

Electronic Cruise Control for BMW R1150R



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 components from the numbers in the text.

The **Computer (1)** mounts below the rear of the fuel tank, behind the battery. It is mounted in a **foam block (2)**.



The **Actuator (3)** is bolted to the right side of the gearbox, using the right footrest mounting bolts. Silver Pearl (shown) or Satin Black (optional) powder coated aluminium covers are supplied to prevent dirt and water ingress into the actuator and to improve the appearance of the actuator. A **vacuum hose assembly (4)** is provided to connect the actuator to the engine.



The **Cable Interface Unit (5)** is bolted to the frame on the right side of the front suspension spring/shock absorber unit. A selection of fittings, **new cable and cable fittings and nipples (6)** are provided to allow this to be 'patched' in to the bike's throttle cable. This involves cutting the original throttle cable, fitting a new cable nipple and adjuster to it to allow connection from the bike's throttle bodies to the CIU. A new inner cable and nipple and adjuster are also fitted to the remainder of the cable from the twist grip and this is also connected to the CIU.

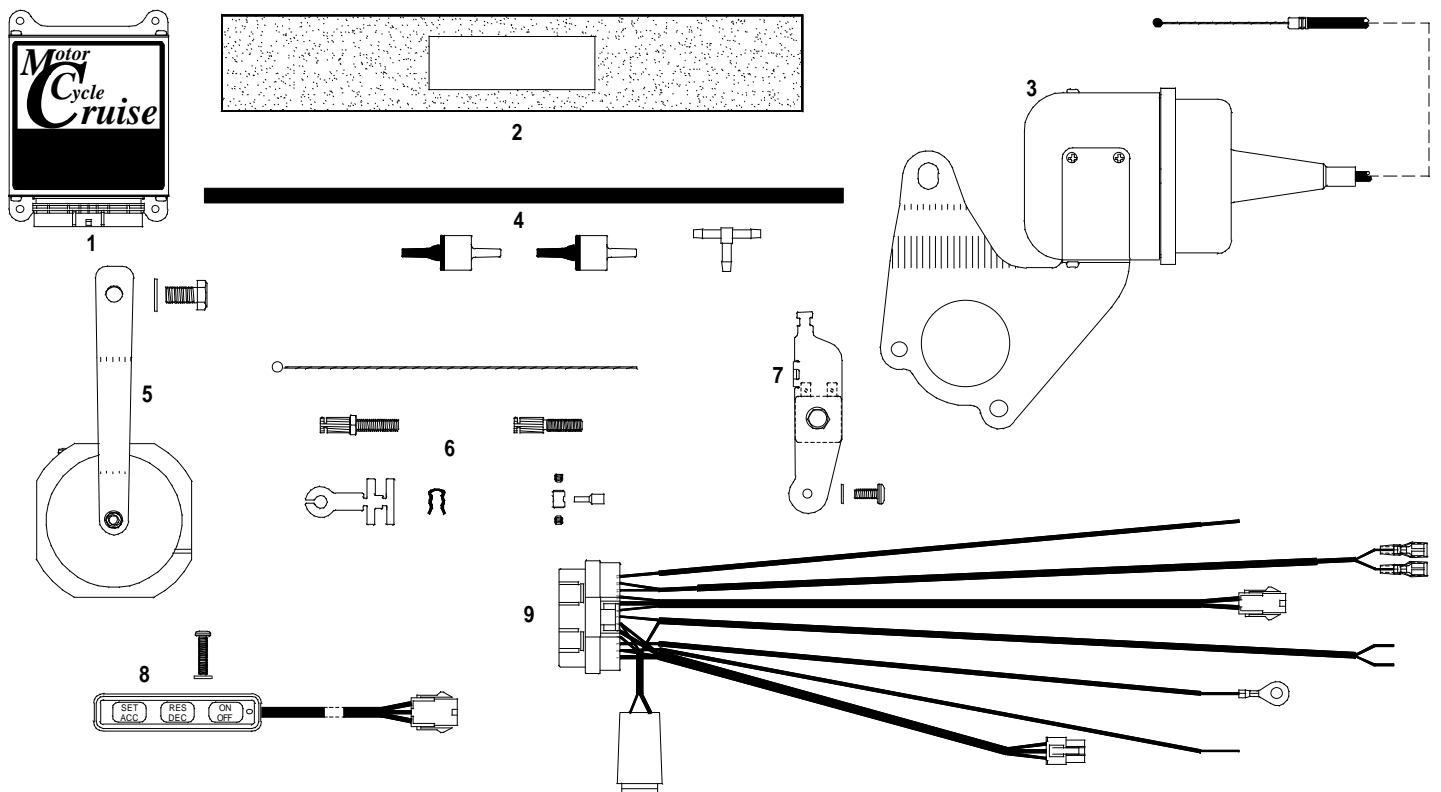


The **Speed sensor (7)** is mounted in front of the left hand fork leg. Nickel-plated magnets are placed in the heads of the bolts that mount the brake disc.

The **Control Switch (8)** is mounted on the left hand (clutch) master cylinder fluid reservoir cap. New screws are supplied to replace two of the existing reservoir cap screws. The switch is located just above the left switch block.



The **Wiring Loom (9)** is a 'universal' loom, and the kit comes supplied with all the plugs and terminals needed for connection to 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. The bike's clutch switch is also connected to the cruise control to disengage the cruise control. Tach (engine speed) sensing can be connected to the bike's tachometer signal wire if desired. This is also used to disengage the cruise in the event of the clutch being disengaged. These two connections (tach and clutch) require the wires to be spliced to the bike's wiring loom because we have been unable to source the connectors used on the bike. The cruise control is grounded on the battery negative terminal.



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