



Motorcycle Electronic Cruise Control Control Switch Options

8 May 2026

MOTORCYCLE CRUISE CONTROLS

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The following pages show the range of control switches and brackets currently available or that are being manufactured at this time. This is to assist you in selecting an appropriate bracket for your motorcycle where we are not familiar with the model, or if you are looking for an alternative to the arrangement supplied with your cruise control kit.

The first pages show the currently available control switches.

Subsequent pages show the various control switch mounting brackets available for these switches.

The listing shows the part number for the switch mounting bracket, a description and a list of the typical models that the switch bracket is used on, a photo of a typical installation (where available, some photos show the old design switch, but the basic dimensions are about the same) and a drawing with the main dimensions of the bracket.

Note that many of these brackets are symmetrical and can be inverted (turned upside down) so that the switch may be mounted either above or below the handlebar as long as the design of the bike's switchgear and clutch lever assembly mounting (where used) and the dimensions of the bracket will allow this. This is noted for each bracket in the text.

Most of these brackets are now finished with satin black powder coat. We usually also have stock of uncoated brackets that may be polished on request. Ask for availability.

Note: - For those countries that are using imperial measurement (inches), 1" = 25.4mm. Approximate conversions are 3mm = 1/8", 6mm = 1/4", 10mm = 3/8", 13mm = 1/2", 19mm = 3/4", 25mm = 1", 32mm = 1 1/4", 38mm = 1 1/2" and so on. For a precise conversion, 1" = 25.4mm

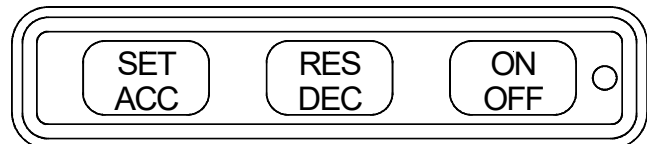
MotorCycle Cruise Controls has two new control switches that can be supplied with the cruise control. Most of our installation manuals, brochures and photos on our web pages will show our original control switch which is no longer available.

This is our original control switch and has been in use since 2004 and as of late 2020 is obsolete.

Most of the mounting brackets shown in this document were designed for this switch and are also suitable for the new switch below.



The original design has three large buttons and a small indicator light on the end of the switch next to the ON-OFF button. The buttons have text written on them for the functions. The text made fitting the switch on the right-side handlebar difficult and doing so compromised the weather proofing and reliability of the switch.



This is the new control switch which was released in December 2020 and is a direct replacement for the old switch both dimensionally and electrically. This switch has better button feel and better waterproofing compared to the previous control switch.

All the mounting brackets designed for the old switch will also fit this switch.

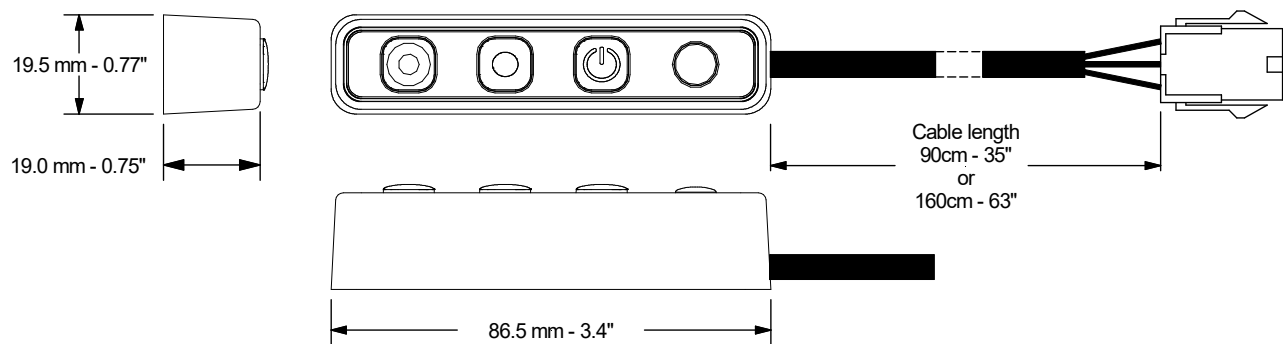
The overall size of the switch is the same, it has the same mounting brackets and the same mounting holes.

The text has been replaced by pictographs on the buttons.

