

Electronic Cruise Control for BMW R1100RT

Later models with throttle cable splitter box



Note: - The first release models of the R1100RT has a two piece throttle cable that goes to the left side throttle body first, then across to the right side throttle body. This cruise control will NOT fit these bikes without changes to the installation. Later models have three separate throttle cables with a splitter box under the ABS actuator. One cable goes from the twist grip to this box, then two short cable go from the box to the throttle bodies. The fast idle mechanism (choke) is built into the splitter box. This cruise control is designed for these models.

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 2.5kg.

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 in the rear storage compartment, under the rear of the seat. It is mounted in a **foam block (2)**.



The **Actuator (3)** is clamped to the fairing frame, on the right side, below the air vent. A **vacuum hose assembly (4)** is provided to connect the actuator to the engine.

The **Cable Interface Unit (5)** is bolted to the frame on the right side of the front suspension spring/shock unit. A selection of fittings, **new cable and cable fittings and nipples (6)** are provided to allow this to be 'patched' in to the bike's throttle cable. This involves cutting the original throttle cable, fitting a new cable nipple and adjuster to it to allow connection from the bike's throttle bodies to the CIU. A new inner cable and nipple and adjuster are also fitted to the remainder of the cable from the twist grip and this is also connected to the CIU.

The photos below show the actuator and CIU with the fairing and fuel tank removed (below left) and with the fairing fitted (below right).



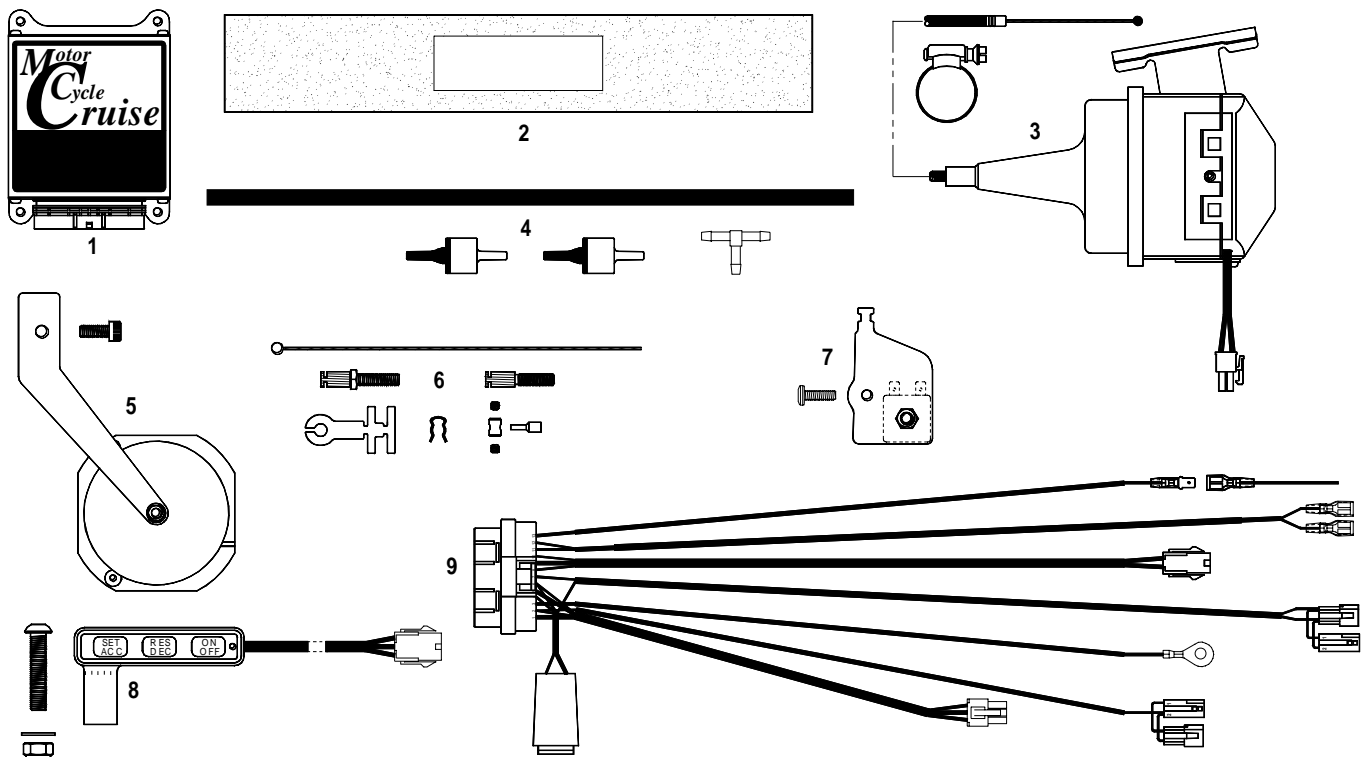
The **Speed sensor (7)** is mounted in front of the left hand fork leg. Nickel-plated magnets are placed in the heads of the bolts that mount the brake disc. The sensor is covered totally when the front mudguard (fender) is fitted to the bike.



The **Control Switch (8)** is mounted on the left hand (clutch) lever assembly using the mirror mounting hole. The switch is located just above the fast idle (cold start) lever.



The **Wiring Loom (9)** uses the same type of plugs that are already used on the motorcycle. 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 bikes loom. Power is also taken from the brake light circuit. Clutch switch sensing is taken from the bikes clutch switch in the same way. Earth (ground) is sourced by using a bolt on the frame or from the negative battery terminal. Speed sensing is taken from the sensor mounted to the front wheel. Tach (engine speed) sensing is detected from the bike's tachometer signal wire. This connection must be spliced. Splice terminals and heat shrink tube are supplied in the kit to make this connection.



MotorCycle Cruise Controls

**6 Kingston Street
Mount Waverley VIC 3149
AUSTRALIA**

Web Site: <http://www.mccruise.com>

International: Phone (International Access Code) 61 3 9808 2804

Fax (International Access Code) 61 3 9808 2445

Australia: Phone (03) 9808 2804

Fax (03) 9808 2445

E-mail: sales@mccruise.com