

# Electronic Cruise Control for Honda VTX1800C



Note: Later models of VTX1800 have the coolant overflow tank located the 'V' in the cylinder on the left side, behind a large chrome cover. This kit is designed for these bikes. Earlier models with the coolant tank located behind the engine/gearbox use a different kit, part number MCS4640.

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 2.0kg.

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 component numbers in the text.

The **Computer (1)** mounts under the left side cover on a metal mount plate. Because of the location of the computer mounting bracket, a 10mm spanner (wrench) is required to access the bikes tool storage compartment.



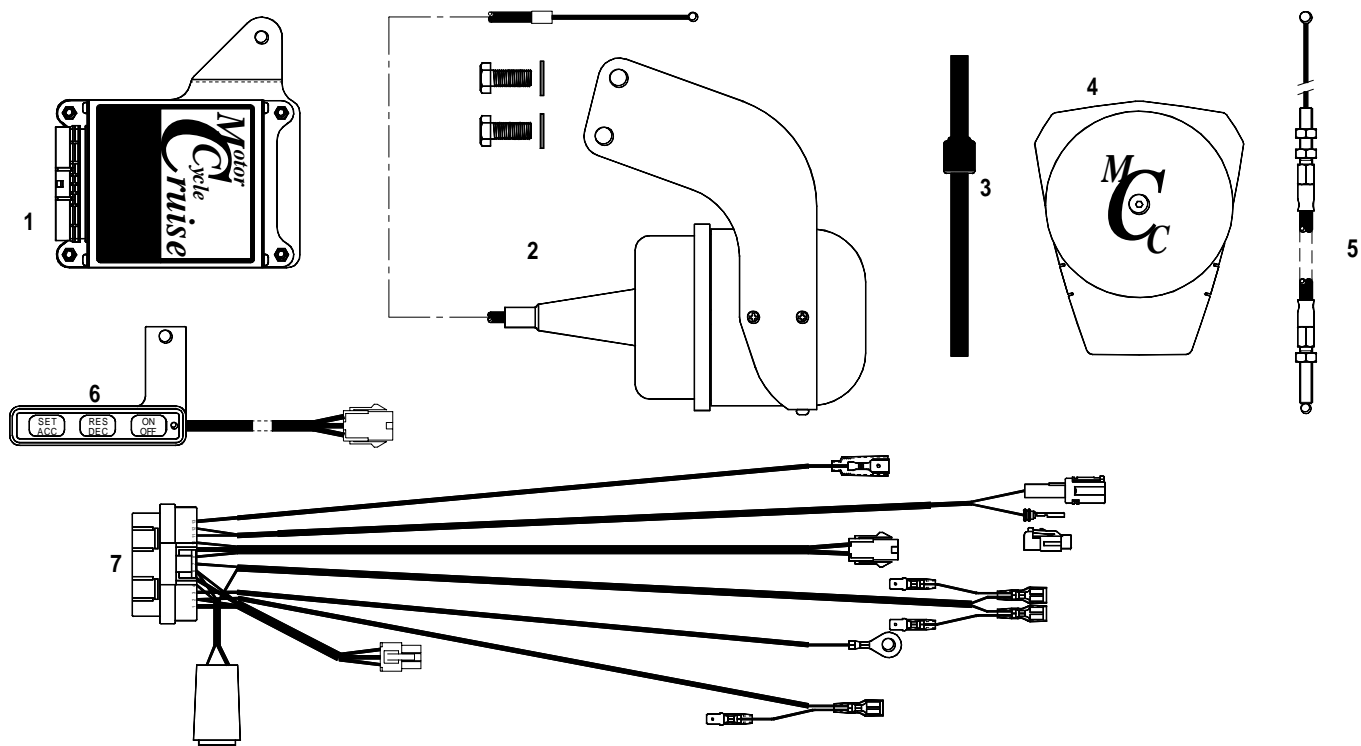
The **Actuator (2)** is bolted to the frame below the swing arm using the mounting bolts for the left side passenger footrest. Black powder coated aluminium covers are supplied to prevent dirt and water ingress into the actuator and to improve the appearance of the actuator. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine.

The **Cable Interface Unit (4)** is located on the left side of the motor, on the front cylinder. The CIU mounting bracket replaces the chrome spark plug cover on the left side of the front cylinder head. The CIU is supplied with a stainless steel cover to enhance its appearance. It has a new **cable (5)** running from it to the fuel injection throttles.



The **Control Switch (6)** 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 1~1.5mm (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 sender. 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.



## *MotorCycle Cruise Controls*

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