

Electronic Cruise Control for **KAWASAKI Z900RS**



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 2.4kg.

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 0.50~1 amp (6~12 Watts).

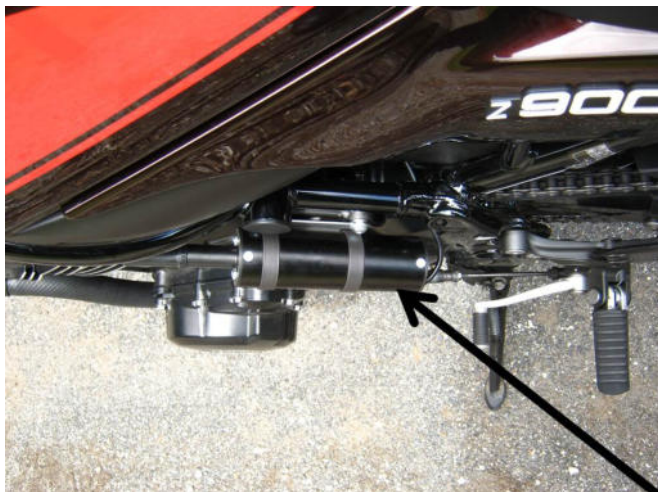
By comparison, a head light bulb typically draws about 4 amps (55 Watts), and a tail light bulb (running light) draws about 0.4 amp (5 Watts).

Refer to the line drawing on the back of this sheet to identify the components from the numbers in the text.

The **Computer (1)** mounts at the rear of the bike, in the rear 'ducktail' under the rear seat mount using Velcro mounting tape and a foam block to hold it in place.



The **Electric Throttle Servo (2)** is mounted on the left side of the engine using hose clamps to attach a bracket supplied in the cruise control kit that is bolted to the frame.

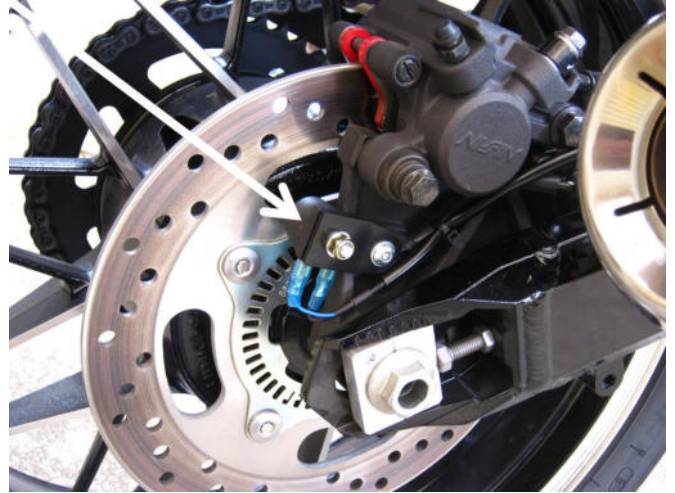


The servo viewed from above.

The CIU (3) is located on the right side of the bike above the engine. A new cable (4) connects it to the throttle bodies..



The Speed sensor (5) is mounted below the rear brake caliper, next to the bike's ABS wheel sensor. Nickel-plated magnets are placed in the heads of the bolts that mount the brake disc.



The Control Switch (6a) is normally is mounted to the left hand mirror stalk above the bike's switch block. The switch does fit the Z900RS Caf , with close clearance to the lower edge of the fairing (see photo below right).



