

Electronic Cruise Control for Triumph Rocket III Classic, Roadster & Touring



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 2.5kg.

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 under the left side cover on a custom bracket.



The **Actuator (2)** is bolted under the right side of the motor, mounted on three of the sump bolts (**Classic and Touring** – see photo below left) or on two sump bolts (**Roadster** – see photo below right). Note that the mounting bracket supplied in the cruise control kit fits all models. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine. Aluminium covers finished in satin black powder coat are provided to enhance the appearance of the actuator and to provide weather protection. The stainless steel mounting bracket shown is now finished in satin black powder coat.



The **CIU (4)** is located on the left side of the bike, between the radiator and the throttle bodies, below the coolant header tank.

The **CIU** has a new **cable (5)** running from it to the throttle bodies.



The **Control Switch (6)** is mounted to the left hand (clutch) master cylinder handlebar clamp and may be mounted below the left hand switch block (Lo mounting). There are two different designs of switch gear on Rockets. This photo shows the earlier design on the Classic. See over the page for the latest version of Rocket switch gear on the Touring. At this stage we believe that this later design is only fitted to the Touring.

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 switch bracket is now finished with satin black powder coat.



The mounting bracket may be reversed to mount the switch above the switch block if desired (Hi mounting). This applies to the early design switch gear only.



The two photos below are of the later design Triumph switch gear, in this case on a 2008 Touring. In this case the standard arrangement is to mount the switch above the bars (Hi mounting), using the same cruise control switch bracket as is used on the earlier models.

If you wish to mount the switch below the handlebar (Lo mounting), a different control switch bracket can be supplied in the kit. This may also require that you lift the handlebars slightly to prevent the cruise control switch contacting the fuel tank on full left steering movement.



MotorCycle Cruise Controls

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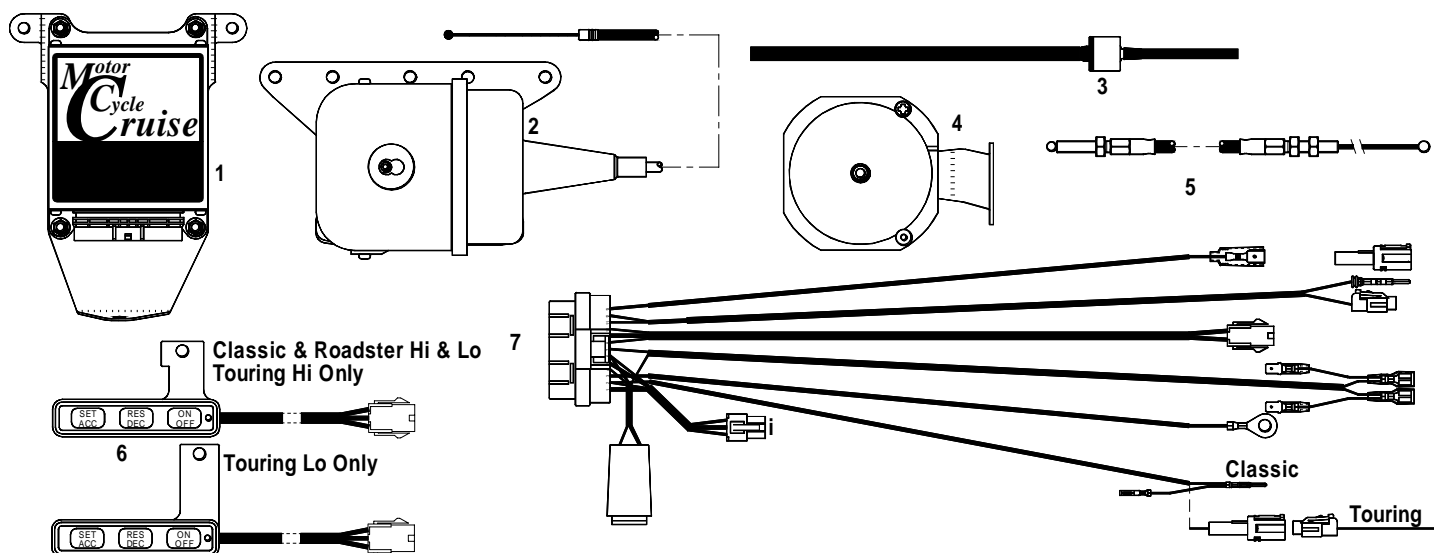
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The **Wiring Loom (7)** has the same type of plugs or terminals that are already used on the motorcycle. Power for the cruise control and brake sensing is taken off the brake light switches by unplugging the front brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's loom. Speed sensing is sourced 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. On models using the later switch gear, the connection for the clutch sensor must be 'spliced' into the bikes wiring, as we do not have suitable terminals available to make this a 'plug & play' connection. The cruise control is grounded on the battery negative terminal.

NOTE: - In order to supply the correct loom and control switch mounting bracket for your bike, you need to identify what type of handlebar switch gear is fitted to your bike, the earlier design on the Classic and Roadster or the later design on the Touring shown in the photos above.

You also need to specify how you want the switch mounted, Hi or Lo.



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