

INSTRUCTION MANUAL and WARRANTY



Super Pro AVi - Kit 300

It is **very important** that you fully read and understand all of these instructions before installation and use.

This system is designed for domestic motorcycle use ONLY.

Kit 300 includes:

1006 Super Pro AVi (main control unit)

1155 Complete riders headset type B

1149 Background noise sensor

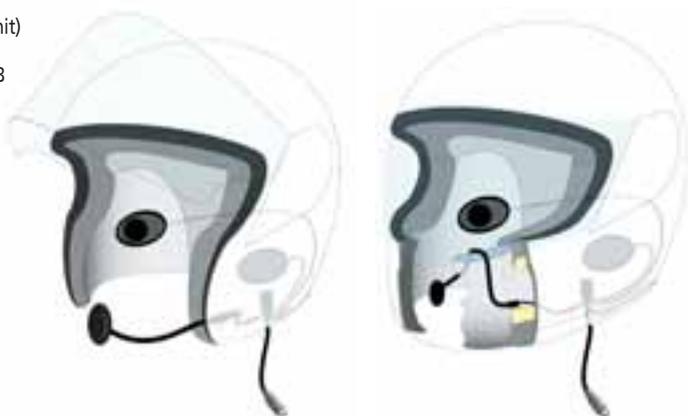
1179 Rider extension lead

1238 Standard phone lead

1307 Standard music lead

1528 Bike fitting kit

Full Instruction Manual



CONGRATULATIONS

Thank you for choosing Autocom. Your Super Pro AVi is designed, built and fully tested to provide you with many years of very high quality use and performance if installed and used as described in these instructions. Please take time to read and understand these instructions and feel free to ask your Autocom dealer or call our help line if anything is not perfectly clear and understood. Telephone: +44 (0)1926 431249 (UK)

SAFETY TIPS

It is very important to properly set up and use these products as designed. Please do not make any modifications or try to use your system with any non recommended products or in any other way than described. **DO NOT CUT OR MODIFY YOUR HELMETS.**

It is common sense and the law in some countries that the rider of a vehicle be in control at all times, which includes the ability to hear other road users warnings. As such the rider should not have the music volume so loud as to prevent this. **Safety** should always be your first priority and is ultimately the responsibility of the rider. Mounting the system on the bike is normally safer than having it on your person. Make sure that the quick release connectors are free to quick release in the event of an emergency. Do not fix or tape them together. You should only make adjustments while stationary, never while in motion. **Always focus your attention to riding and safety** and do not use the system in such a way as to interfere with this. The added ability to communicate with your passenger and/or other riders can improve safety, so become familiar with using the system to provide good advice and/or warnings etc.

OVERVIEW

Super Pro AVi is normally sold as **Kit 300** (solo) which includes a three part rider's stereo headset consisting of, a main headset speaker harness, plug-in boom microphone and a special plug-in background noise sensor (BGNS). You also get a rider's headset extension lead, the main control box with built in power lead, standard phone and stereo music leads, plus a fitting kit that includes various parts to aid most typical types of installation.

Your **Super Pro AVi** is factory set and so all you need do is install the headset/s and power the main unit to enjoy. If needed you can easily adjust each headset volume independently or fade the music between headsets, and in some cases you may need to slightly adjust the VOX control, but once you have done this the rest is automatic and stunning.

If you know what you are doing, installing the main unit on a typical bike will take about 30 minutes and each headset into a typical helmet takes about 5 to 20 minutes each, so on average about 1 hour in all, yet on some bikes say with built-in stereo music systems that you want to wire into, installation may take an experienced fitter 2 to 5 hours and an inexperienced fitter may well need the best part of a day. To help with this we are developing a range of helpful kits designed for specific bikes to make installation much quicker and easier, and wherever possible plug and play so please ask your Autocom dealer about these.

The control box is a specialist high quality audio/communications hub, allowing a rider, to interface with one or two mobile phones, one or two stereo music sources, GPS and/or radar detector, bike-to-bike radio, and/or a passenger etc simply by selecting the optional parts to suit your specific needs. It is designed and sold this way to save you costs as to include all possible parts/options for every potential way it could be used would not be practical or cost effective. Your Autocom dealer should be able to help you choose what parts you need.

