

# *Electronic Cruise Control for* **HONDA CB1000R from 2018**



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

**See the note about tools required for this installation at the end of this document.**

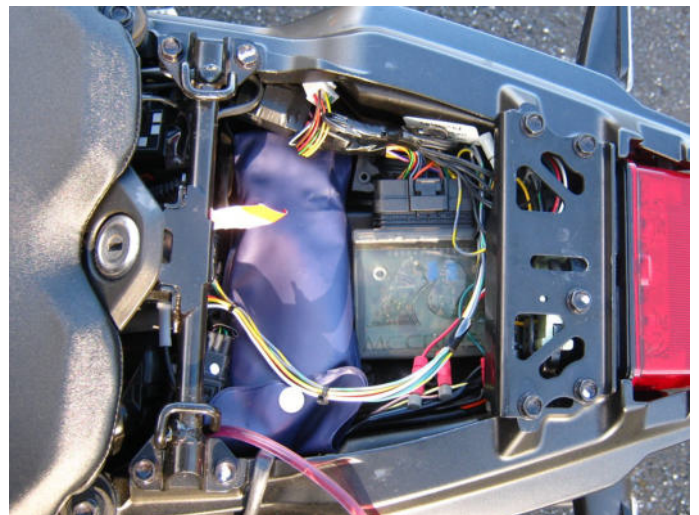
Installed weight of the cruise control is approximately 1.0kg.

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 at the back of the bike, under the passenger seat. Velcro tape is provided in the kit to mount the computer. Our development bike had several accessories fitted under the seats, wiring and tubes for these accessories can be seen in this photo. The cruise computer does fit neatly behind the bike's tool kit.



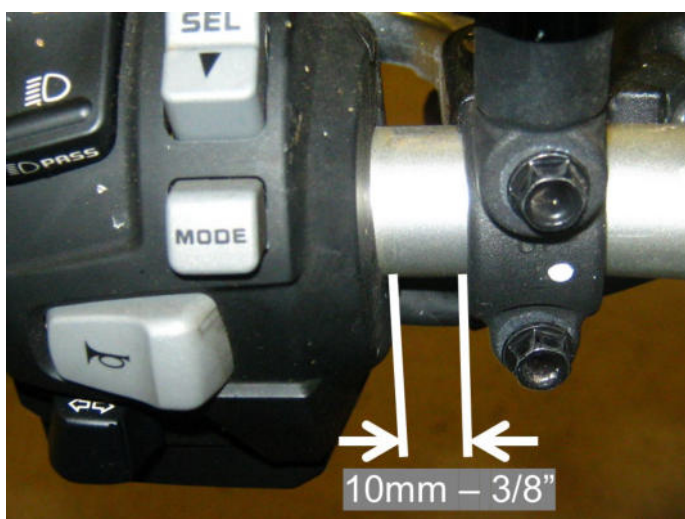
The **Standard Original Control Switch (2)** supplied with this kit is mounted above the handlebar on the left side on the clutch lever/mirror mount. This switch has back lit buttons for night use, and an indicator light for power (ON-OFF) and engage indication. The switch is mounted high enough to allow good access to the bike's selection and Hi/Lo beam switches.



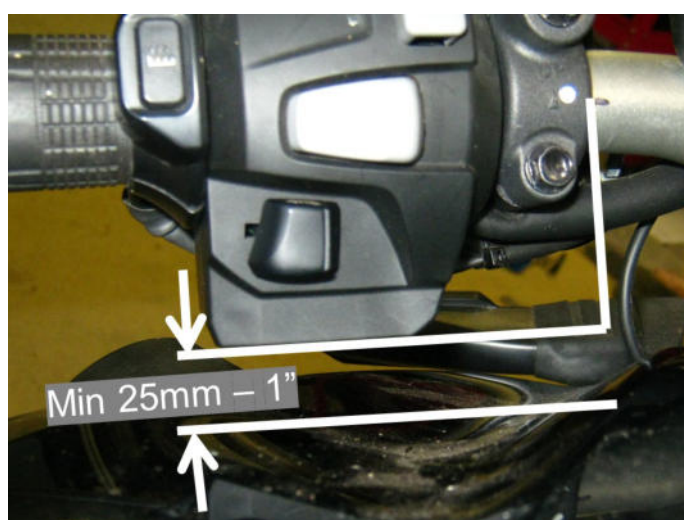
The **Optional New Slim Control Switch (3)** may be mounted on the handlebar next to the clutch lever mount. This switch also has back lit buttons for night use, and an indicator light for power (ON-OFF) and engage indication. This mounting location does make for a considerable reach to the cruise control switch.



