Electronic Cruise Control for

Honda GL1500C Valkyrie (all models)

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

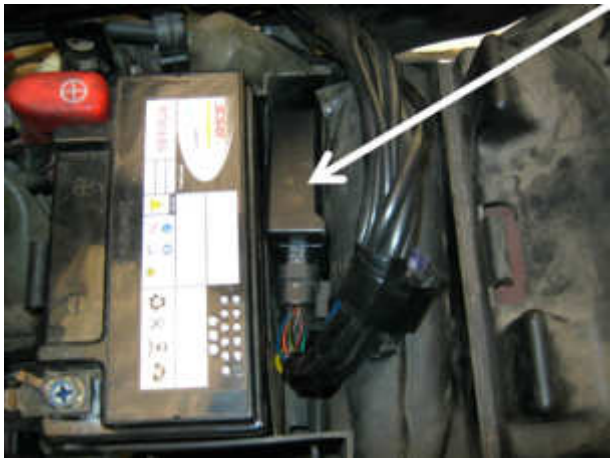
Installed weight of the cruise control is approximately 2.5kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.10 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)** mounts under the battery retaining strap, on top of the battery when installed on the Standard or Tourer (shown at left). It is mounted in the compartments behind the battery on the Interstate (shown at right).



The **Electric Throttle Servo (2)** is under the rear of the fuel tank, immediately in front of the battery. The mounting bracket uses one of the existing battery box mounting bolts.

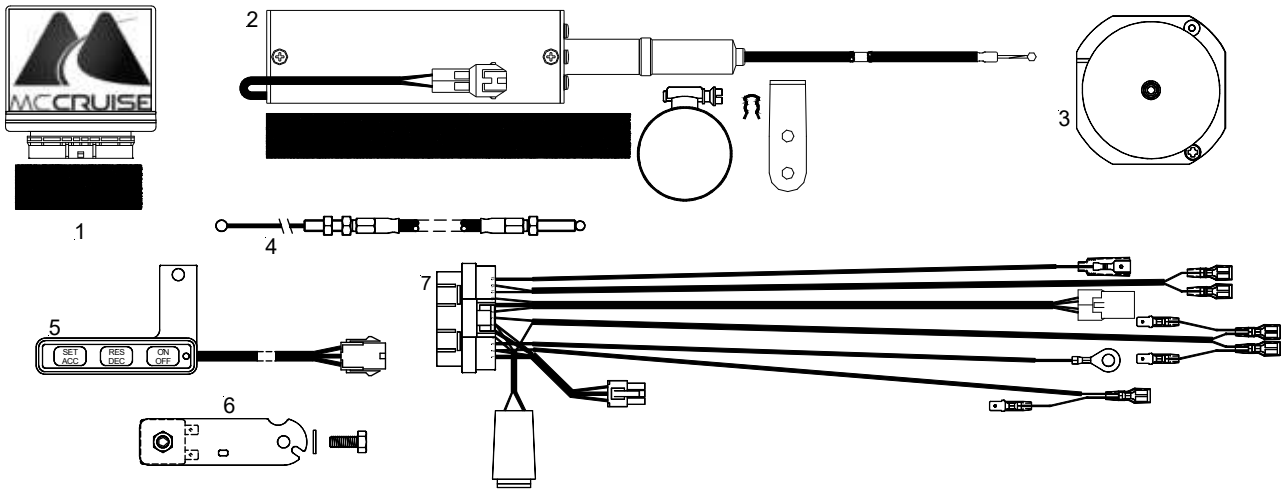
The **CIU (3)** is under the air box, in between the banks of carburettors. It attaches to the front of the pair of braces that run between the two rows of the carburettors and has a new **cable (4)** running from it to the carburettors. Some versions of the bike have an air control valve, which controls the flow of air into the exhaust system. This valve must be relocated about 1/2" to the left and rearward. A new hose is provided in the kit to enable this.

The **Speed Sensor (5)** is mounted on the speedometer cable or wire guide bolt that is attached to the left front brake caliper (shown at left) on the Standard and Tourer and on the Interstate at right.. Nickel-plated magnets fit into the heads of the bolts that mount the brake disc to the wheel.

The **Switch (6)** is mounted to the left-hand (clutch) master cylinder handlebar clamp. The bracket mounts between the bottom faces of the clamp and the master cylinder. The clamp must have about 1.5~2mm (0.060”~0.080”) filed from the bottom face to allow for the thickness of the switch bracket.

The control switch housing is normally a satin black finish (shown), however it is sometimes also available in chrome as an extra cost option.

The **Wiring Harness (7)** uses the same type of plugs 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 bike’s 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 bike’s negative battery terminal.



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**