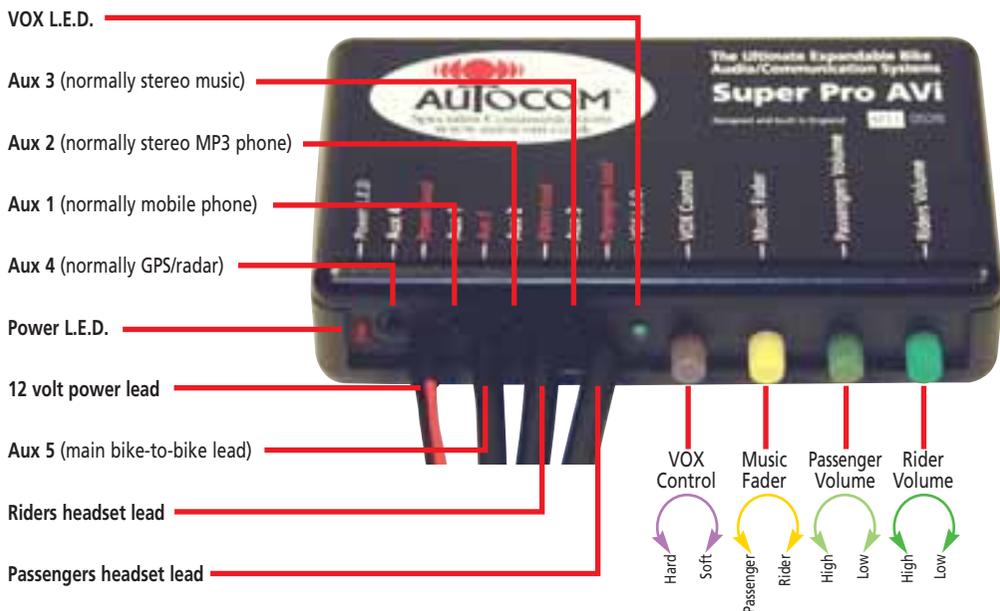
Autocom systems are track tested under extreme speed and noise conditions where they demonstrate highly effective performance. Each part is fully tested before it leaves the factory and set such that most users will simply connect up and use straight out of the box without the need to make any adjustments, however apart from the external adjusters for individual headset volume control, front rear music fader and auto VOX level preset adjuster there are also various additional internal adjusters so that you can set and programme the control box to work in various ways allowing for maximum flexibility, however it should be noted that some people may need a little more time or help to get used to the system and some of the learning curves in particular to the importance of correct microphone and speaker positioning and fine turning, so please be patient and if in any doubt do not hesitate to ask for help.

If your system is not performing as you would expect or as we claim it should then the most likely cause is incorrect installation or use, in particular microphone and speaker positioning. These instructions have been designed to try to help you get the most out of your system, but if it does not exceed your expectations then we want to help. You are welcome to visit our factory any time Monday to Friday 09.00 to 17.00, and Saturday mornings by appointment only. If you cannot get to our factory then please contact your local dealer or distributor, details available on our website: www.autocom.co.uk

We hope you like this product and enjoy it for many years to come as much as we have enjoyed designing and building it for you.

Tom Beman MD
Autocom Products Ltd





When the arrow pointers on the end of each control face towards the label it is set to the standard settings for used without earplugs, with music equal to both rider and passenger and automatic VOX on medium.

SUPER PRO AVi - MAIN CONTROLS

Independent Rider Volume Control

Colour coded (light green) for easy identification enables the rider to easily set the optimum volume for any conditions, including use with or without earplugs, or even custom moulded in-ear speaker (monitor type) earplugs.

Independent Passenger Volume Control

Colour coded (olive green) for easy identification enables the rider to easily set the optimum volume for any conditions, including use with or without earplugs, or even custom moulded in-ear speaker (monitor type) earplugs.

Front/Rear Stereo Fader Control

Colour coded (yellow), allows you to adjust the level of audio coming in on Aux 2 and Aux 3 (normally stereo music) between rider and passenger.

Automatic Full VOX Control (AF-VOX)

The Super Pro AVi is factory set to Automatic VOX operation. You can adjust the level of sensitivity of the VOX and the way it automatically adjusts by either the position of the background noise sensor within the helmet and/or with the VOX control knob on the front panel. There is an option to set the VOX to manual level control (better known to Autocom customers as preset and forget) however this adjustment is internal and so we recommend you consult your Autocom supplier for guidance before doing so.

Power L.E.D.

Provides visual confirmation of power on.

VOX L.E.D.

Aids correct VOX set up by providing visual confirmation of VOX activation.

There are various additional internal adjustment options that we recommend you consult your Autocom dealer or the www.autocom.co.uk website before attempting to do.

SUPER PRO AVI - CONNECTIVITY

Riders Headset Lead

1200mm long for connecting to the rider's headset.

Passengers Headset Lead

800mm long for connecting to the passenger's headset. (Option to plug in a 3rd headset).

Power Lead

For connection to the bikes ignition switched fused supply. (Optional two part power lead for mounting in tank bag etc).

Aux 1 Socket (3.5mm x 4 pole)

Normally used for mobile phone connection via the lead supplied. Also has switchable power output so that recommended optional plug and play Bluetooth phone adaptors can be used and powered directly via this socket. This socket can also be used to interface GPS, radar, bike-to-bike radio or record out using appropriate optional leads.*

Aux 2 Socket (3.5mm x 4 pole)

Has **automatic volume control** and would normally be used for MP3 stereo phone, stereo music, GPS, radar, bike-to-bike and/or record out using appropriate optional leads.*

Aux 3 Socket (3.5mm x 4 pole)

Has **automatic volume control** and would normally be used for main stereo music input but could be used to interface GPS/radar.*

Aux 4 Socket (3.5mm x 4 pole)

Would normally be used for GPS and/or radar but could also be used for VOX operated bike-to-bike and/or record out using appropriate optional leads.*

Aux 5 Socket (60° 5 pole din on fly lead) 300mm long

Would normally be used for a wide choice of bike-to-bike transceivers, but could be used to interface GPS, radar or record out using appropriate optional leads. This socket can power a range of recommended transceivers* and be used for VOX or optional PTT use.

