

Electronic Cruise Control for **YAMAHA XVS1300 V-STAR**



Note: - Later models (from 2011?) have a smaller chrome cover on the left side of the engine. In order to fit the cruise control, a cover and the frame behind the cover from an earlier (pre 2010?) model must be purchased separately from your local Yamaha dealer or a second hand parts supplier. The photos below left shows the earlier model with the appropriate chrome cover, the photo below right shows the later model with the smaller cover. This later cover does not have enough room for the cruise control computer to fit inside it.



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 2.2kg.

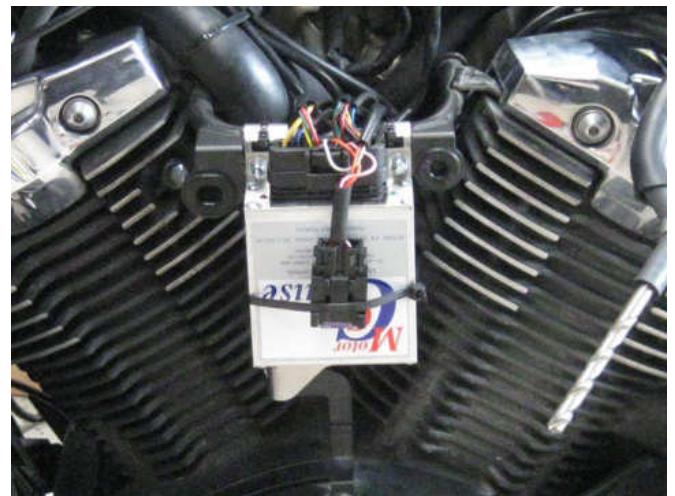
Current draw while the cruise is switched on, but not engaged, is approximately 0.250 amp (3 watts). Current draw while the cruise is engaged is nominally 0.50~0.80 amp (6~10 Watts).

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)** is mounted on the left side of the bike, under the chromed cover.

NOTE: - For USA market in particular, check under the cover to see if there is anything mounted there. The space should be empty apart from the brackets to mount the chromed cover.



The **Actuator (2)** is mounted on the front left side of the engine, mounted on the frame down tube using hose clamps around the frame tube (lower left corner of the photo). Satin Black powder coated aluminium covers are supplied to prevent dirt and water ingress into the actuator and to improve the appearance of the actuator. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine.

The **CIU (4)** is shown at the top left of the photo. A new **cable (5)** connects it to the throttles.



The **Control Switch (6)** is mounted on the left side mirror stalk. Different height switch brackets are available. The photo below left shows the taller (standard) bracket, part number MCS830W. This places the control switch about 25mm (1") above the bike's switch block. The photo below right shows the shorter optional switch bracket, part number MCS830L. This places the control switch about 15mm (5/8") above the bike's switch block. The taller bracket will be supplied in the cruise control kit unless you ask for the shorter bracket.



The **Wiring Harness (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 rear brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's harness. Speed sensing is sourced from the bike's speedometer speed sender. Tach (engine speed) sensing is detected from the bike's primary ignition circuit. This is used to disengage the cruise if the clutch is operated. The bike's clutch switch is also connected to the cruise control to disengage the cruise control. The cruise control is grounded on the battery negative terminal.

MotorCycle Cruise Controls

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

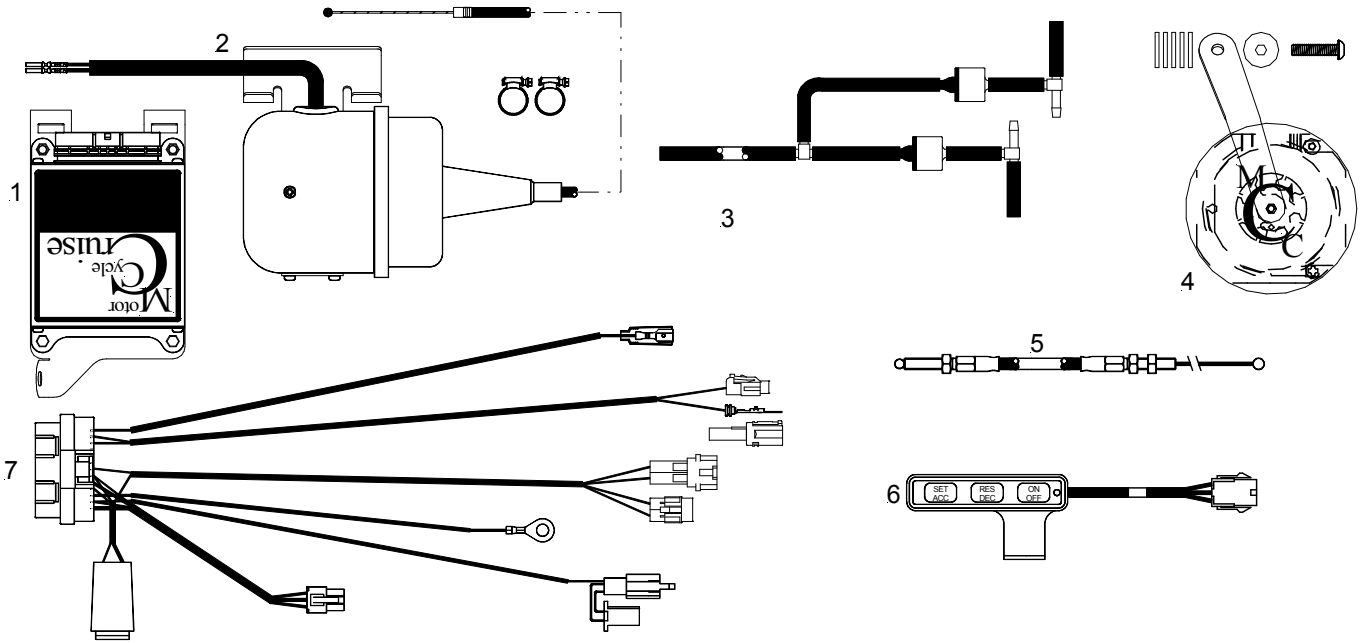
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