Electronic Cruise Control for

KAWASAKI EN650 Vulcan S

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

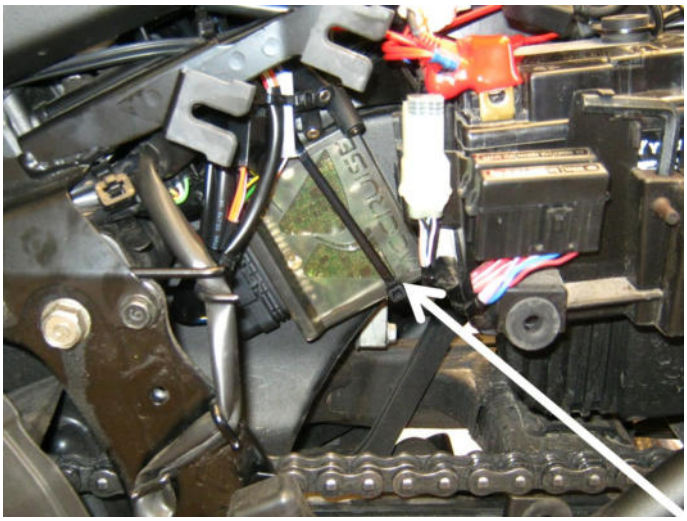
Installed weight of the cruise control is approximately 2.4kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.20 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 on the back of this sheet to identify the components from the numbers in the text.

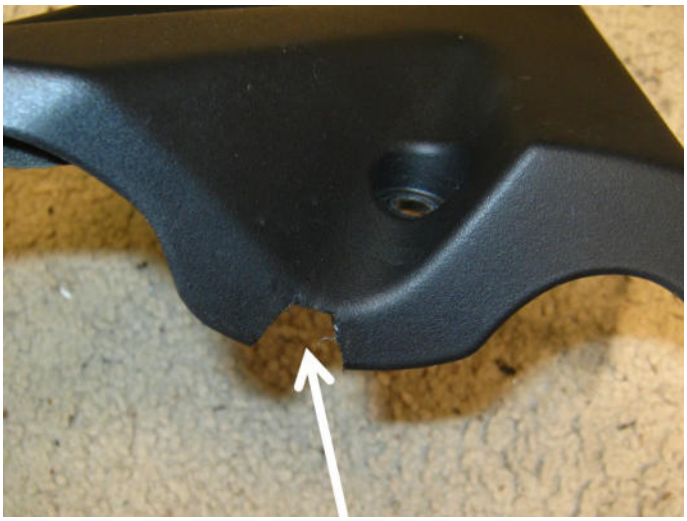
The **Computer (1)** mounts on the left side of the bike, on the frame under the left side cover.



The computer is mounted on the frame using Velcro mounting tape and cable ties.

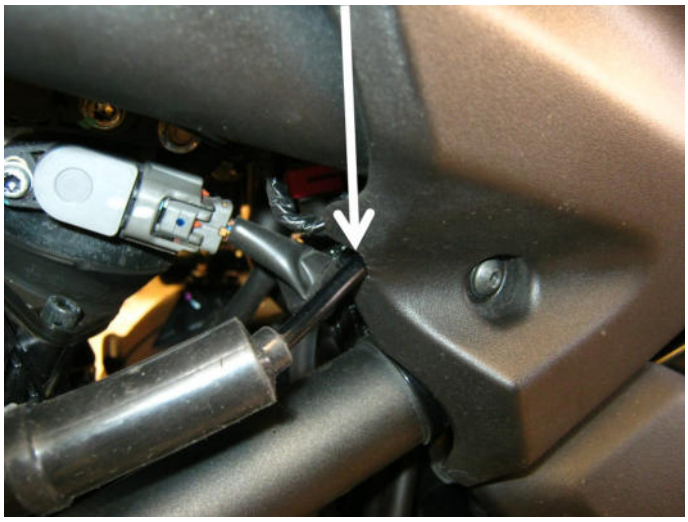
The **Electric Throttle Servo (2)** is mounted on the left side of the engine using hose clamps to attach to the bike's frame.

The plastic frame cover panel must be ‘notched’ to allow for the servo cable.



The servo installed with the cable running through the cut out in the panel.

The minimum size of the cut out in the panel.



The **CIU (3)** is located on the right side of the engine using a hose clamp to attach to the bike’s frame. A new **cable (4)** connects it to the throttle bodies.

MotorCycle Cruise Controls
Unit 13, 137-145 Rooks Road
Nunawading VIC 3131
AUSTRALIA
Web Site: **http://www.mccruise.com**
International: **Phone** **(International Access Code) 61 3 9808 2804**
Australia: **Phone** **(03) 9808 2804**
E-mail: **sales@mccruise.com**

The **Control Switch (5a)** is normally mounted to the left hand mirror stalk above the bike's switch block.

We also offer an **alternate mounting bracket (5b)** to mount the switch below the handlebar. This is offered at no extra cost at time of ordering, or the switch bracket may be purchased at any time.

The clutch lever/mirror mount clamp must have about 1~1.5mm (0.040"~0.060") filed from the bottom face to allow for the thickness of the switch bracket.

Our new 'Slim' Switch (5c) is also available for this model, again at no extra cost.

NOTE: - See over the page for details of the switch mounting and what MUST be checked to ensure it will fit your bike.

