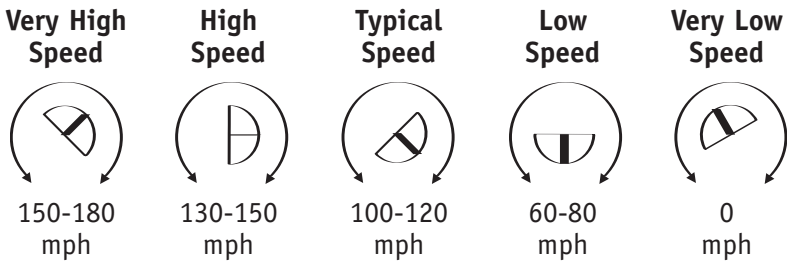
Setting the VOX (Voice Activation)

1. **Position the microphone** so that it is centered directly in front of the mouth and gently touching the rider's lips. As the rider gets used to the system, the mic may be moved back slightly. The center of the microphone must be positioned in the "loud spot" in front of the mouth. (If you place your hand in front of your lips and speak you will notice a spot where the air pressure is significantly higher. This we refer to as the "loud spot".) Correct positioning in the "loud spot" is important to produce proper VOX activation and maintenance.

2. **Set the VOX** so it does NOT activate when you are speaking normal, but does activate when you speak positively to the microphone as if speaking to someone 20-30 feet away. This setting should be a good for about 70 mph. If you need a higher (speed) setting, turn the VOX knob counterclockwise as per the chart below and retest until the rider finds the setting that best suits his/her needs.

   It is important to set the VOX to a speed of at least 20+ mph more than that normally ridden. This protects against false activations due to passing vehicles, head and side winds and other ambient noises.



Setting the VOX for use with Transceivers

When you use a VOX operated Autocom you will notice that the Autocom's VOX system is instantaneous — no cut off of even the first syllable. When a transceiver is interfaced for VOX operated bike-to-bike communications, the Autocom is then triggering the transceiver's PTT (push-to-talk) circuitry via voice activation. This necessitates the transceiver's circuitry switching between standby and transmit modes which is where a slight delay may occur. It is the speed of the response of the transceiver that comes into consideration in minimizing any delay.

Setting Up a VOX Operated Bike-to-Bike System

Follow the following procedure to assure the shortest learning curve for the rider.

Step 1 **Get use to the Autocom VOX**

Use the system for rider-to-passenger intercom communications on the bike. This is helpful even if the rider never plans to utilize this function as it helps him gain familiarity with the Autocom VOX.

Step 2 **Set up the first bike**

Attach the transceiver to the Autocom system on the bike and communicate to someone using another transceiver (as a handheld) standing a few feet away. This will help develop an understanding of the relationship between the Autocom's VOX and the transceiver.

Step 3 **Set up the second bike**

Reverse roles with the second rider and repeat Step 2.

Step 4 **Put it all together**

While this seems like an oversimplification, it will shorten the learning curve while ensuring a better understanding of the system resulting in a higher level of satisfaction and eliminate the potential frustration of trying to "learn" too much at once.