

Electronic Cruise Control for BMW K1100RS ABS 2 models (also fits LT)



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

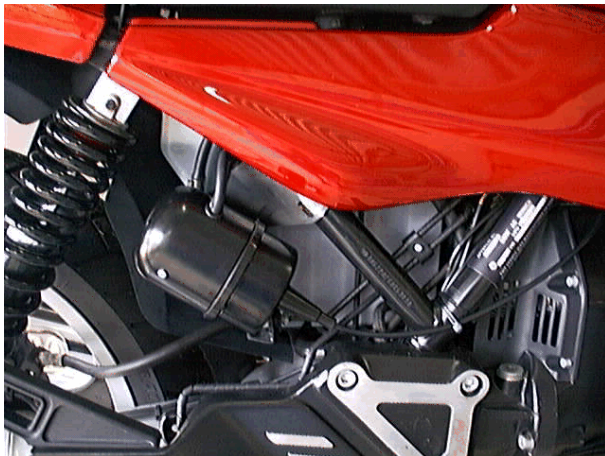
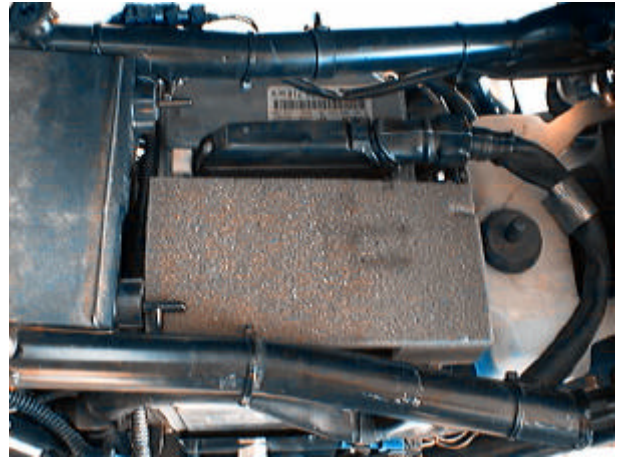
Installed weight of the cruise control is approximately 2.5kg.

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 the seat and sits on top of the ABS actuator. It is mounted in a **foam block (2)**

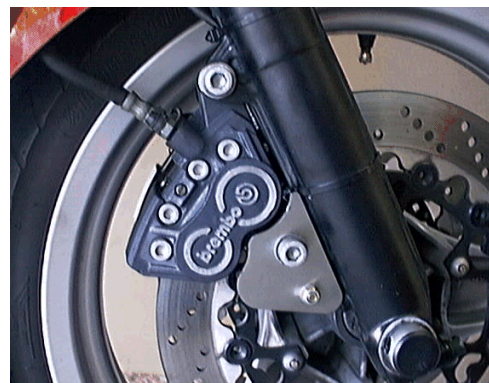


The **Actuator (3)** is mounted above the right side foot pegs and is attached to the frame. The actuator is provided with aluminium covers that are finished in black satin powder coat to enhance it's appearance and to provide protection from the elements. A **vacuum hose assembly (4)** is provided to connect the actuator to the engine.

The **CIU (5)** is located on top of the of the cylinder head and is visible through the fairing air vent. The photos show the CIU mounted on the bike. A new **cable (6)** runs from it to the throttles.



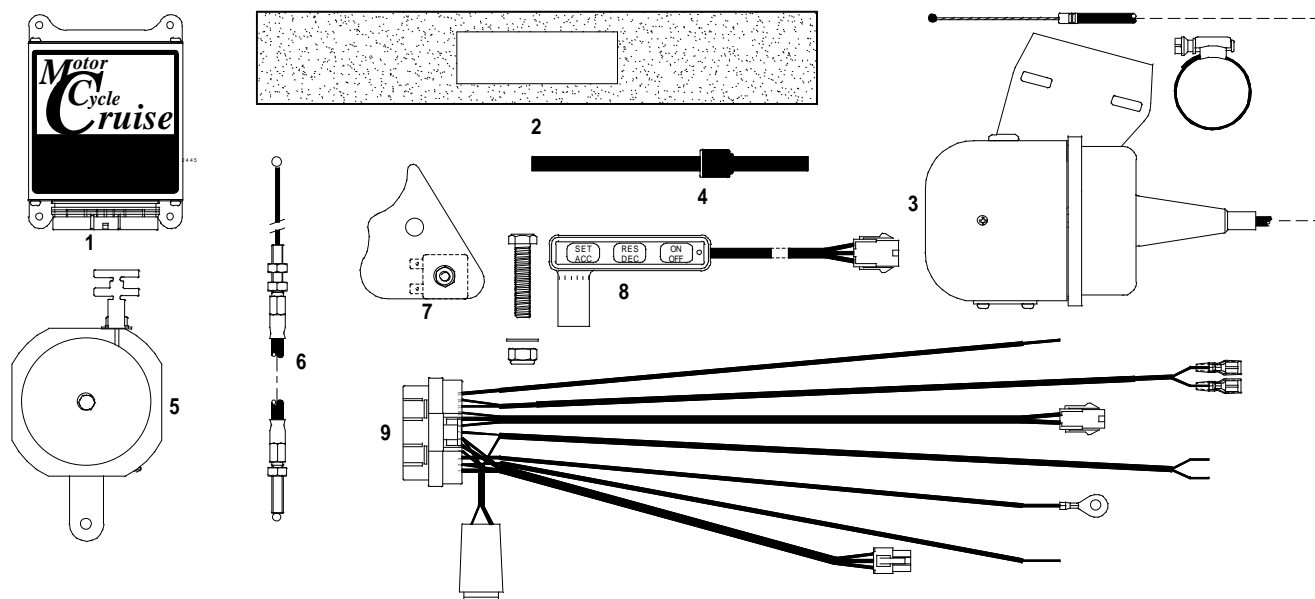
The **Speed Sensor (7)** mounts to the right front forks using one of the brake calliper mounting bolts. Magnets are placed in the heads of the bolts that mount the brake disc. The photo at right shows the sensor mounted to the bike.



The **Switch (8)** is mounted on the left hand (clutch) lever assembly using the mirror mounting hole. The switch is located just above the fast idle (cold start) lever. The photo at left shows our old design switch mounted to the bike. The photo at right shows the current switch design, mounted on another bike.



The **Wiring Loom (9)** 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 also taken from the brake light circuit. Clutch switch sensing is taken from the bikes clutch switch in the same way. Earth (ground) is sourced by using a bolt on the frame or from the negative battery terminal. Speed sensing is taken from the sensor mounted to the front wheel. The new computer also has the ability to sense engine rpm (tach sensing) that may be connected if desired (this is used to detect clutch operation or gear changing).



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