubing. If shrink tubing is not available, wrap the area with electrical tape for 1 inch (25 mm) either side of the cuts.
13. The RPM Sensor Cable is now ready to be connected to your motorcycle cam or crank sensor lead.



INSTALLATION BULLETINS

Important information regarding the installation of SportVue MC1 - Please read before installation

INSTALLATION BULLETIN 3.1.05

On occasion with certain motorcycles, it is possible that your bike has sent an errant RPM "spike" to the MSU. If the RPM bar graph only registers a few bars, yet the speed and gear are correct, use the following procedure to reset the RPM learning mode:

- a) Turn the HMD unit ON and place the helmet on your head.
- b) Turn off the motorcycle ignition
- c) While holding down the "B" button on the MSU, turn the motorcycle ignition ON, the display will show "SETUP", release the button, it will now show "GEAR".
- d) Push the "A" button repeatedly, until you see "RSTRPM".
- e) Push the "B" button once, firmly. You will see "DONE" to verify that the RPM has been reset.
- f) Push the "A" button to go to "EXIT"
- g) Push the "B" once again to return to normal operation.
- h) Turn the ignition off and then start the engine.

The display should now show a higher RPM reading until it "learns" your bikes RPM again. Each time you rev the bike, the top of the bar graph will represent the highest RPM seen to date. Each time you rev the bike higher, the bar graph will learn the higher limit and show that as the max RPM until you manually reset it, using the above procedure.

V1.2 3-1-05