Aux sockets 1, 2, 3 and 4

Can optionally be expanded for two or more connections each and have adjustable output levels.

* Please see matrix below for Functions and Extra Flexibility.

Functions						Extra Flexibility								
Super Pro Avi		Aux 1	Aux 2	Aux 3	Aux 4	Aux 5	Additional notes for connection	Additional notes for connection	Can be used for option 2	Can be used for option 3	Can be used for option 4	Can be used for option 5	Can be used for option 6	Type of connection
Input to		Normally mobile phone	Normally stereo phone	Normally stereo music	Normally GPS/radar	Normally bike-to-bike								
Rider lead	Rider speech	Affects	50% reduction	50% reduction	Auto VOX transmit	Auto VOX transmit	Power out			Optional for Bluetooth headset adaptor				Autocom 7 pin
Passenger lead	Passenger speech	Affects	50% reduction	50% reduction	Auto VOX transmit	Auto VOX transmit	Power out		3rd headset via optional Y lead	Optional for Bluetooth headset adaptor				Autocom 7 pin
Aux 1	Normally phone 1	Affects	100% cut input (over 100%)	100% cut input (over 100%)	Transmit cut	100% cut input (over 100%) plus cut VOX transmit	Switchable power out for Bluetooth phone adaptor		Optional Bluetooth phone adaptor		GPS/radar	Bike-to-bike	Record out	3.5mm 4 pole
Aux 2	Normally MP3 phone	Affects						Auto volume	Phone 2	Stereo music 2	GPS/radar	Bike-to-bike	Record out	3.5mm 4 pole
Aux 3	Normally stereo music 1	Affects					Switchable power out	Auto volume			GPS/radar			3.5mm 4 pole
Aux 4	Normally GPS/radar	Affects	Swt 0-50% reduce	Swt 0-50% reduce								Bike-to-bike	Record out	3.5mm 4 pole
Aux 5	Normally Bike-to-bike	Affects	50% reduction	50% reduction			Power out				GPS/radar		Record out	Autocom 5 pin 60° din
Adjustable outputs		Yes	Yes	N/A	Yes	Yes								

GETTING STARTED

Having read this manual completely and checked any questions with your dealer, you should now be ready to do a pre-installation test, followed by main control box and headset installations and then final setting up and check.

Pre-installation test

Before fully installing your **Super Pro AVi** on your bike or in a tank bag etc, carefully think it through. It is easy to do a complete installation only to then find a problem and not know the cause or how to resolve it. However, if you follow these instructions you should find and cure any problems before and/or during the installation meaning you only need to do it once.

Please note that **Super Pro AVi** is splash resistant; it is designed not to be completely sealed so as to allow it to breathe. It is however internally protected from damp and the odd splash so please consider its location carefully in order to help prevent excessive water contamination. For example, do not position it where water will be forced in under pressure, such as in the front of the bikes faring, or under a wheel arch etc. Look for locations say under the seat or in a tank bag or wherever you are sure it will not get soaking wet. Of course reasonable care should be taken when washing the bike especially if you use a jet wash. You may cover the control box with a bag etc when washing, but ensure the unit can breathe or you may cause damage if it is allowed to build up excessive condensation.

Lay all the parts out where you think you would like them to go either on the bike where it will least get soaking wet (normally under the seat near the rear light cluster) or perhaps in your tank bag (if you have the optional two part power lead). Think about where the cables will run trying to avoid areas of potential electrical interference, such as HT leads and voltage regulator (normally a metal finned box bolted to the bikes frame) and areas of high heat such as engine and exhaust systems.

Typically if mounting the control unit under the seat the riders lead will come out between the seat and tank (or optionally from the tank bag), and the passenger lead near to the rear of the seat, often close to the passenger grab handles where fitted. Remember this is **only** a trial fit at this stage. When you think you have it all figured out, temporarily connect the 12 volt lead to a recommended fused ignition switched supply.

CONNECTING THE POWER LEAD TO THE BIKE

Normally you will connect the **black (negative)** wire directly to the battery negative terminal using the crimped eyelet supplied as this is the best earth on the bike. Not using the battery earth is the most likely cause for interference issue. Connect the **red (Positive)** wire to a recommended, switched ignition, fused supply, such as the positive feed to the tail lights, or rear brake light switch and solder the joint. Always ask your bike dealer if you are not completely sure. Please note that you can split the red and black power cable as required and cut them to length but don't do this until you make the final connection. **Do not connect to the brake light circuit if your bike has ABS braking and/or a brake light failure warning system** (consult your bike supplier/ manufacturer for approval before connecting to any ABS brake light circuit or bikes that have CANbus). If connection to the brake light circuit is not recommended, please use some other recommended fused/ignition switched 12 volt supply, such as the rear tail light live feed or any other recommended point.

