

Electronic Cruise Control for **BMW F800GS from 2016 with Throttle-By-Wire**



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 1.0kg.

Current draw is approximately 0.20 to 0.40 amp (2~4 watts).

By comparison, a head light bulb typically draws about 4 amps (55 Watts), and a taillight bulb (running light) draws about 0.4 amp (5 Watts).

NOTE: - This cruise control kit will ONLY fit later models with TBW throttle control. It will NOT fit earlier bikes with a throttle cable from the twist grip.

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 in the rear compartment, attached to the roof of the compartment with Velcro tape, and supported with a small foam block that is provided in the kit.



The New Slim **Control Switch (2)** mounts on the handlebar on the left side next to the bikes' switch block. This switch also has back lit buttons for night use, and an indicator light for power (ON-OFF) and engage indication.



The optional **Standard Control Switch (3)** mounts above the handlebar on the left side on the mirror stalk mount, however the standard brush guards cover the mirror mount so this will NOT fit with the original brush fitted to the bike. This photo is from an earlier model F800GS where the brush guard mounting was different. This switch has back lit buttons for night use, and an indicator light for power (ON-OFF) and engage indication.

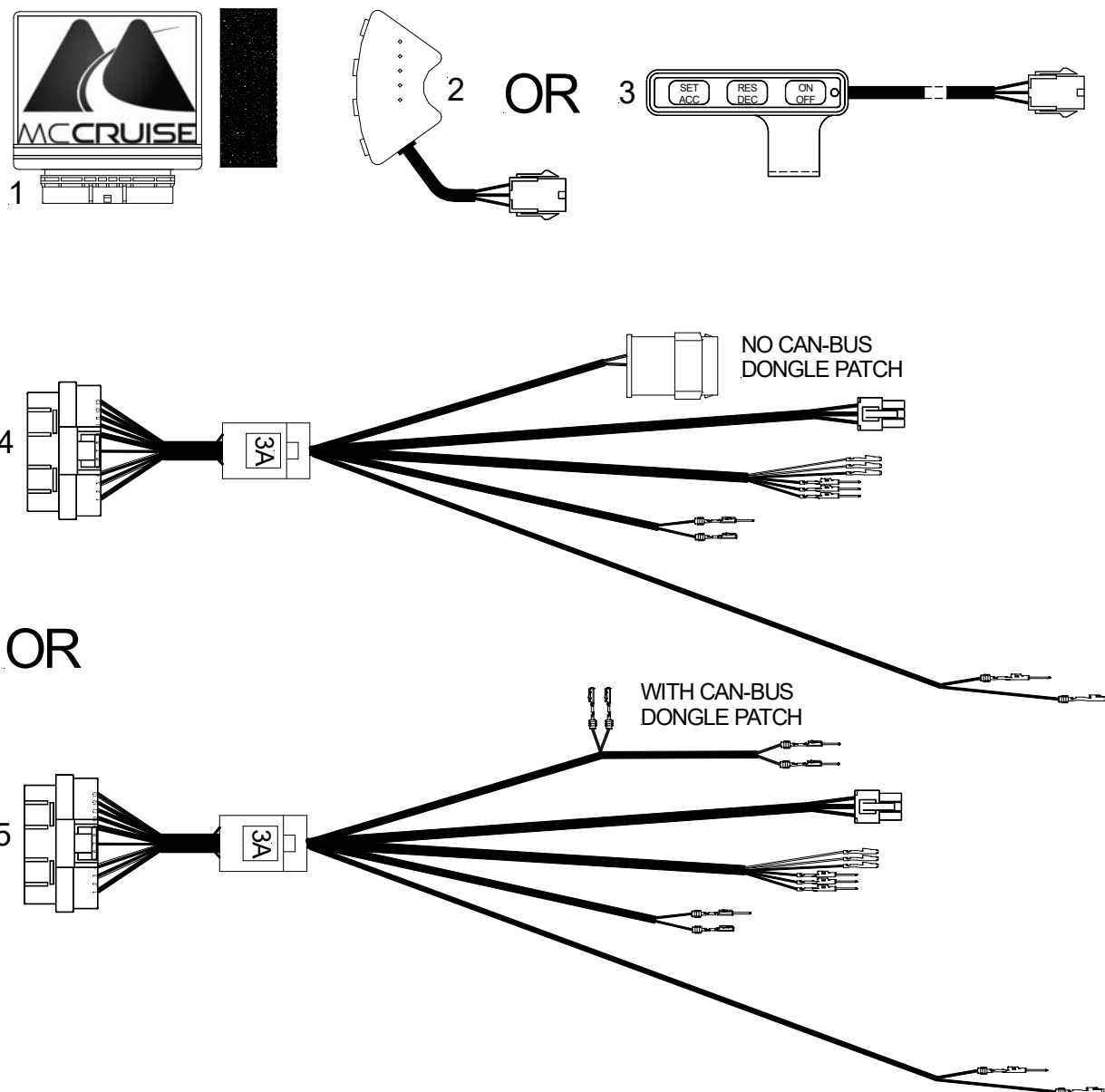
More detail about the mounting issues are at the end of this document.

The new switch is a no cost option, either switch may be selected when purchasing the cruise control.



