

Electronic Cruise Control for **HONDA NC750X**



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

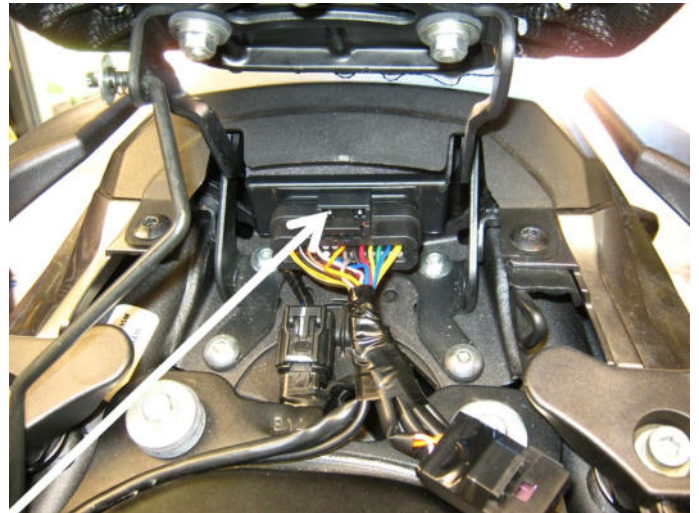
Note: - Because of the way this motorcycle is assembled, disassembly (removal of various parts of the motorcycle) to install the cruise control and re-assembly after installation will take longer than is 'normal' for most of our products. Installation of the cruise control is not particularly difficult, but overall the installation time required is significantly longer than normal.

Installed weight of the cruise control is approximately 2.5kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.10 amp (1 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).

The **Computer (1)** is mounted at the back of the bike, above the tail light inside the rear storage compartment. There is self-adhesive Velcro provided in the kit to mount the computer.



The **Electric Throttle Servo (2)** is mounted on the left side of the bike on the frame (lower white arrow). A cable runs from it to the **CIU (3)** which is mounted on the front of the air filter housing under the fairing panels (upper black arrow).



The **Electric Throttle Servo (2)** is mounted on the left side of the bike on the frame using hose clamps to mount it to the bike's frame tube.



The CIU (3) is mounted on the front of the air filter housing using Velcro mounting tape. A new cable (4) connects it to the throttle bodies.

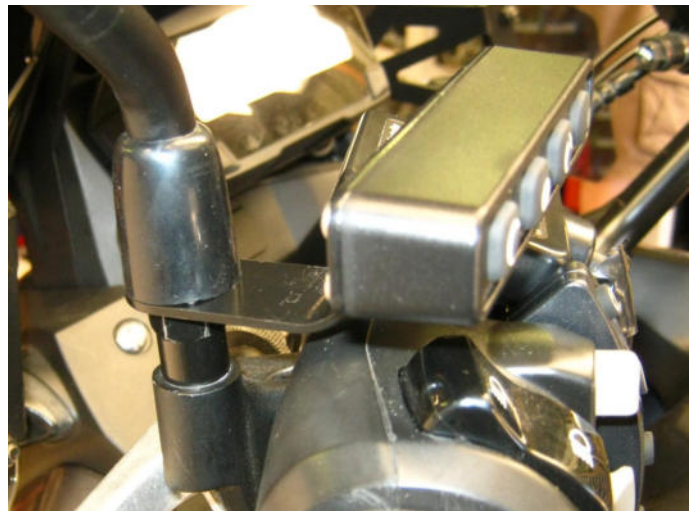


On **Manual Shift bikes**, our new **Slim Control Switch (5)** can be mounted on the left side handlebar, between the bike's switch block and the clutch lever mount.



On **DCT Shift bikes**, if the park brake mechanism can be moved away from the bike's switch block to create a 10mm (3/8") gap between the switch block and the park brake mechanism, then the **Slim Control Switch (5)** can be fitted to the DCT version. The park brake mechanism is most likely pinned to the handlebar, so a new pin location hole must be drilled in the handlebar for the park brake.

On manual shift bikes, our **Original Control Switch (6)** can be mounted on the mirror stalk as shown. NOTE: - These photos also show the slim switch fitted on the bike, this is not supplied if the original switch is ordered.



