Electronic Cruise Control for

BMW F800ST

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 photo below left shows the computer under the seat fairing panel.

The **Electric Throttle Servo (2)** is mounted on top of the engine crankcase, behind the cylinders (lower arrow in the photos 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). It is fully covered by the fairing panel. A new **cable (4)** connects it to the bike's throttle bodies.

The photo below right shows the Servo and CIU with the fairing panel removed.

If the for some reason the servo can't be mounted behind the cylinders, there is an alternative mounting available on the left front of the engine. This is how it is mounted on the BMW F800GT, as the ABS modulator on the F800GT makes mounting the servo more difficult behind the motor.

The **Speed sensor (5)** is mounted below the right hand front brake caliper. The original caliper mounting bolt is removed and a new bolt and spacer washers fitted to allows the speed sensor to the mounted. 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 hand (clutch) lever clamp bolt. The switch is located just above the left switch block. These photos show the polished switch bracket, but normally this is supplied finished in satin black powder coat.

MotorCycle Cruise Controls

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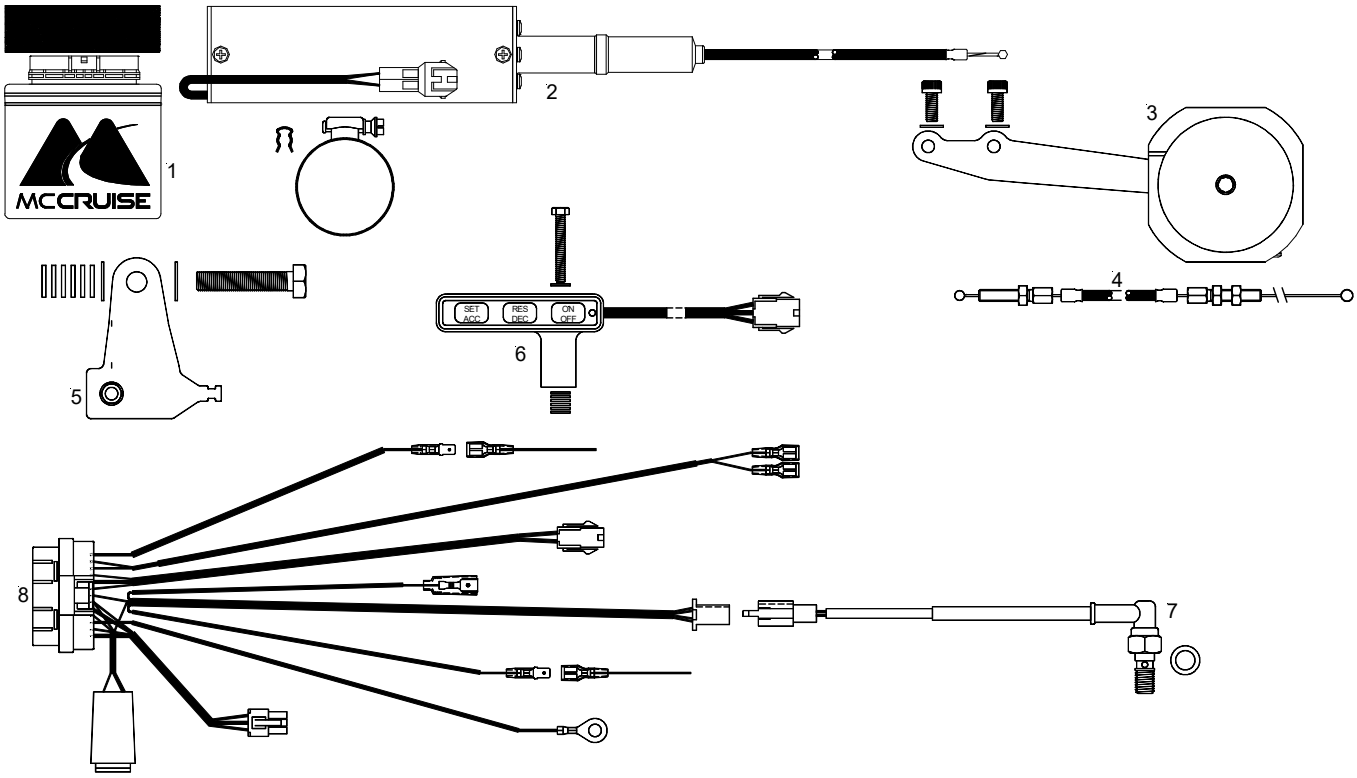
To ensure that the cruise control installation is as safe as possible, an additional **hydraulic pressure switch (7)** is fitted to the bikes front brake circuit. This is to provide a back up method of disengaging the cruise control in the event of failure of the bikes brake light circuit. Fitment of 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 right side front brake caliper.

The **Wiring Harness (8)** is cut to length and terminated to suit the bike. Two 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. 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. Brake sensing is taken from the bikes brake light circuit. 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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