

# *Electronic Cruise Control for* **HONDA NC750XA & XD from 2021** **Throttle-By-Wire**



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

**Note: - Because of the way this motorcycle is assembled, disassembly (removal of various parts of the motorcycle) to install the cruise control and re-assembly after installation will take longer than is 'normal' for most of our products. Installation of the cruise control is not particularly difficult, but overall the installation time required is significantly longer than normal.**

Installed weight of the cruise control is approximately 1kg.

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).

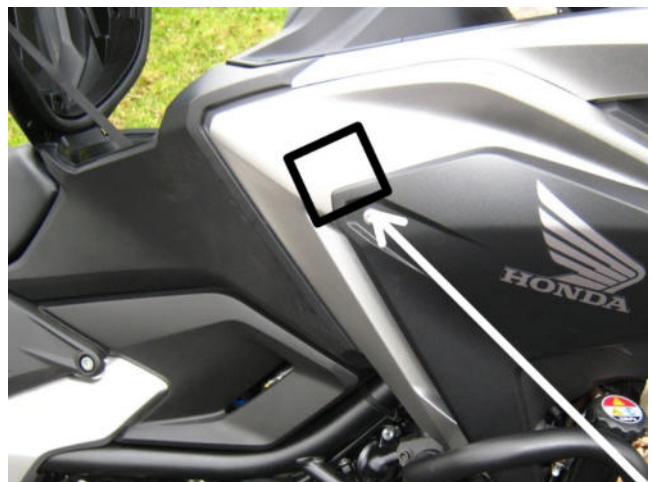
Refer to the line drawing at the end of this document to identify the components from the numbers in the text.

The **Computer (1)** is mounted on the right side of the bike, attached to the outside of the tool kit panel that is at the front of the luggage box. It is attached using self-adhesive Velcro and a cable tie.

This location was chosen for space reasons, and because the tool kit panel can be removed from the bike with no other disassembly required, access to the computer for testing or repair is easy. This photo shows the computer mounted on the side of the tool kit panel.



This photo shows the approximate location of the computer under the bike's fairing panels.



On **Manual Shift bikes**, our **Original Control Switch (2)** can be mounted on the mirror stalk as shown. This does limit access to the bike's Hazard switch, but it is still easy to operate the switch.

This switch has backlit buttons for night use, and an indicator light for power (ON-OFF) and engage indication.



This photo shows the same switch and bracket mounted on a **DCT Shift bike**. This photo is from the previous model of the NC750X, but the switch mounting is the same as the manual shift shown above.



On **Manual Shift bikes**, our new **Slim Control Switch (3)** can be mounted on the left side handlebar, between the bike's switch block and the clutch lever mount. This switch also has backlit buttons for night use, and an indicator light for power (ON-OFF) and engage indication.



**MotorCycle Cruise Controls**

AUSTRALIA

Web Site:

<http://www.mccruise.com>

On **DCT Shift bikes**, if the park brake mechanism can be moved away from the bike's switch block to create a 10mm (3/8") gap between the switch block and the park brake mechanism, then the **Slim Control Switch (3)** can be fitted to the DCT version in the same location. The park brake mechanism is most likely pinned to the handlebar, so a new pin location hole must be drilled in the handlebar for the park brake, or the pin removed from the park brake mechanism.



Another option for **DCT Shift bikes** is to mount the slim switch on the right handlebar between the bike's switch block and the brake lever mounting clamp. We don't usually recommend mounting the switch on the right side because holding the throttle steady while pressing the buttons on the cruise control switch is more difficult than using the switch on the left side, but this is a viable option for the slim switch.

**Optional** alternate **Switch Mounting Brackets (4 & 5)** are available for fitment on the **left handlebar** for **Manual Shift bikes** only; these use the clutch lever mounting clamp to mount the control switch. These brackets allow the control switch to be mounted either above (4) or below (5) the handlebar on the clutch lever clamp bolts. The same bracket is used for both positions, it is inverted to suit the mounting position.



