Electronic Cruise Control for

Suzuki DL650 V-Strom

All models from 2017

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 tail light 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 under the seat, on the front wall of the tool compartment. It is mounted using Velcro mounting tape.

The **Electric Throttle Servo (2)** is mounted on the left side of the motor. The photos below show the servo mounted on a standard bike and one fitted with engine crash bars.

The **CIU or Cable Interface Unit (3)** is mounted on the fairing frame on the right side, beside the forks. The mounting bracket is bolted to the fairing frame using an existing bolt hole. The photo below left shows the location of the CIU behind the right side fairing panel, the photo below right shows the CIU with the fairing off the bike. The photo further below right shows the CIU viewed from above inside the fairing. It has a new **cable (4)** running from it to the throttle bodies.

The CIU viewed from above, looking inside the right side fairing panel.

The **Control Switch (5a)** is mounted on the left hand (clutch) lever mirror mount. The switch is located above the left switch block. This photo shows the standard bracket, which allows plenty of room above the menu buttons for a gloved finger or thumb. We recommend this bracket unless you have particularly small hands and fingers.

MotorCycle Cruise Controls

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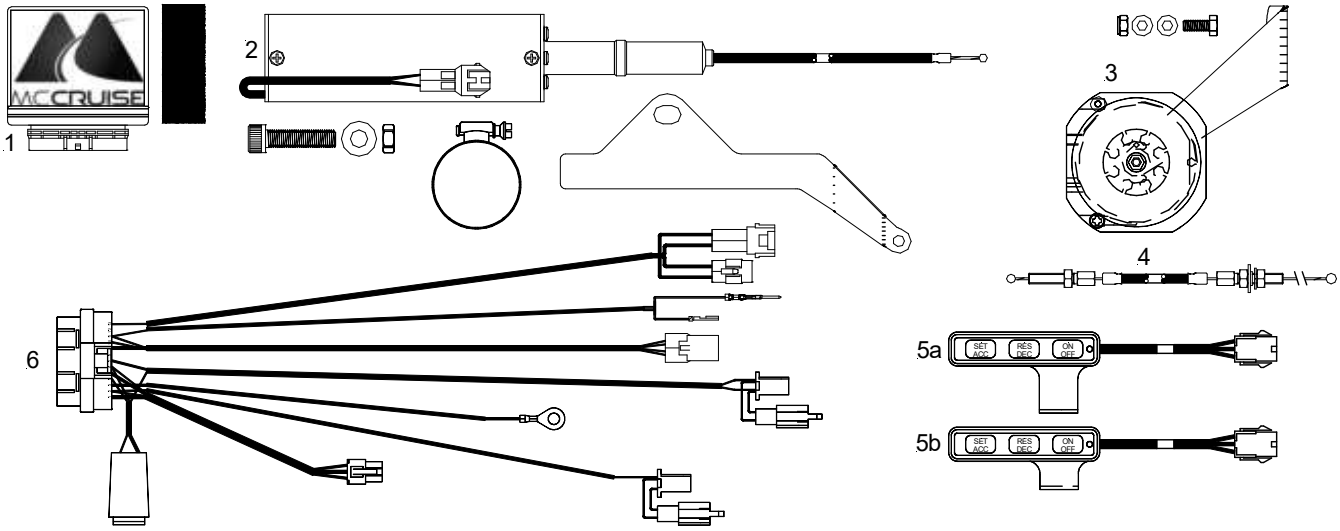
This photo shows the **Control Switch (5b)** with a lower switch bracket, which makes operation of the menu buttons a little more difficult, but does put the cruise control switch closer to the rider's hand. We only recommend this bracket if the rider has particularly small hands and fingers.

The **Wiring Harness (6)** 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 loom are plugged in to the switch and the bike's loom. Speed sensing is taken from the bike's speedometer sender. Tach (engine speed) sensing is detected from the bike's 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 negative terminal of the battery.



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