

# SASY™

## VBoost Controller

for the Yamaha Vmax

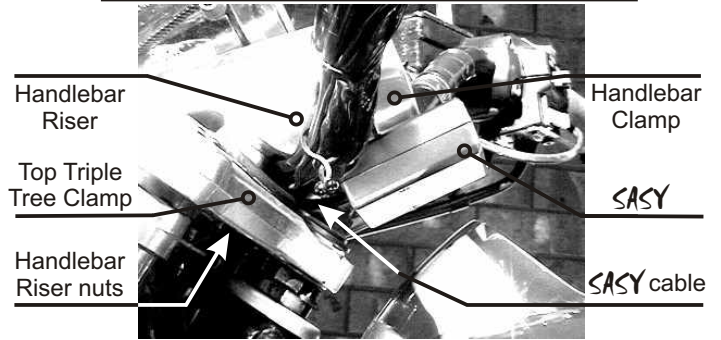
Up-gradable SASY with Instant VBoost

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made in Australia

## SASY Recommended Mounting



### SASY mounted under the handlebar clamp

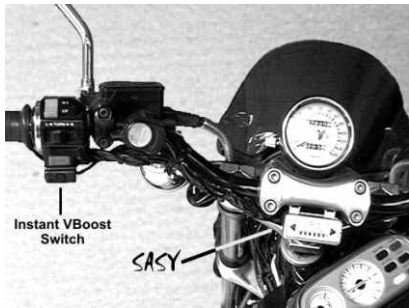
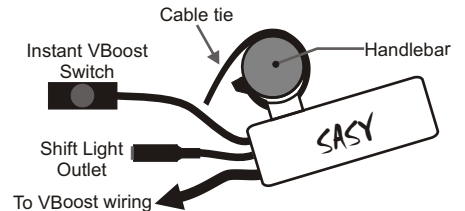
**Easy Install** - Run the cable around the left side of the handlebar riser, over the top of the top triple tree clamp and then down to go to the VBoost computer. (shown above)

**Normal** - Loosen the handlebar riser nuts enough to be able to feed the SASY connectors through the gap over the top-center of the top triple tree clamp then down, alongside existing wiring, to go to the VBoost computer. Tighten the riser nuts again.

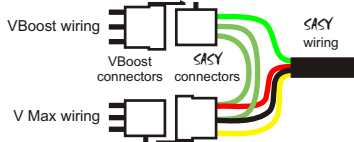
Remove the handlebar clamp. Feed the cable ties supplied through the SASY mounts on top then around the handlebar (shown below). Tighten the ties and cut off the excess. Reassemble the handlebar.

**Instant VBoost Switch** - Run the switch out along the left handlebar. Clean the underside of the Left Indicator Switch assembly. Peel the backing from the double sided tape on the switch. Press the switch onto this surface firmly. Place it so you can press it with your left thumb while holding the Left Grip. Secure the cable to the handlebar.

\*If unable to install yourself, consult a Yamaha dealer or a qualified mechanic.



### SASY Wiring Instructions



### Connecting the SASY to the VBoost wiring is easy

- \* Feed the SASY cable so that the connector is next to the VBoost 3 pin power and signal connector.
- \* Unplug the connector to the VBoost
- \* Plug the SASY connectors into the VBoost connectors
- \* Refit the Faux scoop to Yamaha specifications.

**All done! Now go get SASYed - and love it.**

Visit our web site for more information

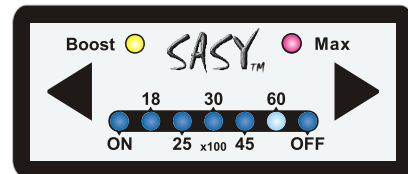
**Warranty:** 12 months warranty - return to depot.

While every effort has been made to protect all connections the warranty is void if damage occurs from mis-use or incorrect installation.

#### READ THESE WARNINGS

- Do **not** adjust SASY while moving. This causes reduced concentration and increased risk of accident. Key presses are disabled when over 1200 RPM. We take no responsibility for accidents or damage caused.
- Operating VBoost below 6000 RPM may cause increased emissions

## Enjoying the SASY Experience



### How to use the SASY

#### \* There are 4 operation modes:

- 1- **Rev Limiter Setup** - When ignition is on, engine not running
- 2- **Shift Light Setup** - Same as for 1
- 3- **Normal Setup** - When engine is idling below 1200 RPM
- 4- **Instant VBoost** - When engine is on

\* To start adjusting settings - Turn on the ignition - the display will flash. You are then able to change the selection by pressing the Left or Right arrows (buttons) - see other side of page for instructions.