**Optional** alternate **Switch Mounting Brackets (6 & 7)** (see photos on the next page) are available for fitment on the **right handlebar** for **DCT Shift bikes**; these use the brake lever mounting clamp to mount the control switch. These brackets allow the control switch to be mounted either above (6) or below (7) the handlebar on the clutch lever clamp bolts. This mounting can also be used on Manual Shift bikes if necessary.

**MotorCycle Cruise Controls**

AUSTRALIA

Web Site:

<http://www.mccruise.com>



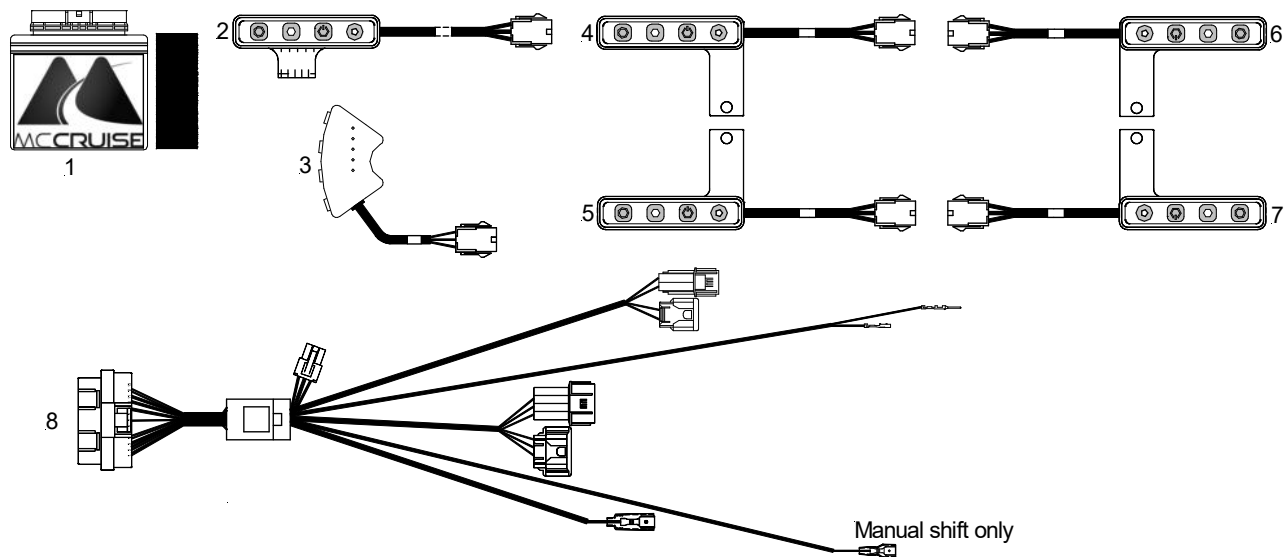
These photos are from a VFR1200F, but the mounting method is the same as the NC750X.



The same bracket is used for all these mounting positions, it is inverted to suit the mounting position above or below bar and on the left or right side.

The **Wiring Harness (8)** 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 circuit 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. The harness connects the bike's Throttle-grip Position Sensor (TPS) for throttle operation. Road speed sensing is detected from the bike's ECU. Tach signal is sourced from one of the ignition coils. Tach signal is used to disengage the cruise if the clutch is operated (manual shift) or if the rpm change significantly due to gear changes (DCT shift). The connectors, terminals and seals used on this harness are the same type as used on the motorcycle's original connections 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:** - The installation of the cruise control also requires that a small and delicate electrical terminal is backed out of connector housing. Suitable tools to do this (dressmaker's pins) are provided in the kit. Backing out these terminals without a suitable tool is almost impossible.



**MotorCycle Cruise Controls**

AUSTRALIA

Web Site:

<http://www.mccruise.com>