



It is VERY IMPORTANT that you fully read & understand ALL of these instructions before installation & use

These parts are designed ONLY for use with Autocom domestic motorcycle communication systems

INSTRUCTION MANUAL and WARRANTY for

Part 181. (IL GWI-1800)
Basic Goldwing 1800 system

Headsets

Part 10. (HS5-U1)

Part 12. (Boom SPB-UB1)

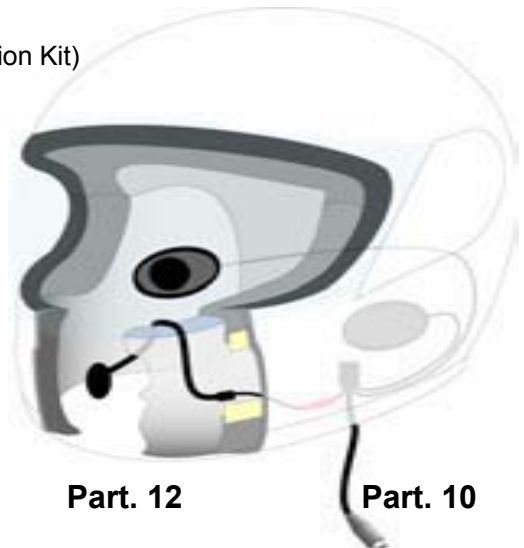
Part 13. (Boom SPB-LB)

Part 14. (Boom SPB-FF)

Part 15. (Boom SPB-BMW4)



Part 43. (Open Face Conversion Kit)



Part. 12

Part. 10

- 1 Front Cover with illustrations of parts 181, 10 & 12.
- 2 Contents and important advice regarding these products.
- 3 IL GWI-1800 (Part 181) Basic operation, use & tips
- 4 Headset description, main speaker loom (Part 10) Set-up, use & tips.
- 5 Headset boom microphones (Parts 12, 13, 14 & 15)
- 6 Illustrations of various helmet installations.
- 7 Optional part 43 for Open face helmet use (Open Face Conversion Kit. OFCK)
- 8 Back cover, Warranty and distributors.

It is very important to properly set up and use these products as designed. Please do not make any modifications or try to use these products 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. 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 any other adjustments while stationary, never while in motion. Always focus your attention to the riding and safety. The added ability to communicate with your passenger can improve safety, so become familiar with using the system to provide warnings etc. Follow the instructions carefully and if in doubt consult your supplier.

Basic principle of an intercom system is a microphone, amplifier and speaker/s. The microphone picks up the sound of your voice and the amplifier amplifies it to the other person's speaker/s. The problem with basic systems is that the microphones also picks up all the helmet noise and amplify it to your ears, adding to the helmet noise, making it much louder, resulting in the need for more amplification to hear the speech. Having a volume control to be able to turn this up also turns up the unwanted amplified helmet noise. Catch 22. Our systems are set to the optimum level and so adjustments won't help other than to compensate for incorrect set-up and use, resulting in poor performance. The fact is that you need a very special microphone combined with specially designed filters and speakers that are all tuned and matched to the system. (A race car cannot win races with just the best engine alone, it also needs the best brakes, chassis, tyres and of course the all important driver. We have designed and provided all but the good driver bit, and so now all we need do is help you understand how to set-up and use our systems properly.

Autocom's high tech microphones effectively do not pick up any sound, or very little, when away from your mouth and so if not used correctly they can effectively cut out the sound of the users voice along with the undesirable helmet noise that they are designed not to pick up. The solution is to find and use the microphone's **LOUD SPOT**, as everything's been carefully balanced and tuned to this. Obviously if you want the best sound out of the speakers you also need to get them directly over your ears, as if you were holding them there. This helps provide the speaker sound directly to the ears, in front of the helmet noise. Moving the speakers away from the ears allows the powerful helmet noise to over power the speaker sound.

You should test the system out of the helmet before installation, with speech (finding and using the microphone loud spot) and preferably also with good quality music so that you have a good understanding of just how good it can be at its best. If it then does not sound as good after installation, you need to adjust the microphone and/or speakers to suit. You will find that when set-up and used this way it is extremely good, although slight losses can be expected in a helmet, especially at higher speeds/noise and if using earplugs.

The microphone and speaker positioning is the key to getting the best performance out of the system.

If you experience an electrical (alternator whining) sound, cut the yellow wire of the rear interface at the connector that plugs into the bike loom, such that it can easily be reconnected if it does not solve the problem.

