

Electronic Cruise Control for **TRIUMPH SPRINT GT (1050)**

All years, 2010 to 2014



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.

The **Computer (1)** mounts at the rear of the bike, under the passenger seat, using Velcro mounting tape to attach it to the rear wall of the compartment.



The **Electric Throttle Servo (2)** is also mounted under the seat, on the left side, using Velcro tape and cable ties to hold it in position. A cable runs from it to the CIU (next photos).



The **CIU (4)** is located on the left side of the space above the engine, near the steering head. A new **cable (5)** connects it to the throttle bodies. The photo at left shows the CIU on the left side, above the top engine cover. The air filter housing has been removed for this photo. The photo at right shows the CIU with the air filter housing in place.



The **Control Switch (6)** is mounted to 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 (7)** has the same type of plugs or terminals that are already used on the motorcycle except the clutch switch connection which requires a wire splice connection. 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.

