

Electronic Cruise Control for **Kawasaki KLR650E 2nd Gen from 2008 to 2020**



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 0.2 amp (2.5 watts). Current draw while the cruise is engaged is nominally 0.50~1 amp (6~12 Watts).

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

Refer to the line drawing at the end of this document to identify the components from the numbers in the text.

The **Computer (1)** mounts inside the left side cover indicated by the white square in the photo.

The computer may be mounted on the inside face of the side cover as shown, using Velcro mounting tape (photo below left)
OR

The computer may be mounted to the underside of the rear mudguard (fender) using Velcro tape and a cable tie (photo below right).



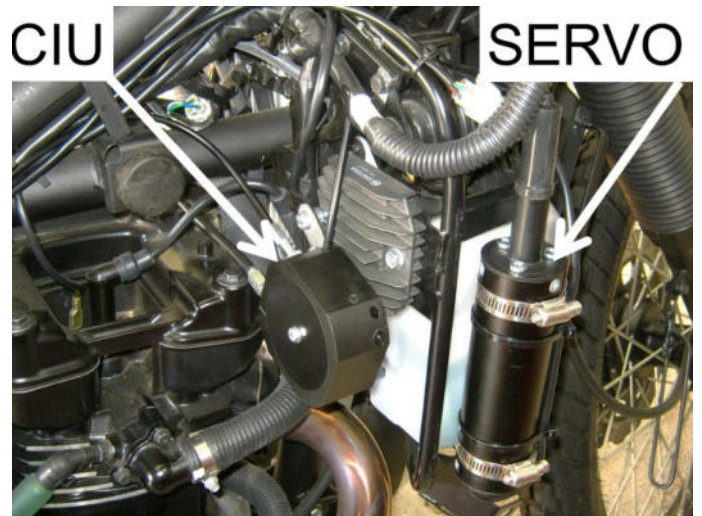
The **Electric Throttle Servo (2)** and the **CIU or Cable Interface Unit (3)** are mounted on the right side of the bike and are mostly hidden from sight.



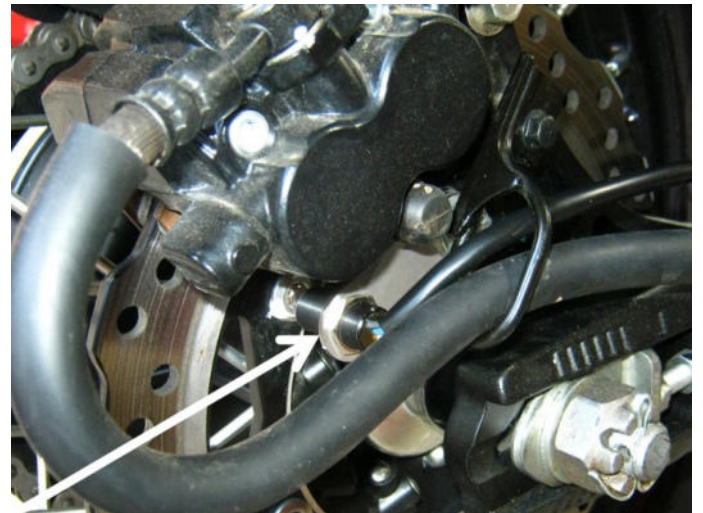
This photo shows the **Servo and CIU** with the fairing and fuel tank removed from the bike.

The servo is mounted on the right side of the coolant tank. The servo has a cable running to the CIU.

The CIU is mounted behind the coolant tank. It has a new **cable (4)** running from it to the carburetor.



The **Speed Sensor (5)** is mounted on the right side of the rear wheel and picks up on magnets inserted into the socket heads of the rear disc brake mounting bolts. A new longer high tensile bolt is provided in the kit to replace the original brake caliper mounting bolt.