Part 181. (IL GWI-1800)

Please note: we have used a GL1500 in the pictures below but the GL1800 is very similar in principle

The GOLDWING INTERFACE lead has been designed so that you can use the Autocom stereo headsets with the stereo system on your HONDA GL1800. This gives very high quality speech & music without all the amplified wind/engine noise that most other headsets usually give, and because our headsets are ultra slim, they give greater comfort without the need to modify the helmets. They are simple to use, totally fuss free. If cared for and used properly, will give you many years of pleasure, representing extremely good value for money.

You require one interface per headset and must not use the Autocom headset without the interface. Each interface has two black leads with one male and one female plastic connector, plus a red wire for 12 volt supply.

The larger, plastic male connector connects, into the bike-wiring loom. The smaller, plastic female connector connects into the original Goldwing headset fly lead, which must be unplugged from the bike to allow the interface to be fitted in between.



The riders interface block fits under the front left hand glove box. Simply remove the cover, undo the four screws and remove the glove box. You will see where the rider's headset fly lead plugs into the bikes wiring loom. Unplug the headset lead from the socket on the wiring loom and fit our interface lead in between.

The passenger interface fits under the seat. Remove the seat by undoing the four bolts that fix the passenger grab handles to the bike. When you have removed the seat, also remove the left hand side panel to reveal the fuse box. Undo the plug on the rear headset fly lead, from the socket on the rear wiring loom and fit the passenger interface in between.

Connect the red wire from each interface to the (+) positive terminal in the fuse box. Refit the side panel, seat and glove box, making sure that you do not crush or trap any wires etc.

TESTING & USING

Test the installation before fitting the headsets into your helmets. Do this by plugging an Autocom headset into the riders headset socket on the bike, turn the ignition on and then make sure that the intercom is switched on. When you talk into the microphone you will hear your own voice through the headset speakers. NOTE the microphone MUST be just touching your lips (see headset section Re Loud spot)

Adjust the intercom volume to suit. Try the Radio/Cassette, which should sound very good. When you have tested the riders lead, then test the passengers in the same way. When You are happy that the installation is OK and you have become familiar with the sound through the speakers, put the headsets into the helmets. When you have done this correctly they should sound almost as good as when you tried them out of the helmets. If the sound is not as clear or rich in your helmet as it was while using the headset out of the helmet, then it is because the speakers and or microphone needs to be repositioned.

Taking care when connecting or disconnecting the headset leads will ensure many years of reliable operation. There is a flat on each connector to help you with alignment.

Some bikes may radiate interference. A whining sound related to engine speed may be caused by a noisy alternator, while a ticking sound relative to engine speed may be caused by a noisy HT ignition system spark plugs/leads. If you experience any such noises, please contact your supplier for advice.



Autocom helmet headsets are designed in two parts.

- 1 Main headset stereo speaker loom (Part 10. HS5-U1)
- 2 Choice of plug-in boom microphones. (Parts 12, 13, 14 & 15).

Main Headset stereo speaker loom.



Plug-in Boom microphones. Parts 14, 13 & 12 (top to bottom)



These headsets are not designed to work with ½ helmets (Chip styles)

There are too many different helmet types and designs to be able to fully describe every possible installation and so these instructions are designed as a basic guide. Please NOTE helmets with 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 and/or reduce sound & quality. 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. If your system is not performing as we suggest, it is almost certainly due to incorrect installation and/or use.

MAIN HEADSET SPEAKER LOOM (Part 10) (HS5-U1)

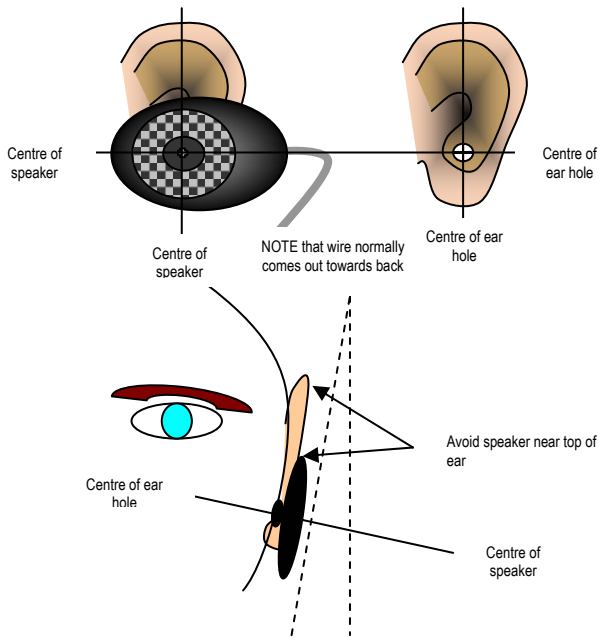
This is a twin speaker, stereo headset loom with a short down lead fitted with our standard 5-pin din plug, for connecting to our systems. It has a small red socket for plugging in a choice of boom microphones. When this product is plugged into the rider's lead of a portable battery powered Pro-M1 (Part 3), Easi-V8 (Part 1) or AVMS (Part 5) it activates the battery power.

