

Electronic Cruise Control for Yamaha FJR1300AE (YCCS Electric 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 to the frame on the right side of the bike. The actuator fits in the space between the frame and the radiator. Aluminium covers finished in satin black powder coat are provided to protect the actuator and enhance its appearance. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine.

The photo at right shows the top of the actuator visible through the right side fairing vent.



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.

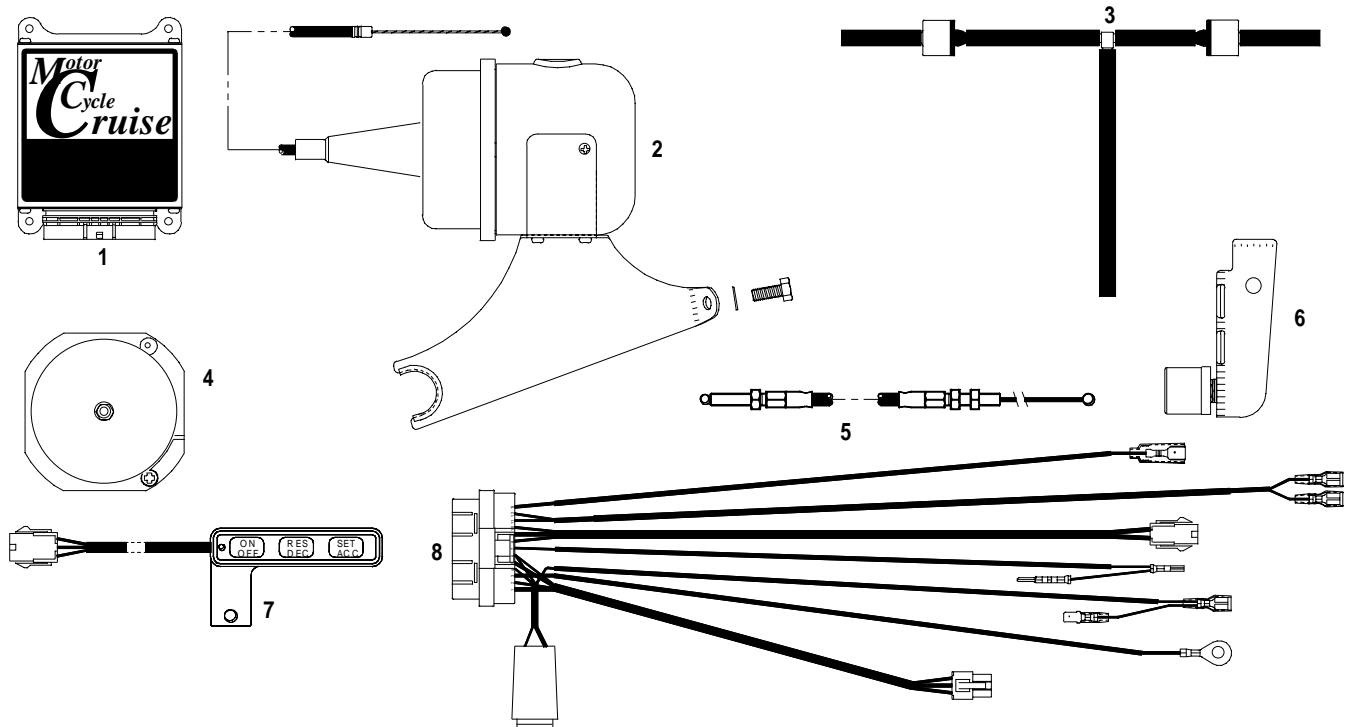
The **Speed sensor (6)** is mounted on the end of the right hand side of the swing arm under the axle pinch bolt. Nickel plated magnets are placed in the heads of the bolts that mount the brake disc.



The **Control Switch (7)** is mounted to the right hand (brake) master cylinder handlebar clamp. The bracket mounts between the upper faces of the clamp and the master cylinder. The clamp must have about 1~1.5mm (0.040"~0.060") filed from the top face to allow for the thickness of the switch bracket.

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

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 operates or a different gear selected. The cruise control is grounded on the battery negative terminal.



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