\* Keeping a button pressed will step the selection continuously every half second

**\*ALL SETTINGS AND CHANGES ARE HELD IN MEMORY. THERE IS NO NEED TO RE-SET THE SASY EACH TIME YOU START !**

#### Warm up period - after starting the engine:

You will see the OFF indicator flashing for the first 90 seconds. This indicates the 1200 Safety Feature is OFF. You can make changes to the Normal VBoost setting at any rpm. The normal Safety Feature that disables button pressing above 1200 RPM will come back on after the 90 seconds. This 'warm up' period is to give you time to select a VBoost setting while the cold engine idles higher which could stop you from making a selection. This feature comes on with every engine start.

\* It does not prevent you from riding immediately if you want to.

**\*\* For instructions on each mode unfold this sheet and follow the information on the back of this page.**

# The 4 operation modes are explained here;

## \* There are 4 operation modes:

- 1- **Rev Limiter Setup** - Ignition on, engine not running
- 2- **Shift Light Setup** - Same as for 1
- 3- **Normal Setup** - Engine idling below 1200 RPM
- 4- **Instant VBoost** - When engine running

\* To start adjusting settings - Turn on the ignition & Kill switch ON the display will flash - You are then able to change the selection by pressing the Left or Right arrows (buttons)

## \* 1- Rev Limiter Setup:

To adjust the **Rev Limiter** the ignition must be on but the engine not running. The yellow **Boost** indicator will be on. You can adjust the **Rev Limiter** settings using the Left and Right arrows.

**Table 1; Rev Limiter RPM settings for each indicator.**

Setting	ON	18	25	30	45	60	OFF
RPM	6500	7000	7500	8000	8500	9000	OFF

\*OFF is the default selection

This **Rev Limiter** shuts off the VBoost above selected RPM and the Boost indicator goes off. It does not shut down the ignition. The result is a noticeable but gentle loss of power to let you know you have reached the selected limit. You can still continue to accelerate but without the power of the VBoost.

## \* 2- Shift Light Setup:

To adjust the **Shift Light** the ignition must be on but the engine not running. Press and hold the Instant VBoost switch to put the **SASY** into the **Shift Light Setup** mode. When you release the switch it goes back to the Rev Limiter Setup mode. The red **Max** indicator will be on. You can adjust the **Shift Light** settings using the Left and Right arrows.

**Table 2; Shift Light RPM settings for each indicator.**

Setting	ON	18	25	30	45	60	OFF
RPM	4000	5000	6000	7000	8000	9000	OFF

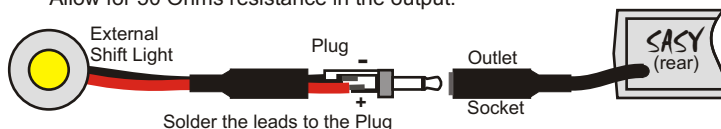
\*OFF is the default selection

As the RPM reaches the chosen setting the Max LED comes on.

\*How hard you accelerate varies the time between seeing the Max indicator come on and you changing gears so the revs will have gone slightly higher. The indicator will come on about 200 RPM lower than the setting to allow for this.

The Outlet for the Shift Light is an inline socket at rear of the unit. It provides about 12Volts at 0.2 Amps. Connect wires between the supplied plug and the Shift Light you have selected. The outer contact is negative and the center contact positive. For heavier loads use a relay with a coil current under 0.2 Amps. The outlet is suitable for LEDs, small lamps under 2 Watts, or relay coils. LEDs must have their own resistor to suit their current rating.

\*Allow for 50 Ohms resistance in the output.



## \* 3- Normal mode:

To adjust the setting for when the VBoost comes in the engine must be running at idle. The Boost and Max indicators should be off. The OFF indicator might be flashing if you have just started the engine. You can still adjust the setting. Change the VBoost setting by using the Left or Right arrows.

\*If the ON setting is currently selected the VBoost indicator will be on.

**Table 3; VBoost RPM settings for each indicator.**

Setting	ON	18	25	30	45	60	OFF
RPM	ON	1800	2500	3000	4500	6000	OFF

\*60 is the default selection

The **Boost** indicator will come on showing that the VBoost is on at the setting you have selected. At lower settings the rate at which the VBoost opens up increases.

At the **18** setting it begins to open at 1800 RPM and is fully open by 2430 RPM. A range of just 630 RPM! At 60, which is normal, the range is 2270 RPM !

**Watch out !**

**SASY**

## \* 4- Instant VBoost:

The **Instant VBoost** feature is used to switch instantly to the **18** setting when the engine is running - this will turn on the VBoost immediately if it isn't on already.

Simply press the **Instant VBoost** switch for about 1/4 second when you want VBoost to come on earlier than your current setting. To go back to your current setting press the switch again.

\*This feature is also cancelled by switching off the ignition.

The **18** indicator flashes while in the **Instant VBoost** mode.

If **18** is already selected this feature is ignored but it will flash to indicate you are in **Instant VBoost** mode.

Have fun using this setting but...

**Be ready for it !! Like a Max Out'a Hell !!**



**Be Brave - contact us to add your own comments and pictures to our web site !!**  
 We look forward to hearing from you