Electronic Cruise Control for

Kawasaki Ninja ZX1000M from 2014

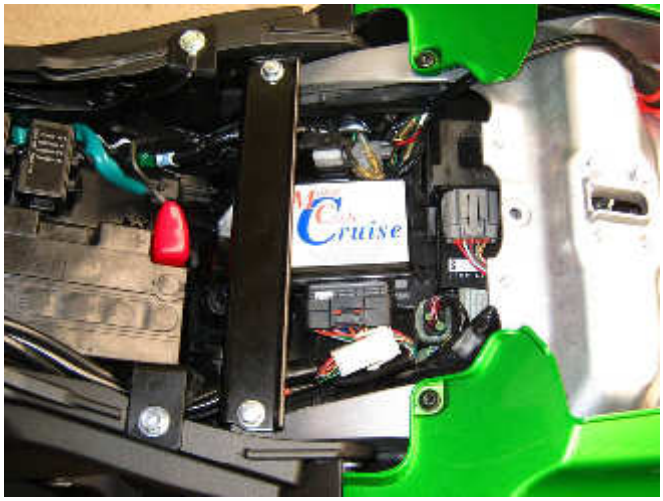
The following provides a brief description of the power consumption and component locations of the MotorCycle Setup electronic cruise control.

Installed weight of the cruise control is approximately 2.5g.

Current draw while the cruise is switched on, but not engaged, is approximately 0.20 amp (2.5 watts). Current draw while the cruise is engaged is nominally 0.5~1 amp (6~12 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 component numbers in the text.



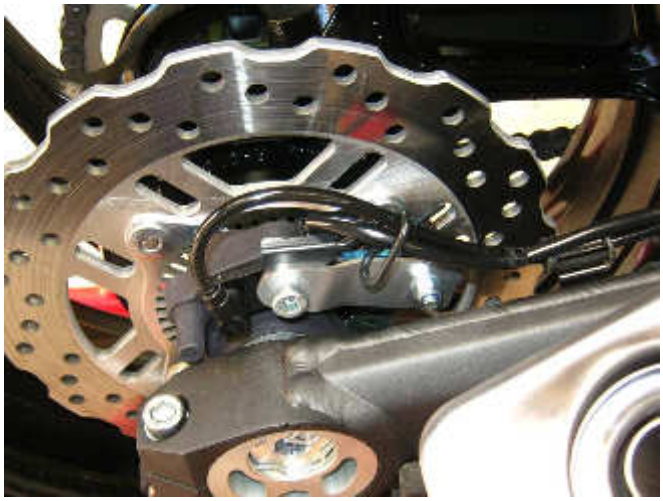
The **Computer (1)** mounts under the seat. Self-adhesive Velcro is supplied to attach it to the rear guard. The photo is taken with the riders and pillion seats removed.

The **Electric Throttle Servo (2)** mounts under the right side fairing panel. A cable runs from the servo to the Cable Interface Unit.

This photo shows the servo inside the fairing, looking down past the fuel tank and upper triple clamp (triple tree).

The **Cable Interface Unit (3)** is located on the left side of the motor, near the front left corner of the engine, behind the radiator. It has a new **cable (4)** running from it to the fuel injection throttles. The photos show the CIU with the fairing panels fitted and removed.

The **Speed sensor (5)** is mounted on the right of the rear wheel, in front of the ABS wheel speed sensor. Nickel-plated magnets are placed in the heads of the bolts that mount the brake disc.



The C**ontrol Switch (6)** is mounted below the handlebar, to the left hand (clutch) master cylinder handlebar clamp. The bracket mounts between the lower faces of the clamp. The clamp must have about 1~1.5mm (0.040”~ 0.060”) filed from the lower face of the clamp to allow for the thickness of the switch bracket.