Before installing your headset we suggest that you first listen to it by plugging it into your powered system, then while holding the speakers directly over your ears, either play some music or get someone to speak to you through the system. Doing this is very important to help you to understand what to expect when the speakers are positioned correctly. Moving the speaker's just 5mm (1/4") away from the ears, or out of alignment can easily halve the volume and/or reduce the bass, especially when out on the bike when the powerful helmet noise can overwhelm the speaker sound. Correct speaker positioning is essential and you will hear this during this test. Use earplugs during this test if you intend to use them out on the bike. Depending on how well you set the speaker positioning and use the microphone loud spot will depend on how much sound level you will have at the ears. High attenuation earplugs (over 30dB) will make it hard to hear even the best set-up. Low to average attenuation earplugs (15-20dB) will work reasonably well if your installation is good. For each decibel (dB) of attenuation you effectively halve the sound.

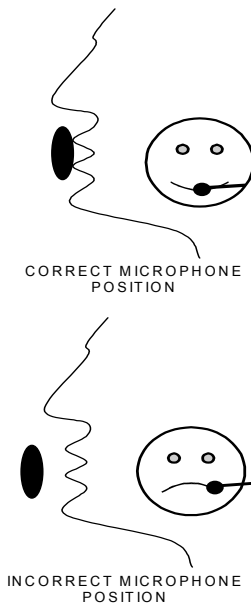
Please study the front cover and page 7 illustrations to get the general idea for installing part 10 into your helmet. Also note the illustrations on page 5, which shows correct speaker and microphone positioning. Position the speakers for maximum comfort and performance then tuck the speaker wires into or behind the lining. The small red connector is for plugging in one of our boom microphones. If required, tape or glue the rubber joint and/or boom to the outer shell or inner lining so that they are secure.

Top tips You may need to fine-tune the speakers positioning several times before finding the optimum position for comfort and performance. Start with the speaker's low, so as to avoid pressure to the top of the ear and slowly move them up until you find the optimum position. Try to position the speakers behind the helmet fabric if possible (on top of the polystyrene). Pack the speakers out to your ears with foam if required. A slight angle out towards the top edge of the speakers (as shown) can help with comfort and performance. Normally the speaker wire will come out towards the back of the helmet. You may find that you need to reposition the speakers, about once a year, due to slight movement that can happen when putting the helmet on and off your head.

Recommended speaker positioning for maximum performance & comfort



Microphone positioning is critical



CHOICE OF PLUG-IN BOOM MICROPHONES (Part 12, 13, 14 & 15) Your supplier should help you decide which boom/s you need. (see page 7 for installation tips) These booms MUST have an optional part 43 (OFCK) fitted if used in an open face helmet. See page 6.

Part 12 (Boom SPB-UB1) is our most universal boom. Suitable for most full face, open face and flip front helmets.

Part 13 (Boom SPB-LB) is similar to our part 12 but is slightly longer for some open face or very large helmets.

Part 14 (Boom SPB-FF) is a short boom designed to Velcro into the helmets chin bar (Front Fit) This is sometimes useful in some flip front helmets and some full face helmets, but not normally suitable for open face helmets.

Part 15 (Boom SPB-BMW4) is exactly the same as part 12.

It is very important to set up and use the microphone correctly. The Microphone has, what we call a critical LOUD SPOT. The system is tuned to this loud spot and so it is important that you understand and use it properly. Not using the loud spot will reduce sound considerably. Testing the system before installation will help you to find and use the loud spot. The best way to do this is by holding the microphone against your lips, dead centre, and powering your voice through it, as if to someone 15-20 feet away. Listen to the receiving headset and you will hear how important it is to position and use the microphone correctly. The correct position is where it sounds the loudest (**the loud spot**).

Top tips

The loud spot is the position of the microphone relative to your lips and the way you shape your mouth when talking into the microphone. Pucker your lips when talking, as if kissing the microphone, and then carefully move the microphone about, while talking or making a continuous tone, to find the point where your voice is the loudest. This is the microphone loud spot that the systems are tuned to. Wherever possible you should try to fit the boom 12, as shown in the illustrations, behind the cheek pad. Where it is not possible to do this, you may have to consider boom 13. Ask your supplier for more advice.

