



For more information, see the complete webBikeWorld.com review and photos of the [Cyclone 866F motorcycle alarm](#).

INSTALLATION TIPS – KAWASAKI Z1000

For those not familiar with the under-seat construct and layout of the electrical management system that resides under the removable brackets, the following point form instructions are provided for information. The instructions are not exhaustive but should provide some additional guidance as needed:.

NOTE: Use with caution; your Z1000 may be different, depending upon build date, modifications, etc. We can assume no responsibility for the use or misuse of these instructions – they are for guidance only. Publication Date: May 16, 2008.

Disassembly

- Rear pillion seat section - remove the rear seat section via the key lock
- Rider pillion seat section – use the wire toggle that is part of the rear seat bracket assembly (look for the small yellow plastic guides) to release the rider seat section
- Rear seat bracket removal (four bolts)
 - first remove the retaining bolt that secures the left side panel (plastic) to the frame and carefully pull out the back end of the panel from its pressure fit plug
 - carefully pull the panel to the left – this provides access to the single left side bracket mounting bolt: the right hand side bolt is visible
 - remove the remaining three bolts
 - the helmet cable bolts that are part of the rear seat bracket assembly do not need to be removed
 - lay the rear seat bracket off to the left side of the motorcycle letting it hang by the release cables (make sure you protect other surfaces)
- Remove the gull-wing plastic trim plate that is installed between the two brackets
- Remove the rider seat bracket, it is secured with two bolts, both visible – it can be laid off to the right hand side of the motorcycle
- Disconnect the master ground harness that runs across the battery
- Disconnect the negative terminal

- Disconnect the positive terminal
- Locate the following
 - Fuse Box 2 – multi-fuse housing next to rear right frame and snuggled up with the coolant overflow hose
 - Main Relay Box (houses the 30A main fuse and the main starter relay) and is located between the main ECU module and the right side frame tube (directly under the rear seat bracket)

Alarm System Installation

- Connect the Cyclone 866F alarm kit as per the provided installation guide, referring to the connection information provided below
 - Red lead – to positive terminal of battery using supplied end-connector
 - Black lead – to negative terminal of battery using supplied end-connector
 - Blue lead – tapped into main power lead (thick brown wire) from Fuse Box 2 (multi-fuse box at rear of under-seat area) using supplied Posi-Tap connector
 - Green and White leads – provides the switched circuit for immobilizer use. The correct Yellow/Red (Y/R) wire was located at the Relay Box that is housed as part of the Main (30A) Fuse circuit. This Y/R wire is cut and the Green and White leads connected to each half respectively using the supplied Posi-Lock connectors
- Test all connections and conduct the installation guide tests before final installation and routing of all wires is undertaken
- Mounting the main module
 - while the alarm module and any optional components (Paging System) can be horizontally strapped to a bracket or frame tube, for maximum effectiveness the system should be as horizontal as possible – this also provides a more secure mounting, mitigating failure issues down the road
 - a simple and lightweight bracket can be easily produced by using an light steel or aluminum plate measuring about 45 x 125mm (1¾ x 5 in) - a deck tie plate from Home Depot (PN 044315831003) was used and bent along the lines marked in the picture – it is simple, but effective.
 - mount the alarm module to the horizontal deck and vertical side of the bracket with industrial strength Velcro as shown in the picture
 - make sure the alarm module is mounted face (siren) up – this provides an optimal environment for the siren and provides access to the two shock sensor adjustment POTs



- connect the main 5-pin (alarm) and the smaller two-pin (LED) connectors and, if present, the optional pager antenna unit, before securing the bracket assembly
- drill a mounting hole in the top horizontal bend of the fabricated bracket and with a 5 mm bolt, install the assembly on the hanger post located on the front frame tube (just above the air box intake)

- Pager Antenna Unit – if you have the optional Pager Antenna Unit
 - disarm the system
 - plug the pager antenna unit into the available connector that is part of the alarm system harness
 - test for functionality per the installation instructions before mounting the antenna unit permanently
 - secure the antenna unit using the provided two-sided tape to the left or right frame tube

- The provided Posi-Lock and Posi-Tap connectors will allow all necessary connections to be made. To reduce the possibility of system failure, connections can be soldered and sealed appropriately. However, the Posi-Lock connectors are typically fail-proof if used correctly.

- The main 5-lead connector is waterproof, but the smaller two-pin connectors are not – appropriate measures should be taken to protect them to the extent needed by use of heat-shrink, electrical tape or silicon seal, etc.

- If desired for work purposes and to protect everything, all three side panels on each side can be removed – they are secured with a combination of bolts and pressure fit plugs and must be removed carefully to prevent damage.

Assembly

- With the alarm installation complete and mounted securely, reassemble the necessary components
- Make sure that all connectors, fasteners and bolts are properly secured and as applicable, torqued to the right specification
- Read the Owners Guide and as needed, keep the Quick Reference Guide, found in the back of the Owners Guide, handy...