

Electronic Cruise Control for **TRIUMPH TIGER 850 SPORT from 2021**



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

NOTE: - Contact us if your bike has another device connected to the bike's ODBII diagnostic connector.

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 rear (passenger) seat using Velcro mounting tape.



The standard **Original Style Control Switch with the taller mounting bracket (2)** is mounted above the handlebar on the left side on the clutch lever/mirror mount. This switch has back lit buttons for night use, and an indicator light for power (ON-OFF) and engage indication.



The **Original Style Control Switch** is also available with an optional shorter mounting bracket (3).



The optional New Slim **Control Switch (4)** mounts on the handlebar on the left side on 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 **Main Wiring Harness (5)** 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 **TPS Wiring Harness (6)** connects the bike's engine ECU using the Throttle-grip Position Sensor (TPS) connections. This connection is used to operate the bike's throttle. The connectors & 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 anywhere in the installation of the cruise control kit. Four terminals at one of the bike's ECU plugs must be backed out of the housing, and matching terminals on the cruise control harness are inserted into the ECU connector. The **CAN-BUS Wiring Harness (7)** is used to connect the cruise to the bike's OBD2 diagnostic plug. Road speed signal, tach (engine speed) signal, brake application and clutch operation signals 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.

NOTE: - If the bike is fitted with an off-road, fuel monitor or other type of CAN-BUS dongle connected to the OBDII diagnostic connector, contact us for ways to allow connection of the cruise control AND the dongle to the bike's diagnostic plug. The plug can be disconnected to allow the dealer to service the bike and reconnected again after without any complications or consequences.

Component parts drawings are over the page.

MotorCycle Cruise Controls

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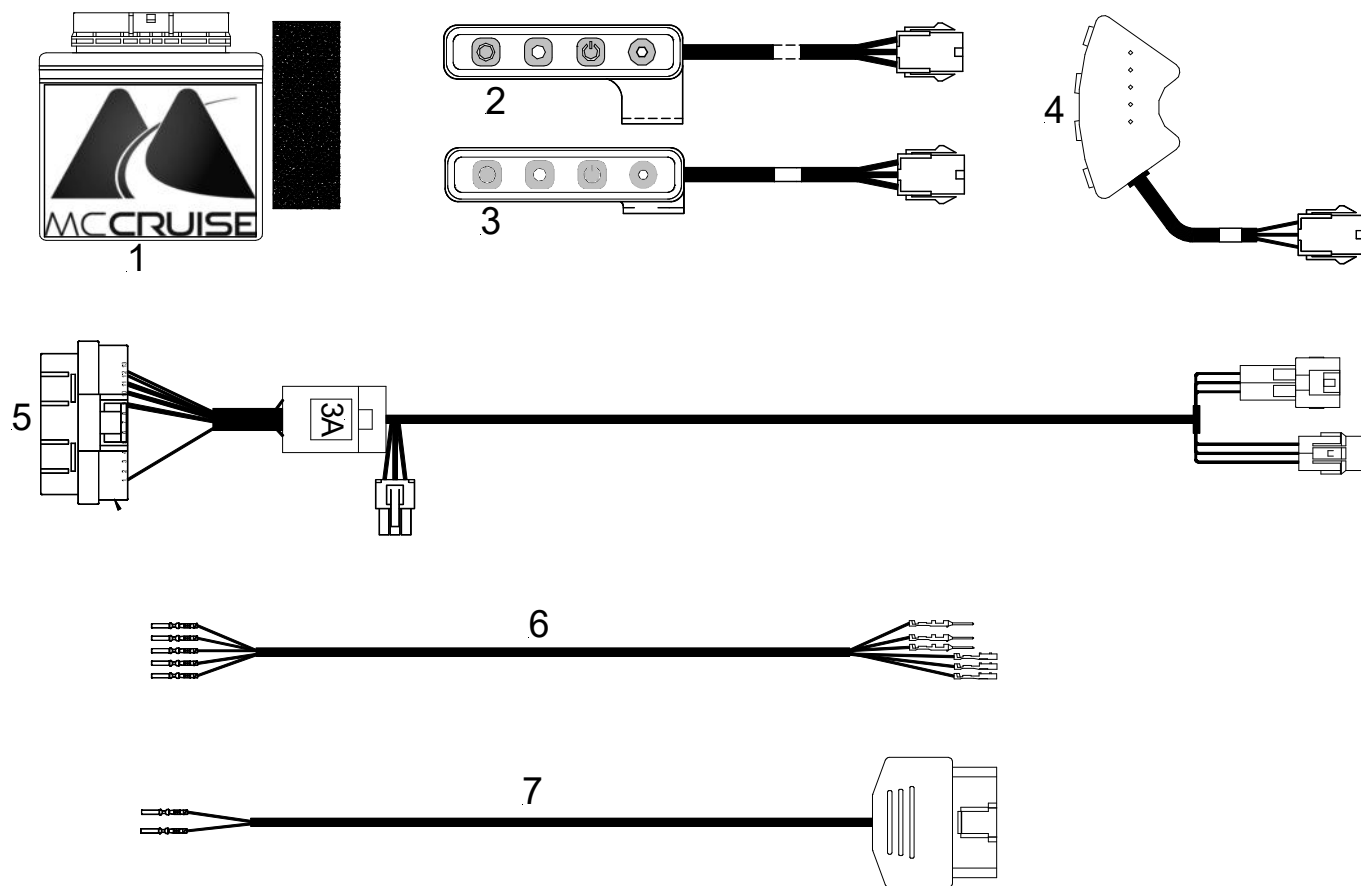
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