A wind/draft excluder is sometimes fitted under the chin of some helmets, which can help reduce wind pick-up. Some helmets have a chin vents that blow straight through, as well as sending some of the air to the inside of the visor. By blocking/taping the inside chin vent it helps prevent wind blowing on the back of the microphone and can also improve visor demisting.

Replacement (consumable) foam speaker covers (Part 40) are available from your dealer. If your helmet has deep ear indentations and you need to pack your speakers out our optional Foam Speaker Pads, Part 45 (1/4") & Part 46 (1/2") are available from your dealer.

The microphone is mounted on the end of a stiff, flexible boom so that you can carefully position it close, if not just touching your lips. In order for it to stay in place it is best to wedge or tape the boom between the outer shell of the helmet and the inner cheek pad so that the right amount of boom comes up between the outer shell and inner cheek/chin bar area, into the visor area and then bends down at about 45 degrees so that the microphone is dead centre to you lips.

You may find that when moving the helmet on or off your head for the first few times that the microphone/boom catches your nose and so by slightly twisting the helmet while putting it on or off your head it will help to avoid this.

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 critical loud spot.

The microphone fabric is likely to become contaminated in time due to damp, dust, lipstick etc. if so you need to have it serviced by an Autocom trained specialist. Failure to do so may result in partial sound loss. These covers are considered consumable parts and so should be expected to need servicing every one to three years.

Part 43. Open face conversion kit (OFCK) MUST be fitted to the microphone when used in any Open-face style motorcycle helmets



The purpose of the kit is to act as a wind guard, preventing direct windblast onto the microphone, which may cause false activation of the VOX circuitry on your intercom. It may also be used in other helmets where the microphones are exposed to windblast, such as some flip-front helmets or the BMW System 4 helmets that can be used as either a flip-front or open face helmet.



Ensure that the microphone fabric is clean and dry (free of lipstick etc), and if not then have it serviced/replaced before fitting the Open Face Conversion Kit.

Remove the backing from the self adhesive Velcro pad and apply it to the BLACK side of the microphone fabric. Apply light pressure around the outside edges to ensure that it adheres to the fabric. Avoid squeezing the middle of the front and back covers, as this can cause the microphone to move, which may cause damage to the fine microphone wires.



Carefully cut a small notch out of the foam windsock so that it will fit neatly over the microphone covering and rap neatly around the boom rubber neck. Test that it will fit neatly over the cover as shown in the final two illustrations, then remove it ready to apply the double-sided tape to hold it in place.



Remove the backing from one side of the double-sided tape. Carefully position the tape centrally on the booms' rubber neck, just slightly overlapping the beige fabric microphone front cover, then wrap it around the back of the boom, applying firm pressure to ensure that it sticks in to position around the rubber neck of the boom.

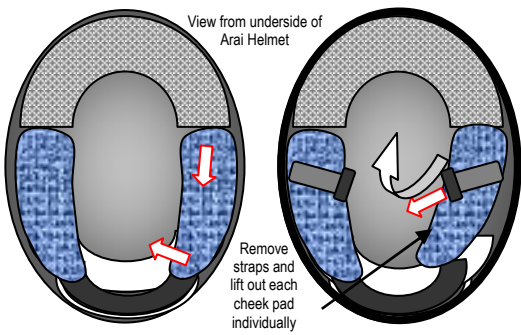


Carefully remove the backing from the double-sided tape, then carefully slide the foam sock over the fabric covers leaving the beige cover part exposed. Apply firm pressure to the foam windsock so as it adheres to the double-sided tape.

If your foam windsock gets dirty replace it with one of the spare windsocks supplied with this kit. Follow the same procedure after removing any pieces of old tape.

