

# *Electronic Cruise Control for* **TRIUMPH TIGER 800 & 800XC** **With ABS brakes**



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

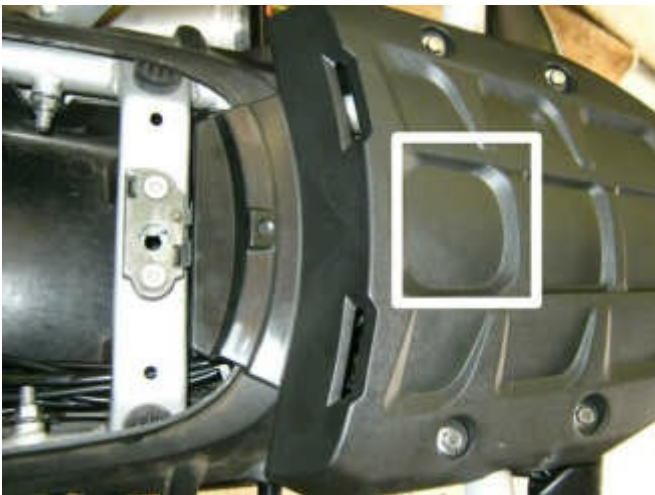
Installed weight of the cruise control is approximately 2.5kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.20 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 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 rear luggage 'rack' using Velcro mounting tape. If the bike has other accessories in this space it can be mounted under the passenger's seat instead.



On the standard Tiger 800, not the XC model, the **Electric Throttle Servo (2)** can be mounted on the left side of the engine using hose clamps to attach it to the frame.

This mounting is not suitable for the XC model because the remote reservoir for the rear shock absorber is mounted in this location.



On the Tiger 800 XC, the **Electric Throttle Servo (2)** must be fitted to the lower frame tube on the rear sub-frame using hose clamps to attach it to the frame. The positions of the servo along the tube can be selected. The servo can be mounted directly above the passenger foot rests (photo left below) or further back along the tube (photo right below).

**These mounting locations can also be used on the standard Tiger 800 if desired.**



The different mounting locations require different length cables from the servo. The location above left requires an 850mm cable, the location above right requires a 950mm cable. If you want the servo mounted further back along the tube, there are also a 1050mm and 1150mm cables available. The photo at right shows a standard 300mm (12") ruler. The end of the cable is on the photo above left is roughly at the left end of the ruler. The four available cable lengths with 100mm (4") difference between each cable allow for 4 different positions for the servo, 0cm on the ruler (left end), 10cm, 20cm, and 30 cm (right end of the ruler).



The only difference in the cruise control kit is the length of the cable, everything else remains the same, you need to decide where you want the servo to be mounted, and then select the appropriate cable.

Take care with pannier frame/mounts, you will have to avoid those if the servo is to be mounted towards the back of the bike. The plastic body work around the back of the bike may also cause issues with mounting the servo further back.

There is no cost penalty with any of these options; you just must decide what you want when ordering the cruise control. Please request the installation manual so you can see exactly what is involved in mounting the servo, then you can refer to your own bike and see what will fit best.

**The Standard Tiger 800 comes with the servo mounted on the left of the engine.**

**The Tiger 800 XC comes with the 850mm cable used on the photo above left.**

**These are what will be supplied unless another cable length is ordered.**

The **CIU (3)** is located on the right side of the bike below the coolant reservoir. A new **cable (4)** connects it to the throttle bodies..



The **Speed sensor (5)** is mounted below the right hand front brake caliper. Nickel-plated magnets are placed in the heads of the bolts that mount the brake disc.



The **Control Switch (6)** is mounted to the left hand mirror stalk.





The **Wiring Harness (7)** 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 harness. 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.