Always solder joints wherever possible, as this provides a more professional and reliable connection. **Do not use quick connectors like scotch-locks etc. These are nearly always unreliable and most bike manufacturers condemn their use, which may also affect the bikes warranty.** You will notice the supplied fitting kit includes items which will assist in installation (e.g. tie wraps, insulation amalgamating tape to cover the soldered positive joint, (again don't use this for the pre-install test) a crimp type eyelet for connection to battery negative terminal, Velcro to fix the control box and if required also speakers into helmet). Also consider our optional part 1546 which can help with some installations. For added safety and protection the system has **reverse polarity protection**, which means that it reduces the risk of damage if you accidentally wire the power lead the wrong way around, however, the unit will not function unless wired correctly. The system also has **short circuit and thermal overload protection**. This means that the unit will automatically shut down in the event of being overloaded e.g. incorrect transceiver used or improper connections.

FIRST TEST

With the main unit in position and ready to power assemble the headset by plugging in the boom microphone and background noise sensor and then connect this to the headset extension lead and plug this into the rider's lead of the main control box. If possible also have a stereo system playing and plugged into the Aux 3 socket using the music lead supplied and the optional passenger headset if you have chosen one. Make sure that the music fader is in the central position (i.e. pointer facing the label).

Start the engine (**in a well ventilated area**) (power L.E.D. should be lit) and wait about 20 seconds and you should hear music through the headset speakers but if not or it is low please check that the music system is plugged in properly and switched on and the volume level is adjusted to about the mid position making sure you are plugged into the headphone socket and not a line out socket of the stereo system. Hold the speakers over your ears and do not worry if the music volume is a bit low as it is being compressed by the automatic volume control circuit (as you are stationary) and you can test this now by blowing hard while making a low frequency growling sound into the background noise sensor (BGNS) which will make the music volume suddenly rise and then automatically drop back down soon after stop blowing/growling.

If you position the beige side of the microphone so that it is touching your lips and project your voice positively through it, as if to someone say 15 feet (5 meters) away, you should hear the music level reduce by about 50% and your voice will be heard through the speakers, (note the **side-tone** lets you hear your own voice through your own speakers which helps you to speak at the correct level). Note the VOX L.E.D. lights up. When you stop speaking the VOX will automatically 100% cut the microphone/s and return the music back to its original level. (VOX light goes off) if you have an optional passenger headset and lead you should also plug this in to the shorter passenger lead of the control box and test this as you have with the rider's headset for speech and music, remembering to vary the engine RPM while listening for any interference, noting that you have to blow on the riders BGNS in order to hear the music rise on both headsets. **Remember to always unplug any leads that are not being used.**

If you are planning on plugging in any other devices such as bike-to-bike, GPS and/or radar detector etc. or one of our special on-bike music interface leads, now is the best time to connect these up per their instructions and do a pre install test to make sure the sound is clean and clear with each product with the engine running at various RPM. **If you do this one item at a time** and check for any interference you will hear if any noise is introduced and which device/lead is the cause and so can relocate that part/lead so that the interference goes away. If it is all ok you are now ready for the next stage.

Top Tips

If while speaking into the microphone you gently move it about while it is just touching your lips you will discover a **loud spot** which produces the most sound level, also note how just a few millimetres (1/8") movement can effect the level of speech and so your ability to operate the VOX. This is because Autocom's microphones are true noise cancelling and so you must power your voice through one side only. If you do not use the loud spot the level of your voice will be reduced and so you will struggle to operate the VOX or hear at high speeds, especially when using high attenuation earplugs. It is therefore very important that you learn about and use this loud spot as the system is tuned to it. Consider that while you are stationary the automatic VOX level automatically drops to its lowest level and so it is at its easiest to speak to and activate. When out on the bike as you go faster the background noise sensor (BGNS) that is part of the rider's headset will detect increasing helmet noise and automatically adjust the VOX level higher to prevent the helmet noise from false triggering the VOX. Of course as the VOX level increases you have to speak louder in order to activate it, but you will do this automatically because as you go faster the helmet noise increases and so you will naturally and automatically speak louder to compensate. As the noise level increases so does your voice and so you should always be able to easily speak and operate the VOX **so long as you use the microphone loud spot.**

MAIN CONTROL UNIT FINAL INSTALLATION

Having already temporarily positioned and tested the system prior to final installation and moved any parts/leads where required, now all you need do is carefully fix everything into place including routing all cables remembering to avoid areas of high heat such as engine and exhaust system and also places of interference such as HT leads, spark plugs and regulator box etc.