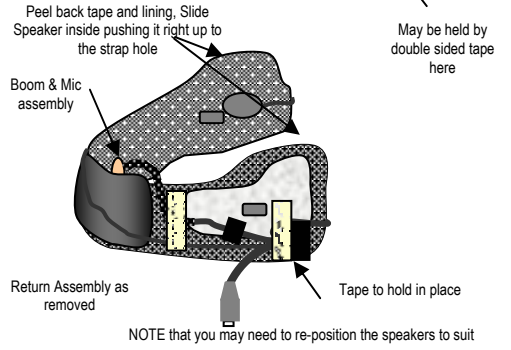
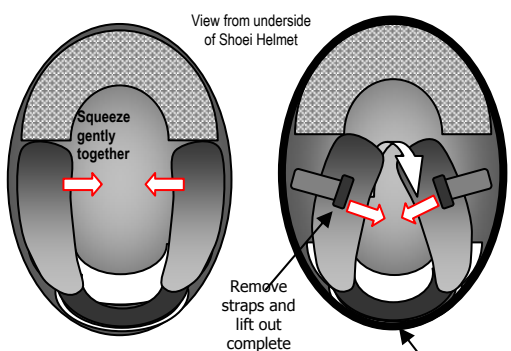
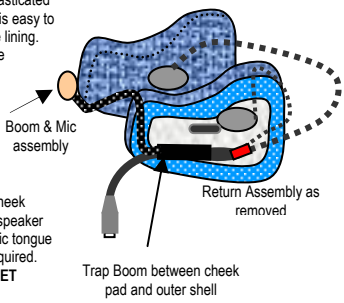
NOTE: The foam windsock is a hygiene replaceable part, as such it is a consumable part as defined by our warranty agreement with a 60 Day limited warranty.





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.

When replacing the cheek pads trap the boom between the outer shell and the inner cheek pad taking care not to cut the speaker wire with the cheek pads plastic tongue if it has one. Tape or glue if required. **DO NOT MODIFY THE HELMET**



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 velcroed flaps (Marked 'A' below) to expose the polystyrene ear cups

Thread boom (Microphone first) under the chin strap but over the opened velcroed flaps(A).

Locate speakers just below the polystyrene ear indents under the velcroed 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 velcroed flap. This may require addition velcro to ensure security

Close the velcroed flaps and tidy

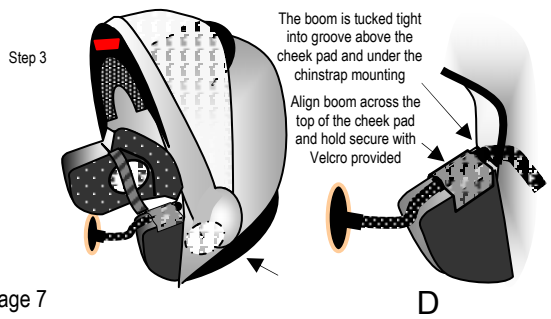
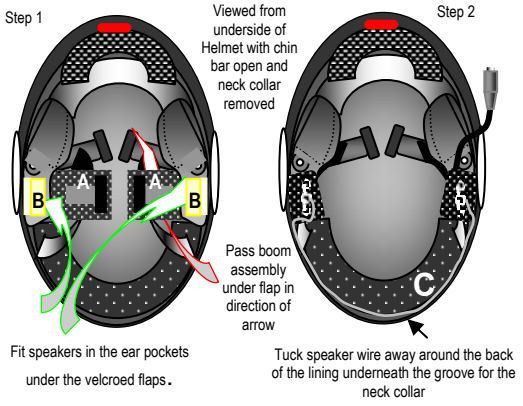
Push the thin section of boom into the joint between the skull and cheek lining, under the chin strap. Locate the boom across the top of left hand cheek pad forming it to follow it's contours

Hold boom down firmly and secure in place with velcro pad supplied (D)

Form boom so that microphone is situated in-front of and just touching the center of your mouth.

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.



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, against 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 manufacturers written authorisation.

The manufacturer's warranty is limited to the goods being returned pre paid to the manufacture'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, an inspection, testing and return postage and packing charge will be payable.

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

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

PLEASE CONTACT YOUR SUPPLIER OR AUTOCOM FOR ANY FURTHER HELP OR INFORMATION. We service what we sell

UK Manufacturer & Distributor. Autocom Products Ltd.

20 Hawkes Drive, Heathcote Industrial Estate, Warwick. CV34 6LX. England. Tel: +44 (0)1926 431249 Email enquiries@autocom.co.uk WEBSITE www.autocom.co.uk

USA Distributor. Top Gear NY 12159 USA Tel: 518 449 8677 www.autocomamerica.com

German Distributor. Green Frog & JF Motor Sport Tel: +49 6002 911331 www.greenfrog.de

Netherlands & Belgium Distributor. Splash Design. Tel: +31 413 389089 www.splashdesign.nl

Norway Distributor. Spare Parts Service AS Norway Tel: 67 907800 www.sps.no

Finland Distributor. Tokimoto Oy Finland Tel: +358 9 838 6540. www.tokimoto.fi

Switzerland Distributor. Hostettler A.G. Tel: 0041 41926 6111 www.hostettler.com

New Zealand Distributor. Dold Industries Ltd 00647 849 4392 [www.dold@ventura-bike.com](mailto:dold@ventura-bike.com)

If you need support in any country not listed, please contact Autocom UK.