

Electronic Cruise Control for Honda Gold Wing GL1800 F6B (Bagger)



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

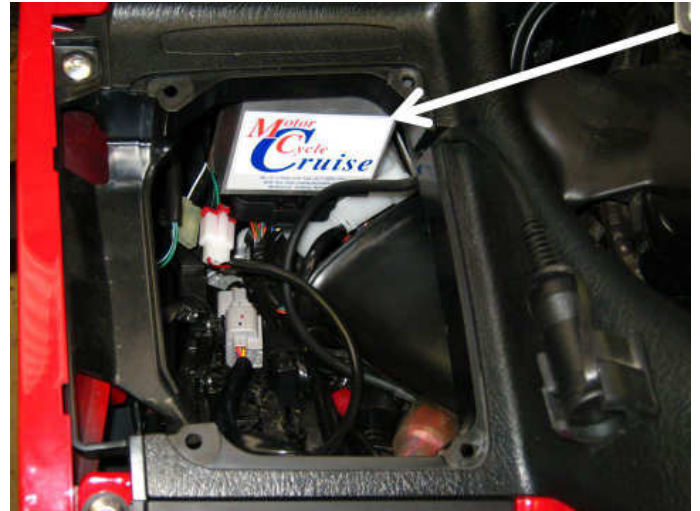
Installed weight of the cruise control is approximately 2.0kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.20 amp (2 watts). Current draw while the cruise is engaged is nominally 0.5~1.50 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 component numbers in the text.

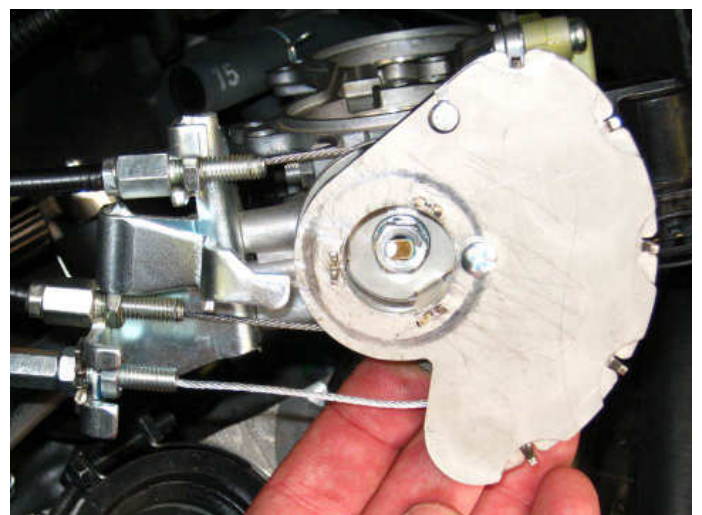
The **Computer (1)** is mounted in the left side of the fairing, below the left audio speaker, in front of the left side glove compartment. A special bracket is supplied to mount the computer.



The **Electric Throttle Servo (2)** is mounted in the right side of the fairing, below the right audio speaker, above the radiator. A special bracket is supplied to mount the servo. A **servo cable (3)** connects the servo the vehicle's throttle body.



A **lost motion device (4)** is fitted to the end of the throttle spindle on the throttle body. This device is fitted to allow safe operation of the cruise control and twist grip without risk of the servo cable twisting or jamming.



The **STANDARD Control Switch (5)** is mounted to the left hand clutch lever handlebar clamp. The bracket mounts between the upper faces of the clamp and the master cylinder. The clamp must have about 2.0mm (0.080”) filed from the top face to allow for the thickness of the switch bracket. This is the simplest to install and is the most robust.



An **OPTIONAL** mounting arrangement is available for the **Control Switch (6)**. This arrangement places the control switch in a similar position, but it is screwed to the removable top cap of the bike's left side switch block. The bracket is cut to 'fit' the top of the bike's switch block. This requires that 2 holes are drilled in the cap. This is still fairly easy to install, but requires partial disassembly of the bikes left hand switch block to fit it.



Note: - Either mounting (Standard or Optional) may be selected when the cruise control is ordered.

The third option for cruise control switch is shown over the page.

