

# Electronic Cruise Control for Honda GL1500C Valkyrie (all models)



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

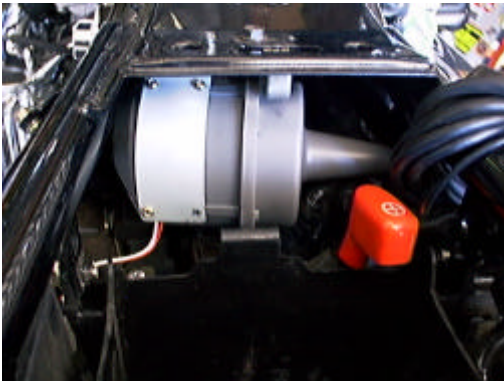
Installed weight of the cruise control is approximately 1.8kg.

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.

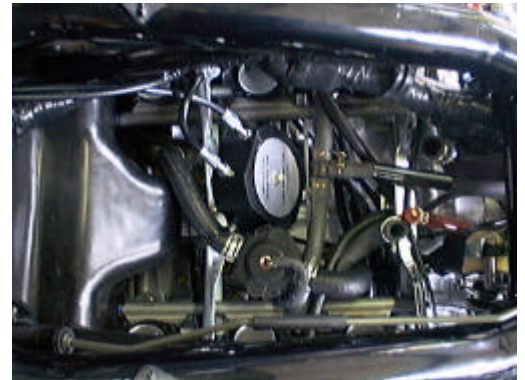


The **Computer (1)** mounts under the battery retaining strap, on top of the battery when installed on the Standard or Tourer (shown at left). It is mounted in the compartment behind the battery on the Interstate (shown at right).



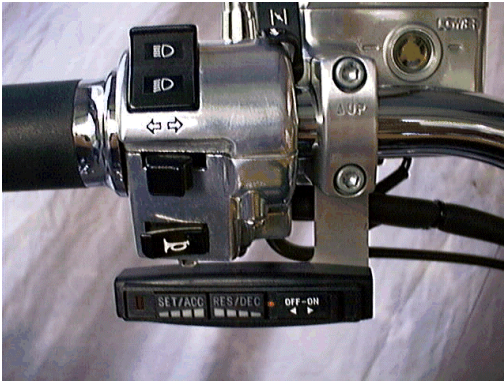
The **Actuator (2)** is under the rear of the fuel tank, immediately in front of the battery. The mounting bracket uses one of the existing holes in the frame next to the fuel tank rear mounting bolt. The photo shows the actuator during installation, as it is nearly completely hidden after installation. The side of the actuator can be seen above the battery in the photo above right. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine.

The **CIU (4)** is under the air box, in between the banks of carburetors. It attaches to the front of the pair of braces that run between the two rows of the carburetors and has a new **cable (5)** running from it to the carburetors. Some versions of the bike have an air control valve, which controls the flow of air into the exhaust system. This valve must be relocated about 1/2" to the left and rearward. A new hose is provided in the kit to enable this.

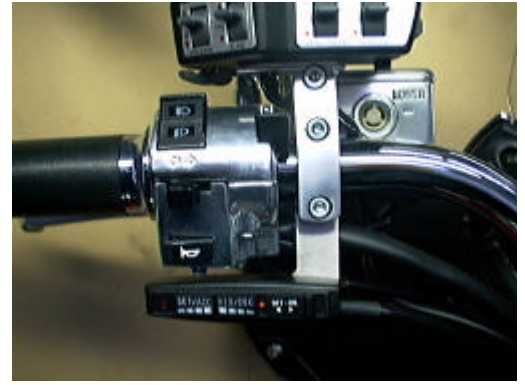


The **Speed Sensor (6)** is mounted on the speedometer cable guide bolt that is attached to the left front brake caliper (shown at left) on the Standard and Tourer. It is mounted on the speedometer sender wire guide bolt on the Interstate (shown at right). Nickel-plated magnets fit into the heads of the bolts that mount the brake disc to the wheel.