MotorCycle Cruise Controls

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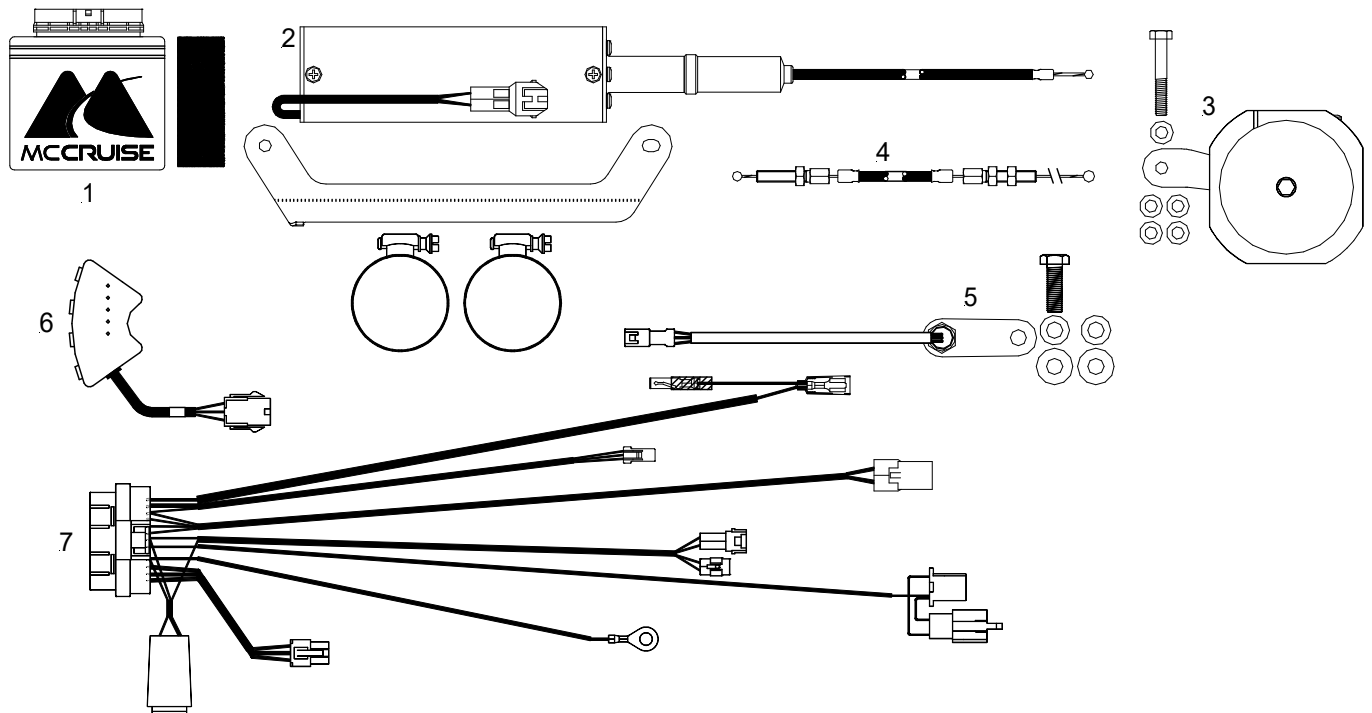
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The new **Slim Control Switch (6)** is mounted directly to the handlebar. The usual position for this switch is between the bike's switch block and the clutch lever mount as shown here.

It may also be mounted between the grip and the bike's switch block to move is close to the rider's hand or the other side of the clutch lever mount, but the reach to the switch is then very long.



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 rear brake light switch. Matching connectors on the cruise control harness are plugged in to the switch and the bike's harness. Tach (engine speed) sensing is detected from the bike's ignition coil. This is used to disengage the cruise if the clutch is operated, and the engine rpm changes up or down. The bike's clutch switch is also connected to the cruise control to disengage the cruise control. The cruise control is grounded on the negative terminal of the battery. All these connections are "Plug & Play", no cutting of wires or splicing is required.



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