

# Electronic Cruise Control for BMW R1150RS



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 in the rear storage compartment, under the rear of the seat. It is mounted in a **foam block (2)**.



The **Actuator (3)** is mounted on the left side of the engine, below the fuel tank. 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.



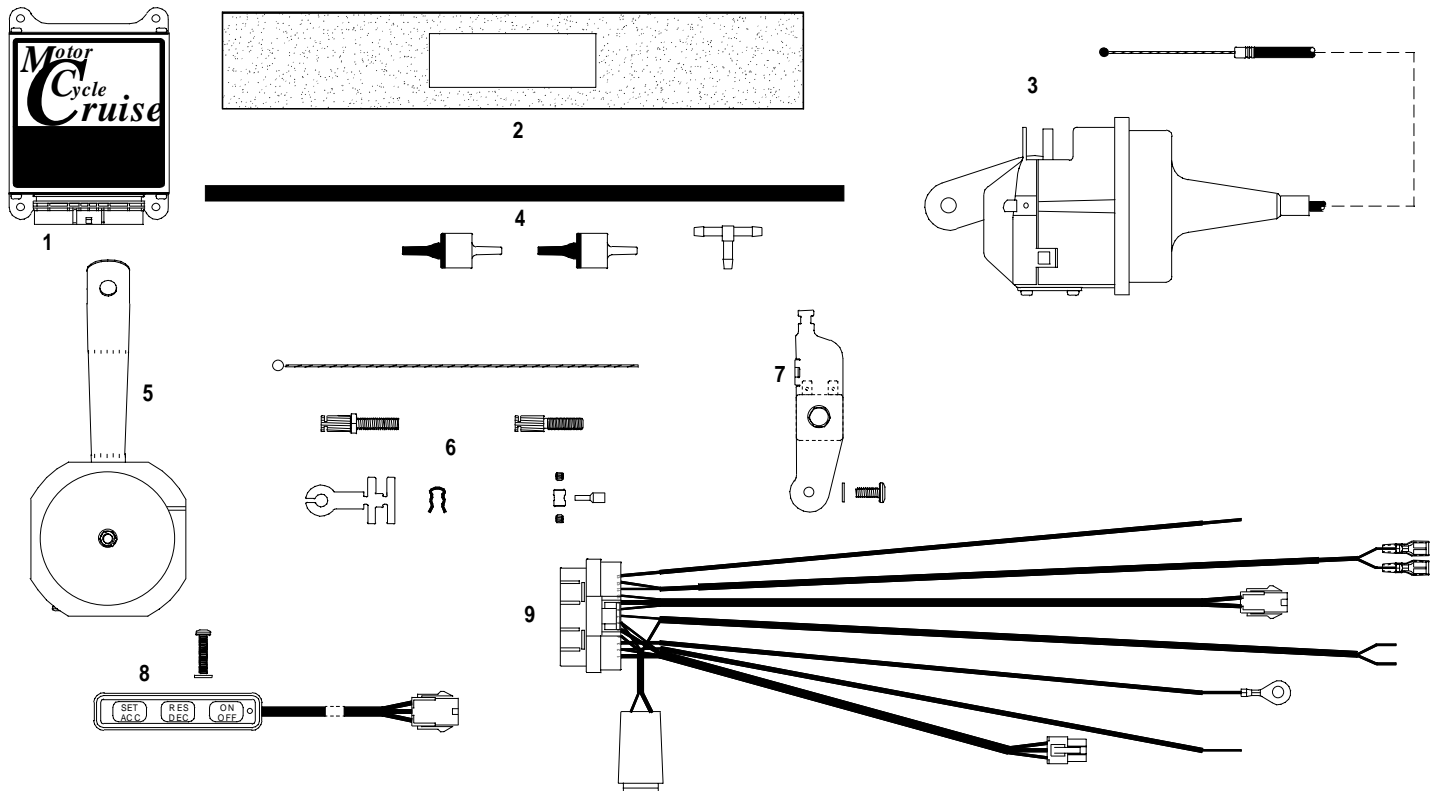
The **Speed sensor (7)** is mounted in front of the left hand fork leg. Nickel-plated magnets are placed in the heads of the bolts that mount the brake disc.

The speed sensor is almost completely hidden by the 'fairing' on the fork leg when it is fitted.

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 is taken from the bike's heated grip circuit. Brake sensing is detected from the connection to the brake light. Tach (engine speed) sensing is detected from the bike's tachometer signal wire. 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. These connections 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 negative battery terminal.



## MotorCycle Setup P/L

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