

Electronic Cruise Control for **Kawasaki ZX14 (ZX1400A) 2006 to 2012**



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

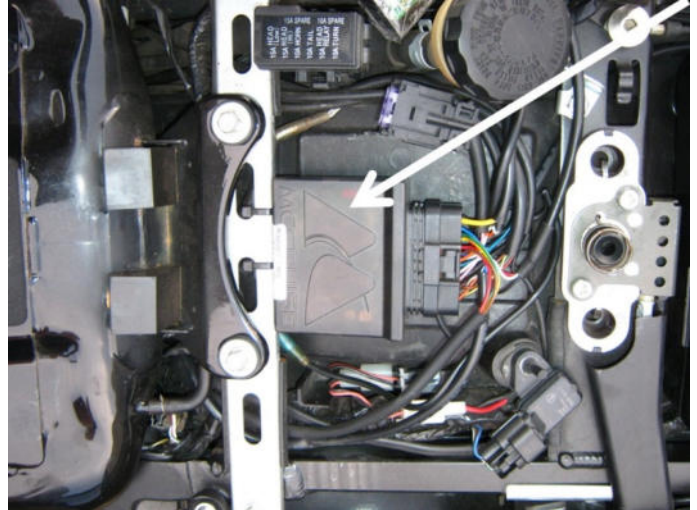
Installed weight of the cruise control is approximately 2.5kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.2 amp (2.5 watts). Current draw while the cruise is engaged is nominally 0.50~1 amp (6~12 Watts).

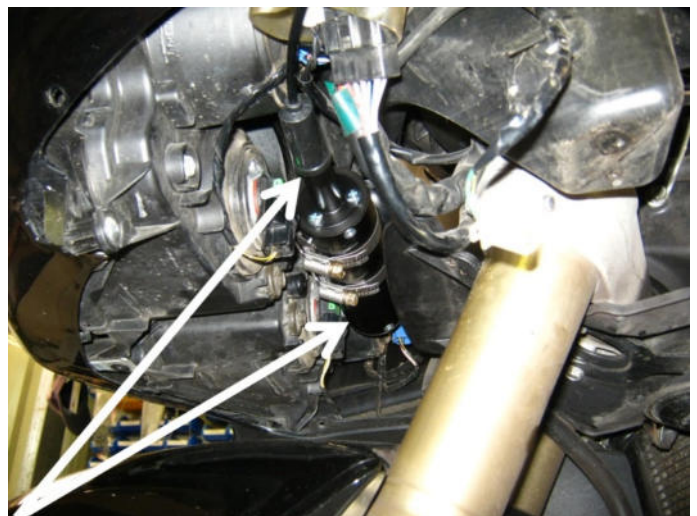
By comparison, a head light bulb typically draws about 4 amps (55 Watts), and a tail light bulb (running light) draws about 0.4 amp (5 Watts).

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

The **computer (1)** mounts on top of the rear mudguard (fender) under the seat, just behind the fuel tank. On our bike, this area is clear. There are no components mounted on top of the mudguard.



The **throttle servo (2)** mounts behind the headlight using the headlight mounting screws. The photo is taken looking up from low on the left side of the bike.



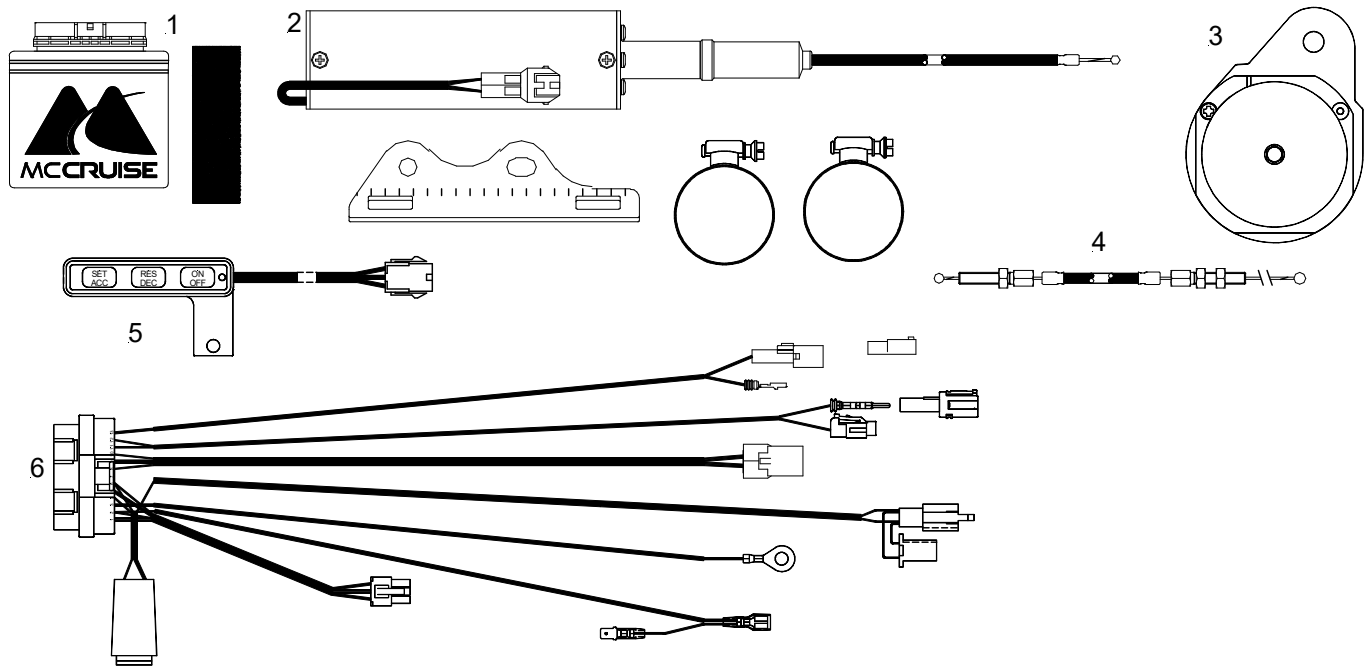
The **Cable Interface Unit (3)** is located on the left side of the motor, near the front left corner of the engine. It has a new **cable (4)** running from it to the fuel injection throttles. The photo shows the CIU with the fairing fitted to the bike. The CIU is mounted below the crash knob.



The **Control Switch (5)** 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 1~1.5mm (0.040”~0.060”) filed from one face to allow for the thickness of the switch bracket. The switch is normally supplied to be mounted above the handlebar (photo below left), however it is possible to mount the switch below the handlebar if desired. It may be necessary to do this if spacers are fitted to raise the bars, as the switch may contact the fairing below the windscreen on full right lock with higher bars.



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 sourced at the bike's speedometer sender using the same connection method. Tach (engine speed) sensing is detected from the bike's 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 main chassis ground bolt.



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