The **Wiring Harness (4 or 5)** has the same type of plugs or terminals that are already used on the motorcycle. Power for the cruise control is taken from the positive wire to the bike's accessory power plug. Brake sensing for the cruise control is sourced from the bike's rear light connector. Matching connectors on the cruise control harness are plugged in to the rear light multi-way connector. Brake operation is detected electrically from this connection. The cruise control is also connected to the bike's CAN-BUS system using the same connection method as the brake/power connection. The CAN-BUS signal is monitored to detect front & rear brake operation, clutch operation, Tach (engine speed) signal and road speed signal. Tach signal is used to disengage the cruise if the clutch is operated, as well as direct signal from clutch operation. The harness connects the bike's Throttle grip Position Sensor (TPS). This connection is used to operate the bike's throttle. The terminals used on this harness are the same type as used on the motorcycle's original TPS connection to ensure that an OE quality connection is maintained. There is no cutting or splicing of wires required in any connections.

There are two options available for the cruise control harness. If the bike has an accessory fitted that is connected to the bike's accessory CAN-BUS plug, the cruise harness must have a CAN-BUS Dongle Patch built into it. The need to this patch must be determined before ordering the cruise control. See over the page for information about this.



MotorCycle Cruise Controls

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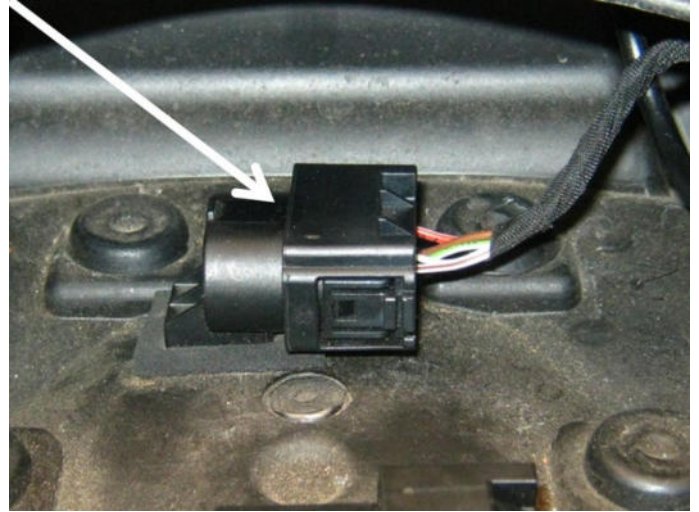
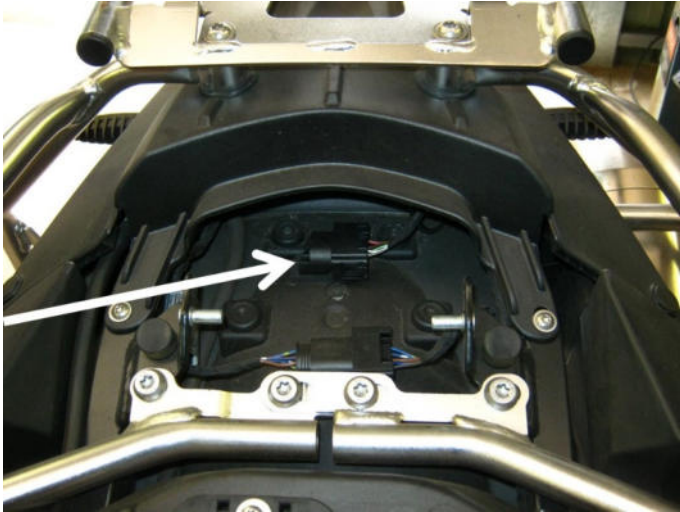
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Devices connected to the bike's CAN-BUS plug.

NOTE: - If the bike is fitted with a device connected to the CAN-BUS plug, make sure you purchase the CAN-BUS dongle patch option with the cruise control kit. This will allow connection of the cruise control AND the other device connected to the bike's CAN-BUS plug. See below for information about this,

The F800GS we had in our workshop to prototype the cruise control did not have any accessories connected to the CAN-BUS accessory plug. The photo below left shows the location of the CAN-BUS accessory plug in the rear storage area under the seat. The photo below right shows the 'dummy' or termination plug fitted in this case.

If your bike has a connector like this connected to the CAN-BUS plug, you **MUST NOT** purchase the CAN-BUS dongle batch option.



Some bikes may have an accessory such as a tire pressure monitor or alarm system connected to the plug.

This photo, of another BMW model, is fitted with a tire pressure monitor. The photo shows the CAN-BUS plug connected to the tire pressure monitor.

If your bike has a device connected to the bike's CAN-BUS plug like this, you **MUST** purchase the CAN-BUS Dongle Patch Option to be able to connect the cruise control to the bike.



NOTE: - If you purchase the dongle patch, and connect it to the bike's blanking plug, this may degrade the signal enough to prevent the cruise control operating. Leaving the plug disconnected is not recommended, as having an un-terminated (disconnected) plug on a CAN-BUS circuit can cause errors with the bike's communications systems.

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Mounting the Original Cruise Control switch on the F800GS.

This photo is from an earlier model F800GS.

The cruise control switch is mounted on the left side mirror mount.



The current model F800GS has hand guards on the handlebars and the mount for the hand guard covers the mirror mount. This makes it impossible to fit a switch mounting bracket to the mirror mount, the hand guard mount covers the mirror mounting boss on the clutch lever/mirror mount.

If your bike does not have these hand guards, or you are able to modify them so they don't cover the mirror mount boss, and it is possible to fit the switch mounting bracket to the mirror mount, then this switch may be fitted to the bike.



If your bike does not have these hand guards, and it is possible to fit the switch mounting bracket to the mirror mount as shown in this photo, then this switch may be fitted to the bike.



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