

# *Electronic Cruise Control for* **Kawasaki Concours Z1400GTR up to 2009** **Not for California Spec bikes fitted with** **a Charcoal Canister**



**NOTE: - Bikes fitted with genuine Kawasaki Engine Guard require slightly different mounting for the Cable Interface Unit. See the end of this document for details.**

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

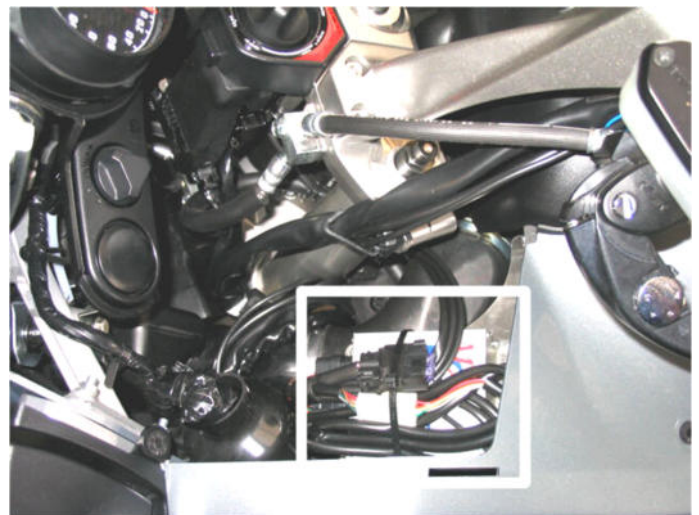
Installed weight of the cruise control is approximately 2.5g.

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 component numbers in the text.

The **Computer (1)** mounts under the left-side fairing inner panel, beside the left fork leg. The photo below left it is taken with the fairing removed, the photo below right is taken looking down from above, with the fairing installed but with the instrument surround panel removed. These photos show our older computer, but the new computer is smaller and fits in the same location.

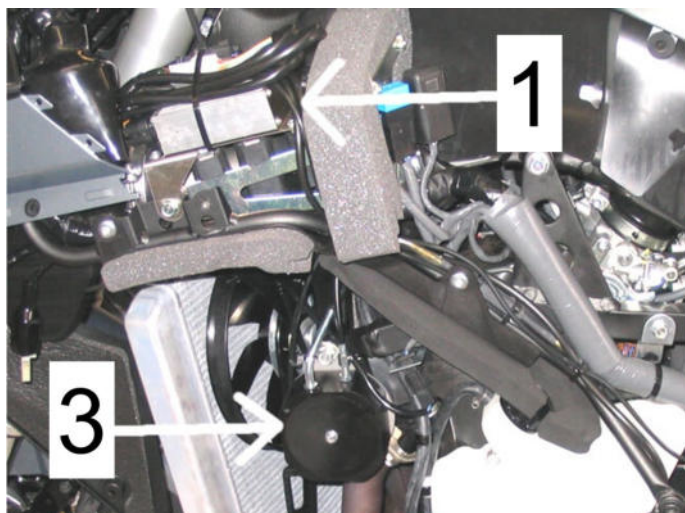


The **Throttle Servo (2)** mounts under the right-side fairing inner panel, beside the right fork leg.

**NOTE: - On California spec bikes fitted with a Charcoal canister, the canister is located where the cruise control servo is mounted.**



The **Cable Interface Unit (3)** is located on the left side of the motor, near the front left corner of the engine. It has a new **cable (4)** running from it to the fuel injection throttles. The computer (1) is also shown in the photo below left. The photo below right shows the CIU with the fairing fitted to the bike.



The **Control Switch (5)** is mounted to the left hand (clutch) master cylinder handlebar clamp. The bracket mounts between the bottom faces of the clamp and the master cylinder. The clamp must have about 1~1.5mm (0.040"~0.060") filed from the bottom face to allow for the thickness of the switch bracket.



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 front 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 at the bike's speedometer sender using the same connection method. Tach (engine speed) sensing is detected from the bike's ignition wire to one of the 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.

Parts drawing over page.

## ***MotorCycle Cruise Controls***

**AUSTRALIA**

**Web Site:**

<http://www.mccruise.com>

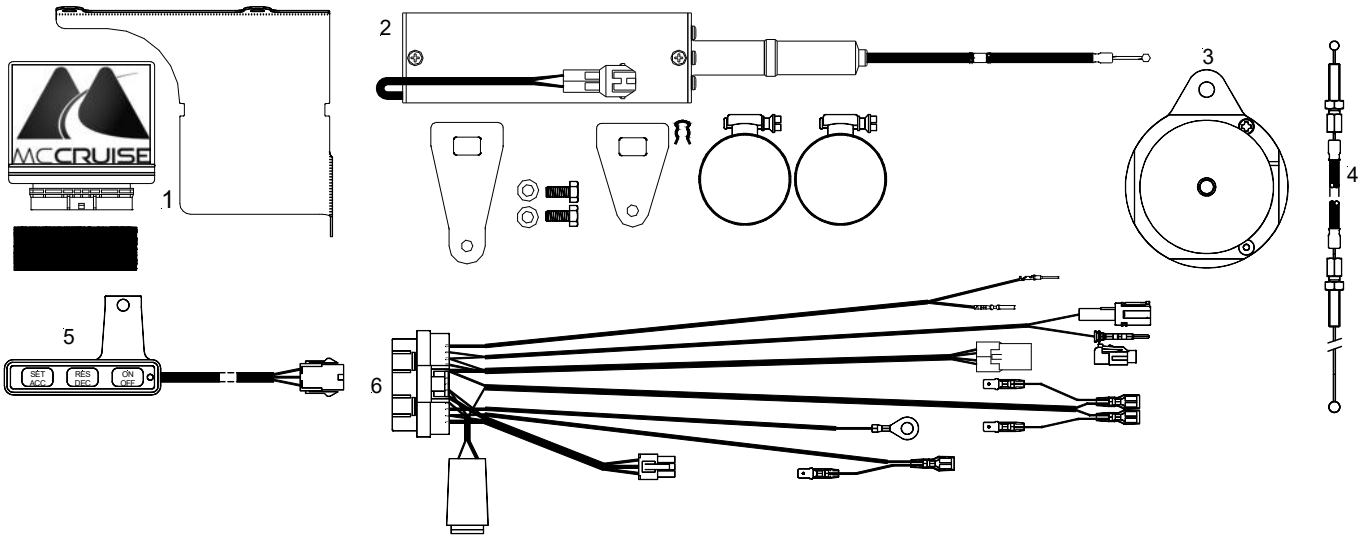
**International:**

**Phone (International Access Code) 61 3 9808 2804**

**Australia:**

**Phone (03) 9808 2804**

**E-mail: sales@mccruise.com**



**NOTE: - If your bike is fitted with genuine Kawasaki Engine Guards (Part number 123CPS-0032) please let us know. The mounting for the cruise control Cable Interface Unit is slightly different. We will supply the necessary parts in your kit.**



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