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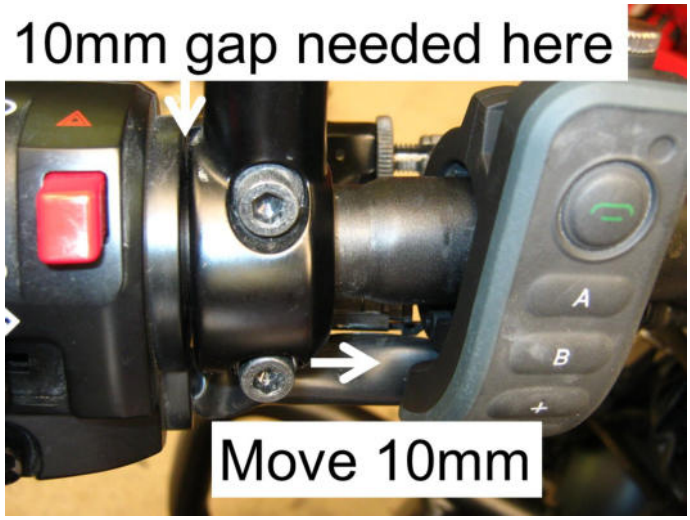
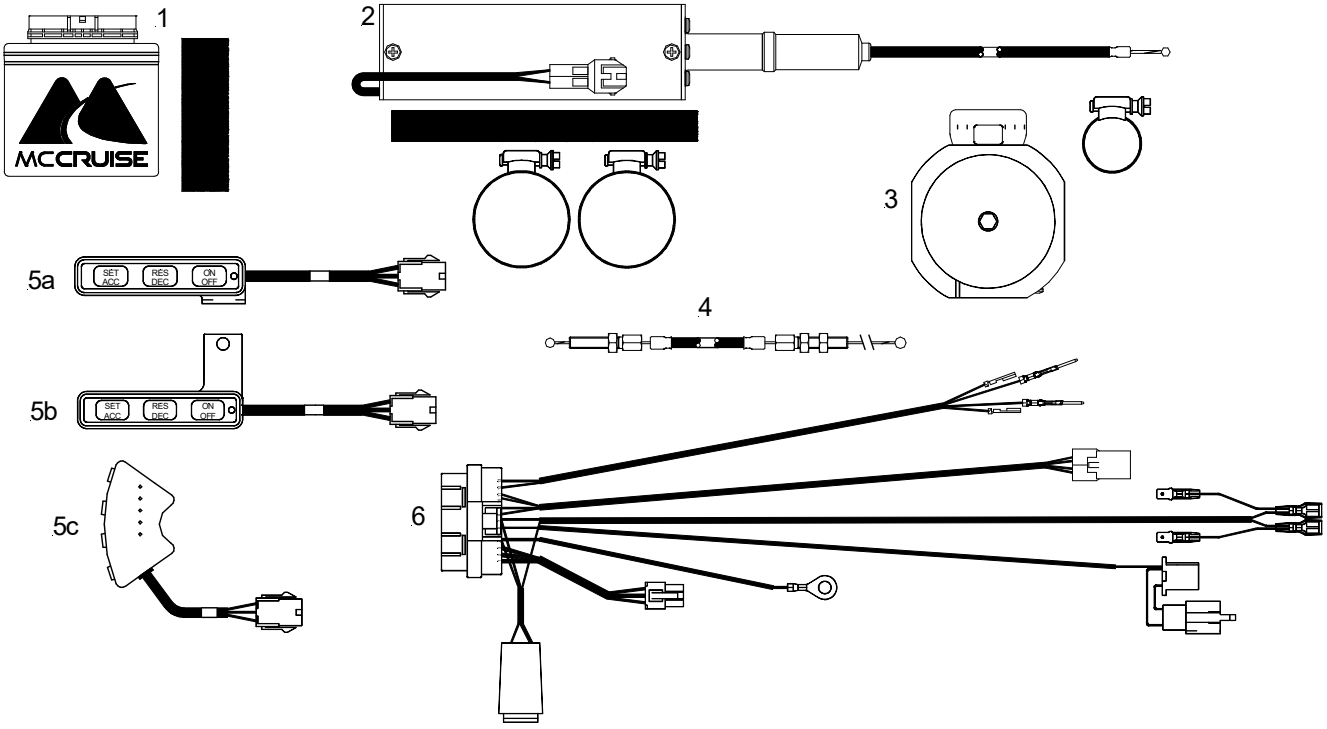
NOTE: - Before ordering the Slim Switch, check that you can move the clutch lever/mirror mount across 10mm (see photo below right). There must be a 10mm gap between the clamp and the bike's switch block for the switch to fit. Check also that the clutch lever operation is not impeded by moving the clamp along the bar. The clutch lever may contact the bike's switch block before the lever contacts the left handlebar grip, reducing the travel of the clutch lever and potentially this may damage the bike's switch block. If you can create a 10mm gap between the clamp and the bike's switch plug AND clutch operation is still normal, the slim switch can be fitted in this location.



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 front brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's harness. The bike's clutch switch is connected to the cruise control to disengage the cruise control, the connection method is the same as the brake connection. Road speed and Tach (engine speed) sensing is detected from the bike's ECU connection. In each case a terminal is backed out of an ECU connector. Matching terminals on the cruise control wiring harness are inserted into the ECU plugs and terminals on the cruise harness are connected to the bike's terminals. Tach sensing is used to disengage the cruise if the clutch is slipped or a gear change is done without the clutch being used. The cruise control is grounded on the battery negative terminal.



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