It is preferable to mount the **New Slim Control Switch** between the clutch lever mount and the bike's switch block, the switch was designed for this mounting location. This location makes the reach to the cruise control switch much more reasonable. However, in order to mount the switch in this location, the clutch lever clamp must be moved to the right so there is roughly a 10mm (3/8") gap for the cruise control switch (see the photos below). As a result, the clutch lever contacts the bike's switch block (arrow photo below right) and this limits the clutch lever travel. Fitting a clutch lever with a different shape that allows full lever travel would solve this problem if one can be found.



There is also **an optional switch mounting bracket available (4)** that places the **Original Control Switch** below the handlebar, however on this bike with the stock handlebars, there is not enough space between the handlebar and the fuel tank when the steering is turned full left. A gap of around 25mm (1") is required, and with the stock bars, the gap is around 18~20mm.



## ***MotorCycle Cruise Controls***

**AUSTRALIA**

**Web Site:**

<http://www.mccruise.com>

**International:**

**Phone** (International Access Code) 61 3 9808 2804

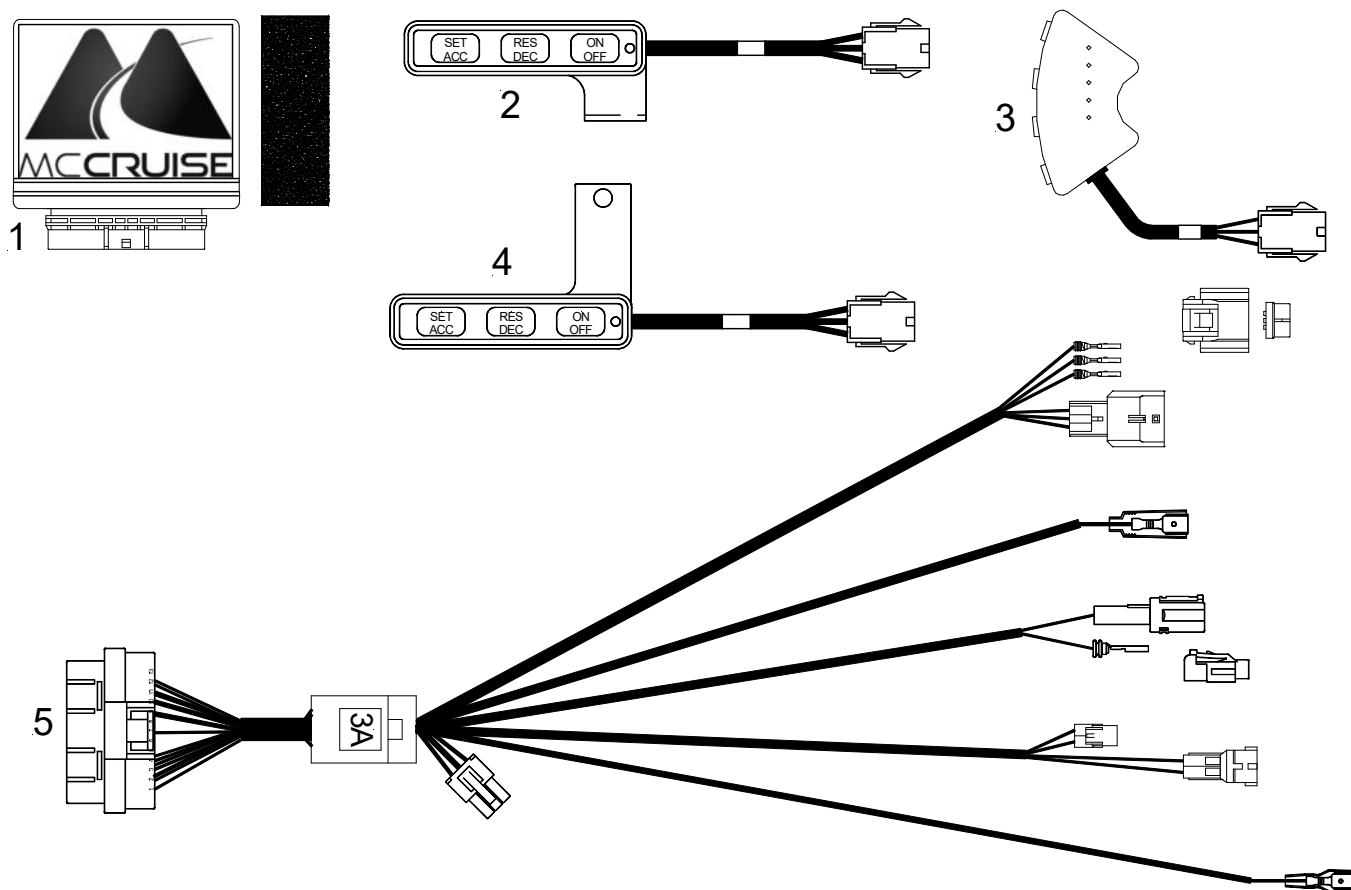
**Australia:**

**Phone** (03) 9808 2804

**E-mail:** [sales@mccruise.com](mailto:sales@mccruise.com)



The **Wiring Harness (5)** 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 switch 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. Speed sensing is sourced from the bike's speedometer speed sender connector. Tach (engine speed) sensing is detected from the bike's primary ignition circuit at one of the ignition coils. This is used to disengage the cruise if the clutch is operated or a gear change occurs. The bike's clutch switch is also connected to the cruise control to disengage the cruise control. The cruise control connects to the bike's Throttle Grip Position Sensor (TPS). 