

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, on the tool compartment lid using adhesive mounting tape.



The **Actuator (2)** is bolted to the frame below the swing arm using the mounting bolts for the bike's regulator/rectifier (see note below). Black powder coated aluminium covers are supplied to prevent dirt and water ingress into the actuator. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine.



NOTE: - Some models (California & Switzerland?) have an evaporative emissions carbon canister mounted on the frame below the swing arm. On these models it is NOT possible to fit the cruise control, unless either the carbon canister is moved to another location or removed from the motorcycle entirely.

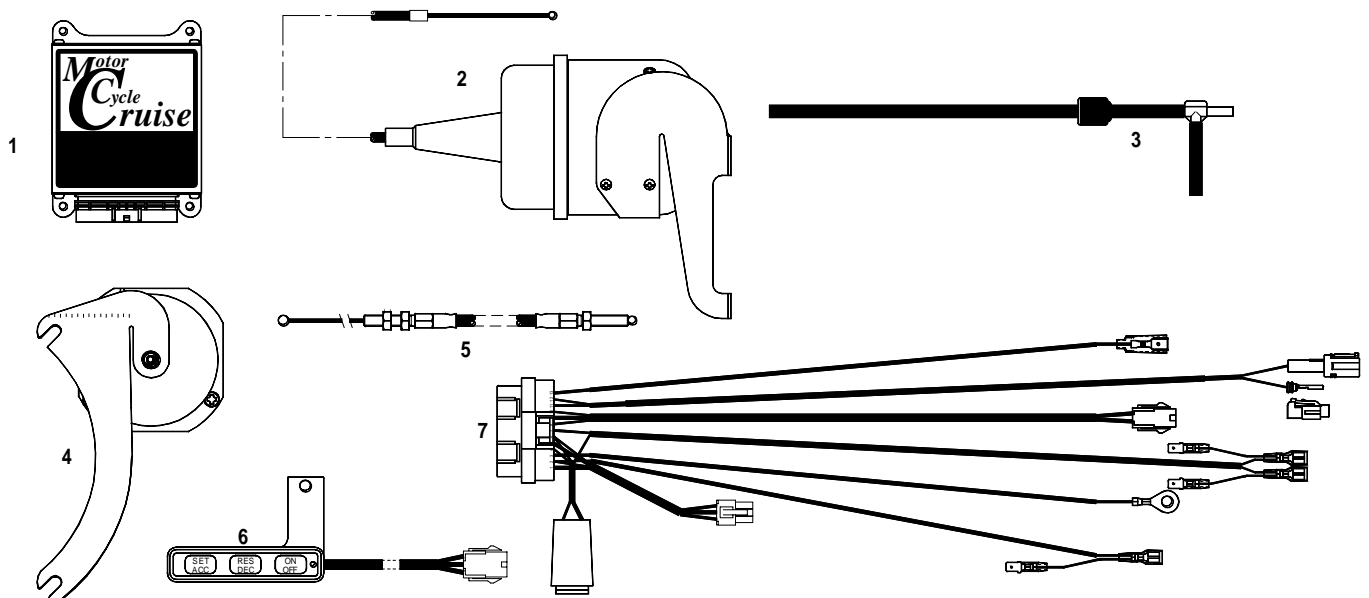
The **Cable Interface Unit (4)** is located on the left side of the motor, beside the coolant radiator fan in front of the front cylinder. It has a new **cable (5)** running from it to the carburettor.



The **Control Switch (6)** 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 **Wiring Loom (7)** 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 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



MotorCycle Cruise Controls

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