MotorCycle Cruise Controls

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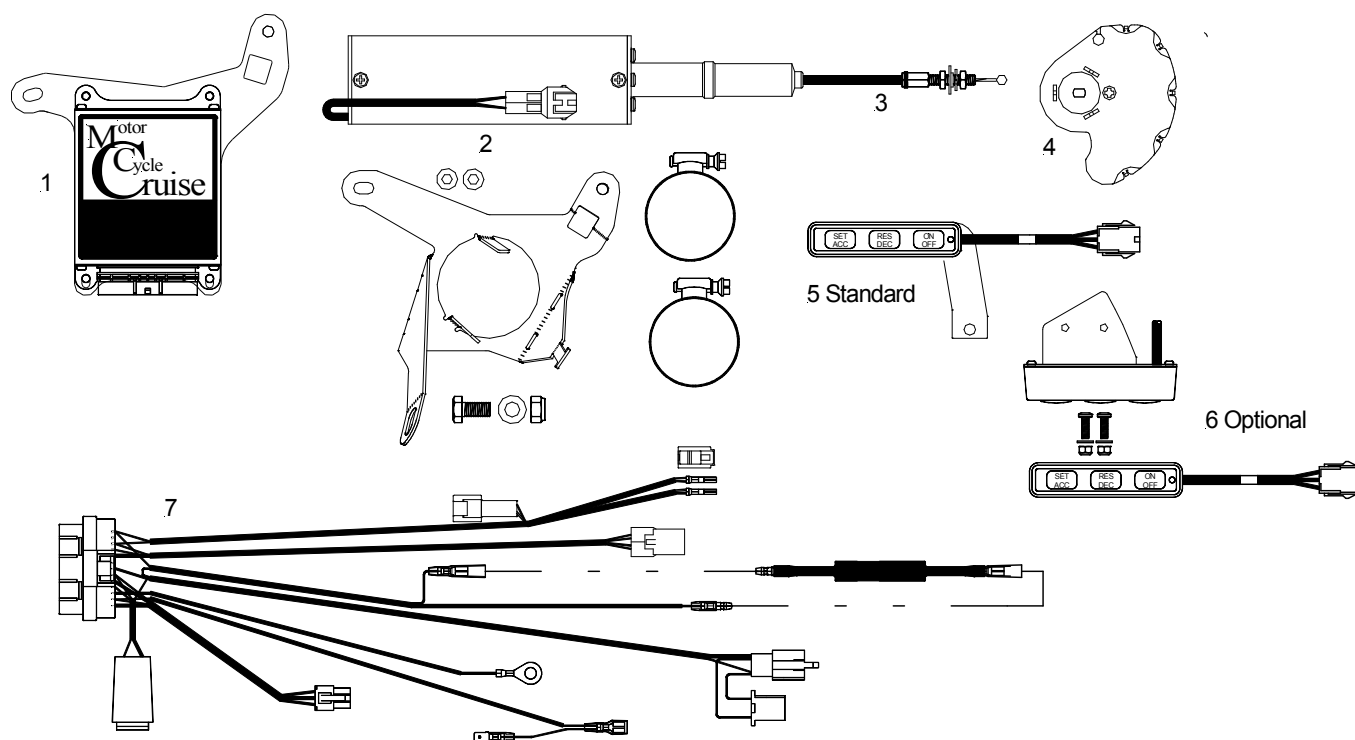
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The **Wiring Harness (7)** has the same type of plugs or terminals that are already used on the vehicle. Power for the cruise control and brake sensing is taken off the brake light switch by disconnecting the wires to the brake light switch. Matching connectors on the cruise control harness are plugged in to the switch and the vehicle's harness. The same method is used for the following connections. Road speed (speed sensing) is detected from the vehicle's speedometer signal. Tach (engine speed) sensing is detected from the vehicle's signal to the tachometer. This is used to disengage the cruise if the clutch is operated. The cruise control is also connected to the vehicle's clutch switch (starter lockout switch on the clutch lever). This is also used to disengage the cruise control in the event of clutch operation. The cruise control is grounded on the negative battery terminal with a ring terminal that fits the battery terminal bolt. The wiring harness is a 'custom' finished item, with all parts of the harness cut length and terminated appropriately.



Third Control Switch Option.

There is also the possibility of purchasing a right hand switch assembly/twist grip housing from a Honda GL1800 Gold Wing from your local Honda dealer. This switch assembly includes the cruise control switches for the OE Gold Wing cruise control.

There are several down-sides to this arrangement:

- This places the cruise control buttons on the right side instead of the left, and we feel this is slightly more difficult to use (this is personal preference only, but we have used cruise control switches on both left and right and prefer left).
- The switch does not incorporate any lights to indicate the cruise is turned on or engaged. The switch is also not back lit for night use.
- This switch does not incorporate a Hazard Light button. It does have a Reverse (RVS) button, a function the F6B does not have.



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We can supply information to 'build' a suitable circuit to turn the RVS button into a Hazard Light button, but this does require an installer with some electrical knowledge. Re-labelling the button is another small issue, but not a critical one. We are not in a position to provide the necessary components to do this.

- Some of the various diagnostic and troubleshooting systems built into the cruise control are not available when using this switch. You would have to connect the original control switch to the bike to use some of these functions.
- Fitting this switch requires re-programming of the cruise control computer. The cruise control cannot be used (operated) using the genuine MCS control switch, but the MCS switch can still be used for testing and diagnosis.
- Physically fitting this switch is going to take quite a while as fairly major disassembly is required to fit it. We estimate at least another 1 to fit it over a 'normal' cruise installation, and that is ONLY if it is done during the cruise control installation. If you elect to fit the Honda switch gear after the cruise is installed, allow at least 4 hours labor to do it as fitting this switch may require the same amount of strip down and re-assembly as fitting the cruise control.

The upside of this arrangement is that the switch gear looks, and is, 100% OE (Original Equipment).

We have physically fitted one of these to an F6B (see the photo), but we did not wire it in. We have checked the wiring and can supply a wiring diagram and a partially built custom switch harness to allow fitment of this switch at extra cost.

We have had customers who have fitted the cruise with a Honda switch and they have reported no issues other than those described above.

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