

# Electronic Cruise Control for Honda CBR1100XX EFI

The following provides a brief description of the power consumption and component locations of the MotorCycle 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.

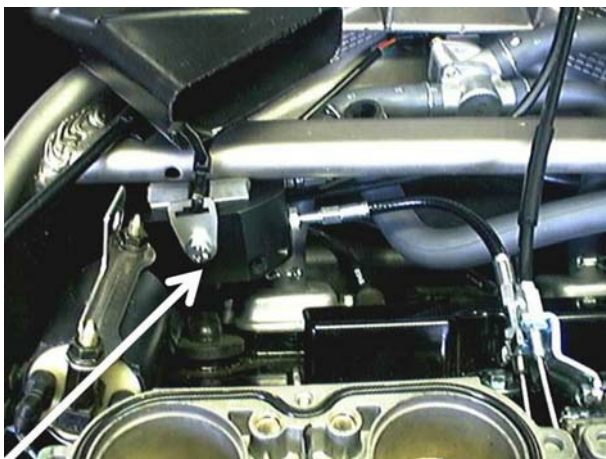
Note: - A suitable bolt to seal the bike's fuel injection pressure hose is provided in the kit allow safe removal and refitting of the fuel tank. New sealing washers should be purchased from your dealer for the fuel injection hose and fuel tank service bolt.



The **Computer (1)** shown left mounts in the rear luggage compartment in front of the rear light using Velcro mounting tape.



The **Electric Throttle Servo (2)** is mounted on the left side of the bike, under the seat fairing panel. The photo below shows the bike with the seat fairing fitted above with the servo mounted to the frame without the panel fitted. A cable connects it to the CIU (3).



The **CIU (4)** is mounted above the cylinder head to the left side and has a new **cable (5)** running from it to the throttle bodies.



The **Control Switch (5a)** is mounted to the left hand (clutch) master cylinder handlebar clamp and is located above the left hand switch block. The bracket mounts between the top faces of the clamp. The clamp must have about 1.5~2mm (0.060"~0.080") filed from the top face of the clamp to allow for the thickness of the switch bracket. The photo below left shows the switch mounted on a bike with original handlebars. The photo below right shows a bike fitted with higher Heli-bars, and the control switch still clears the fairing screen with room to spare.



If risers are fitted to the handlebars and the switch contacts the fairing screen during steering movement, an alternate switch mount is available to allow the switch to be installed under the handlebar (**5b**).

This switch bracket will fit with standard bars (photo below left), but there is very little clearance between the switch and inner fairing panel and the fuel tank when the bars are turned to full left. The photo below right shows a bike is fitted with Heli-bars and because the bars are higher, there is plenty of room below the bars for the switch.



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 from the bike's speedometer sender. Tach (engine speed) sensing is detected from the bike's 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 battery negative terminal.