MotorCycle Cruise Controls

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The **Control Switch (6)** may also be mounted this way on the DCT version of the bike. These photos show an earlier version of the switch fitted to a Honda CTX700 which has similar switch gear. The control switch does not interfere with operation of the park brake.



Optional alternate Switch Mounting Brackets (7 & 8) are available for fitment on manual shift bikes only; these use the clutch lever mounting clamp to mount the control switch. These brackets allow the control switch to be mounted either above (7) or below (8) the handlebar on the clutch lever clamp bolts. We do not have photographs of these mounted on this bike at this time and need confirmation that they will fit, but they should fit this bike. **NOTE:** - We also need confirmation that the below bar mount will not contact the bike's fairing panel when the handlebars are turned to the left.

The photos below show these mounting brackets on a VFR1200X Honda, which uses a similar clutch lever mount and handlebar switch assembly. These photos also show an earlier version of the control switch.



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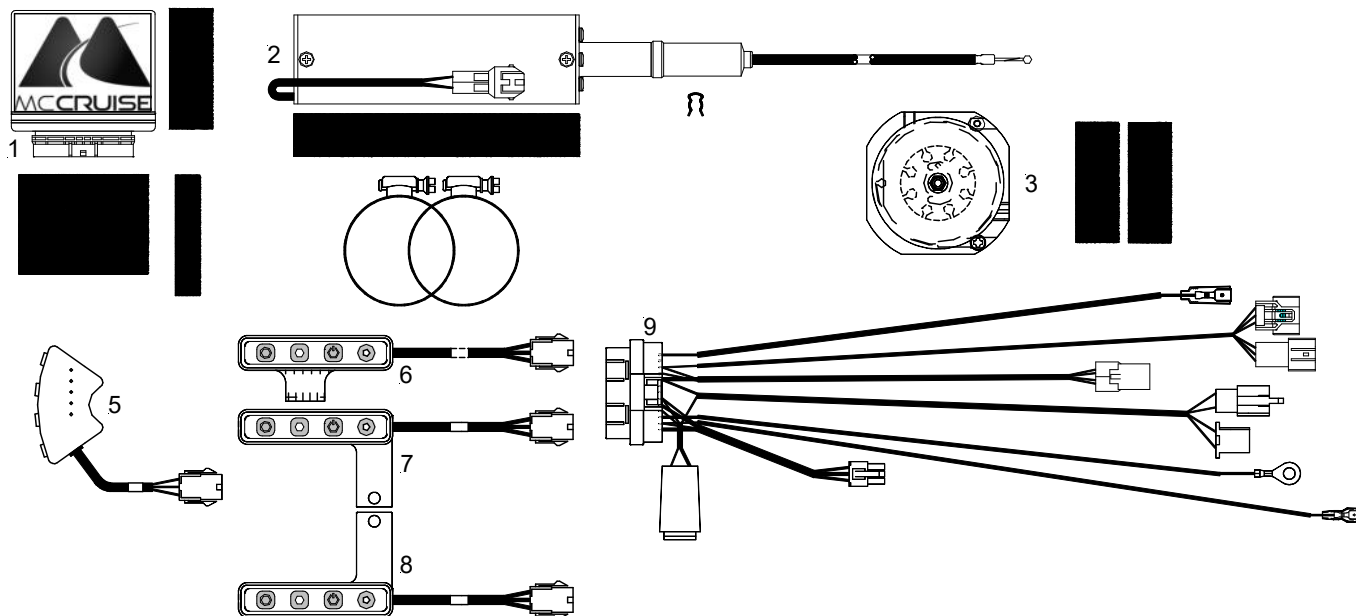
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The **Wiring Harness (9)** has the same type of plugs or terminals that are already used on the motorcycle. Power for the cruise control and brake sensing is taken off the brake light circuit by unplugging the rear brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's harness. Road speed sensing is detected from the bike's speedometer sender. Tach signal is sourced from one of the ignition coils. Tach signal is used to disengage the cruise if the clutch is operated (manual shift) or if the rpm change significantly due to gear changes (DCT shift). The bike's clutch switch is also connected to the cruise control to disengage the cruise control (manual shift only). The cruise control is grounded on the negative battery terminal.



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