

Electronic Cruise Control for **KTM 390 Adventure from 2020**



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 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)** is mounted under the passenger seat in the storage compartment using Velcro tape. To reduce the bulk of the tool bag, Velcro is also provided to mount the wheel wrench handle on the floor of the compartment.



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



The optional **Control Switch (3a)** may be mounted above the handlebar on the left side on the mirror mount. This switch has back lit buttons for night use, and an indicator light for power (ON-OFF) and engage indication. This mounting bracket places the switch with a small gap between the bike's switch block and the bottom of the cruise control switch. As a result, the switch has to set on an angle to allow access to the bike's 'up' arrow button.

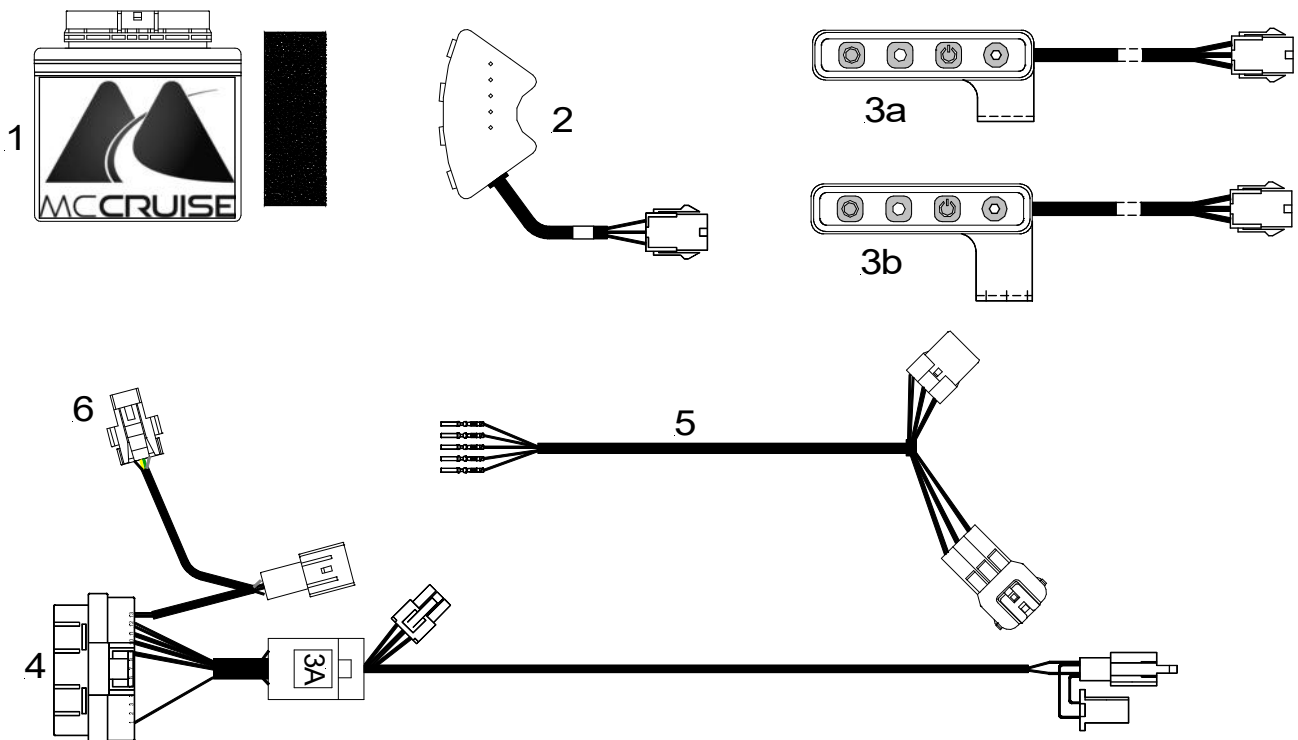


There is also another **optional switch mounting bracket available (3b)** that is mounted the same way, but positions the switch higher to allow easier access to the bike's switch block. As a result the angle the switch is set on can bring the switch closer to the rider for an easier reach to the switch.



The **Main Wiring Harness (4)** has the same type of plugs or terminals that are already used on the motorcycle. Power and brake sensing for the cruise control is sourced from the bikes brake light circuit. The rear brake light switch connector is unplugged. Matching connectors on the cruise control harness are plugged in to the switch and the bike's harness. The harness also connects to the bike's CAN-BUS diagnostic plug. Road speed signal, tach (engine speed) signal and clutch operation signal are all sourced from the bike's CAN-BUS system. Tach signal is used to disengage the cruise if the engine revs vary from gear change or clutch slip. If the clutch is fully disengaged, the cruise detects this instantly. The **TPS Wiring Harness (5)** connects the bike's Accelerator (Throttle Grip) Position Sensor (APS). 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.

NOTE: - If the bike is fitted with an off-road, fuel monitor or other type of CAN-BUS dongle, make sure you purchase the CAN-BUS dongle patch with the cruise control kit. This will allow connection of the cruise control AND the dongle to the bike's diagnostic plug. This connection **CAN-BUS Dongle Patch is item 6** in the drawing. This additional connection is **ONLY** provided if the dongle patch is ordered.



MotorCycle Cruise Controls

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