

Electronic Cruise Control for **SUZUKI DL800 DE V-STROM**



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.

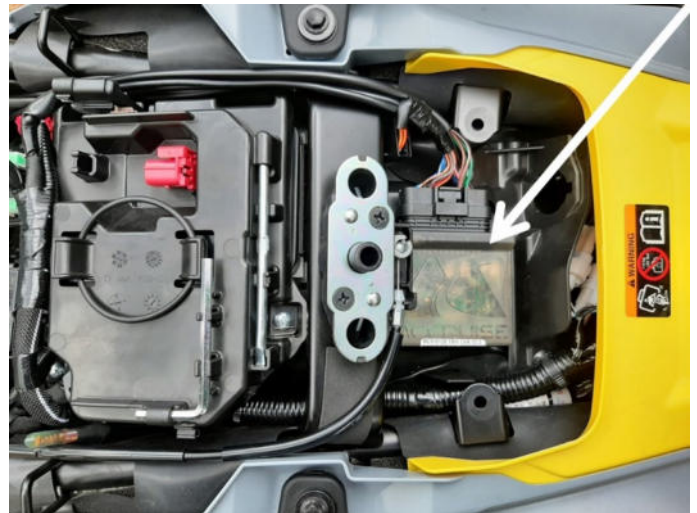
Installed weight of the cruise control is approximately 1.0kg.

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 **Cruise Control Computer (1)** is mounted in the rear storage compartment under the passenger seat.



The New **Slim Control Switch (2)** mounts on the handlebar on the left side next to the bikes' switch block. This switch has back lit buttons for night use, and an indicator light for power (ON-OFF) and engage indication.



The Optional **Original Style Control Switch with the standard mounting bracket (3)** is mounted above the handlebar on the left side on the clutch lever/mirror mount. This switch has backlit buttons for night use, and an indicator light for power (ON-OFF) and engage indication. These photos show the switch mounted on a bike with the original equipment (OE) hand guards fitted. The mount for the hand guard is on the mirror mount. The design of the mount means that the cruise control switch mounting bracket is fitted between the two mirror mounting nuts (upper arrow in the photo below right). The lower arrow shows the mount for the hand guard. This mounting bracket **CAN** be used if these hand guards are fitted or not.



If the bike does NOT have these OE hand guards that attach to the mirror mount, there are two other control switch mounting options shown below, the photo below left shows the Optional **Original Style Control Switch with the shorter mounting bracket (4)**, the photo below right shows the Optional **Original Style Control Switch with the higher mounting bracket (5)**. NOTE that these brackets cannot be fitted if the original (OE) hand guards are fitted, the mount for the hand guard prevents the bracket being fitted, see the photo over the page.



MotorCycle Cruise Controls

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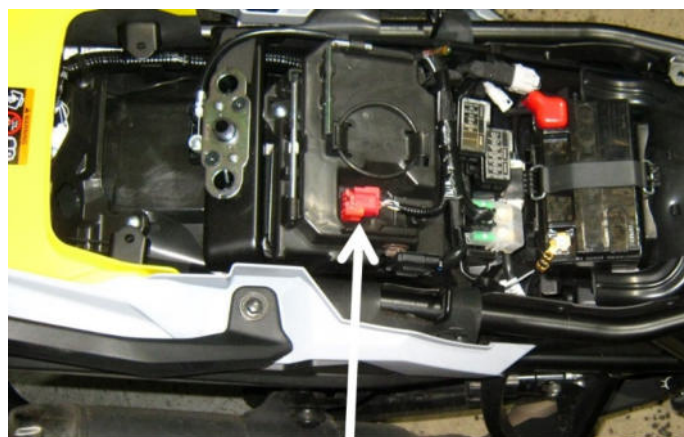
This photo shows the mounting bracket fitted below the lower mirror mounting bolt (arrowed). If the OE hand guards are fitted, it is not possible to fit the switch bracket in this way.



The **Main Wiring Harness (6)** has the same type of plugs or terminals that are already used on the motorcycle. The connectors & terminals 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. 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 harness are plugged in to the switch and the bike's harness. Clutch detection is also done the same way by connecting to the bike's clutch switch. The cruise control connects to the bike's Euro 5 diagnostic plug. Road speed signal and tach (engine speed) signals are 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 from the connection to the clutch switch.

