

Electronic Cruise Control for Kawasaki Z1000GTR Concours



Note for California specification motorcycles.

California spec motorcycles have an emissions control canister under the right side cover that occupies the space used by the cruise control actuator. As a result it is not possible to fit the cruise control to this motorcycle unless the canister is relocated. Relocation of the canister is the owner's responsibility and has not been considered in the design for installation on this motorcycle.

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

Current draw while the cruise is switched on, but not engaged, is approximately 0.020 amp (0.28 watts). Current draw while the cruise is engaged is nominally 0.250~0.350 amp (3.5~5 Watts) with peak draw at 0.5 amp (7 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).

Installed weight of the cruise control is approximately 1.4kg.

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

The **Computer (1)** mounts on the front of the rear mudguard (fender) just behind the battery using self adhesive tape.



The **Actuator (2)** hangs off the right hand side of the battery box, and sits behind the right hand side cover. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine.



The **CIU (4)** is under the fuel tank, on top of the motor on the right hand side and has a new **cable (5)** running from it to the carburetors.



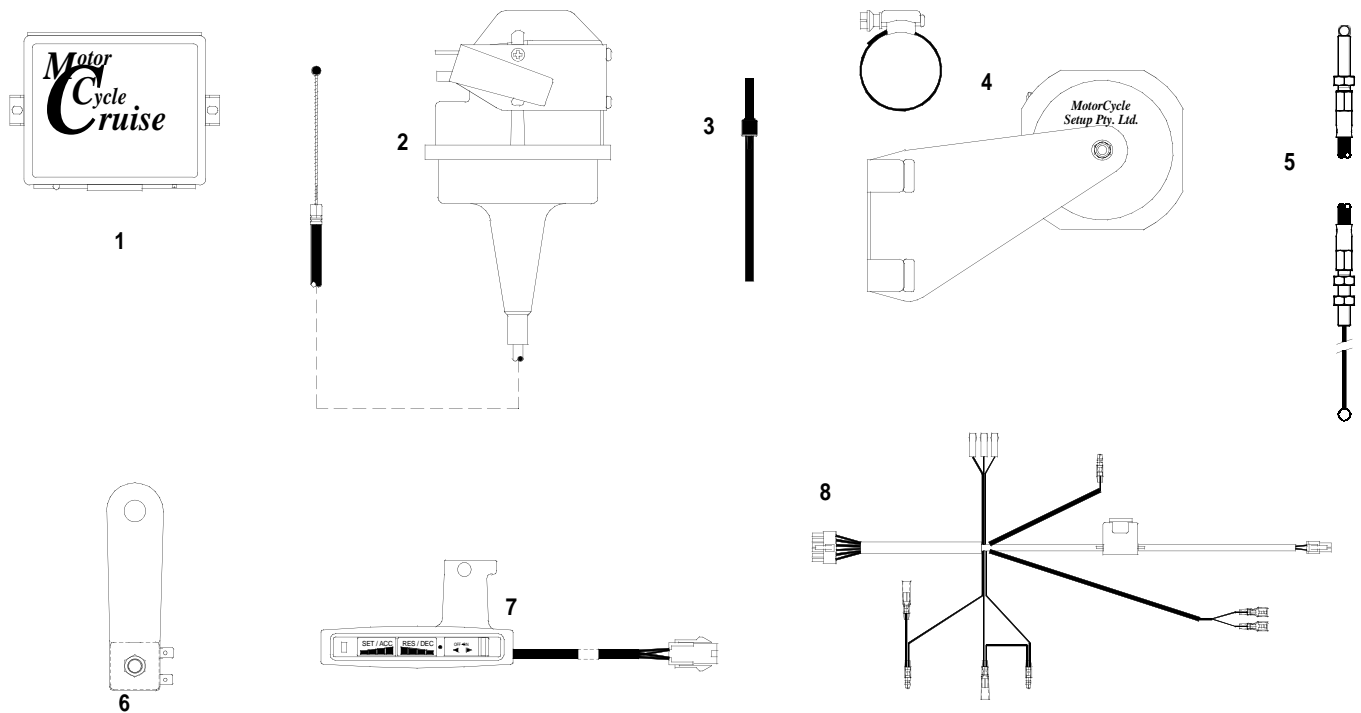
The **Speed Sensor (6)** is on the rear swing arm, mounted to the brake torque arm bolt on the brake calliper. The magnets fit into the head of two of the bolts that mount the brake disc to the wheel. The photo at right shows the speed sensor installed on the bike.



The **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 photo at right shows the switch installed on the motorcycle.

The **Wiring Loom (8)** uses the same type of plugs that are already used on the motorcycle. 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 bikes loom. Power is taken from the brake system using the same brake connectors. Earth (ground) is sourced on the accessory earth connector on the motorcycle.

The **Electronic Clutch Switch (ECS)** is now standard on this kit and is connected to the bikes ignition system. If the rider inadvertently disengages the clutch it will cancel the cruise control. It mounts on the rear mudguard (fender) near the computer.



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