

# Electronic Cruise Control for Honda FJS600 Silver Wing



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 2.2kg.

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 luggage locker on the left side above and behind the battery.



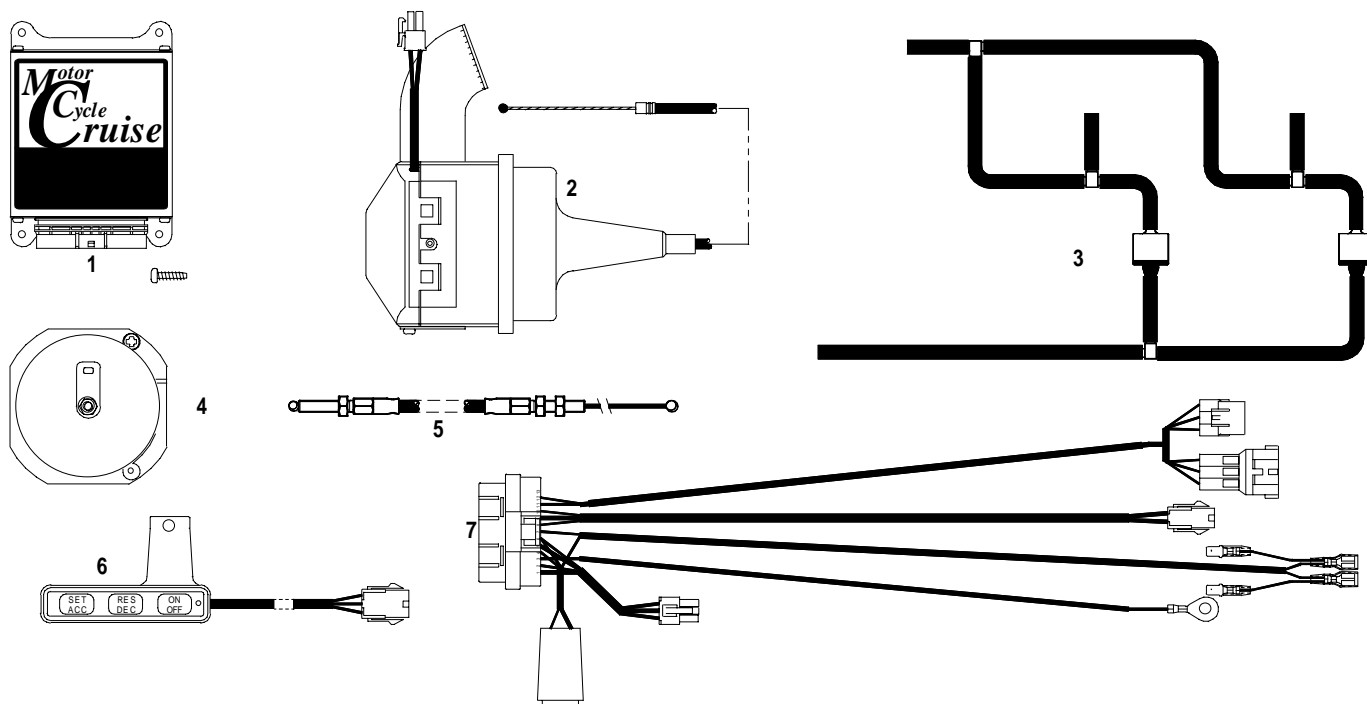
The **Actuator (2)** is mounted under the foot board on the left side, next to the radiator. A **Vacuum Hose Assembly (3)** is provided to connect the actuator to the engine.

The **CIU (4)** is mounted above the engine cylinder head, below the front of the seat. It has a new **cable (5)** running from it to the fuel injection throttles. You can see the CIU in the left side of this photo.



The **Control Switch (6)** is mounted to the left hand brake master cylinder handlebar clamp. The bracket mounts between the bottom faces of the clamp and the master cylinder. The clamp must have about 1~1.5mm (0.040"~0.060") filed from the bottom face to allow for the thickness of the switch bracket.

The **Wiring Loom (7)** 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 front brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's loom. Speed sensing is taken from the bike's speedometer speed sender using the same connection method as the brake light switch. The cruise control is grounded on the battery negative terminal. Tach sensing and clutch switch sensing are not used on this model.



## **MotorCycle Setup P/L**

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