The **TPS (Throttle-grip Position Sensor) Harness (7)** connects the cruise control to the bike's Throttle-grip Position Sensor (TPS). The connection is done in the same way as the power/brake sensor, the cruise harness has the same type of connectors that the bike uses. This connection is used to operate the bike's throttle.

NOTE: - If the bike is fitted with an off-road, fuel monitor or other type of CAN-BUS dongle permanently 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 re-connected again after without any complications or consequences.



Diagnostic plug location

Component parts drawings are over the page.

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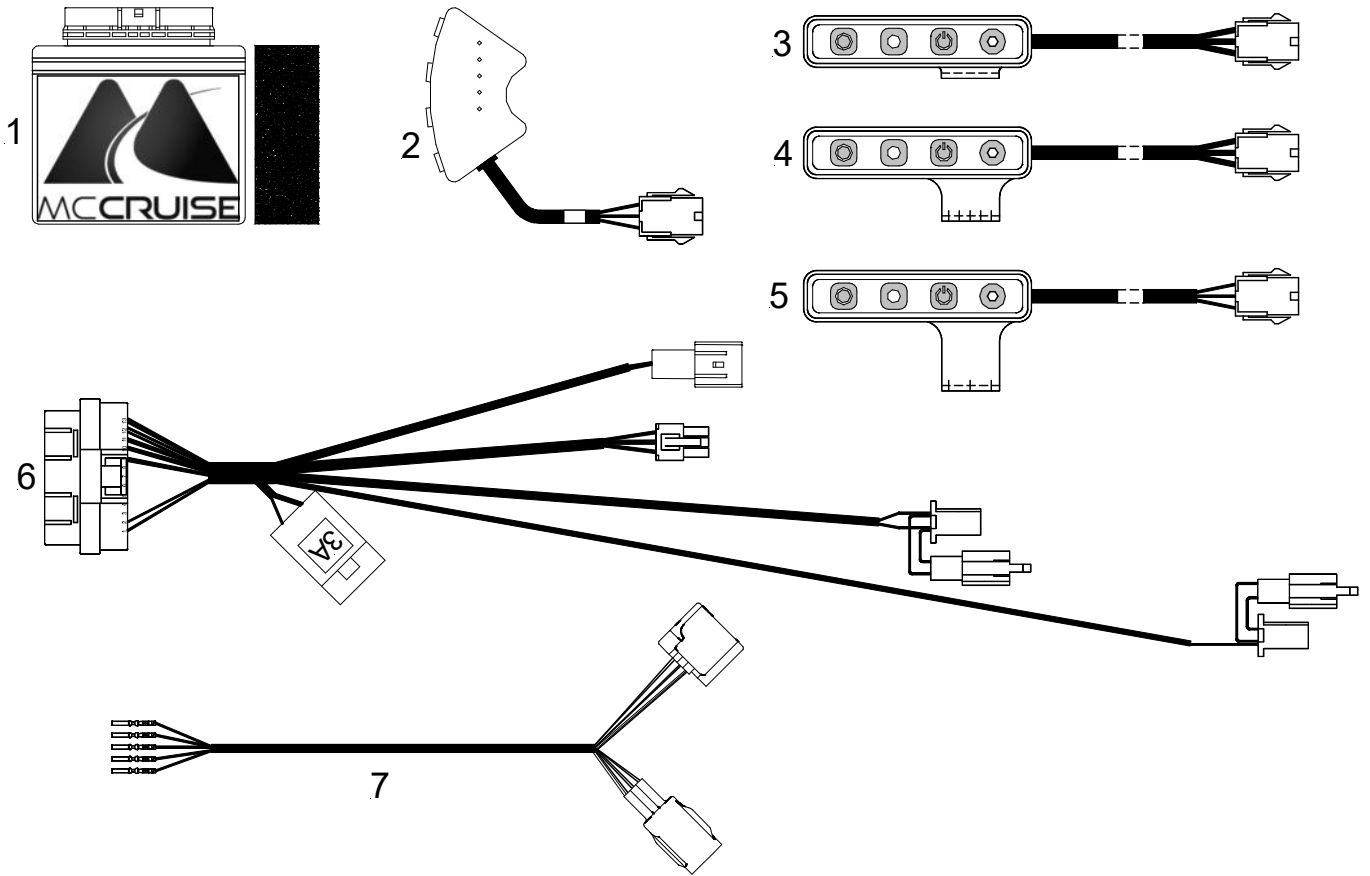
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