Electronic Cruise Control for

Boom Trike Mustang ST1

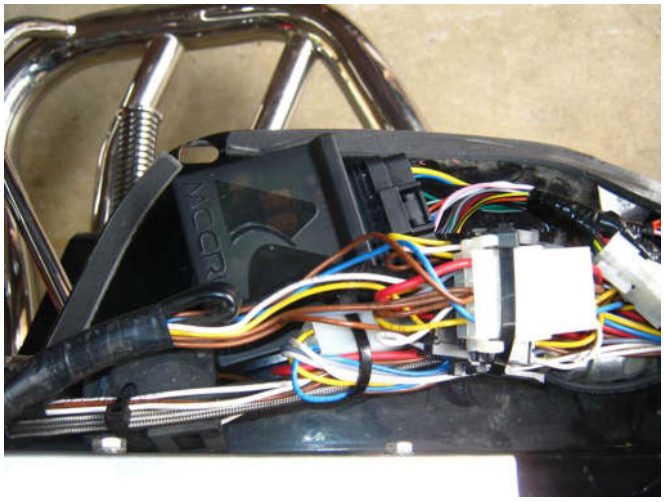
Ford 1.6l engine and manual transmission

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 1.0kg.

Current draw is approximately 0.20 to 0.40 amp (2~4 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 inside the 'dummy' fuel tank/console. Self-adhesive 'hook & loop' (Velcro) fastener is provided in the cruise control kit to mount the computer.

A **pressure switch (6)** is fitted to the hydraulic clutch master cylinder. This instantly disengages the cruise control in the event of clutch operation.

On earlier models with the mirror mounted on a clamp around the handlebar, the **Control Switch (2)** is mounted to the left hand mirror handlebar clamp. This mounting arrangement uses the 'Hi' bracket.

Alternatively on these earlier models, the **Control Switch (3)** may be mounted below the handlebar. This mounting arrangement uses the 'Lo' bracket.

Either mounting may be selected when the cruise control is ordered.

If you have fitted different mirrors to your Boom and these mounting brackets may not work, we have large range of switch mounting brackets. Contact us for more information.

On later models the mirror is screwed directly into the handlebar. In this case the **Control Switch (4)** is mounted on the mirror stalk. This mounting arrangement uses the 'Hi' bracket.

The **Wiring Harness (5)** has the same type of plugs or terminals that are already used on the vehicle. Power for the cruise control and brake sensing is taken off the brake light switch by disconnecting the wires to the brake light switch. Matching connectors on the cruise control harness are plugged in to the switch and the vehicle's harness. Road speed (speed sensing) is detected from the vehicle's speedometer signal. Tach (engine speed) sensing is detected from the vehicle's signal to the tachometer. This is used to disengage the cruise if the clutch is operated. The clutch pressure switch supplied with the cruise control is connected to disengage the cruise control. The cruise control connects the bike's Throttle Grip Position Sensor (TPS). This connection is used to operate the bike's throttle. The connectors used on this harness are the same type as used on the motorcycle's original TPS connection to ensure that an OE quality connection is maintained. There is no cutting or splicing of wires required anywhere in the installation of the cruise control kit. The wiring harness is a 'custom' finished item, with all parts of the harness cut length and terminated appropriately.

All connections except for the clutch pressure switch are made inside the 'dummy' fuel tank/console.

MotorCycle Cruise Controls

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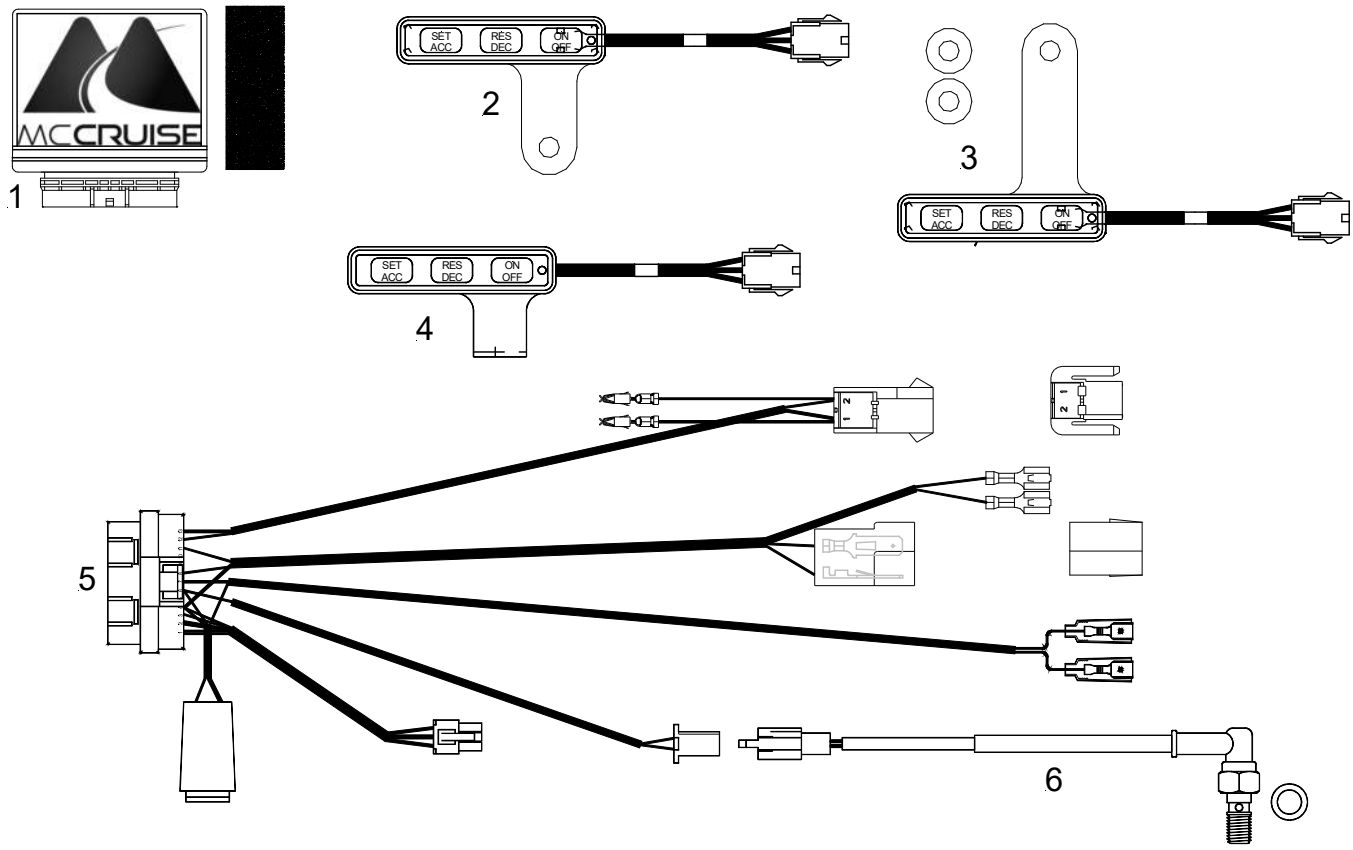

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