Electronic Cruise Control for

KTM 1090 & 1190 Adventure and Adventure R

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 1.0kg.

Current draw is approximately 0.20 to 0.40 amp (2~4 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 in the rear 'ducktail'. There is self-adhesive Velcro provided in the kit to mount the computer.

NOTE: - Some bikes have a charcoal canister fitted under the passenger seat. The cruise control will still fit on bikes with the canister.

The **Control Switch (2)** mounts above the handlebar on the left side on the mirror mount. This switch has back lit buttons for night use, and an indicator light for power (ON-OFF) and engage indication.

These photos show the 'standard' switch mount. While access to the up arrow menu button is not restricted, there is no extra space either, there is enough space for a thumb to fit, but that is all. Access to the hazard light switch is not impeded at all.

There is also **an optional switch mounting bracket available (3)** that places the switch roughly 10mm (3/8") higher. This makes access to the upper arrow menu button easier, but also makes the reach to the cruise control buttons longer.

There is also **another optional switch mounting bracket available (4)** that places the switch below the handlebar.

The **Main Wiring Harness (5)** has the same type of plugs or terminals that are already used on the motorcycle. Power for the cruise control is sourced from the bikes accessory power terminal at the back of the bike. Front brake sensing is taken off the front brake light switch circuit by unplugging the front brake light switch. Matching connectors on the cruise control harness are plugged in to the switch and the bike's harness. The same method is used to detect rear brake operation. Tach signal is sourced from one of the ignition coils. Tach signal 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 using the same connection method as the brake switches. Speed signal is sourced from the bike's CAN-BUS system at the diagnostic plug.

NOTE: - If the bike is fitted with an off-road, fuel monitor or other type of CAN-BUS dongle, make sure you purchase the CAN-BUS dongle patch with the cruise control kit. This will allow connection of the cruise control AND the dongle to the bike's diagnostic plug.

The **TPS Wiring Harness (6)** connects the bike's Throttle Position Sensor (TPS). This connection is used to operate the bike's throttle. The connectors, terminals and seals used on this harness are the same type as used on the motorcycle's original TPS connection to ensure that an OE quality connection is maintained. There is no cutting or splicing of wires required anywhere in the installation of the cruise control kit.

MotorCycle Cruise Controls

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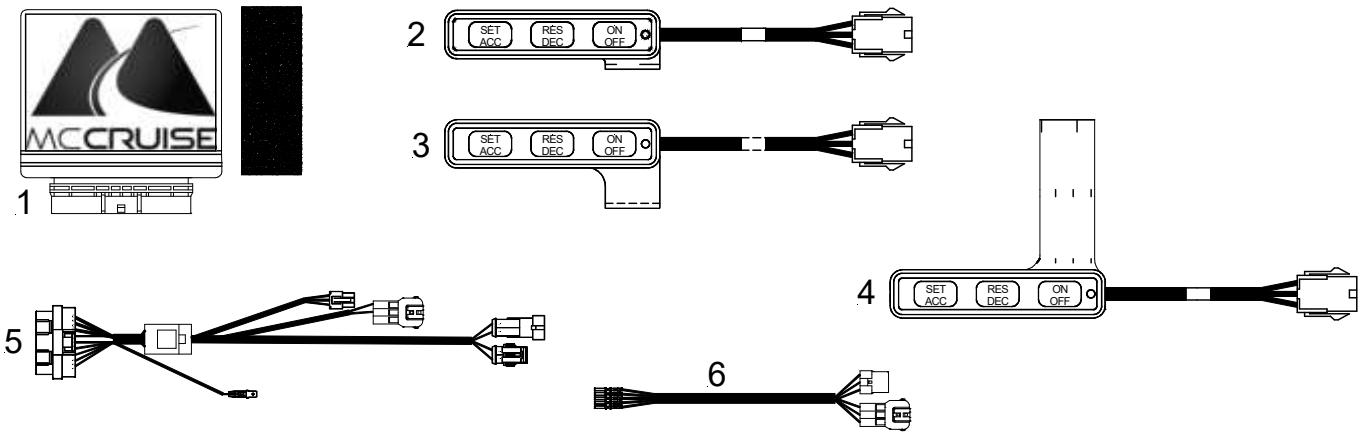

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