

Electronic Cruise Control for Honda Deauville NT700V



The following provides a brief description of the power consumption and component locations of the MotorCycle electronic cruise control.

Installed weight of the cruise control is approximately 2.3kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.250 amp (3 watts). Current draw while the cruise is engaged is nominally 0.50~0.80 amp (6~10 Watts).

By comparison, a head light bulb typically draws about 4 amps (55 Watts), and a tail light bulb (running light) draws about 0.4 amp (5 Watts).

Refer to the line drawing on the back of this sheet to identify the component numbers in the text.

The **Computer (1)** mounts in front of the tail light, under the rear fairing "ducktail". It is mounted in a **foam block (2)**.



The **Actuator (3)** is bolted to the frame, using the mounting bolts for the left side crash bar. The approximate location is shown in the photo above.

The actuator can be seen in the photo below, after the fairing vent panel is removed.



The **Vacuum Reservoir Assembly (4)** is provided to connect the actuator to the engine and provide a stable vacuum supply. It is mounted below the right side fairing pocket.

The **Cable Interface Unit (5)** is located above the engine. It is hidden under the air filter housing. A new **cable (6)** connects it to the throttle bodies.



The **Control Switch (7)** is mounted ABOVE the handlebar using the left hand (clutch) master cylinder handlebar clamp. The bracket mounts between the top faces of the clamp and the master cylinder. The clamp must have about 1.5~2.0mm (0.060"~0.080") filed from the top face to allow for the thickness of the switch bracket.



If desired, the switch may be mounted UNDER the handlebar (photo below right), using an alternative mounting bracket. This should be requested at time of ordering. When the handlebars are turned to full left position, there is very little clearance between the cruise control switch and the fairing panel. If the handlebars are even slightly lower than on the prototype bike, the switch will contact the fairing on full left lock. It may be necessary to adjust the handlebar position to correct this.



The **Speed Sensor (8)** is mounted on the left side of the front wheel, on one of the rear brake caliper mounting bolts. Nickel plated magnets are placed in the heads of the bolts that mount the brake disc.

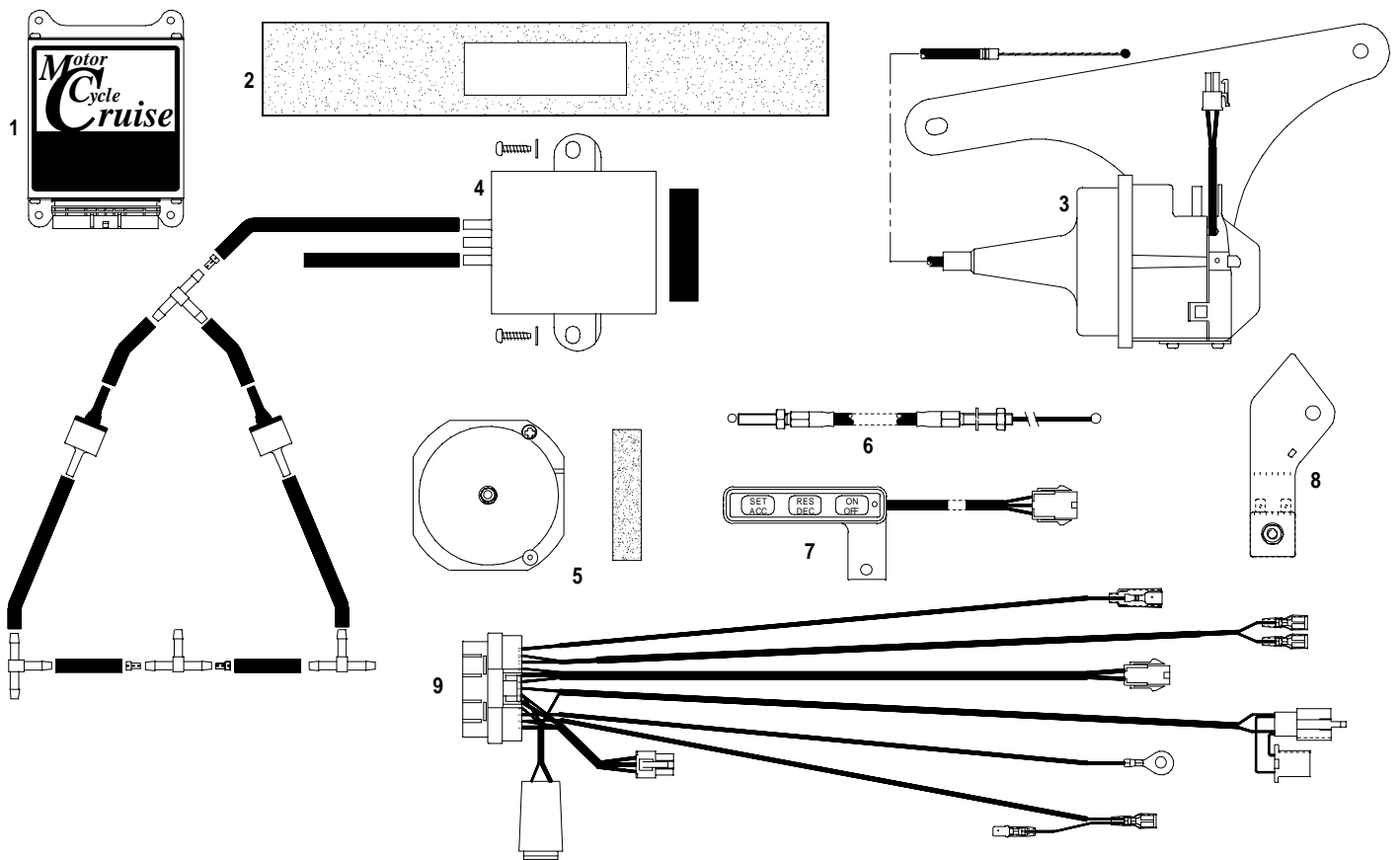
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The **Wiring Loom (9)** has the same type of plugs or terminals that are already used on the motorcycle. Power for the cruise control and brake sensing is taken off the brake light switches by unplugging the rear brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's loom. Tach (engine speed) sensing is detected from the bike's ignition coils. This is used to disengage the cruise if the clutch is operated. The bike's clutch switch is also connected to the cruise control to disengage the cruise control. The cruise control is grounded on the negative battery terminal.



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