Electronic Cruise Control for

TRIUMPH TIGER 1050

All years to 2013 with and without ABS brakes

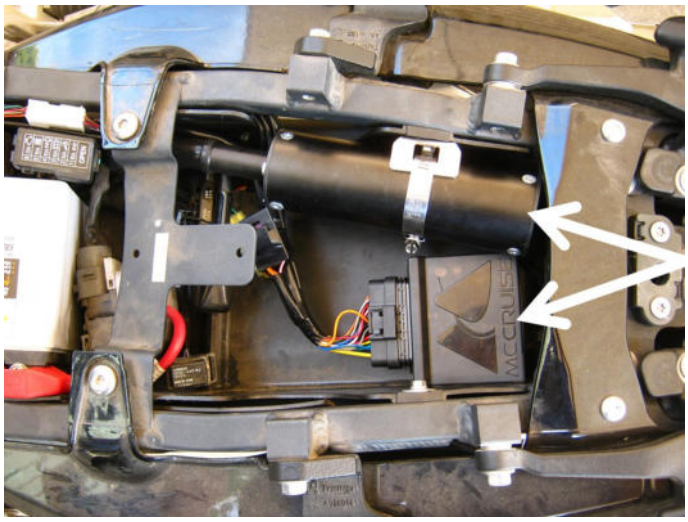
The following provides a brief description of the power consumption and component locations of the MotorCycle Setup electronic cruise control.

Installed weight of the cruise control is approximately 2.4kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.250 amp (3 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)** (lower arrow) mounts at the rear of the bike, under the passenger seat, using Velcro mounting tape to attach it to the floor of the compartment.

The **Electric Throttle Servo (2)** (upper arrow) is also mounted under the seat, on the right side. A cable runs from it to the CIU (next photos).

The **CIU (3)** is in the space above the engine, near the steering head. A new **cable (4)** connects it to the throttle bodies.

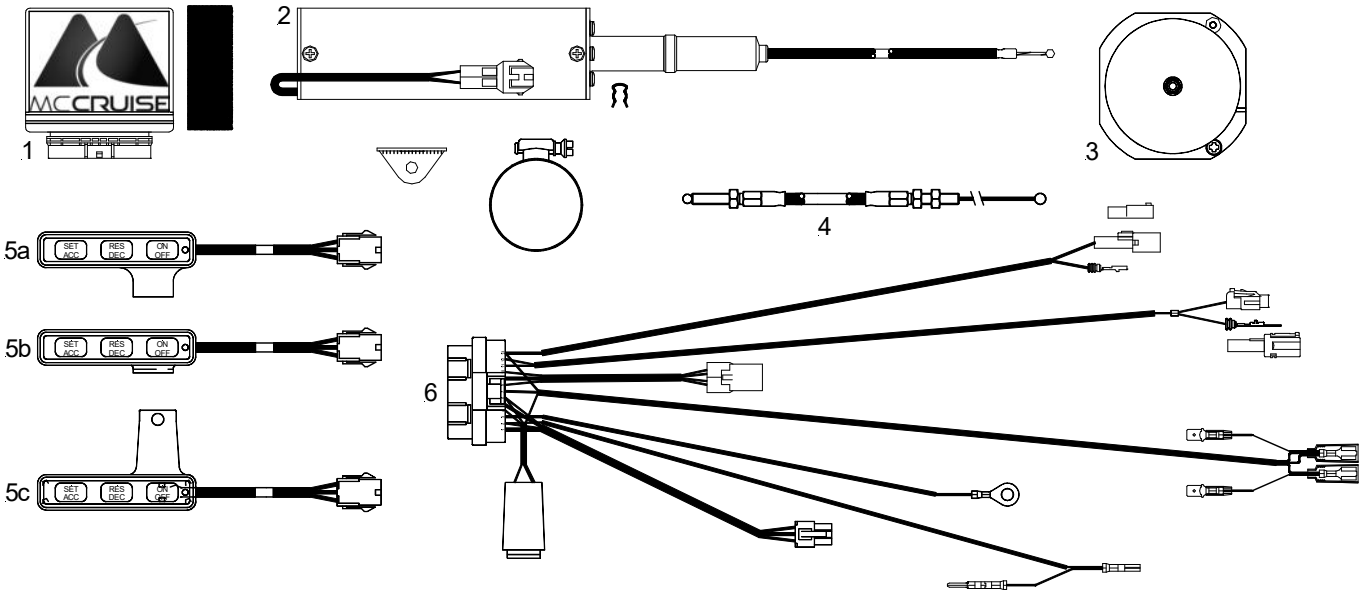
The **Control Switch (5a)** normally mounts above the handlebar on the mirror mount.

This is the standard mounting and uses a mirror mounting switch bracket that sets the switch about 20mm (3/4”) above the bike’s switch gear.

An alternate bracket is available to mount the **Control Switch (5b)** above the handlebar on the mirror mount, but it is lower, about 10mm (3/8”) above the bike’s switch gear.

Another alternate bracket is available to mount the **Control Switch (5c)** below the handlebar on 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.

The **Wiring Harness (6)** has the same type of plugs or terminals that are already used on the. 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. Speed sensing is sourced from the bike’s speedometer speed sender. 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.



MotorCycle Cruise Controls

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