

Electronic Cruise Control for Kawasaki Z1400GTR Concours



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 2.5kg.

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 component numbers in the text.

The **Computer (1)** mounts under left side fairing inner panel, beside the left fork leg. The photo below left is taken with the fairing removed, the photo below right is taken looking down from above, with the fairing installed but with the instrument surround panel removed.



The throttle servo or **Actuator (2)** mounts under the right side fairing inner panel, beside the right fork leg (photo below left).

The photo is taken looking down from above, with the fairing installed but with the instrument surround panel removed.

We have a different version of the **Actuator (3)** for bikes equipped with a Carbon Evaporative Emissions Canister (California specification). The carbon canister is mounted where we put the actuator so an alternate mounting is required.

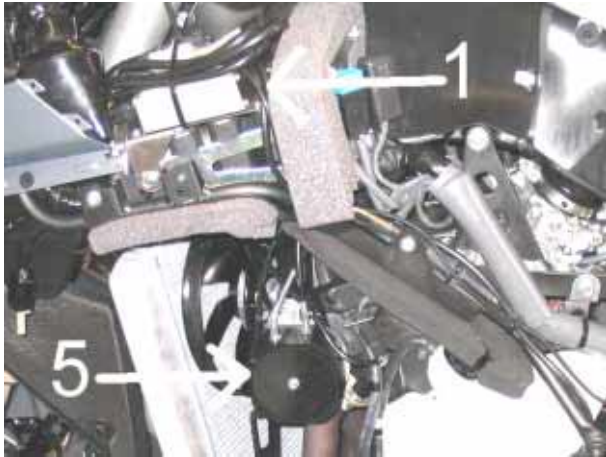
The photo below right shows this with the right side main fairing panel removed. A **vacuum hose assembly (4)** is provided to connect the actuator to the engine.



The **Cable Interface Unit (5)** is located on the left side of the motor, near the front left corner of the engine.

It has a new **cable (6)** running from it to the fuel injection throttles. The computer (1) is also shown in the photo below left.

The photo below right shows the CIU with the fairing fitted to the bike.



The **vacuum reservoir (7)** is mounted inside the right front fairing lower. This is fitted to provide more consistent vacuum to the cruise control vacuum actuator.



The **Control Switch (8)** 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.



Available for delivery worldwide:

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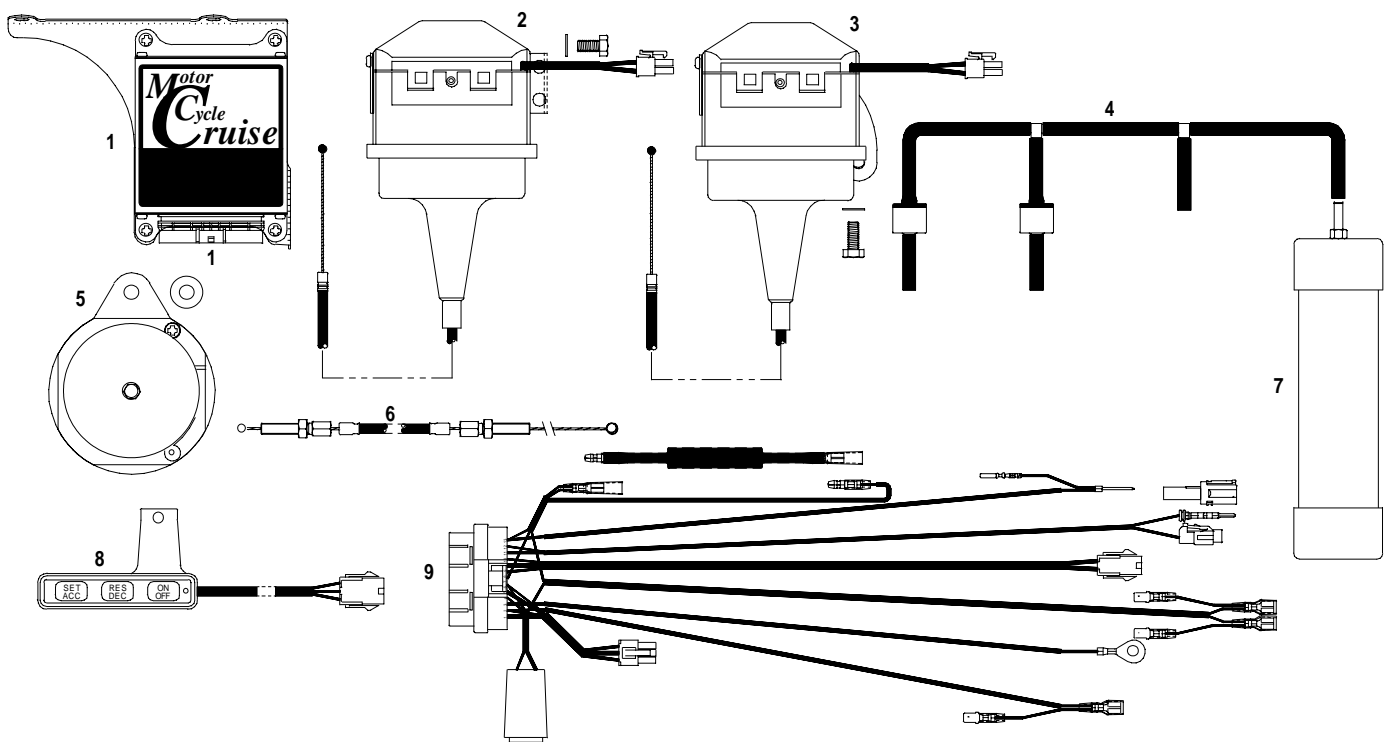
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The **Wiring Loom (9)** has the same type of plugs or terminals that are already used on the motorcycle.

Power for the cruise control and brake sensing is taken off the brake light switches by unplugging the front brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's loom.

Speed sensing is sourced at the bike's speedometer sender using the same connection method. Tach (engine speed) sensing is detected from the bikes ignition wire to one of the 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.



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