

Electronic Cruise Control for **HONDA VFR1200X CROSSTOURER** **Manual & DCT Shift**



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

See the note about tools required for this installation at the end of this document.

Installed weight of the cruise control is approximately 1.0kg.

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

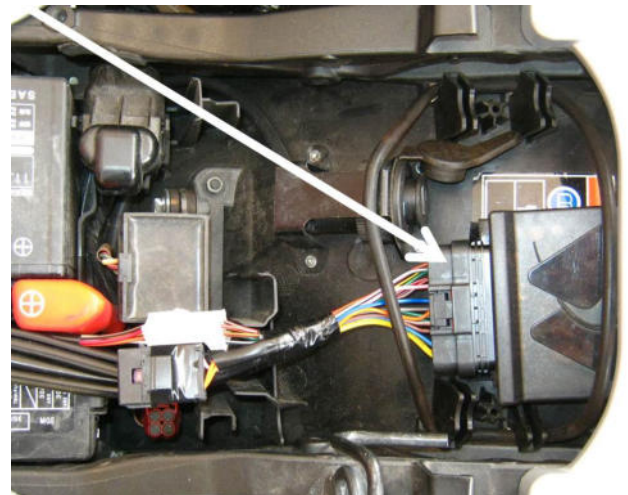
By comparison, a head light bulb typically draws about 4 amps (55 Watts), and a tail light bulb (running light) draws about 0.4 amp (5 Watts).

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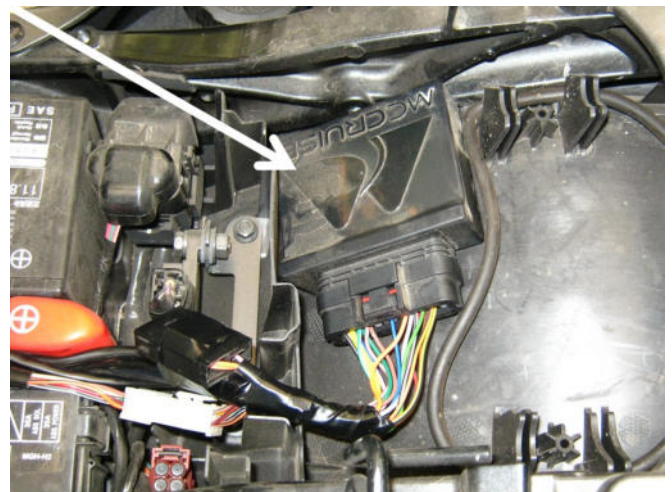
Refer to the line drawing on the back of this sheet to identify the components from the numbers in the text.

The **Computer (1)** mounts under the seat. There is self-adhesive Velcro provided in the kit to mount the computer.

Note: - If you have the accessory power socket fitted under the seat, it may need to be moved across to the right a bit to fit with the cruise control computer



If there is no accessory socket, the computer can be placed on the right behind the battery.



On Manual Shift bikes, the **Control Switch (2a)** normally mounts above the handlebar on the left side, the mounting bracket is mounted to the left hand (clutch) master cylinder handlebar clamp. The bracket mounts between the upper faces of the clamp. The clamp must have about 2mm (0.080") filed from the upper face to allow for the thickness of the switch bracket.

This is the standard mounting.



If you wish to mount the **Control Switch (2b)** below the handlebar, the switch bracket can be removed from the back of the control switch, turned over and re-fitted. **Note that the handlebars may need to be rotated up slightly or risers fitted for this switch bracket to prevent the control switch contacting the fuel tank when the bars are turned full left. With the bars in the stock position, the switch may just contact the fuel tank on full left turn.**



For below handlebar mounting the bracket mounts between the lower faces of the clamp. The clamp must have about 1~1.5mm (0.040"~ 0.060") filed from the lower face of the clamp to allow for the thickness of the switch bracket.

MotorCycle Cruise Controls

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On DCT Shift bikes, if the bike has a handlebar mount for the rear view mirror, the **Control Switch (2a)** can be mounted above the handlebar on the left side, the mounting the bracket is mounted to the left hand mirror handlebar clamp. The bracket mounts between the upper faces of the clamp. The clamp must have about 2mm (0.080") filed from the upper face to allow for the thickness of the switch bracket.

This is the standard mounting.



