Electronic Cruise Control for

HONDA CRF1000 & CRF1000DCT

The following provides a brief description of the power consumption and component locations of the MotorCycle Setup electronic cruise control.

<u>See the note about tools required for this installation at the end of this document.</u>

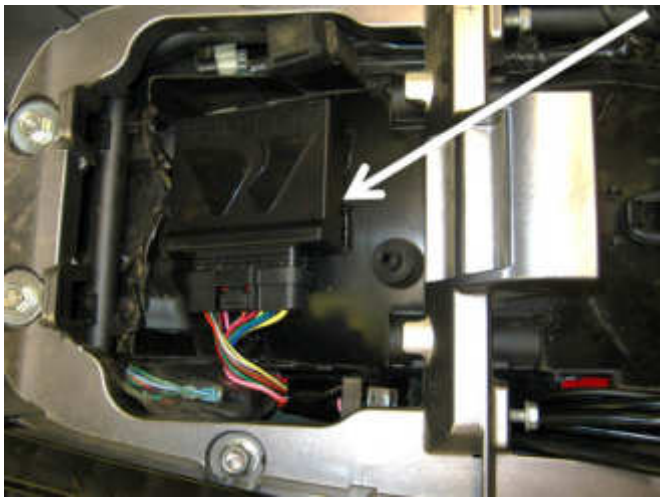
Installed weight of the cruise control is approximately 2kg.

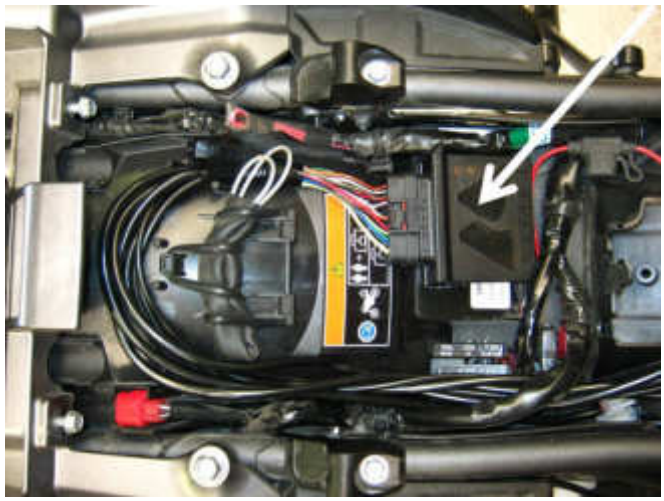
Current draw while the cruise is switched on, but not engaged, is approximately 0.10 amp (1 watts). Current draw while the cruise is engaged is nominally 0.50~0.80 amp (6~10 Watts).

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)** may be mounted under the passenger seat (photo below left) or under the riders seat (photo below right). There is self-adhesive Velcro provided in the kit to mount the computer.





The **Electric Throttle Servo (2)** (left arrow in the photo) is mounted on the right side of the bike, on the frame tube next to the passenger footrest.

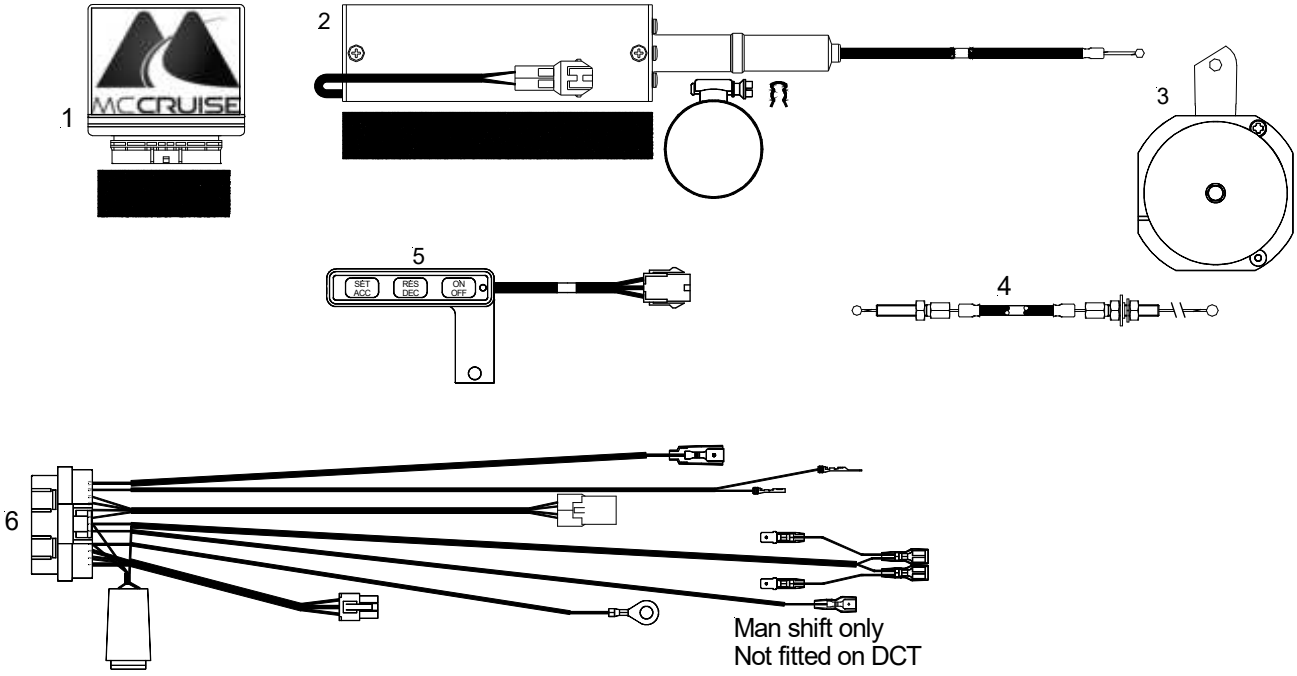
The **CIU (3)** (right arrow in the photo) is mounted next to the cylinder head.

