

Electronic Cruise Control for Honda CBR1100XX EFI



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.

Note: - A suitable bolt to seal the bike's fuel injection pressure hose is provided in the kit allow safe removal and refitting of the fuel tank. New sealing washers should be purchased from your dealer for the fuel injection hose and fuel tank service bolt.

The **Computer (1)** mounts in the rear luggage compartment above the rear light in a **foam block (2)**. Note that this photograph shows a earlier version computer, but the size and mounting are the same.



The **Actuator (3)** is located under the rear of the fuel tank. A **vacuum hose assembly (4)** is provided to connect the actuator to the engine. Vacuum fittings are provided to screw into the balance ports to replace the original blanking screws.



The **CIU (5)** is mounted above the cylinder head to the left side and has a new **cable (6)** running from it to the throttle bodies.

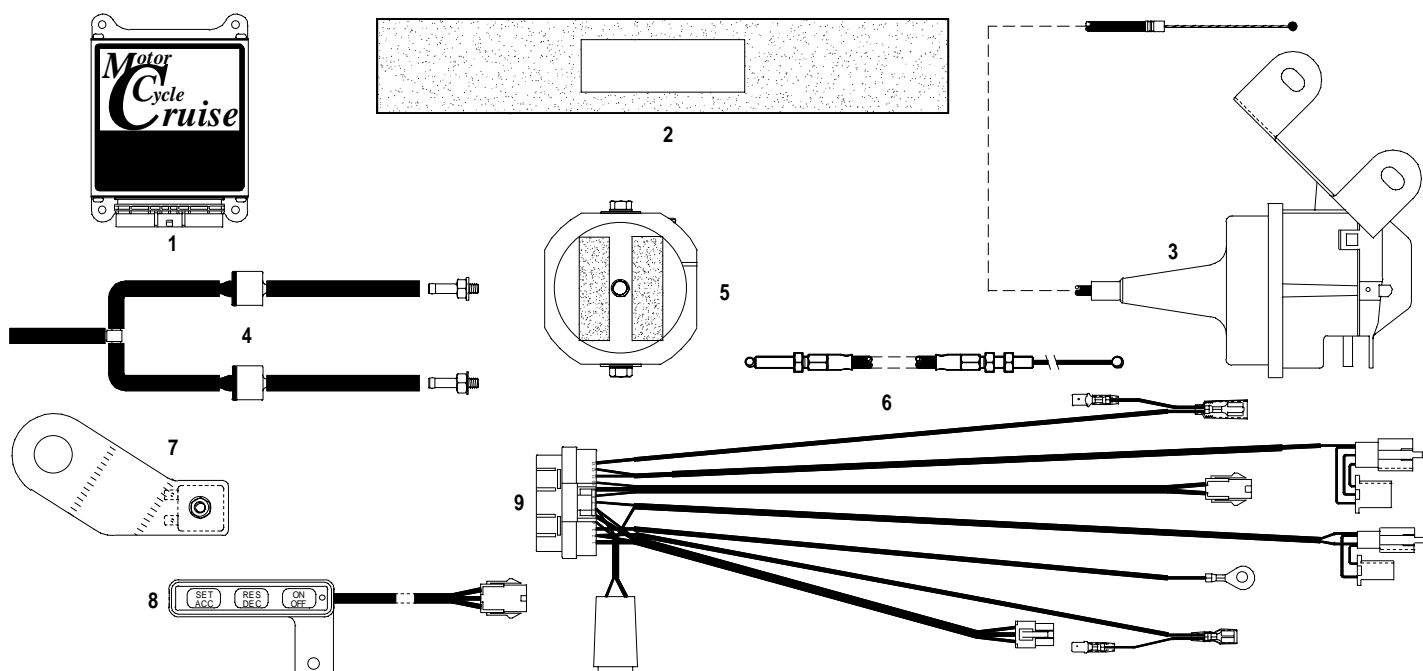


The **optional Speed Sensor (7)** is on the rear swing arm on the right side, and uses a bracket that is mounted on the rear axle. The magnets fit into the head of the bolts that mount the brake disc to the wheel. The cruise control is usually connected to the bike's speedometer sender, but the optional speed sensor may be purchased and fitted if desired.

The **Control Switch (8)** is mounted to the left hand (clutch) master cylinder handlebar clamp and is located above the left hand switch block. The bracket mounts between the top faces of the clamp. The clamp must have about 1.5~2mm (0.060"~ 0.080") filed from the top face of the clamp to allow for the thickness of the switch bracket. The photo shows the switch mounted on the bike. If risers are fitted to the handlebars and the switch contacts the fairing screen during steering movement, an alternate switch mount is available to allow the switch to be installed under the handlebar. This bike is fitted with higher Heli-bars, and the control switch still clears the fairing screen with room to spare.



The **Wiring Loom (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. Speed sensing can be taken from the bike's speedometer sender or the optional speed sensor may be fitted to the rear axle.



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