

Electronic Cruise Control for Honda XL1000V Varadero pre 2007

With ABS brakes



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

Installed weight of the cruise control is approximately 2.0kg.

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 in the storage area under the seat, at the back, in a **foam block (2)**.



The **Actuator (3)** is mounted on the crankcase on the left side. A **vacuum hose assembly (4)** is provided to connect the actuator to the engine.

On the 2003 – 2006 model Varadero, the ABS braking ECU is mounted on top of the EFI ECU. This makes mounting the actuator in this location impossible.

The **Cable Interface Unit (5)** is mounted on the ECU bracket on the left side. It has a new **cable (6)** running from it to the throttle bodies.

We do not know if this (current) model has the ECU hardware located in the same positions. If it does not, it is likely that the cruise control will fit.

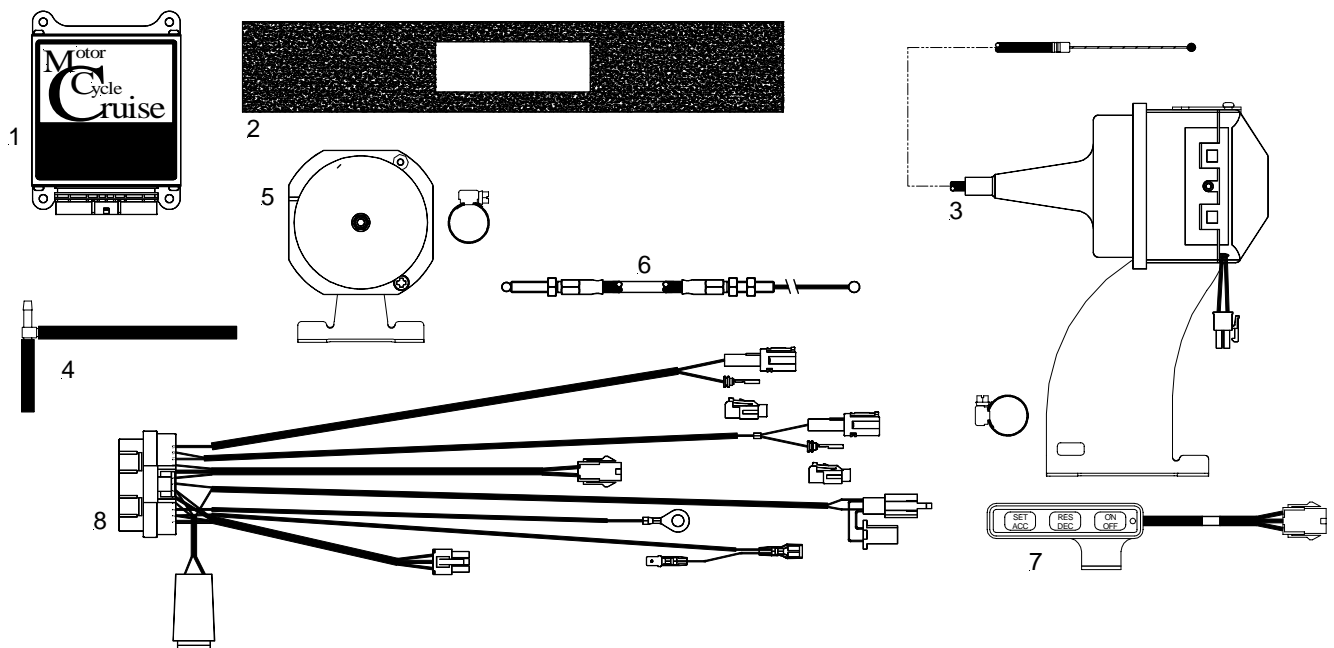


The **Control Switch (7)** is mounted on the left hand (clutch) lever mirror mount. The switch is located just above the left switch block.



The **Wiring Loom (8)** 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 taken 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

NOTE: The schematic below shows the parts for the NON ABS version. This will be updated in due course.



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