

Instruction Manual MULTIVIEW

Exclusion of liability

THE MIRROR HOUSING AND ALL OTHER DELIVERED PARTS MUST NOT BE OPENED OR DISMANTLED. IN CASE OF NON-COMPLIANCE ALL GUARANTEE CLAIMS BECOME INVALID. THE MANUFACTURER ACCEPTS NO LIABILITY FOR DIRECT OR INDIRECT DAMAGE OR SUBSEQUENT DAMAGE OF ANY KIND RESULTING FROM THE USE, INSTALLATION OR CONNECTION OF THE INSTRUMENT, THE SENSORS OR OTHER DELIVERED EQUIPMENT. THIS EXCLUSION OF LIABILITY PARTICULARLY INCLUDES DAMAGE TO PERSONS, MATERIAL LOSSES AND FINANCIAL DAMAGES. THE USE OF THE DEVICE IN AREAS OF PUBLIC TRAFFIC IS UNDERTAKEN AT THE USER'S OWN RISK.

ATTENTION! **OBJEKTS IN THE MIRROR ARE CLOSER THAN THEY APPEAR.**

Installation

The instrument connection cable is routed through the mirror ball head. Please attend following important details:

- **NO TRACTIVE FORCE MUST ACT ON THE CONNECTION CABLE.**
- **THE MAXIMUM ROTATION ANGLE OF THE MIRROR BALL HEAD IN DELIVERED CONDITION AMOUNTS ONE (1) ROTATION (360°) IN CLOCKWISE DIRECTION AND ACCORDINGLY ONE (1) ROTATION (360°) COUNTERCLOCKWISE. IF THE BALL HEAD WILL BE ROTATED MORE THAN ONE REVOLUTION, THE CABEL INSIDE THE MIRROR CAN SHEAR OFF AND CAUSE A SHORT CIRCUIT OR LEAD TO A FAILURE OF THE INSTRUMENT.**

Mark the position of the ball head in delivered condition with a marker pen. Lead the end of the connection cable through the tapped hole of the mirror arm. Hold the ball head at the spanner flat by using a 10mm spanner wrench. Screw the mirror arm at the ball head. Pay attention to keep the ball head in its position – **don't rotate the ball head**. Tighten this connection. Place the mirror with the mounted arm at its mounting position on the bike. Rotate the mirror slowly and carefully to its approximate position. Tighten the outer nut that a movement of the ball head is slightly possible. Therefore use a 24mm spanner wrench.

Handlebar installation

The mirror arm is delivered with a screw and a spacer. Use the spacer if you have a choke lever that need to shift the mirror arm position. If you don't use the spacer, you have to shorten the screw. If the mirror arm with mounted spacer still collides with choke lever, relocate the clutch control in direction handlebar centre.

Front fairing installation

If your OEM mirror needs a rubber base, you have to use this part again. Additional needed installation parts are scope of delivery, otherwise the original bolts and nuts have to be used again. Symmetrical sockets have to be mounted that the screw which is used as axis for the mirror arm is directed from rear to front in driving direction. Asymmetric sockets are marked at the bottom with an arrow in driving direction, as well as a marking for the left and right side. If two - part sockets are used, the bottom part has to be mounted as first. Afterwards the upper part will be mounted with two screws. During mounting the mirror arm observe that the lock washer together with the mirror arm will be feed in the way that the round side of the lock washer shows in upside direction. After this the screw which is the mirror arm axis will be carefully feed into the socket and is tightening softly. If you like to adjust the mirror arm angle, please loosen the screw only as much the lock washer release the arm rotation.

Installation at handlebar end

All mirrors which are made for installation at the handlebar end are suitable for steel handlebars with a diameter of 22mm or 1inch. The handlebar dampers are ready for installation. They will be pushed into the handlebar end after the mirror arm is mounted at the handlebar damper. Afterwards the screw inside the damper will be tightened until the mirror arm with damper is locked in its position.

Adjusting the mirror

Sit on your bike and adjust your mirror. If finished tighten all mounting screws. If the mirror became loose during driving, tighten again the outer ball head nut by using a 24mm spanner wrench.

Cable laying

Drill a hole with 3,2mm diameter into the small black plastic plug which comes with the mirror arm. Pull the plug over the connection cable and press the plug into the mirror arm thread. Before routing cables look for suitable cable paths. The cables should be as far away as possible from hot parts of the engine. Look for a suitable place for the respective cables to meet with their plugs and for the plugs to be connected with one another. This is usually in the headlight housing or somewhere below the gas tank. Lead the cable along the nut in the mirror arm. Fix the cable with instant adhesive in the nut. Make sure you take note of the required lengths of cables before cutting them for best fit. It is important here to consider the full lock of the handlebars as well as the front and rear wheel travel. All cables should be routed free of kinks and should not be subject to any tension. In addition, the cables have to be properly isolated, especially in places where mechanical wear can take place. For fastening the cables we recommend cable ties of synthetic material.

Connection and programming

Connect and programme the device as described in the additional instruction manual „motoscope mini“.