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:** - The installation of the cruise control also requires that small and delicate electrical terminals be backed out of connector housings. Suitable tools to do this are available to be ordered with the cruise control if the installer does not have such tools already. Backing out these terminals without suitable tools is almost impossible. See over page for details.

## *MotorCycle Cruise Controls*

AUSTRALIA

Web Site:

<http://www.mccruise.com>

International:

Phone (International Access Code) 61 3 9808 2804

Australia:

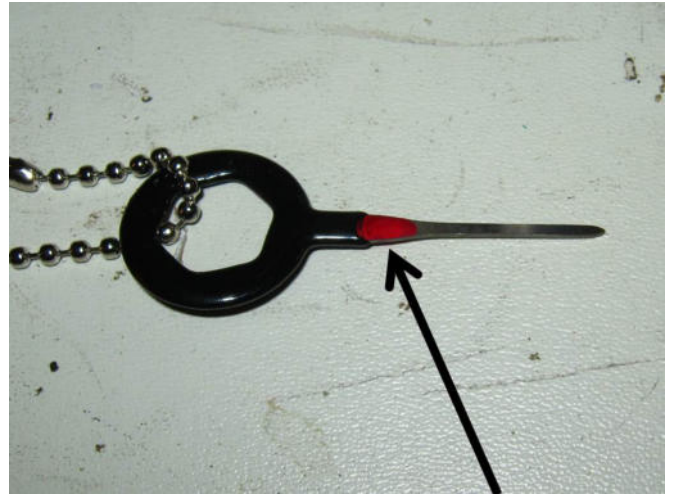
Phone (03) 9808 2804

E-mail:

sales@mccruise.com

If the cruise control is ordered with the optional terminal extractor set the correct tools in the set are identified by a paint mark (arrowed). Note that we apply the paint. If you have your own terminal extractors they will not be marked.

The width of the blade on these tools are 1.4~1.5mm on one and 1.2~1.3mm on the second, and the thickness of the blades are 0.5~0.6mm. Ideally, for this application the tool should probably be a little wider, 1.7mm or so, the blade thickness seems to be fine.



The 11 piece set we supply in the kit as an optional purchase seems to be generally available on Ali-Express and EBay for a few of dollars, by searching for the part number ZZLJ7596 or by searching for 'terminal extractor set'.

The set in the photo is a typical 11-piece extractor set. The tools needed are the two arrowed with 1.2mm and 1.4mm wide blades.



## ***MotorCycle Cruise Controls***

**AUSTRALIA**

**Web Site:**

<http://www.mccruise.com>

**International:**

**Phone** (International Access Code) 61 3 9808 2804

**Australia:**

**Phone** (03) 9808 2804

**E-mail:** [sales@mccruise.com](mailto:sales@mccruise.com)