

Electronic Cruise Control for Yamaha XP500 Tmax EFI 2007



NOTE: - This kit MAY fit earlier versions of the Tmax with carburetors, but this has not been confirmed at this time. It should fit all models prior to 2008 (up to 2007) with EFI.

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 2.3kg.

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 on the inside of the front fairing on the left side.



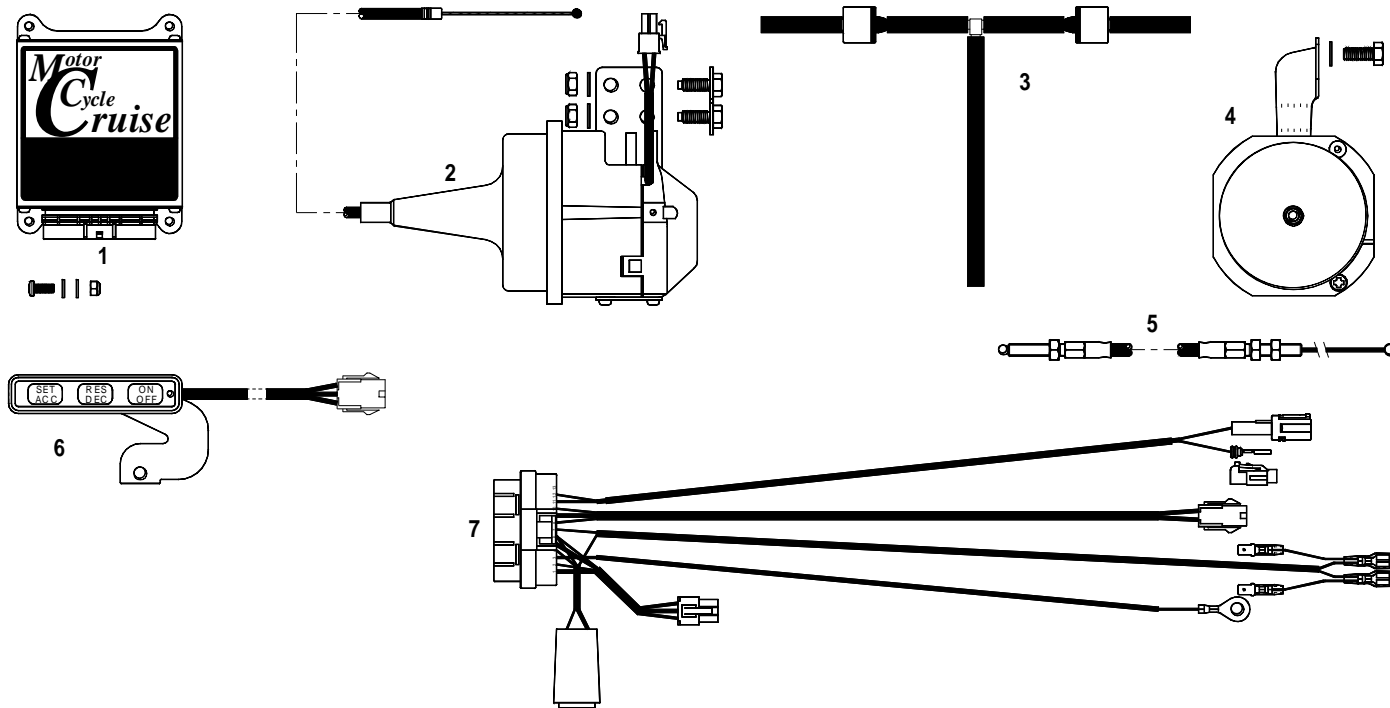
The **Actuator (2)** is mounted on top of the fairing storage pocket, also inside the front fairing. A **Vacuum Hose Assembly (3)** is provided to connect the actuator to the engine.

The **Cable Interface Unit (4)** is mounted on the fairing frame on the left side, beside the front forks. A new **cable (5)** connects it to the throttle bodies.



The **Control Switch (6)** is mounted above the handlebar using the left hand (rear) brake master cylinder handlebar clamp. The bracket mounts between the top faces of the clamp and the master cylinder. The clamp must have about 1.5~2.0mm (0.060"~0.080") filed from the top 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 speed sender using the same connection method as the brake light switch. The cruise control is grounded on the battery negative terminal. Tach sensing and clutch switch sensing are not used on this model.



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