Where you route the cables along the frame of the bike etc, secure them as required using tie wraps. **Care should be taken** to ensure that the cables cannot fall into the chain, wheel or foul the steering etc, or be trapped or crushed by the seat or body panels. If required use some hard packing strips either side of the cables to prevent damaging the cables at pressure points such as where the cables come from under the seat between the tank and body panels etc, if required bond the packing strips in place but only after you are sure of the final location. Avoid any sharp angles or edges, which may damage or cut the cables. Pay particular attention to the seat locking mechanism, which, if fouled could cause problems with removing the seat. When using tie wraps please be careful not to over tighten them, taking care to avoid brake-lines, breathers, overflow pipes etc. and when you cut the surplus off any tie wraps remember to cut short and square so that it reduces any sharp edges that may scratch you when servicing or washing the bike.

Top Tip

At various stages throughout installing the main control unit please run the engine at various RPM and check for interference. If it is all ok then proceed, if you have any interference at any point then back track and retest and if required relocate and/or reroute the main unit and/or leads as required.

Before installing your headset/s - **DO NOT CUT OR MODIFY YOUR HELMETS**

The standard headset supplied in the kit is for the rider and is designed to work in most full face, open face and flip front helmets. However they were not designed to work with $\frac{1}{2}$ helmets (chip style) which normally require a longer boom and perhaps some additional padding to mount the speakers over your ears. **Please note that open face and some flip front helmets will require the optional open face conversion kit (part 1198) to prevent direct wind blast.** Replacement consumable foam speaker covers (part 1197) and replacement consumable microphone coverings (part 1214) are available from your dealer. If your helmet has deep ear indentations and you need to pack your speakers out optional foam speaker pads, (6mm ($\frac{1}{4}$ ") part 1203 and (12mm ($\frac{1}{2}$ ") part 1204) are available from your dealer. If you wish to use in-ear speaker plugs (often referred to as monitor type earplugs) please see optional part 1187.

Part 1109 (Boom EUB) supplied with this kit is our most universal boom. Suitable for most full face, open face and flip front helmets.

Part 1110 (Boom ELB) is similar to our part 1109 but is slightly longer for very large heads/helmets.

Part 1111 (Boom EFFB) is a short boom designed to Velcro into the helmets chin bar (front fit). This can be useful in some flip front helmets and some full face helmets, but not normally suitable for open face helmets.

Avoid pressure directly to the front and back of the microphone covers. To move or adjust the microphone please hold it by the outer edges or rubber neck, making sure that the **beige side** of the fabric sits flat against your lips, then fine tune the positioning for the loud spot.

It is essential that you fully understand the importance of microphone and speakers positioning and just how much of a massive difference it will make to the overall quality and performance of your system. We have already mentioned the microphone loud spot previously on page 6, but speaker placement is just as important and it can sometime be as little as just 6mm ($\frac{1}{4}$ ") out of alignment or away from the ears that spoils the full potential of what is available to you.

We strongly recommend that you test the headset first while out of the helmet by holding the speakers firmly over your ears while listening to good quality music and getting someone to speak to you through the system either via your microphone or through the optional passenger headset if you have chosen one. If possible have some pretty loud noise going on in the background, perhaps a bike running or other noise even if it's just a very loud TV, Hi-Fi or vacuum cleaner etc, as this will help to show you an important principle. You will hear that with music playing through your headset speakers while held directly over your ears that you can hardly hear any of the noise in the background so long as you have your speakers firmly over your ears. If you lift the speakers away from your ears the sound level reduces as does the bass response and you will start to hear the background noise. It may take a little extra time and effort getting the speakers right in your helmet but as you can see (or will hear) it is well worth it for the extra quality and performance you gain. Please note; **that if you intend using earplugs then do so for this test**, bearing in mind that over attenuating earplugs (more than 25dB) may impair some of the speaker sound/quality. If the sound is not as good when you have installed the speakers inside your helmet then you need to fine tune their positioning.

HEADSET INSTALLATION

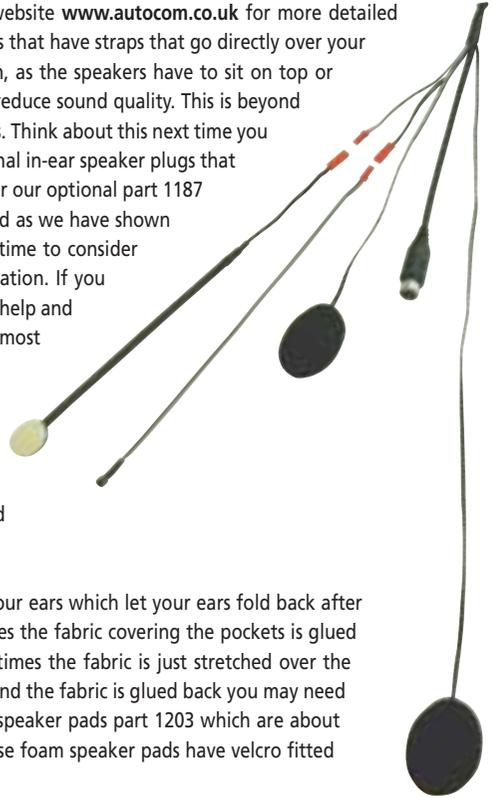
There are too many different helmets to be able to fully describe every possible installation and so these instructions are designed as a basic guide. Please see our website www.autocom.co.uk for more detailed helmet installations on specific helmets. Please note; helmets that have straps that go directly over your ears do not lend themselves for a good headset installation, as the speakers have to sit on top or behind the straps, which can make them uncomfortable or reduce sound quality. This is beyond our control and if our speakers do not fit then nor will others. Think about this next time you choose a helmet. You can overcome this problem with optional in-ear speaker plugs that can replace our standard over the ear type speakers. Consider our optional part 1187 for this. Some helmets do not lend themselves to be installed as we have shown and may require alternative methods, so please take some time to consider these basic principles and your helmet design before installation. If you are unsure then please contact your supplier or Autocom for help and advice. If your system is not performing as we claim, it is almost certainly due to incorrect installation and/or use.

