

Electronic Cruise Control for **SUZUKI M109R BOULEVARD**



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

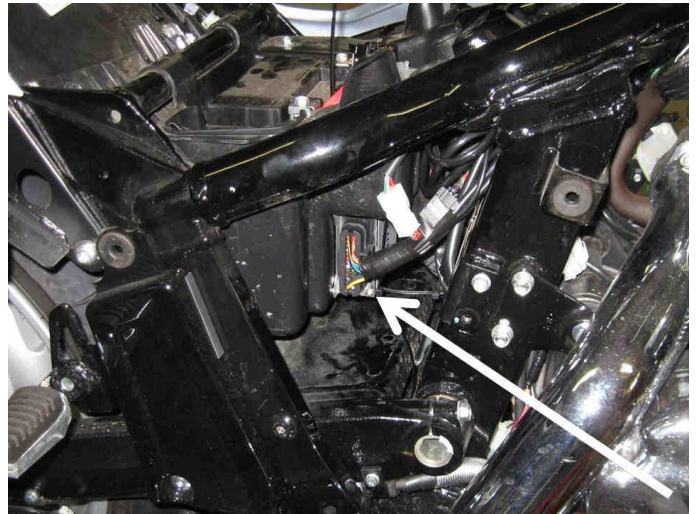
Installed weight of the cruise control is approximately 2.2kg.

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).

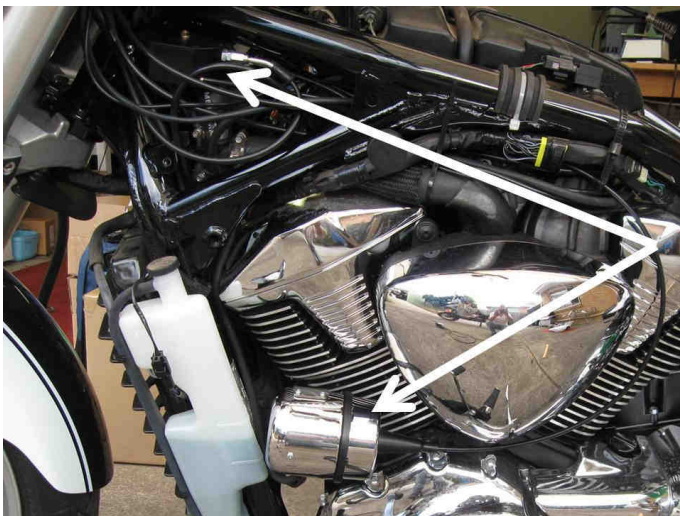
By comparison, a head light bulb typically draws about 4 amps (55 Watts), and a tail light bulb (running light) draws about 0.4 amp (5 Watts).

Refer to the line drawing on the back of this sheet to identify the components from the numbers in the text.

The **Computer (1)** is mounted on the front of the battery box. The end of the computer and the wiring harness can be seen in this photo. This photo was taken without the seat, fuel tank or side covers fitted.



The **Actuator (2)** is mounted in left side of the engine, mounted on the engine side cover bolts. Satin Black powder coated aluminium covers are supplied to prevent dirt and water ingress into the actuator and to improve the appearance of the actuator. The photos show the actuator with optional chromed covers. Note that the chromed covers are usually only available on special order. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine. The photos below were taken without the fuel tank or radiator shroud fitted.



The **CIU (4)** is shown arrowed at the top of the picture above left. See the next page for more detail.

The **CIU (4)** is located on the left side of the bike behind the steering head. A new **cable (5)** connects it to the throttles.

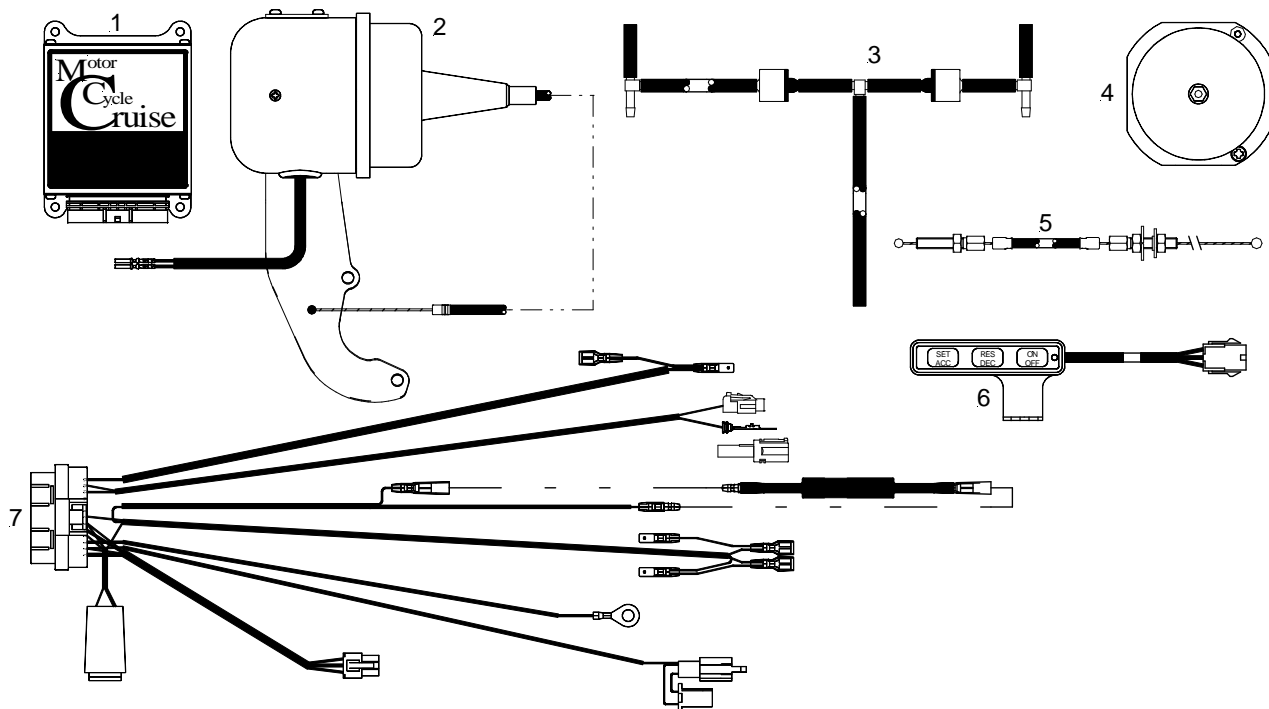


The **Control Switch (6)** is mounted on the left side mirror stalk.

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 front brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's harness. 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. The cruise control is grounded on the battery negative terminal.



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