

# Electronic Cruise Control for Yamaha FJR1300A (Manual Shift)

Model years from 2006



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 2.4kg.

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 rear of the passenger seat.



The **Actuator (2)** (throttle servo) is bolted inside the storage compartment under the rider's seat. It does not impact on the seat height adjustment mechanism. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine.

The **Cable Interface Unit (4)** is located above and in front of the engine (arrowed in the photo) and has a new **cable (5)** running from it to the fuel injection throttles.



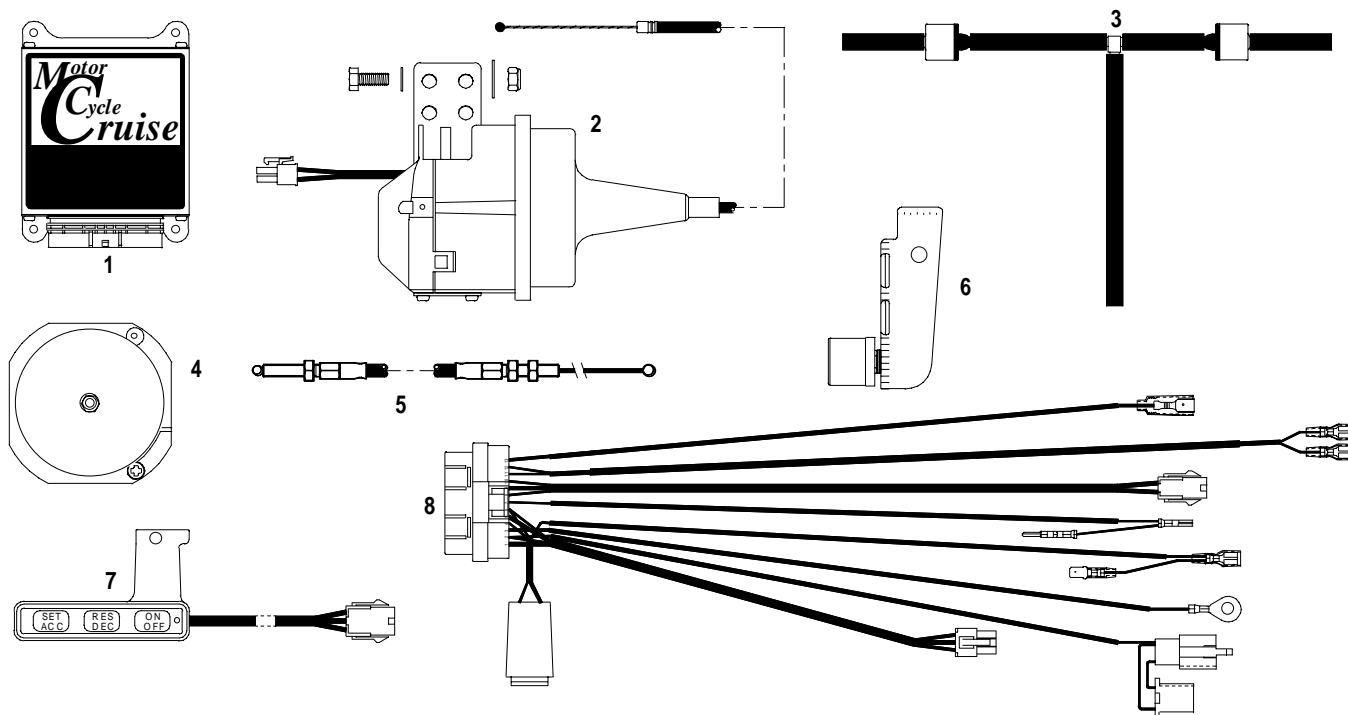
The **Speed sensor (6)** is mounted on the end of the right hand side of the swing arm under the axle pinch bolt. Nickel plated magnets are placed in the heads of the bolts that mount the brake disc.

The **Control 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 1~1.5mm (0.040"~0.060") filed from the bottom face to allow for the thickness of the switch bracket.



If the mounting of the control switch under the handlebar limits the use of tank bags, an alternative bracket to mount the control switch above the handle bar is available.

The **Wiring Loom (8)** has the same type of plugs or terminals that are already used on the motorcycle. Power for the cruise control and brake power sensing is taken off the brake front brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's loom. Brake application sensing is taken from the connection to the bikes brake light circuit. Matching connectors on the cruise control loom are plugged in to the brake light circuit. Tach (engine speed) sensing is detected from the bikes 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 Setup P/L

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