Electronic Cruise Control for

Honda VTX1300S

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 2.0kg.

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 F**oam Mounting Block (2)**.

The **Actuator (3)** is bolted to the frame below the swing arm using the mounting bolts for the bike's regulator/rectifier. 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.

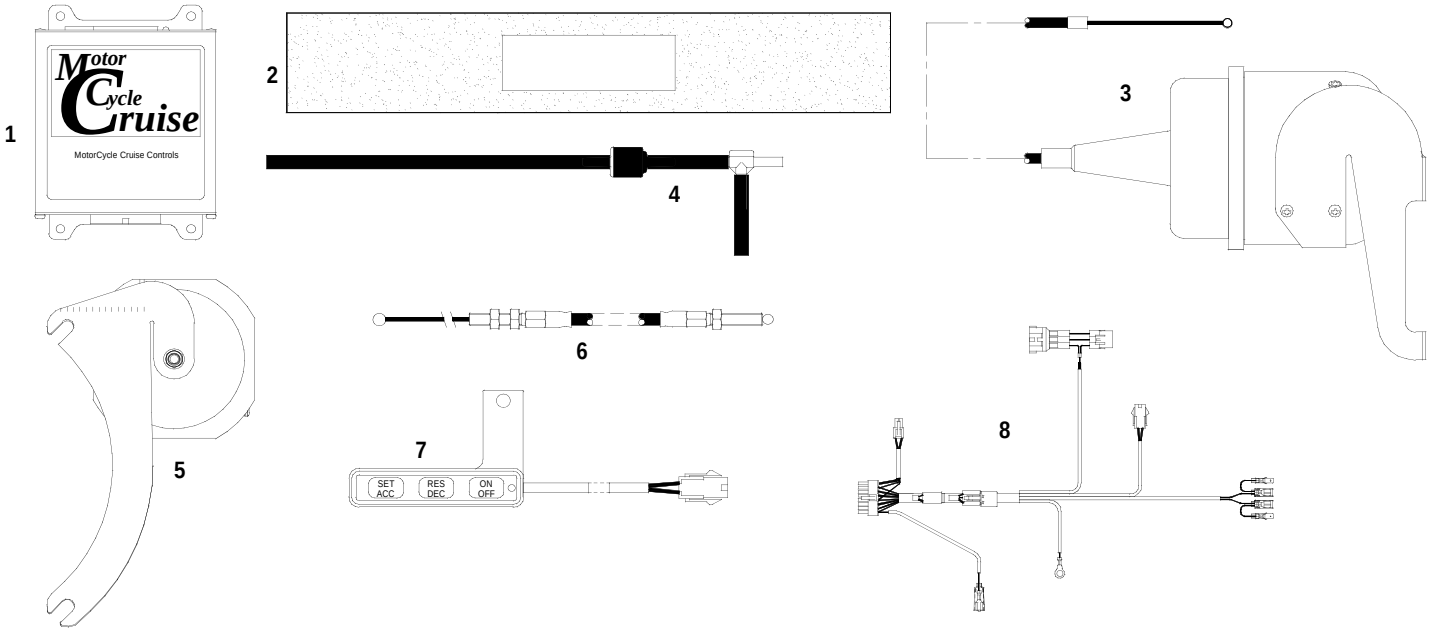
The **Cable Interface Unit (5)** is located on the left side of the motor, beside the coolant radiator fan in front of the front cylinder. It has a new **cable (6)** running from it to the fuel injection throttles.

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, however it is also available in chrome as an extra cost option (as shown in the photo).

The **Wiring Loom (8)** uses the same type of plugs 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 front brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bikes loom. Speed sensing is taken off the bikes electronic speedometer sender. Tach (engine speed) sensing is detected from the bikes ignition coils. This is used to disengage the cruise if the clutch is operated. The cruise control is grounded on the negative battery terminal.

The wiring loom incorporates a new safety device, the ‘CruiseSafe’ actuator power relay. This device is a simple relay that is operated by the brake light switches. If the cruise control should malfunction, either due to electrical interference or component failure, applying the brakes enough to turn the brake light on will instantly cut power to the cruise control actuator (servo). Releasing the brakes will restore power to the actuator. This device is fail-safe in all respects except one. The brake light switches must be operative for this device to work.



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2003/346