

Electronic Cruise Control for **Kawasaki KLR650 3rd Gen from 2021**



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

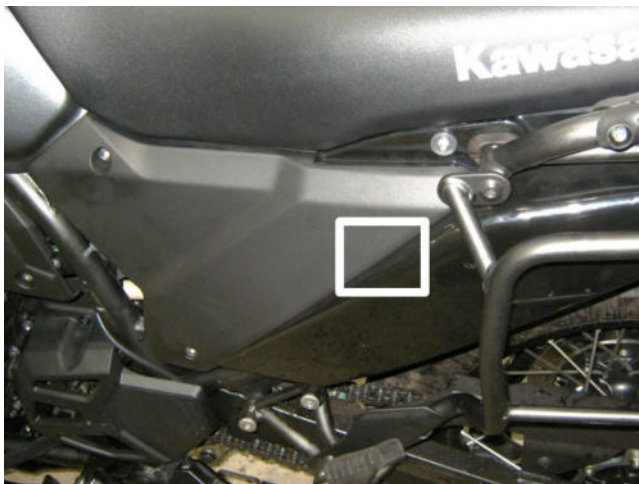
Installed weight of the cruise control is approximately 2kg.

Current draw while the cruise is switched on, but not engaged, is approximately 0.2 amp (2.5 watts). Current draw while the cruise is engaged is nominally 0.50~1 amp (6~12 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)** mounts on the side of the air filter housing, inside the left side cover indicated by the white square in the photo below left.



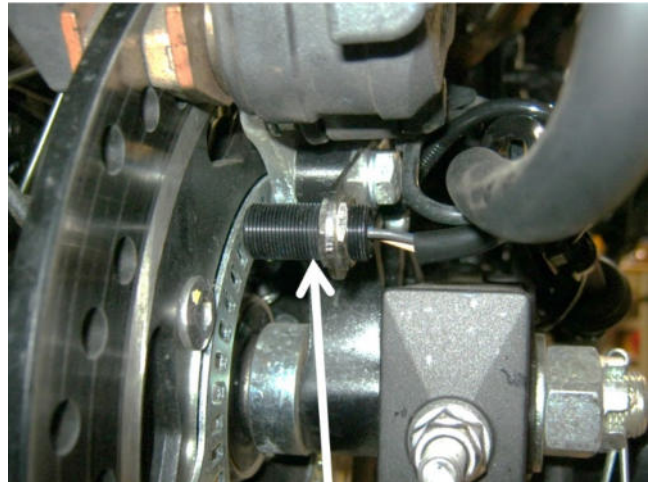
The **Electric Throttle Servo (2)** is mounted on the left side of the engine.



The **CIU or Cable Interface Unit (3)** is mounted on the right side of the bike, near the right rear corner of the cylinder head. It has a new **cable (4)** running from it to the throttle body.



The **Speed Sensor (5)** is mounted on the right side of the rear wheel and picks up on magnets inserted into the socket heads of the rear disc brake mounting bolts. A new longer high tensile bolt is provided in the kit to replace the original brake caliper mounting bolt.



The new **Slim Control Switch (6a)** is mounted directly to the handlebar. The usual position for this switch is between the bike's switch block and the clutch lever mount as shown here.



MotorCycle Cruise Controls

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<http://www.mccruise.com>

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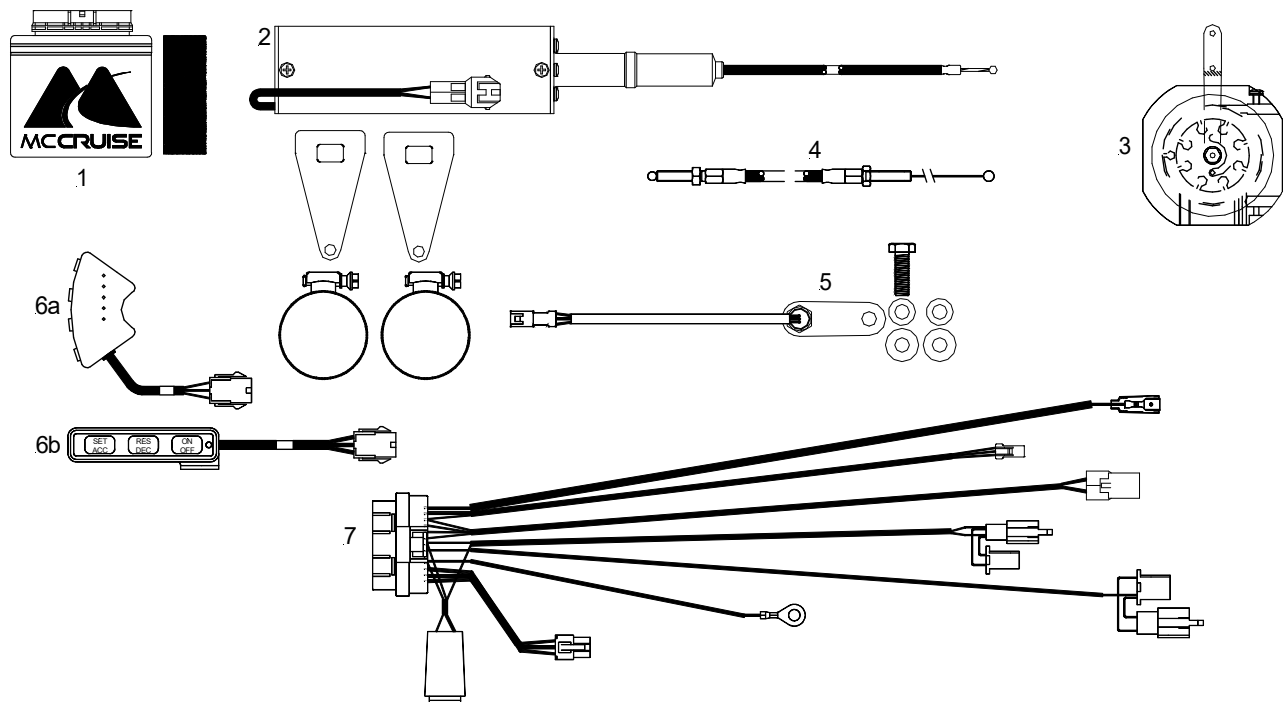
Phone (03) 9808 2804

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The standard **Control Switch (6b)** is mounted on the left hand (clutch) lever mirror mount. The switch is located above the left switch block.



The **Wiring Harness (7)** 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 harness are plugged in to the switch and the bike's harness. Tach (engine speed) sensing is detected from the bike's ignition coil. This is used to disengage the cruise if the clutch is operated, and the engine rpm changes up or down. The bike's clutch switch is also connected to the cruise control to disengage the cruise control. The cruise control is grounded on the negative terminal of the battery. All these connections are "Plug & Play", no cutting of wires or splicing is required.



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