Please study the helmet/headset illustrations on the front cover and page 9 to get the general idea for installing the headset into your helmet. Also note the illustrations on page 10 which show correct speaker and microphone positioning.

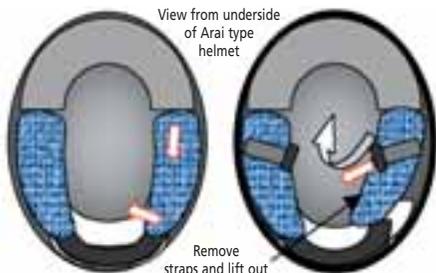
Most helmets have pockets (indentations) in the lining by your ears which let your ears fold back after they are folded over while putting the helmet on. Sometimes the fabric covering the pockets is glued back to the cheek pad forming a visible pocket and other times the fabric is just stretched over the pocket and not glued back. If the helmet has deep pockets and the fabric is glued back you may need to fit padding behind the speakers (like our optional foam speaker pads part 1203 which are about 6mm or ¼" and part 1204 which are about 12mm or ½") these foam speaker pads have velcro fitted so that you can velcro the speakers to them.

If the fabric is not glued back into the pockets forming a visible pocket then it is easiest to just velcro the speakers on top of the fabric which can often work quite well, however if you have time to install the speakers behind the fabric it makes for a much more professional semi permanent fitment which is normally much more comfortable. (This is normally how we would install the headset for you if you brought it to us). Put the helmet on and try to work out exactly where the centre of each **ear hole** is relative to the strap or any seams etc in the lining, and while doing this also try to find and mark the exact location of the centre of your lips inside the chin pad with the helmet sat in its natural position.

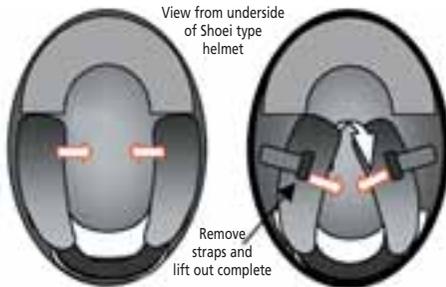
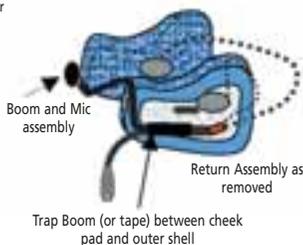
In order to be able to place the speakers behind the fabric you need to remove the cheek pads from the helmet. A few helmets have the cheek pads glued in but most are just a compression fit. Study the pictures on page 9 and you will see that typically most helmets have one of two principle designs. The most common seems to be three parts cheek and chin pads like the top left illustration on page 9, while some others have a one part cheek/chin pad like the one shown on the top right of page 9.



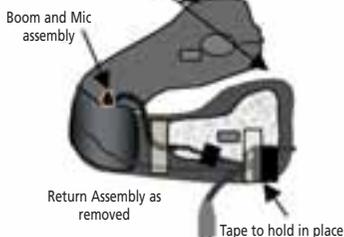
Basic principle of how most helmets are made, come apart and go back together.



The fabric is either taped or elasticated over the polystyrene and so it is easy to install the speakers behind the lining. Note that the wire should come out of the speaker towards the back of the helmet.



Peel back tape and lining. Slide Speaker inside pushing it right up to the strap hole



BMW System 4 Helmet Installation

Remove neck collar by pulling the back of the collar away from the helmet and slide both side guides out from retaining locators. Detach Velcro flaps (marked 'A' below) to expose the polystyrene ear cups.

Step 1

Thread boom (microphone first) under the chin strap but over the opened Velcro flaps (A). Locate speakers just below the polystyrene ear indents under the Velcro flaps (B).

Neatly tuck speaker cable under lining around the back of the helmet and below the neck collar retaining groove, out of sight (C).

Position headset down lead along the outer edge of the helmet under the Velcro flap. This may require addition Velcro to ensure security. Close the Velcro flaps and tidy.

Push the thin section of boom into the joint between the skull and cheek lining, under the chin strap. Locate the boom across the top of left hand cheek pad forming it to follow it's contours. Hold boom down firmly and secure in place with Velcro or a suitable sticky backed material (D).

