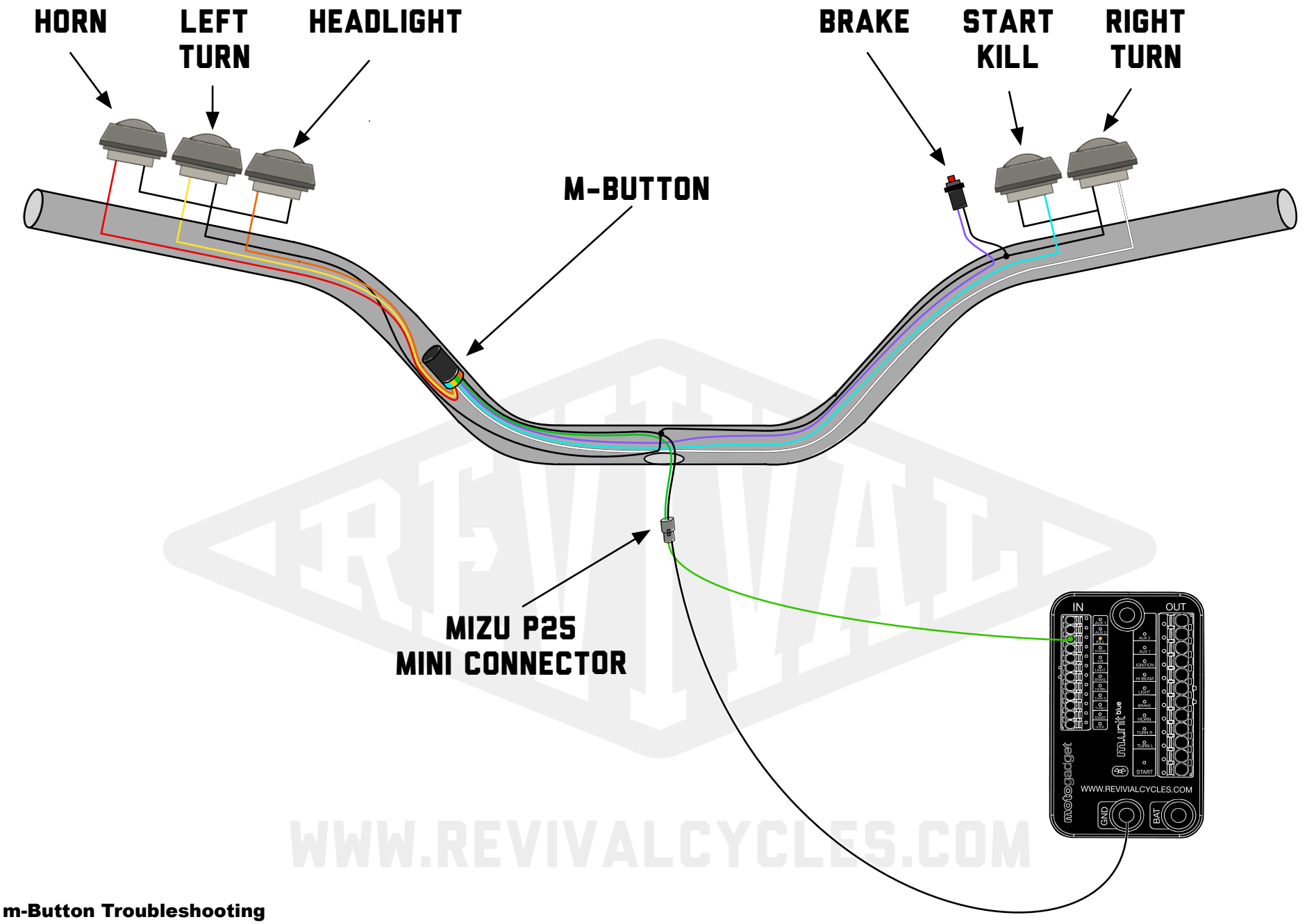

THE RIGHT WAY TO INSTALL AN M-BUTTON

We receive more inquiries for support of this product from own own customers as well as everyone else than any other issue hands down. So we've created this diagram and a definitive guide for installing the m-Button. What follows is everything we know about it and the entirety of the technical support that we are able provide for it. There are many ways to go about it but there is only one recommended way which can be found in a single bold line in section 8.8 of the m-Unit manual version 2.3.

THE M.BUTTON MUST BE LOCATED INSIDE A METAL HANDLEBAR TUBE.

There is a good reason for this if you choose to deviate from that instruction all bets are off. The handlebars act as a RFI shield for the m-Button. The m-Button is a Digital CAN-BUS device and the signals it sends to the m-Unit are susceptible to Radio Frequency Interference (RFI) which most motorcycle ignition systems emit to some degree or another.

Proper Handlebar Installation:

1. Pre-drill holes for internal bar wiring, with one hole at the bottom center. Be sure to clean up edges to avoid wire chafing, we recommend using wire loom to protect the tiny wires.

2. Run left side control wires from right bar end.

3. Run Green wire and m-Button Black ground to center hole.

4. Insert m-Button in right bar end.

5. Feed right side control wires through hole.

6. Feed all left and right side ground wires through bars to center hole. Solder all ground wires to m-Button main ground and run one ground wire back to the m-Unit main ground terminal to ensure best continuity.

m-Button Troubleshooting

Problems with the m-button tend to manifest in one of two ways:

1. One or more control functions not responding

This could be the result of a bad switch, bad wire connection, or an irreparable internal failure in the m-Button. Due to the m-Buttons digital CAN-BUS technology you can not test for continuity in your switches. In order to test a switch or it's circuit to determine if the switch is bad, there's a wiring issue or the m-Button is malfunctioning you must perform a process of elimination.

- **A. Test for continuity between the switch and the m-Button, check wiring for damage.**
- **B. Test switch for continuity when pressed.**
- **C. If the above tests are good it is an indication that there is an issue with the m-Button.**

2. Phantom switch activations

The most common issue that we encounter is the result of improper installation. If you have an m-Button and are experiencing phantom switch activations this is very likely due to electromagnetic interference. If your m-Button is not as stated in the manual, inside the handlebars this is a probable cause for your issues. Proper installation may solve the issue, then again, if your ignition system if throwing off enough EMI it may not be enough. If you are still experiencing symptoms you may need to confirm that you are using either suppressor core wires or suppressor plug caps and if you are still experiencing these symptoms removal of the m-Button is the most prudent solution.