

Electronic Cruise Control for Honda VT750C2 Shadow



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 2.5g.

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 under the left side cover in a **foam block (2)**. The white square on the photo shows the location of the computer behind the side cover.



The **Actuator (3)** is bolted to the frame below the swing arm on the right side. It is mounted on the bolts that mount the exhaust system mounting bracket. Black powder coated aluminium covers are supplied to prevent dirt and water ingress into the actuator. A **vacuum hose assembly (4)** is provided to connect the actuator to the engine.

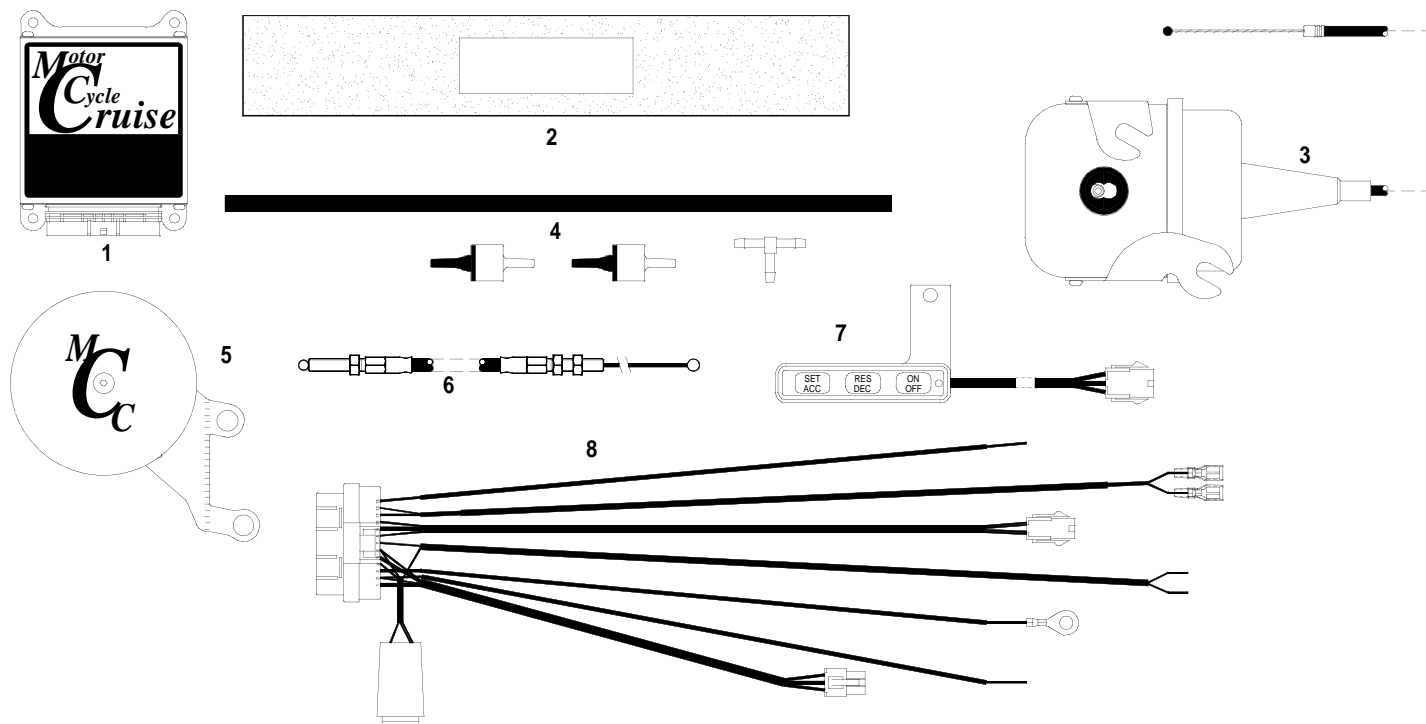
The **Cable Interface Unit (5)** is located on the left side of the motor, between the two cylinders. The CIU is supplied with a stainless steel cover to enhance its appearance. It has a new **cable (6)** running from it to the fuel injection throttles.



The **Control Switch (7)** is mounted to the left hand (clutch) master cylinder handlebar clamp. The bracket mounts between the bottom faces of the clamp and the master cylinder. The clamp must have about 1~1.5mm (0.040''~0.060'') filed from the bottom face to allow for the thickness of the switch bracket.

The control switch housing is normally a satin black finish (shown), however it is also available in chrome as an extra cost option.

The **Wiring Loom (9)** is a 'universal' loom, and the kit comes supplied with all the plugs and terminals that are already used on the motorcycle, and instructions for cutting and terminating the wires. 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. Speed sensing is taken off the bikes electronic speedometer sender at the back of the speedometer. Tach (engine speed) sensing is detected from the bikes 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 battery negative terminal.



Available for delivery worldwide

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