An alternative on DCT Shift bikes, the **Control Switch (2c)** can also be mounted above the handlebar on the right side, the mounting the bracket is mounted to the right hand (brake) master cylinder handlebar clamp. The bracket mounts between the upper faces of the clamp. The clamp must have about 2mm (0.080") filed from the upper face to allow for the thickness of the switch bracket.



If you wish to mount the **Control Switch (2d)** below the handlebar, the switch bracket can be removed from the back of the control switch, turned over and re-fitted. **Note that the handlebars may need to be rotated up slightly or risers fitted for this switch bracket to prevent the control switch contacting the fuel tank when the bars are turned full right. With the bars in the stock position, the switch may just contact the fuel tank on full right turn.**



For below handlebar mounting the bracket mounts between the lower faces of the clamp. The clamp must have about 1~1.5mm (0.040"~ 0.060") filed from the lower face of the clamp to allow for the thickness of the switch bracket.

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There is a new **Slim Control Switch (3a)** available now.

This control switch is usually mounted on the left side of the handlebars, next to the bike's switch block.

If the mirror mount and handbrake can be moved enough to get 10mm of space between the bike's switch block and the mirror mount, this will also fit on DCT models.



Another option is the **Slim Control Switch Below Bar (3b)** mounting is this bracket that mounts the control switch below the bike's switch block.



The **Wiring Harness (4)** 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 rear brake light switch. Matching connectors on the cruise control loom are plugged in to the switch and the bike's harness. Tach (engine speed) sensing is detected from the bike's primary ignition circuit. This is used to disengage the cruise if the clutch is operated or a gear change occurs. The setting for the tach sensor is changed on DCT models to allow for one gear change up or down without effecting the cruise control operation. The bike's clutch switch is also connected to the cruise control to disengage the cruise control on manual shift bikes. The cruise control connects the bike's Throttle Grip Position Sensor (TPS). This connection is used to operate the bike's throttle. The connectors, terminals and seals 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 anywhere in the installation of the cruise control kit.

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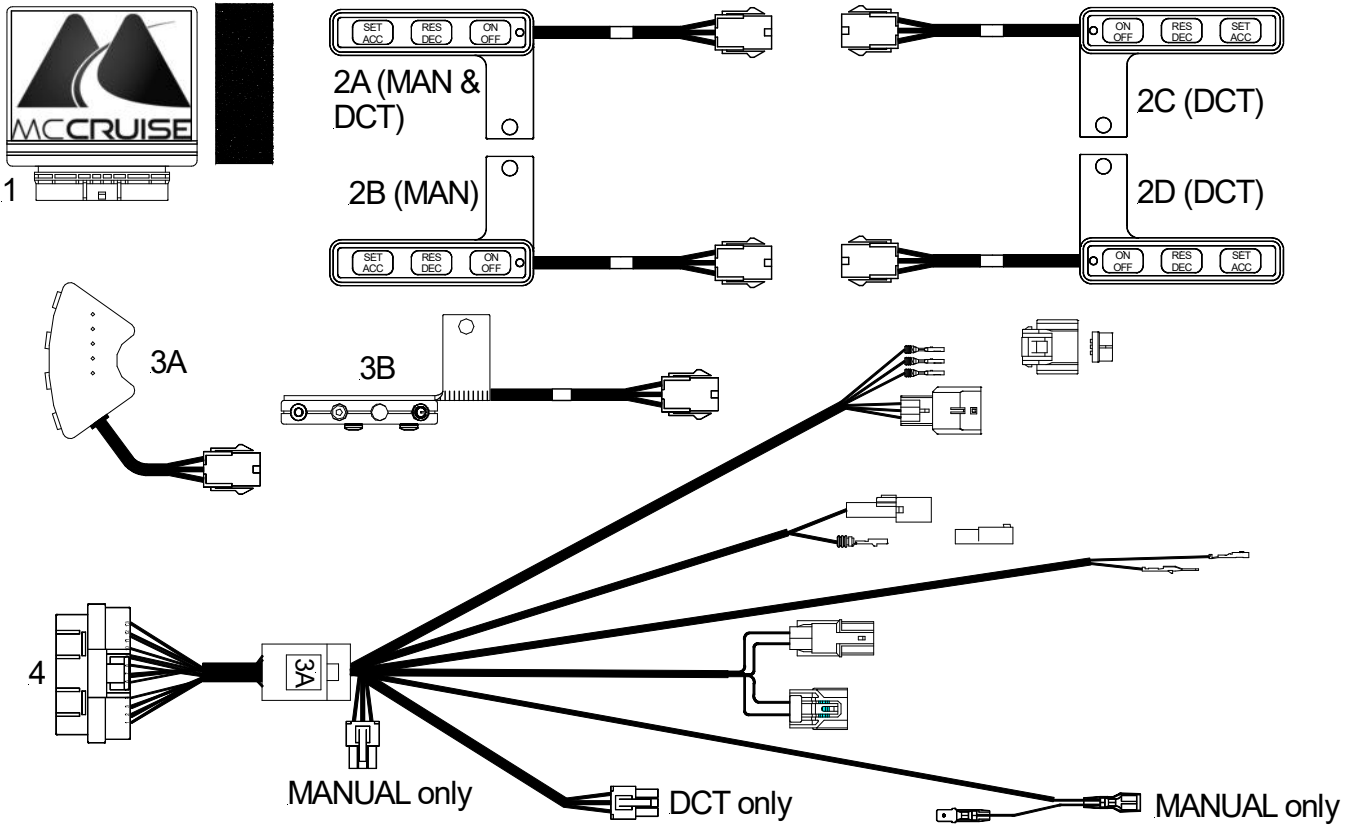
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NOTE: - The installation of the cruise control also requires that small and delicate electrical terminals are backed out of connector housings. Suitable tools to do this are available to be ordered with the cruise control if the installer does not have such tools already. Backing out these terminals without suitable tools is almost impossible. See over page for details.

