

# *Electronic Cruise Control for* **Yamaha XTZ690 Ténéré 700**



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 2.2kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.2 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 taillight bulb (running light) draws about 0.4 amp (5 Watts).

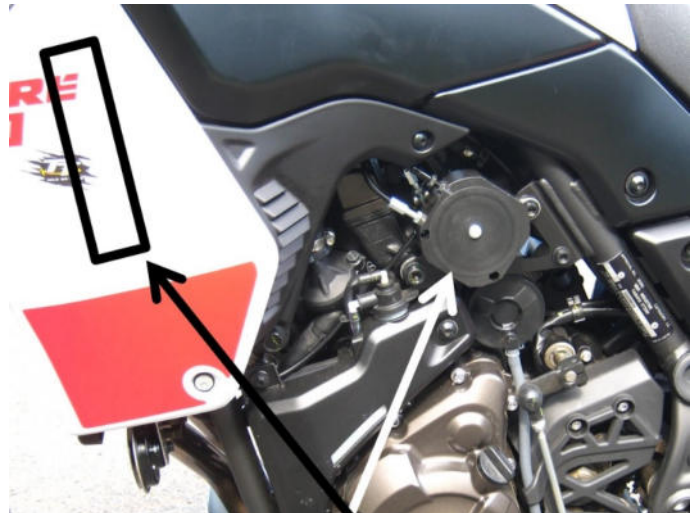
Refer to the line drawing at the end of this document to identify the components from the numbers in the text.

The **Computer (1)** mounts on the right side of the bike, against the frame. Hook & Loop (Velcro) mounting tape and a cable tie are used to mount the computer. The photo below left shows the computer attached to the frame. The photo below right shows the location of the computer under the panel.



The **Electric Throttle Servo (2 – left arrow)** and the **CIU or Cable Interface Unit (3 – right arrow)** in the photos below are mounted on the left side of the bike. The servo is in front of the fuel tank, the CIU is beside the throttle bodies. The photo below left shows the servo with the fairing panel off the bike. The photo below right shows the CIU and the location of the servo with the fairing fitted.

The CIU has a new  **cable (4)** running from the CIU to the throttle bodies.



The standard **Control Switch (5a)** mounts above the handlebar on the left side on the mirror mount. This switch has back lit buttons for night use, and an indicator light for power (ON-OFF) and engage indication.



The New Slim **Control Switch (5b)** mounts on the handlebar on the left side on the bikes' switch block. This switch also has back lit buttons for night use, and an indicator light for power (ON-OFF) and engage indication.



The new switch is a no cost option, either switch may be selected when purchasing the cruise control.

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 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 loom. Speed sensing is taken from the bike's speed signal to the ECU. Tach (engine speed) sensing is detected from the bike's 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 negative terminal of the battery. All these connections are "Plug & Play", no cutting of wires or splicing is required, but terminals on the motorcycle do have to be backed out of housings (connector plugs) for two connections. See over the page for details of the type of terminal extractor tools you will need to perform this operation on these connections.

## ***MotorCycle Cruise Controls***

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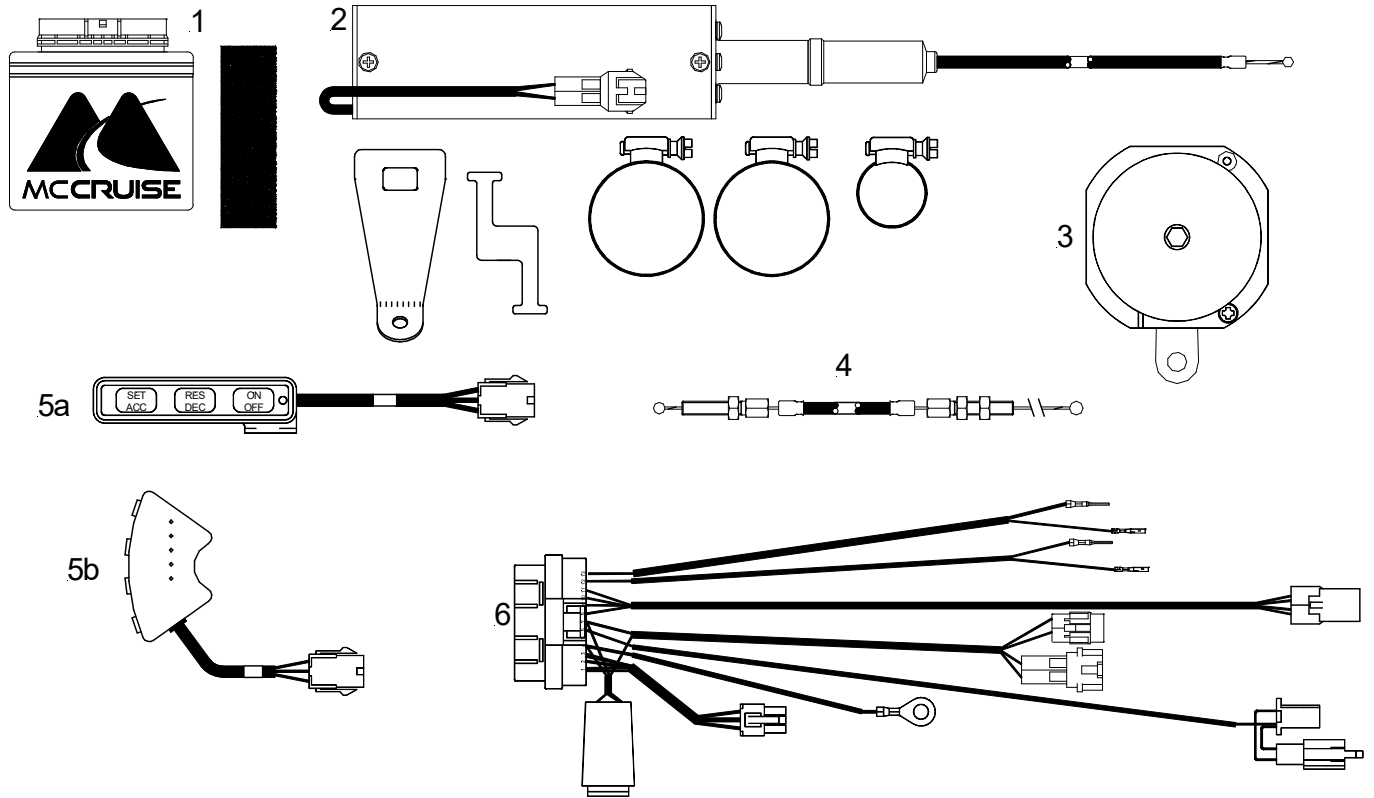
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**NOTE:** - The installation of the cruise control requires that small and delicate electrical terminals be backed out of a connector housing. Suitable tools to do this are available to be ordered with the cruise control if the installer does not have such tools already. Backing out these terminals without suitable tools is almost impossible.

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 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 that we found fitted the best is the one arrowed with 0.8mm wide blade.



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