

Electronic Cruise Control for Kawasaki Z1000GTR Concours



NOTE: - This cruise control was first designed in 1999. The cruise control electronic module (computer) and control switch used in this design was made obsolete several years ago. We have a new computer and control switch, purpose built for motorcycles, however we have not fitted these parts to one of these bikes. We have several customers who have fitted them themselves, and report that they are very effective and work very well, but we have NOT seen or ridden any of these bikes.

Note for California specification motorcycles.

California spec motorcycles have an emissions control canister under the right side cover that occupies the space used by the cruise control actuator. As a result it is not possible to fit the cruise control to this motorcycle unless the canister is relocated. Relocation of the canister is the owner's responsibility and has not been considered in the design for installation on this motorcycle.

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 2.3g.

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 at the end of this sheet to identify the components from the numbers in the text.

The **Computer (1)** was mounted on the rear mudguard (fender) just behind the battery. This position is still OK with the new computer, but as it is heavier than the old one, it must be screwed to the mudguard. The wiring harness for this kit is a 'universal' harness, so the computer may be mounted elsewhere if desired..



The throttle servo or **Actuator (2)** mounts on the right side of the battery. The mounting bracket 'hangs' the actuator off the side of the battery compartment. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine.

The **Cable Interface Unit (4)** is under the fuel tank, on top of the motor on the right hand side and has a **new Cable (5)** running from it to the carburetors.



The **Speed Sensor (6)** is on the rear swing arm, mounted to the brake torque arm bolt on the brake caliper. The magnets fit into the heads of the bolts that mount the brake disc to the wheel. The photo at right shows the speed sensor installed on the bike.



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. The photo at left shows the obsolete control switch installed on the motorcycle. The photo at right shows our current control switch on a Kawasaki ZX14. This is the control switch that will be supplied with the cruise control.



The **Wiring Harness (8)** is a 'universal' harness, and the kit comes supplied with most the plugs and terminals needed for connection to the motorcycle, and instructions for cutting and terminating the wires. Power for the cruise control and brake sensing is taken off the brake light switches by unplugging the rear brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's loom. Tach (engine speed) sensing is detected from the bike's ignition coil primary connection. This is used to disengage the cruise if the clutch is operated. The cruise control can also be connected to the bike's clutch switch (if the bike has one) to disengage the cruise control. The cruise control is grounded on the battery negative terminal.

MotorCycle Cruise Controls

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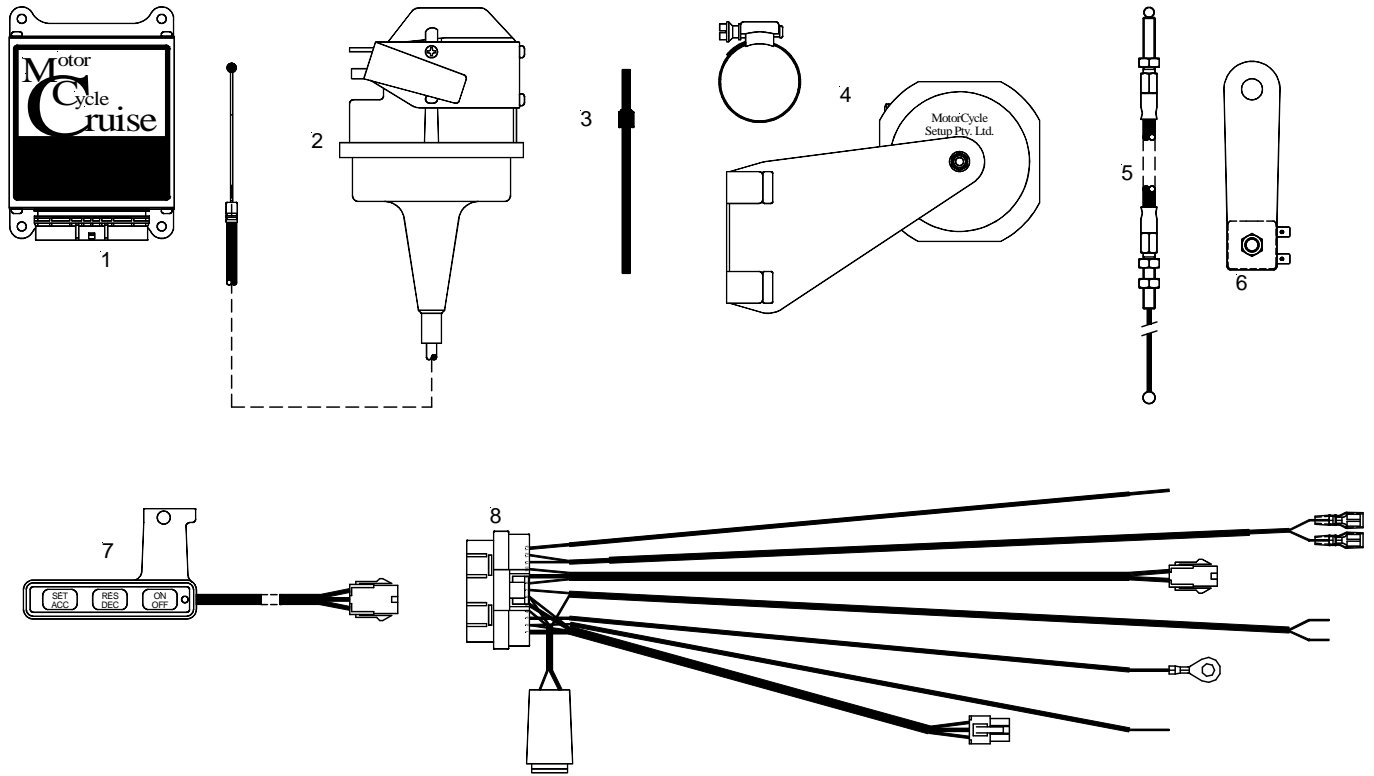
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