Form boom so that microphone is situated in-front of and just touching your lips in the centre. Check that down lead and boom are well secured and wires are tidily tucked away. Carefully check the opening and closing of the front of the helmet does not snag the boom or down lead.

Test the headset and reposition microphone and speakers if required. Refit neck collar.

Please note that due to the design of this helmet, positioning of the speakers is limited and as such it may not be possible to position the speakers directly in line with your ears. If this is the case one cannot expect the sound to be good when using earplugs.

Viewed from underside of Helmet with chin bar open and neck collar removed

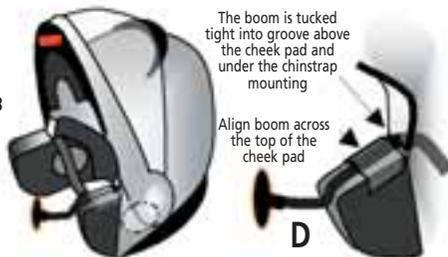
Step 2



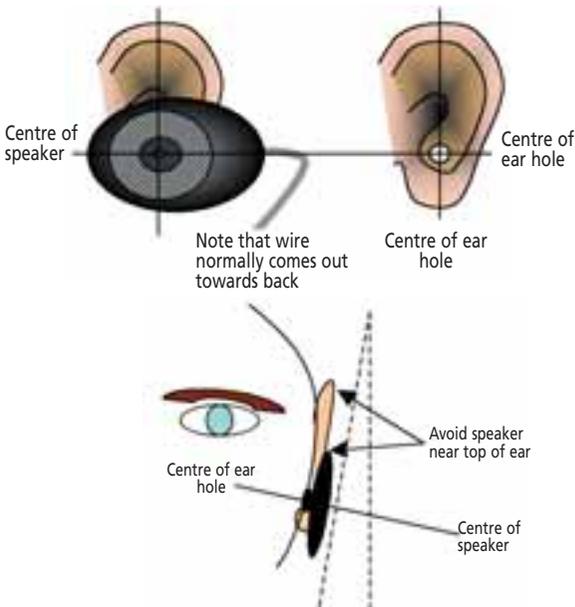
Fit speakers in the ear pockets under the velcroed flaps.

The boom is tucked tight into groove above the cheek pad and under the chinstrap mounting

Step 3



You must speak into the beige side of the microphone



Whichever helmet type you have **carefully** remove the cheek pads to reveal the back where the fabric is either glued back or taped back to the polystyrene. **Carefully** peel the fabric back **just enough** to slide the speakers into place (normally about level or just below the level of the hole for the strap and just behind the strap. Try to copy the illustrations on page 9.

If required use some double sided tape or some of the velcro in the kit to help anchor the boom and down lead in to the helmet.

Fitting the Background Noise Sensor (BGNS) within the riders helmet.

The BGNS is designed to pick up helmet noise and use this information to automatically adjust both the volume and VOX controls of your **Super Pro AVi**, independently of the main headset microphone/s.

Ideally you want to tuck the BGNS in between the lining and outer shell of the helmet, normally around the back of the riders neck area, so that it is visible but not hanging out where it may be damaged if accidentally caught or knocked. If the gap is tight then carefully use the blunt black plastic instrument supplied in kit 300 to help ease it in to place being careful not to damage the wire or BGNS and remember to plug the BGNS into the main headset harness. Avoid placing the BGNS too close to the speakers as loud music may affect the auto volume/VOX control and also avoid placing the BGNS too close to your mouth as this could cause the auto volume/VOX to rise when you are speaking.

Setting the Automatic volume Control

When your headset installation is complete turn the VOX control knob on the front panel all the way anti-clockwise to ensure that the VOX does not false trigger during this auto volume test, then using the music lead supplied plug a music system into Aux 2 or 3 and play some music at a comfortable level through the system while stationary. Ensure the music fader is central. Now go for a ride to see how the auto volume responds to varying speeds. If you find the auto volume level goes up too high too early then you need to attenuate some of the excessive noise getting to the BGNS by either burying it deeper into the helmet lining and/or covering it with foam or fabric etc. If the music level goes up too late then try to expose the BGNS slightly more to help the noise have more effect on it earlier. If required it is possible to adjust the BGNS sensitivity using two internal adjusters, but it is normally much quicker and easier to just move the BGNS within the rider's helmet than to get in and make an internal adjustment.

When you are happy with the way the auto volume control is working you can then set the VOX control as follows.

