*Electronic Cruise Control for*

# BMW G650GS from 2010

D2D ACCESSORIES
ELECTRONIC CRUISE CONTROLS

**NOTE: - In order to provide the correct cruise control kit for this model, you must specify if the bike has ABS brakes or not.**

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 2.5kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.250 amp (3 watts). Current draw while the cruise is engaged is nominally 0.50~0.80 amp (6~10 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.

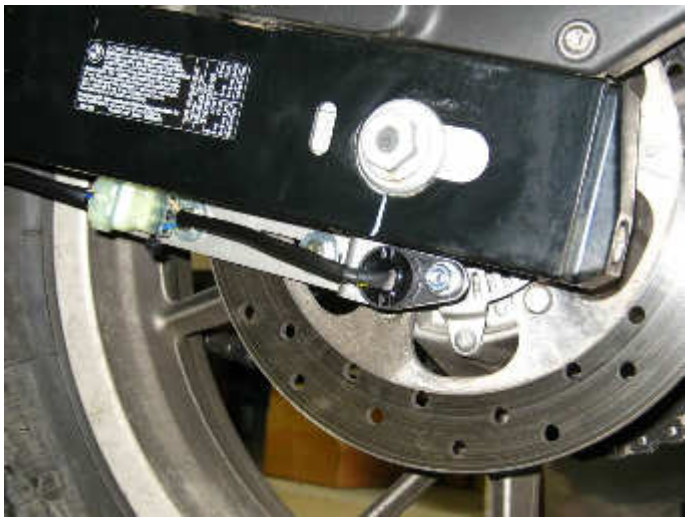
The **Computer (1)** mounts under the seat, above the fuel tank. If the larger metal case computer is supplied it is mounted with Velcro and cable tied to the frame (photo below left). If the smaller plastic case computer is supplied, it is mounted in the same location, but mounted with Velcro tape to the top of the fuel tank (photo below right).

The **Electric Throttle Servo (2)** is mounted to the frame on the right side.

The **CIU or Cable Interface Unit (3)** is mounted on the left side of the bike. It has a new **cable (4)** running from it to the throttle bodies

The **Speed sensor (5)** is mounted below the left side of the rear swing arm. The speed sensor detects wheel speed from the slots in the ABS tone wheel (photo below left).

If the cruise control is to be fitted to a bike that does not have ABS brakes, an alternative speed sensor and bracket is available that works off the brake disc mounting bolts instead of the ABS tone wheel (photo below right).



The **Control Switch (5)** is mounted on the left hand (clutch) lever mirror mount. The switch is located just above the left switch block.


The **Wiring Harness (6)** has the same type of plugs or terminals that are already used on the motorcycle, with one exception. Power for the cruise control and brake sensing is taken off the brake light switches by unplugging the rear brake light switch. Matching terminals on the cruise control harness are plugged in to the switch and the bike's harness. Tach (engine speed) sensing is detected from the bike's ignition primary circuit. This is used to disengage the cruise if the clutch is operated. This connection must be spliced. Splice terminals and heat shrink tube are supplied in the kit to make this connection. The cruise control is grounded on the negative battery terminal. The wiring harness is a 'custom' finished item, with all parts of the harness cut length and terminated appropriately.