

Electronic Cruise Control for Honda CBF1000

All models including ABS brakes from 2007



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 components from the numbers in the text.

The **Computer (1)** mounts on the left side of the bike, under the plastic panel below the seat. The photos show the computer without and with the panel fitted. The computer may be mounted in the under seat storage area. A **Foam Mounting Block (2)** is provided in the kit for this purpose that may be used if desired.



The **Actuator (3)** is mounted on the fairing frame on the right side, beside the forks. The mounting bracket is clamped to the frame using hose clamps. The photo shows the actuator with the side of the fairing off the bike. A **vacuum hose (4) assembly** is provided to connect the actuator to the engine.



The **Cable Interface Unit (5)** is mounted on the fairing frame on the left side, beside the forks. The mounting bracket is attached to the upper mounting bolt for the bike's ignition coil. The photo shows the actuator with the side of the fairing off the bike. It has a new **cable (6)** running from it to the throttle bodies.

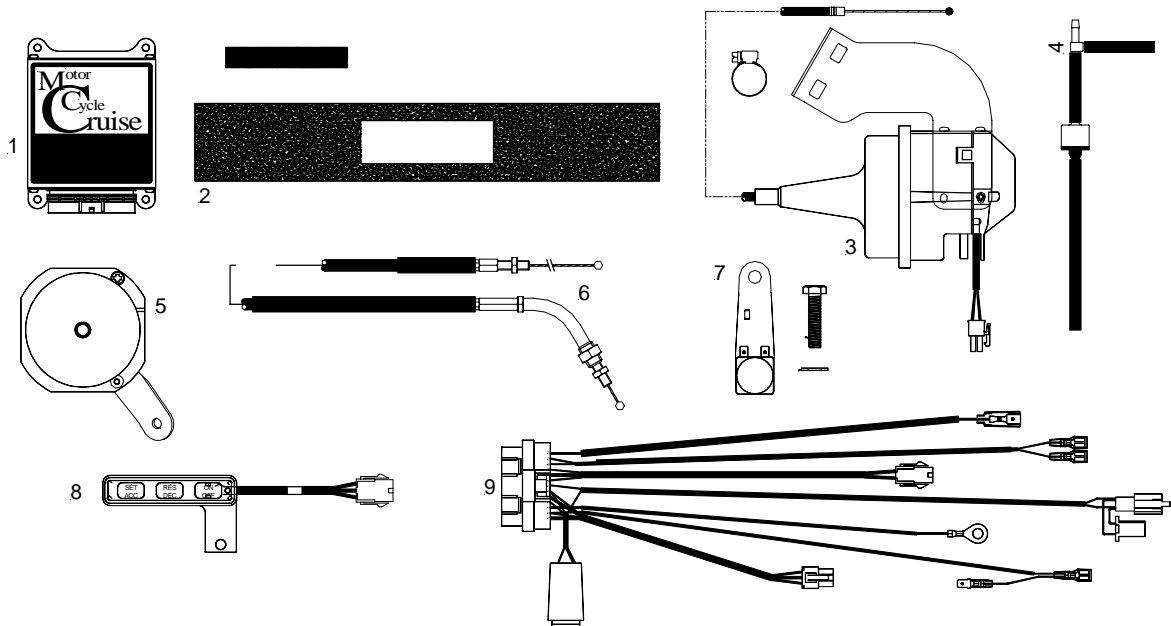
The **Speed Sensor (7)** mounts to the left front fork using one of the brake calliper mounting bolts. Magnets are placed in the heads of the bolts that mount the brake disc.



The **Control Switch (8)** is mounted to the left hand (clutch) master cylinder handlebar clamp. The bracket mounts between the top faces of the clamp and the master cylinder. The clamp must have about 1.5~2.0mm (0.060"~0.080") filed from the top face to allow for the thickness of the switch bracket.



The **Wiring Harness (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 rear brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's loom. 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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