'Quad Cruise' Electronic Cruise & Crop Spray Control for **Honda TRX500FA Fourtrax Foreman Rubicon From 2005**

Quad Cruise is a new version of the MotorCycle Setup cruise control that is designed to operate at speeds from 4 km/h. It has also been designed to provide power to any crop spray system fitted to the bike - either manually, or only when the cruise control is engaged, via a 10 amp power outlet that is incorporated into the wiring loom. This means that spray operation occurs only when the bike's speed is held at the appropriate set speed on the cruise control.

The cruise control can be set to a specific speed to spray a row by pressing the SET button, turned off at the end of the row with any brake lever. The RES button can be used to set the bike's speed back to the previous speed. The spray system will turn on and off with the cruise control, when the spray switch is in the AUTO position.

Every effort has been made to make the cruise control waterproof. The new computer is fully sealed, as is the electric actuator. Wherever possible sealed connectors have been used on the wiring harness.

The following provides a brief description of the power consumption and component locations of the MotorCycle Setup electronic speed and spray control.

Current draw while the cruise control is switched on, but not engaged, is approximately 0.020 amp (0.28 watts). Current draw while the cruise control is engaged is nominally 0.5 amp (6 Watts) with peak draw at 2 amp (24 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).

Installed weight of the cruise control is approximately 3kg.

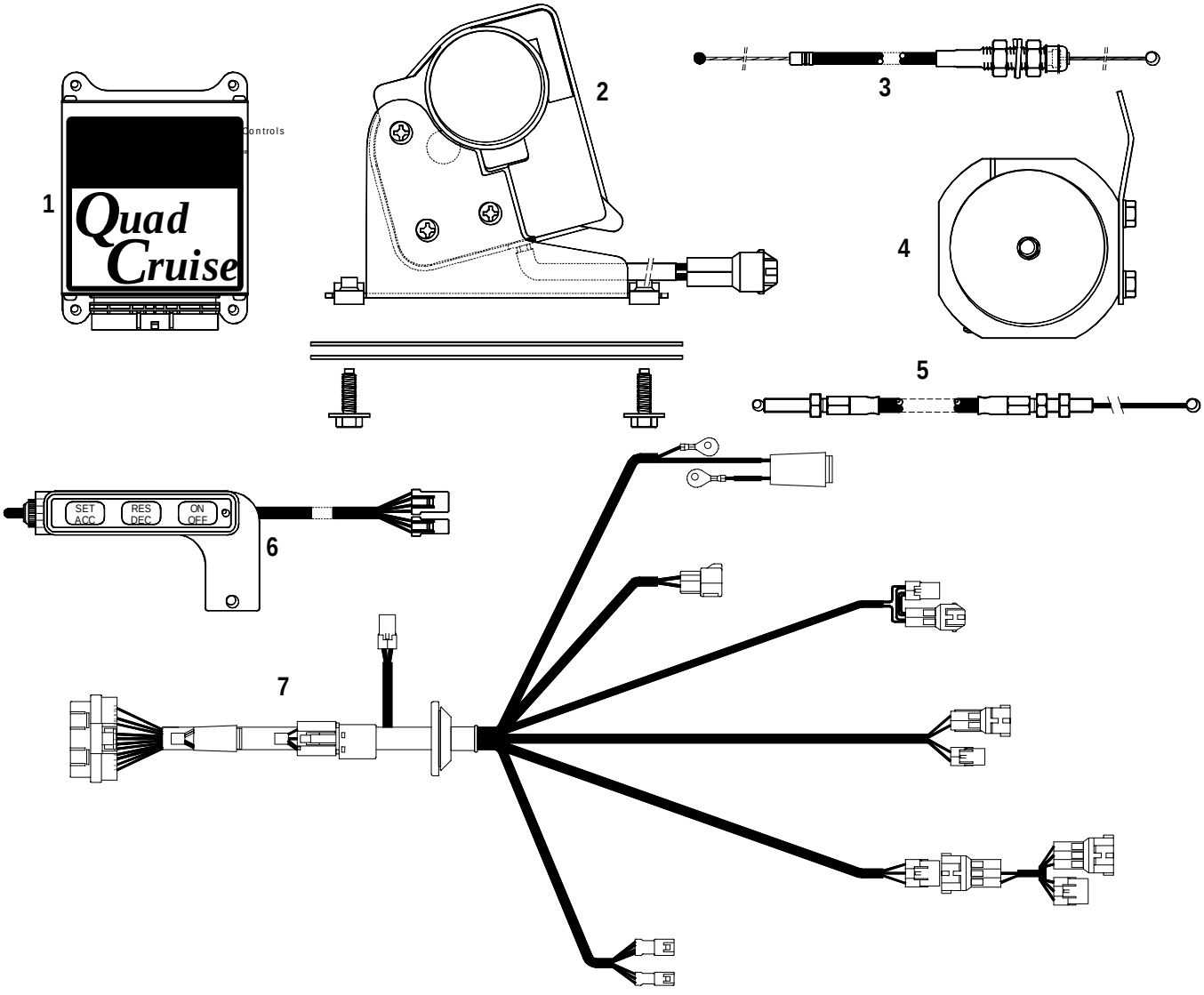
Refer to the line drawing on the back of this sheet to identify the component numbers in the text.

The **Computer (1)** and **Electric Actuator or throttle servo (2)** are mounted inside the rear storage compartment. An **Actuator cable (3)** connects the actuator to the **CIU** (see below).

The **'Cable Interface Unit' (CIU) (4)** is located beside the carburettor and has a new **cable (5)** running from it to the carburettor. The existing throttle cable is disconnected from the carburettor and reconnected to the CIU. Note: - the photo shows the CIU fitted to a Honda TRX500TM, however the mounting method and location are the same.

The **Control Switch (6)** is mounted on the left-hand rear brake lever 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. There are alternate switch brackets for electric shift and manual shift models. The manual shift is shown at left above and the electric shift shown at right above.

The **Wiring Loom (7)** is dedicated to the bike. Brake sensing is sourced from the brake light switches. Power for the speed control is also sourced from the bike’s brake light circuit. Neutral gear sensing is sourced from the bikes’ neutral light switch. Speed signal is sourced from the bikes’ speedometer sender. Earth (ground) is sourced from the battery negative terminal. Power for the spray system is sourced from the battery positive terminal and a two pin plug is provided at the rear of the motorcycle for connection to the spray. Matching plug and terminals are provided in the kit for connection to the spray unit.



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