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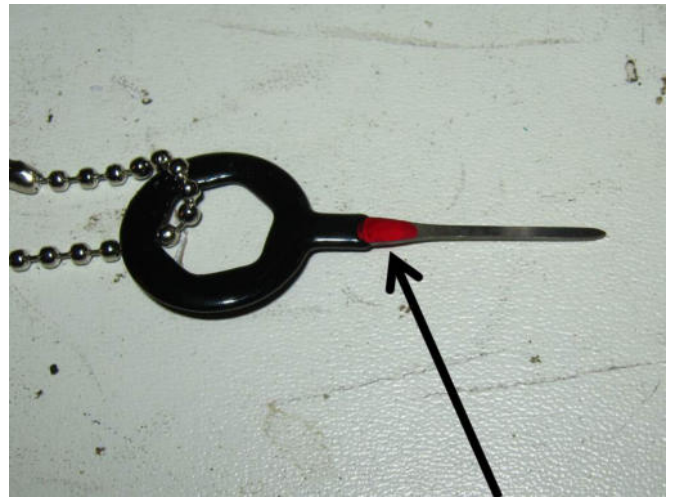
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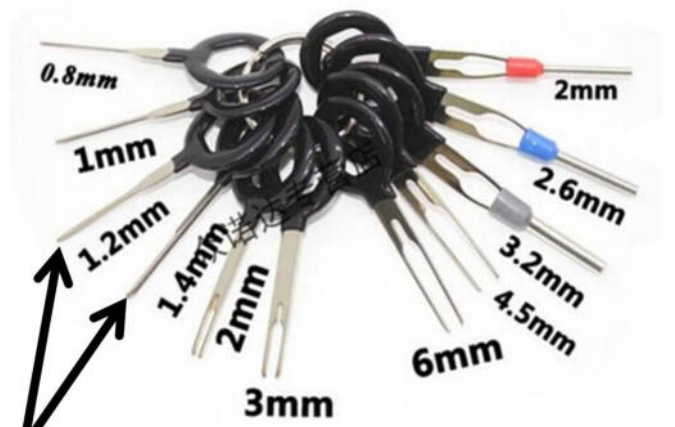
If the cruise control is ordered with the optional terminal extractor set the correct tools in the set are identified by a paint mark (arrowed). Note that we apply the paint. If you have your own terminal extractors they will not be marked.

The width of the blade on these tools are 1.4~1.5mm on one and 1.2~1.3mm on the second, and the thickness of the blades are 0.5~0.6mm. Ideally, for this application the tool should probably be a little wider, 1.7mm or so, the blade thickness seems to be fine.



The 11 piece set we supply in the kit as an optional purchase seems to be generally available on Ali-Express and EBay for a few of dollars, by searching for the part number ZZLJ7596 or by searching for 'terminal extractor set'.

The set in the photo is a typical 11 piece extractor set. The tools needed are the two arrowed with 1.2mm and 1.4mm wide blades.



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