

Electronic Cruise Control for Yamaha TDM900



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 2kg.

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 under the passenger seat. It may also be possible to mount it in the rear storage area, under the ducktail, but this space was in use on the bike we had for prototyping.



The **Actuator (2)** is located behind the fairing on the right side, next to the right fork leg. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine.



The **CIU (4)** is mounted on the right side of the cylinder head and has a new **cable (5)** running from it to the throttle bodies.



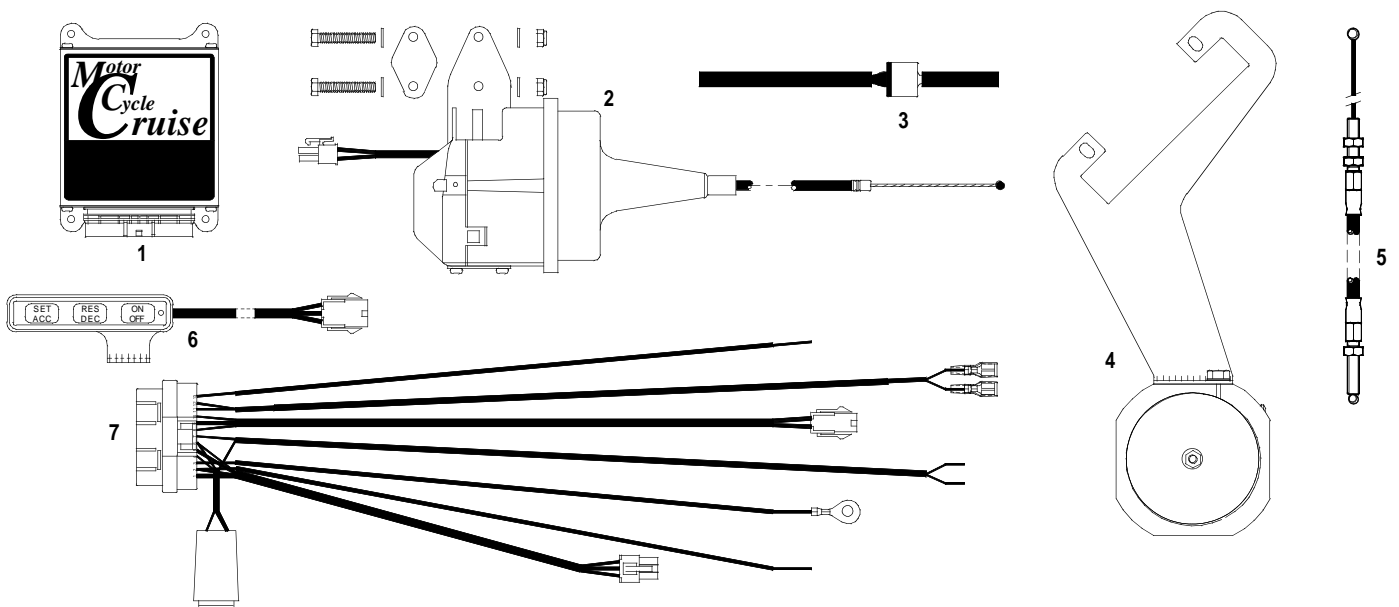
Another view showing the CIU after the fairing has been fitted.

The **Control Switch (6)** is mounted on the left hand mirror mount.



The **Wiring Loom (7)** 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 from the bike's speedometer sender. Tach (engine speed) sensing is detected from the bike's 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.

For an additional fee, the wiring loom can be supplied cut and terminated to suit the bike.



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