

Electronic Cruise Control for Honda VFR800FI 2002-2006 (high exhaust pipes)



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

Installed weight of the cruise control is approximately 2.5kg.

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 components from the numbers in the text.

The **Computer (1)** mounts in the cavity between the battery and the rear brake fluid reservoir, under the central frame spine, in a **foam block (2)**.



The **Actuator (3) and CIU (5)** are located on the left side of the bike, above the radiator. These are hidden by the fairing.

A **vacuum hose assembly (4)** is provided to connect the actuator to the engine.

The **CIU (5)** has a new **cable (6)** running from it to the throttle



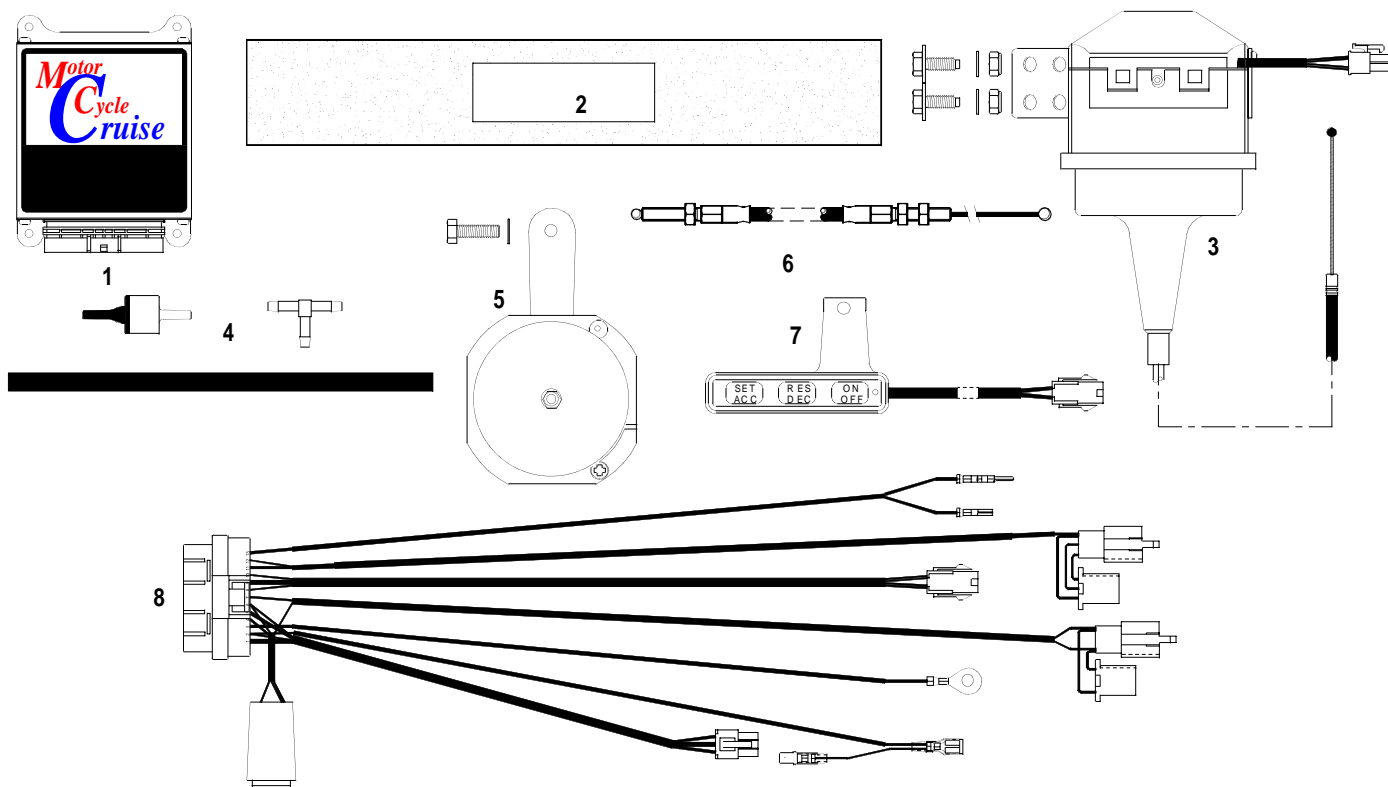
The **Control Switch (7)** is mounted to the left hand (clutch) master cylinder handlebar clamp and is located below the left hand switch block.

The bracket mounts between the lower faces of the clamp. The clamp must have about 1~1.5mm (0.040"~0.060") filed from the lower face of the clamp to allow for the thickness of the switch bracket. The photo shows the switch mounted on the bike.



The **Wiring Loom (8)** 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 tachometer

signal circuit. 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 battery negative terminal. Speed sensing can be taken from the bike's speedometer sender.



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