The **Electric Throttle Servo (2)** is mounted on the right side of the bike, on the frame tube next to the passenger footrest. A cable runs from it to the CIU (next photo).

The **CIU (3)** is located near the right rear corner of the cylinder head. A new **cable (4)** connects it to the throttle bodies.

The **Control Switch (5)** mounts above the handlebar on the left side on the clutch lever mount (manual shift) or the park brake lever mount (DCT shift).

The **Wiring Harness (6)** 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 circuit by unplugging the front brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's harness. Road speed sensing is detected from the bike's speedometer sender. Tach signal is sourced from one of the ignition coils. Tach signal 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 (manual shift only). The cruise control is grounded on the main chassis ground point.



MotorCycle Cruise Controls

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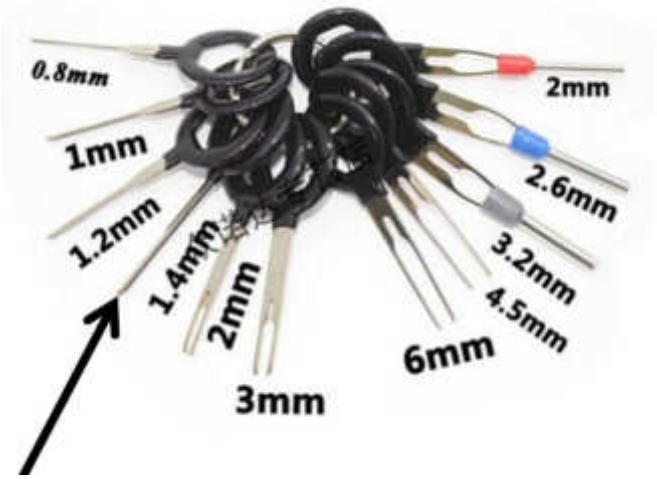
NOTE: - The installation of the cruise control also requires that small and delicate electrical terminals are backed out of connector housings. Suitable tools to do this are available to be ordered with the cruise control if the installer does not have such tools already. Backing out these terminals without suitable tools is also possible with a small jeweler's screwdriver. It is NOT necessary to purchase these tools.

If the cruise control is ordered with the optional terminal extractor set the correct tool in the set is identified by a paint mark (arrowed). Note that we apply the paint. If you have your own terminal extractors they will not be marked.

The width of the blade on this tool is 1.4~1.5mm and the thickness of the blade is 0.5~0.6mm. Ideally, for this application the tool should probably be a little wider, 1.7mm or so, the blade thickness seems to be fine.

The 11 piece set we supply in the kit as an optional purchase seems to be generally available on Ali-Express and EBay for a few of dollars, by searching for the part number ZZLJ7596 or by searching for 'terminal extractor set'.



The set in the photo is a typical 11 piece extractor set. The tool needed is the arrowed with 1.4mm wide blade.

In some cases it is useful to use the second 1.2mm blade as well.

NOTE: - It is not essential to have these tools, they just make the installation a little easier. A small jeweler's screwdriver will work quite satisfactorily. There is only ONE connection that requires the use of these tools.

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