

Scorpio SR-i500 FM 2-Way Security System

FROM THE MAKERS of Harley-Davidson's latest alarm systems, the Scorpio SR-i500 is based on a solid-state motion sensor. Unlike a mercury switch, the solid-state motion sensor is adjustable for a wide range of sensitivity, so you shouldn't have to deal with unintended alarms. And not only will its siren sound if its threshold is breached, but it will also send you an audio/vibratory page, delivered through its compact (3½" x 2½" x ¼") key fob/FM control unit. Plus, when it's "awake," it's designed to draw very little current from your bike's battery.

When programming the unit, a flash of the bike's turnsignals, together with a series of chirps, from one to five in duration, emanate from both the key fob and alarm so that you know the bike and transceiver are in agreement. Routine arming and disarming is a simple one-button-push affair, just like a car.

However, making the maximum of the technology's possibilities, Scorpio has given you the ability to customize the functions and alarms. For instance, the unit's reaction to tampering can range from a variety of 125-decibel siren reports to a silent page. Even the *type* of tampering—"Shock," "Tilt," or "Ignition Tampering"—is displayed on the tiny LCD screen. And if you missed a potential event, the system's memory will chirp from one to five times to tell you exactly what type of event you missed and give you the time.

In addition, there are more symbols; for "armed/disarmed," radio range, silent paging, and the unit's battery level indicator. And, not to leave anything out, the display also features a digital clock, alarm clock, low battery power indicator (this checks your bike's battery), and "back-up power activated" indicator (for when the unit uses its optional power source)—pretty cool, you say? Yes, but all 19 icons must be tiny to fit on just a square-inch of LCD screen (several are just ⅛" wide). Worse, they appear in low-contrast; dark gray on a light gray screen whose plastic cover tends to form a murky shadowbox in less than perfect lighting. It's a legibility nightmare if you have less than 20/20 vision—magnifying glass not included.

However, installation was relatively simple. The main control module was easily positioned on top of the rear fender with the provided double-stick velcro tape. Next, the various cables (which have nice waterproof connectors) were arranged for a neat rout-

ing, and the antenna wire (which they say works best when discretely exposed), was positioned on the underside of the rear fender. Tapping into the bike's wiring harness was accomplished by carefully unwrapping 1½" of the rear wiring loom where it passed next to the alarm's main module, allowing just enough room to snaploc four connectors to the appropriate rear turnsignal, tail light and ground wires. We're not a big fan of snaploc connections but their under-seat location shouldn't see much weather, so we'd figure they should be okay. The installation took approximately an hour and required some creativity to find solutions where not clearly spelled out in the directions, but wasn't especially difficult.

However, the programming instructions were also a pain, requiring you to memorize various pushbutton combinations to activate the various configurations. Unless you're a gadget geek, you'll feel the need to carry the instruction book, but a simple decal on the back to identify these combinations would have been simpler.

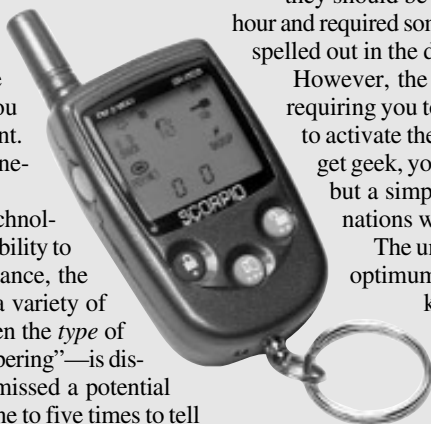
The unit has surprisingly good range, up to ½-mile in optimum conditions, and even works through walls, to keep track of your bike while you're inside a restaurant or motel room, the primary times we'd wish to have an alarm.

Additional anti-theft features may also be added, simply by plugging them into the main module. These are an adjustable-sensitivity microwave perimeter alarm (\$35) that senses the presence of anyone close to the bike, and an ignition-disabling anti-highjack kit (\$29) that allows you to remotely disable the bike and prevents the engine from being started when the system is armed. You also have the option of a back-up battery (\$33) that powers the system even if wiring is cut or the bike's battery disconnected. Plus, the company has a variety of OEM-style harness connectors (\$19.95) ready made to plug into the factory wiring on a wide array of popular machines. In short, this is a well-made, dedicated motorcycle alarm, not a modified car system. They've satisfied H-D's quality assurance specifications, and we feel confident that they will meet yours as well. Priced at \$299, it's well-engineered and worth the money.

—Dave Searle

Aritronix Ltd.—14435 N. Scottsdale Rd. #500; Scottsdale, AZ 85254; (800) 428-0440; www.scorpioalarms.com

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