

Cruise Control install

AN AUSSIE-BUILT CRUISE CONTROL FOR DYNAS ...

I can foresee the day when all Harley-Davidson motorcycles will come with cruise control as standard across the range. But that day is not yet here. Grizzled old bikers might bemoan cruise control, but then again, they whined when electric start came along, cried in their beer as EFI became standard and squealed like stuck pigs when ABS was introduced. So let us consign their opinions to the dustbin of history.

There is absolutely no doubt that cruise control on a motorcycle enhances both riding pleasure and safety, with the added – and very real – benefit of saving money on both fuel and speeding fines when used intelligently.

Personally I reckon it's the duck's guts, especially on long trips. Recently wife Jane and I rode up to Cairns and back from Adelaide and several times Jane commented about how much more comfortable a cruise control unit would have made her trip especially on the long boring stretches such as the Hay Plains.

Well we'd only been back a few weeks when the opportunity came for us to test a unit put out by Aussie company MotorCycle Cruise Controls who are situated in Mt Waverley, Victoria. This is no Johnny-come-lately outfit as they have been around for quite some years and offer units for many brands of motorcycles as well as tractors, ATVs and quad bikes.

The home page of their web site states: "Our cruise control works exactly the same as a car – except that we designed and built it specifically for motorcycles.



1 Craig begins by fitting the electric throttle servo to the left side front down tube using the two covered hose clamps supplied in the kit. The servo cable which can be seen at the top he then routes through the frame to the bike's throttle body and connects it to the existing cable bracket and then adjusts the cable free play to the supplied specifications.

Your safety is paramount in its design and performance, proven over the last 15 years on the road. Reliability is fundamental in the cruise controls production and kits fitted back in 1997 are still working today. Built-in diagnostic functions make it easy for us to diagnose problems if they occur and even fix them over the phone anywhere in the world. Our service and support – if needed – is second to none!"

I chose Adelaide Bike Works for the install as senior technician Craig Carling has tackled all sorts of jobs on various HEAVY DUTY project bikes over the years,

always with excellent results. So when the unit arrived I rode her bike over to their facility on Main South Rd at Edwardstown for the install.

The instructions that come with the unit are extremely comprehensive with clear photographs supporting the text. And every detail of the installation is covered, from removing the seat to the final adjustments and testing. But in the interests of space considerations I'll cover just a few of the key points in the installation in order to give readers a sense of the process.



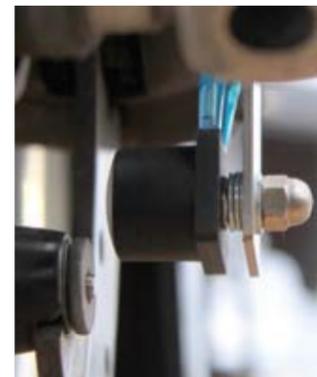
2 Craig now installs the control switch block below the left handlebar switch block and then routes the switch wiring through the handlebars.



3 He now positions the speed sensor bracket using the caliper bolt.



4 And then places each of the supplied magnets into the heads of the front disc brake mounting bolts.



5 Here we see the speed sensor set up with the specified gap of between one and three millimetres between the sensor face and the magnet.



6 Craig holding the cruise control computer.



7 He now fits it to the front of the frame. Normally it would be mounted up the other way with the wires emerging from the bottom, rather than the top. However, on Jane's bike an aftermarket crash bar required us to (temporarily) mount it upside down. Not that this is a problem, as the electronics are enclosed in a plastic box that is filled with a rubberised compound to completely enclose the parts in a waterproof environment. The connectors are also of a totally waterproof design.



8 The sensor wire is now spliced in.



9 In the process of connecting the cruise control wiring Craig takes the opportunity to tidy up some of the wiring from previous electrical installations on the bike including an amplifier, heated grips and a couple of other aftermarket components.



11 A close up of the controls that are lit for night time operation. The switches selected for cruise control operation have been chosen as they are large enough to be readily activated by gloved fingers.



10 Install completed, Craig takes the bike for a test run and gives the cruise control a big thumbs up on his return, telling me it worked very well and that he was impressed by the seamless nature of its operation.

Riding home I took quite a circuitous route so as to get a sense of the cruise control's operation and found myself in complete agree-

ment with Craig's assessment. As for Jane, she couldn't be happier and is already making suggestions for our next trip!