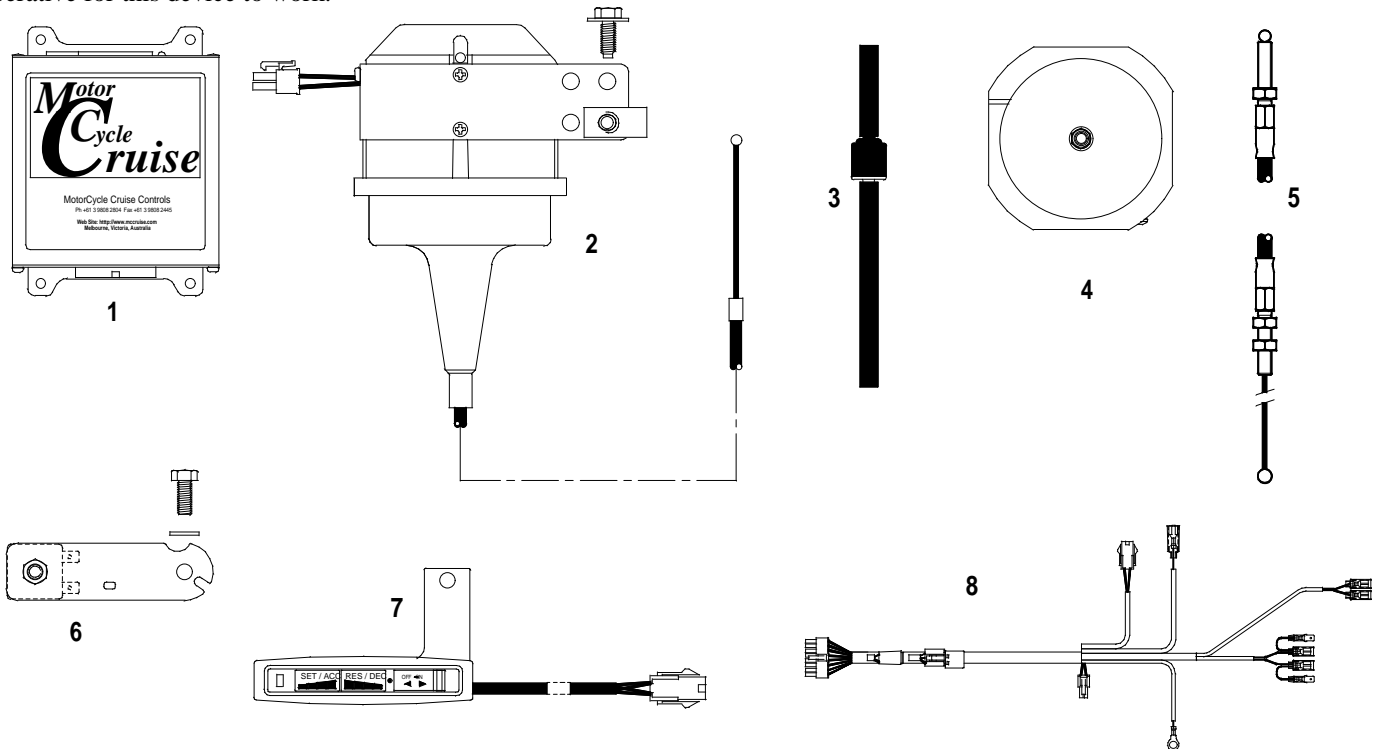


The **Switch (7)** is mounted to the left-hand (clutch) master cylinder handlebar clamp. The bracket mounts between the bottom faces of the clamp and the master cylinder. The clamp must have about 1.5~2mm (0.060"~0.080") filed from the bottom face to allow for the thickness of the switch bracket. The switch is shown on the Standard and Tourer at left and the Interstate at right.



The **Wiring Loom (8)** uses the same type of plugs 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. 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 cruise control is grounded on the bike's negative battery terminal.

The wiring loom incorporates a new safety device, the 'CruiseSafe' actuator power relay. This device is a simple relay that is operated by the brake light switches. If the cruise control should malfunction, either due to electrical interference or component failure, applying the brakes enough to turn the brake light on will instantly cut power to the cruise control actuator (servo). Releasing the brakes will restore power to the actuator. This device is fail-safe in all respects except one. The brake light switches must be operative for this device to work.



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