

Biker-man's Best Friend

Digital Guard Dawg's Automatic Security System



photos by Steve Bohn

When it comes to motorcycle security, man's best friend might be Digital Guard Dawg, a product that relies on RFID technology (radio frequency identification device) to help make sure your bike stays put once you park it. RFID technology is found in the transponders used for many things, among them access to car pool lanes. Most recently RFID technology found its way, as keyless activation, into the high-end auto market, and now the motorcycle market.

Digital Guard Dawg's CEO, Bruce McKinley, helped Texas Instruments pioneer the fledging technology back in the early 1990s, and he took his experience to form his own company. The Digital Guard Dawg

consists of two components, a Smart Starter Relay and a Dawg Tag. The system's concept is so simple it leaves you asking, why didn't I think of that? There are no schematics to decipher, or wires to cut or splice. In fact, anyone with a wire stripper/crimper, and 10mm wrench can install it. For \$149 you've just taken a huge step in enhancing your motorcycle's security.

Operating the Dawg is a no-brainer, too. It's automatic and hands free, with no buttons to push, keys to turn, or codes to remember, giving your bike key-

less capabilities. To engage the engine's starter motor, turn the ignition switch to on, flip the stop/run switch to run, and thumb the starter button as usual. The Dawg Tag (a transmitter that communicates with the Smart Starter Relay) must be within 10 feet of the motorcycle or the engine won't start. If the relay is not in communication with the Dawg Tag, the starter won't crank over, period.

Like many electronic devices, the Digital Guard Dawg can perform multiple functions. Your Guard Dawg can be setup in a variety of ways so that each relay can be con-



Digital Guard Dawg's system consists of one Dawg Tag (left) and one Smart Starter Relay (right). The tag transmits the signal from your pocket or key ring, and the relay acts as the receiver.



Lot's of engineering and over 300 electronic components are packed into the space it takes for a standard Harley-Davidson starter relay. The Guard Dawg utilizes beryllium contacts in the relay to keep things small.



Once you've located your bike's starter relay, remove it. To be sure you removed the correct one, turn on the ignition and hit the starter button. If nothing happens you pulled the right wire!



You'll find a black wire attached to the Smart Starter Relay. Unravel it and crimp the included fork connector to it before you attach it to the bike battery's positive terminal post.



We applied a little dab of dielectric grease to the Smart Starter Relay's terminals before we inserted it into the connector. The small amount of grease helps keep the connection clean and sound.



Once the Smart Starter Relay is installed you'll perform a simple activation process. When completed, press the Dawg Tag's button until the red light comes on, and then start your bike. That's it!

trolled by up to four different Dawg Tags, and each Dawg Tag can control an unlimited number of relays. Does this in any way sacrifice security? Absolutely not. There are millions of possible codes used by the KeyLock encryption system, which is the heart of the Digital Guard Dawg.

Currently units are available for 1985-present Harley-Davidsons, 1999-present Victorys, and 1999-'04 Indians. McKinley says that his company offers a new system that performs all the functions of the original Digital Guard Dawg, with the added convenience of completely eliminating the bikes ignition switch from the wiring harness. With that, all you do is walk up to the bike, flip on the run switch and hit the starter button. The new components require a bit more work to install, and cost about \$220 more than the original Digital Guard Dawg. Security, it seems, has gone to the Dawgs. —Steve Bohn

Resource

Digital Guard Dawg
916-337-1040
www.digitalguarddawg.com