MotorCycle Cruise Controls

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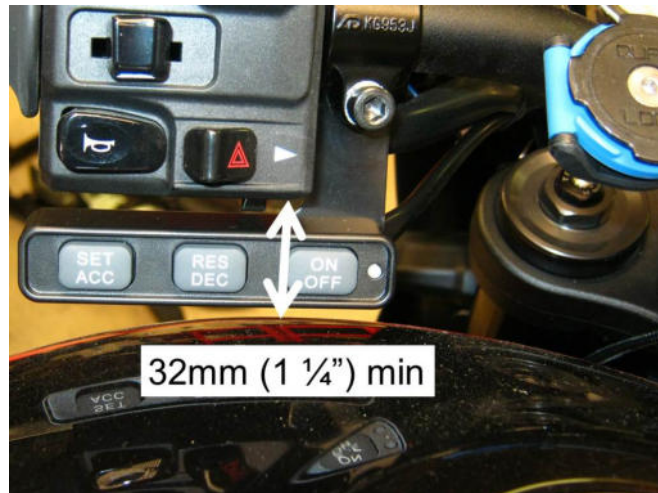
Fax (03) 9808 2445

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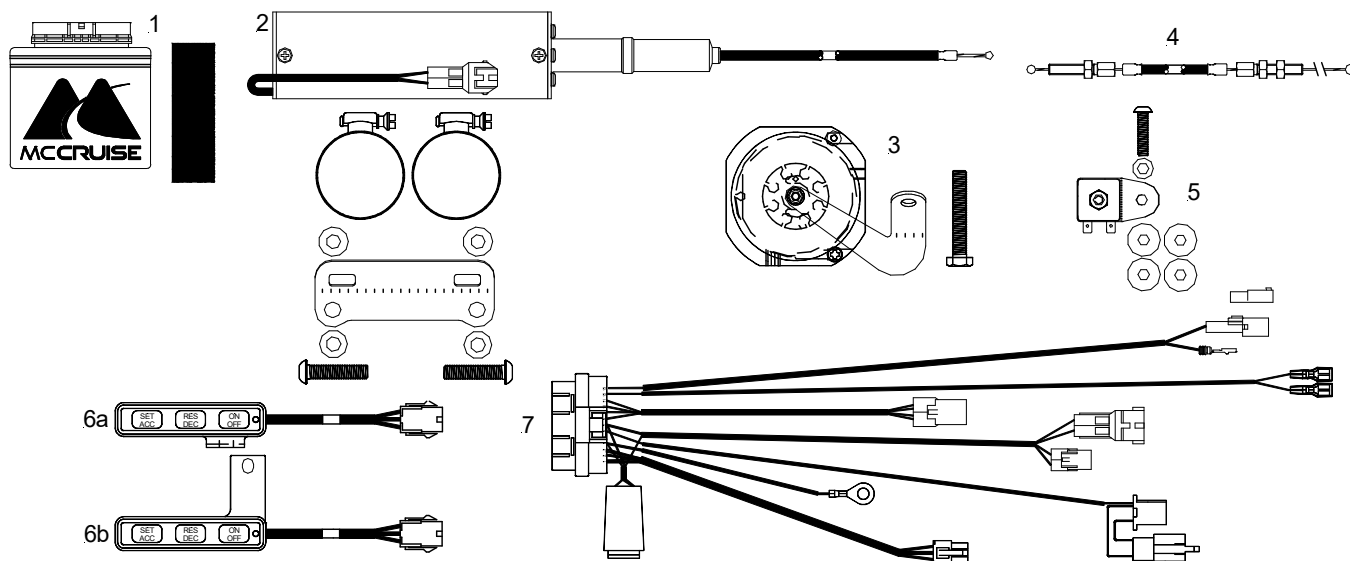
We also offer an alternate mounting bracket to mount the switch below the handlebar (**6b**), see the photo below left. This is offered at no extra cost at time of ordering or the switch bracket may be purchased at any time.

The clutch lever clamp must have about 1~1.5mm (0.040"~0.060") filed from the bottom face to allow for the thickness of the switch bracket.

Note that on bike's fitted with 'flatter' handlebars (not much rise) there may not be enough clearance between the bars and the fuel tank, with the cruise control switch fitted, the switch may contact the tank when the bars are turned fully to the left. There needs to be at least 32mm (1 1/4") clearance between the bike's switch block and the fuel tank when the steering is turned fully to the left in order for the cruise control switch to fit without hitting the fuel tank, see the photo below right.



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. 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.



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