

# Electronic Cruise Control for Yamaha FJR1300 (Manual & YCCS Shift)

Model years from 2006 to 2013 - kit for throttle servo mounted on frame



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

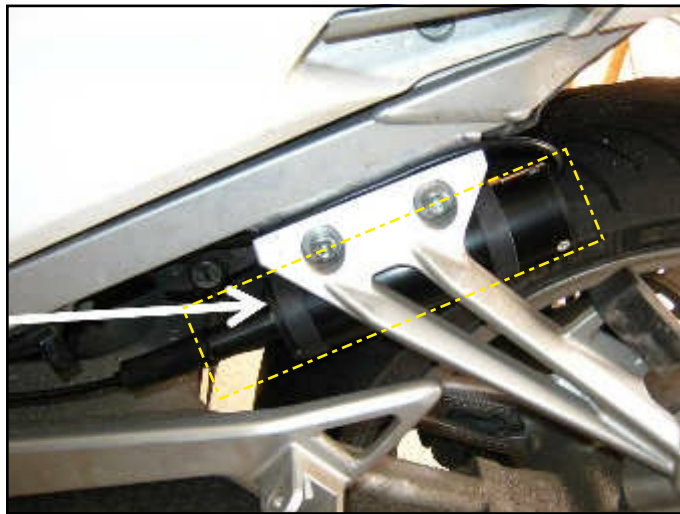
Installed weight of the cruise control is approximately 2.6kg.

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 0.5~1.5 amp (6~18 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 under the rear of the passenger seat.



The **Electric Throttle Servo (2)** is mounted inside the left side passenger's footrest 'hanger'.

If this mounting for the servo causes problems for tow-bar installation or any other reason, **ON MANUAL SHIFT MODELS ONLY** an alternate cruise control model kit is available where the **Electric Throttle Servo** may be bolted inside the storage compartment under the rider's seat. It does not impact on the seat height adjustment mechanism, but does use most of the space under the rider's seat.



On **Manual Shift** models, the **Control Switch (6)** is mounted to the left hand (clutch) master cylinder handlebar clamp. The bracket mounts between the faces of the clamp and the master cylinder. The clamp must have about 1.5mm (0.060") filed from the upper face to allow for the thickness of the switch bracket.



Alternatively, if a tank bag is not normally used on the bike, the **Control Switch (7)** may be mounted below the handle bar. This requires a different control switch bracket; the bracket cannot be simply reversed on the switch. In this case, material must be filed from the lower face of the clutch lever clamp to allow for the thickness of the bracket.



On **YCCS Electric Shift** models, the **Control Switch (8)** is mounted to the right hand (brake) master cylinder handlebar clamp. The bracket mounts between the upper faces of the clamp and the master cylinder. The clamp must have about 1~1.5mm (0.040"~0.060") filed from the top face to allow for the thickness of the switch bracket.



The **Cable Interface Unit (3)** is located above and in front of the engine (arrowed in the photo) and has a new **cable (4)** running from it to the fuel injection throttles.



The **Speed sensor (5)** is mounted on the end of the right hand side of the swing arm under the axle pinch bolt. Nickel plated magnets are placed in the heads of the bolts that mount the brake disc.



The **Wiring harness (8)** has the same type of plugs or terminals that are already used on the motorcycle. Power for the cruise control and brake power sensing is taken off the brake front brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's loom. Brake application sensing is taken from the connection to the bikes brake light circuit. Matching connectors on the cruise control loom are plugged in to the brake light circuit. Tach (engine speed) sensing is detected from the bikes ignition coils. This is used to disengage the cruise if the clutch is operated. On Manual Shift models, the bike's clutch switch is also connected to the cruise control to disengage the cruise control. The cruise control is grounded on the negative terminal of the battery.

