Electronic Cruise Control for

BMW F800R

NOTE: - This cruise control kit is NOT designed for LED brake/tail lights. If your bike is fitted with LED brake/tail lights, either OE (Original Equipment - built in from new) or aftermarket accessory parts, you MUST order the LED brake light modification when ordering your cruise control kit for this bike.

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

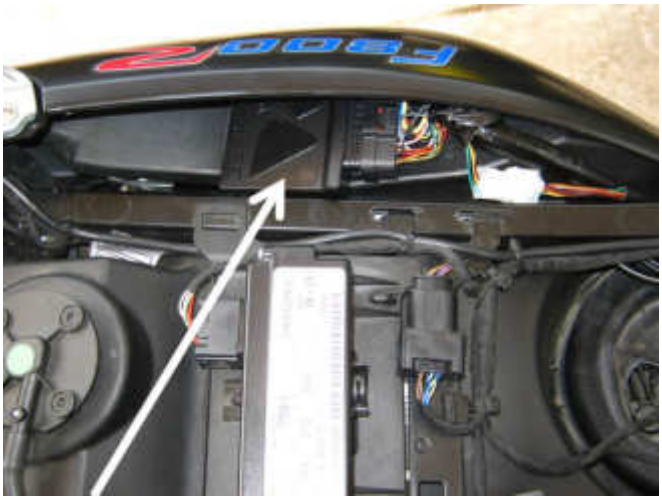
Installed weight of the cruise control is approximately 2.5kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.250 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)** mounts on the left side of the fuel tank under the seat fairing.



The **Electric Throttle Servo (2)** is mounted on top of the engine crankcase, behind the cylinders (lower arrow in the photo below left).

The **CIU (3)** is located on the left side of the bike beside the cylinder head (upper arrow in the photo below left). A new **cable (4)** connects it to the bike's throttle bodies.

The photo below right shows the other end of the Throttle Servo from the right side of the bike.

The **Speed sensor (5)** is mounted on left side of the rear wheel, on the ABS wheel speed sensor. Nickel-plated magnets are placed in the heads of the bolts that mount the brake disc.

The **Control Switch (6)** is mounted on the left side mirror stalk. The switch is located just above the left switch block. There is still good access to the 'INFO' and Hazard buttons immediately behind the cruise control switch. If desired a taller control switch bracket is available as a no cost option. The higher bracket is part number MCS830U. This places the control switch approx 10mm (3/8") higher to allow easier access to the 'INFO' button.

To ensure that the cruise control installation is as safe as possible, an additional **hydraulic pressure switch (7)** is fitted to the bikes front brake circuit. This is to provide a back up method of disengaging the cruise control in the event of failure of the bikes brake light circuit. Fitment of this switch involves replacing one of the brake line 'banjo' bolts with a new bolt that has a pressure switch built in to it. This switch is fitted to the front brake master cylinder (front brake lever assembly).

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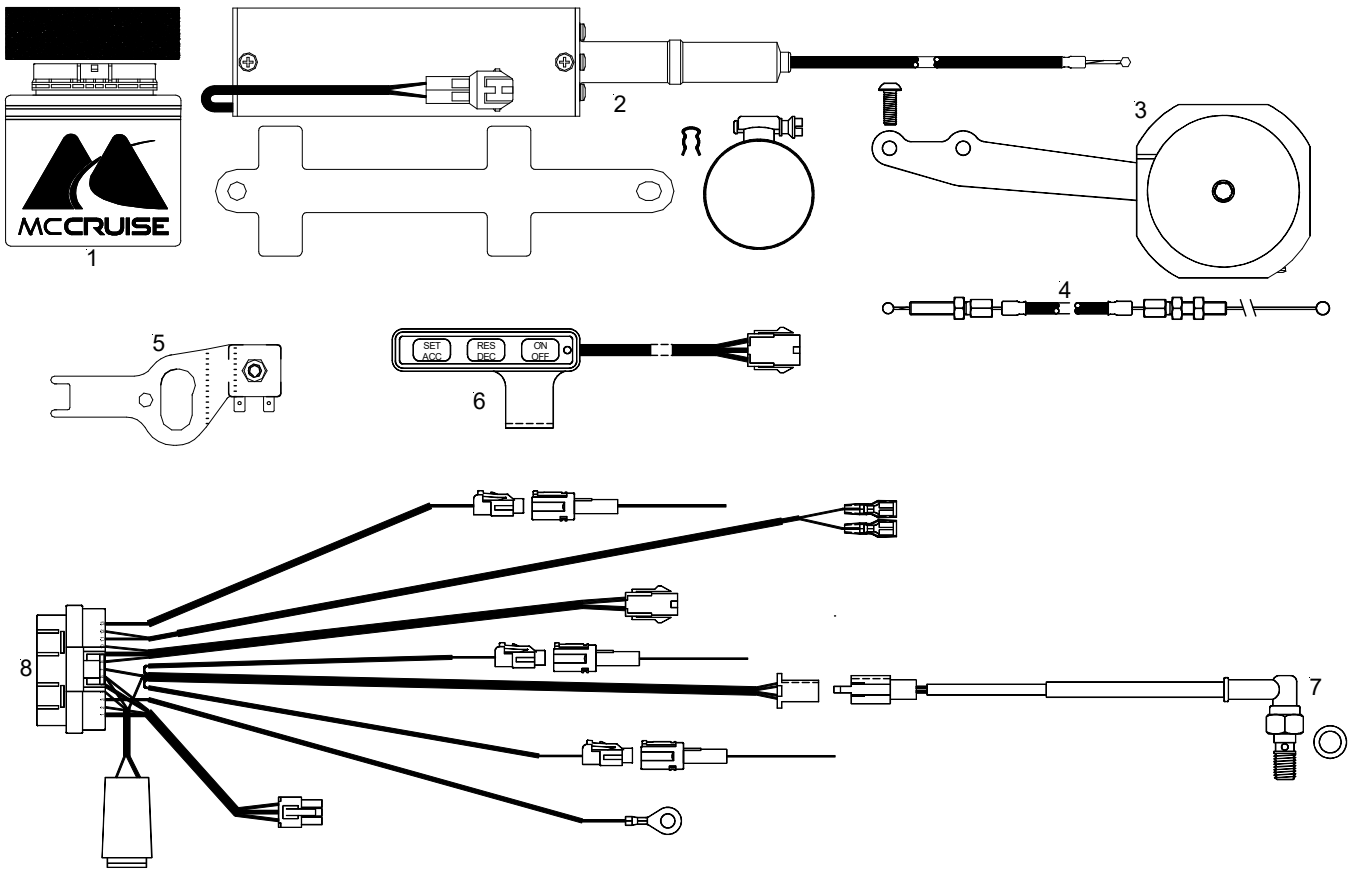
The **Wiring Harness (8)** is cut to length and terminated to suit the bike. Three connections must be spliced to the bike's wiring harness. Power for the cruise control is taken from the positive wire to the bike's accessory power plug. Brake sensing is taken from the bikes brake light circuit. Tach (engine speed) sensing is detected from the bike's ignition primary circuit. . These connections must be spliced. Splice terminals and heat shrink tube are supplied in the kit to make this connection. Tach sensing is used to disengage the cruise if the clutch is operated. The cruise control is grounded on the negative battery terminal. The wiring harness is a 'custom' finished item, with all parts of the harness cut length and terminated appropriately.



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