MotorCycle Cruise Controls

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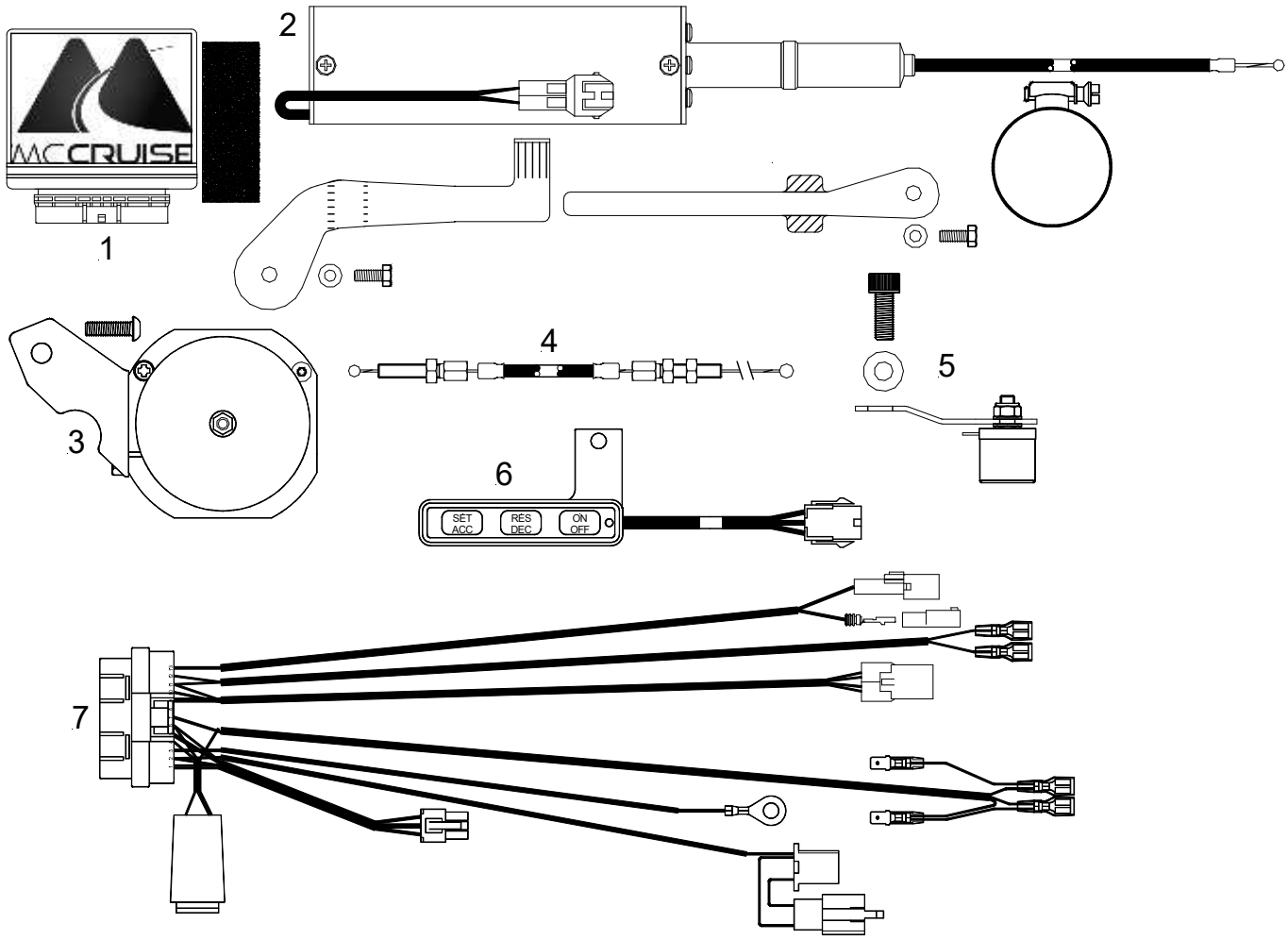
The **Wiring Harness (7)** has the same type of plugs or terminals that are already used on the motorcycle. Power for the cruise control and brake sensing is taken off the brake light switches by unplugging the front brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's loom. Tach (engine speed) sensing is detected from the bikes ignition wire to one of the ignition coils. 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.



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