Setting the VOX Control

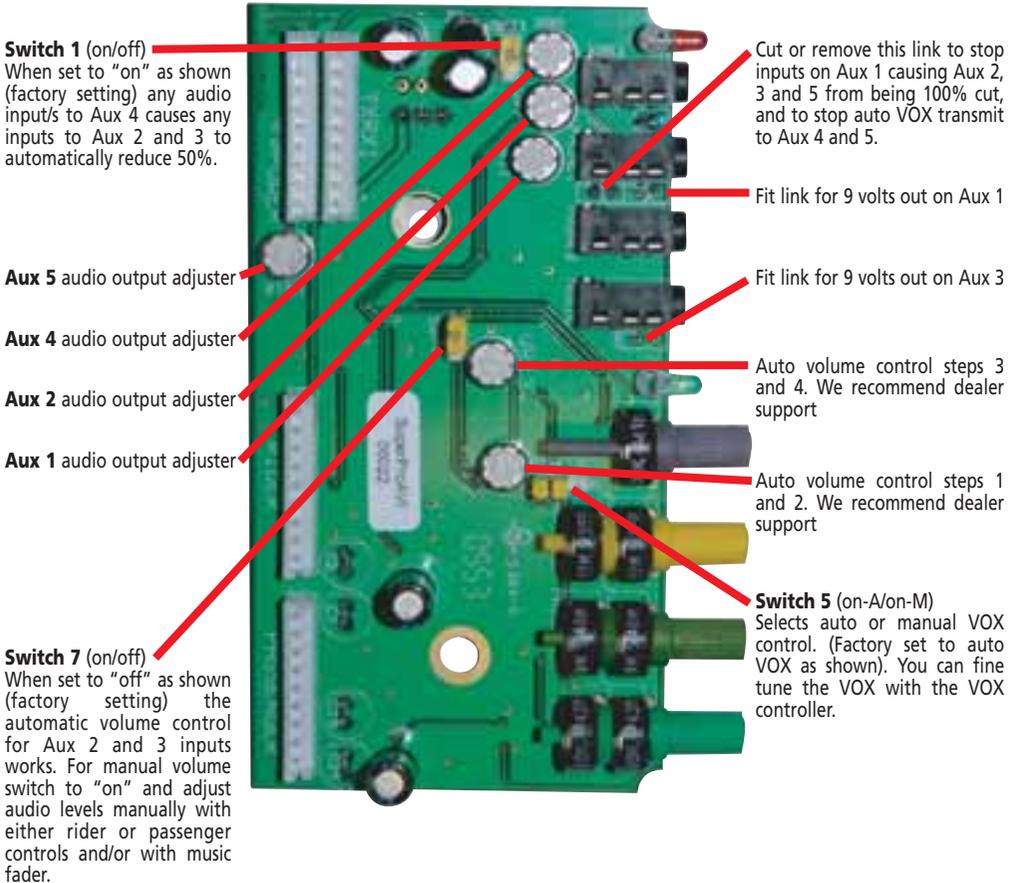
Start with the VOX control turned all the way clockwise (soft) and go for a ride to see if the helmet noise at speed can false trigger the VOX. If it does, then slightly turn the VOX control knob anticlockwise say about $\frac{1}{8}$ of a turn at a time and try it again. Keep doing this until you have set the VOX such that helmet noise will not accidentally turn it on at speed when you are not speaking.

Top Tip

You will not notice any difference in VOX level by adjusting the control knob while stationary. It only affects how the auto VOX level adjusts whilst riding in noise.

INTERNAL ADJUSTMENT IN YOUR SUPER PRO AVi

Warning - we strongly advise you to let your approved Autocom dealer help you with any internal adjustments.



*Please note; all adjusters are shown as set to **factory settings** which suit most users preferences. it is recommended that you consult your dealer before attempting to make any internal adjustments.*

Top Tips

Please be very careful when putting the system back together as it is very easy to accidentally knock switch 7 which could turn the auto volume control off. You must also be very careful not to trap any wires between the board and the two mounting pillars.

Warranty

If your supplier has not given advice or demonstration on how to set up or use our products, please check with them before sending any goods back for warranty.

All Autocom products are warranted for a period of 12 months from the date of original purchase, to the original purchaser, from an authorised Autocom retailer. This warranty covers faulty materials or workmanship, subject to the goods being used only as stated, and only for the purpose as described in the instruction manuals.

No manufacturer's warranty applies to the goods where they are used for any other purpose or in any other way than is explained in the instructions. Nor where the goods have been subjected to misuse, neglect or accidental damage, or used with any other vendor's products, including incorrect mechanical or electrical installation, or where the goods have been repaired, modified or altered, without the manufacturer's written authorisation.

The manufacturer's warranty is limited to the goods being returned pre paid to the manufacturer's factory, with the original packaging and the original proof of purchase date. The goods must be intact for our examination.

Where goods are accepted by the manufacturer, under the terms of the warranty, they will be repaired free of charge or replaced (at the option of the manufacturer). Where the goods are returned as faulty and are found not to be, a charge will be payable to cover costs of inspection, testing, packing and return postage.

This warranty does not cover any consumable items such as batteries, replaceable hygiene foam coverings for speakers and microphones, or any other items that are described within the instruction manuals as being a consumable.

The manufacturer's warranty does not affect your statutory rights.

PLEASE CONTACT YOUR SUPPLIER OR AUTOCOM FOR ANY FURTHER HELP OR INFORMATION.



www.autocom.co.uk

We service what we make

For details of Autocom's International distributors and support network, please see our website

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