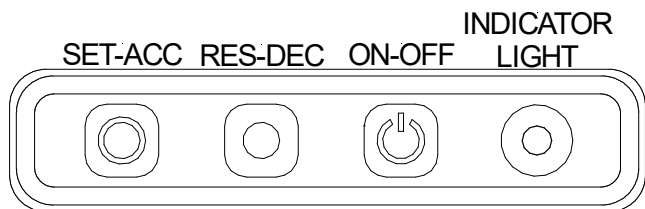
This switch can be mounted on the right-side handlebar simply by turning it upside down. The ON-OFF pictograph is upside down as a result, but that is the only issue with right-side mounting.

There are examples of right side (throttle side) mounting at the end of this document.

The drawing below gives detailed dimensions of the control switch.



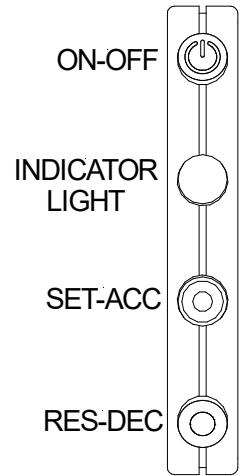
We also have a new ‘slim’ switch available that can be mounted directly to the bike’s handlebar as seen here.



The Slim Switch has smaller buttons with the same pictographs on the buttons as the previous switch.

The ON-OFF button has a 'standard' power switch pictograph on it.

When it is mounted vertically on the handlebar, as shown here the orientation of the SET and RES buttons is as shown.

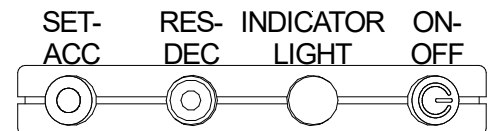


We are gradually adding a range of switch brackets to mount our Slim Switch below the bike's switch block.

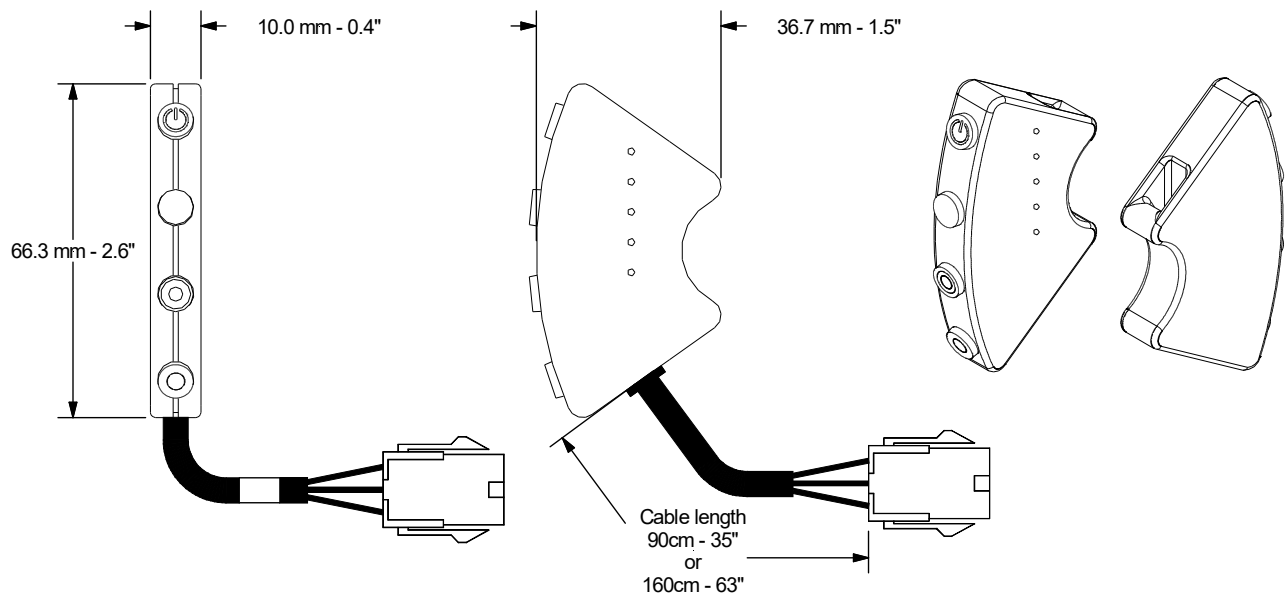
This range started with two brackets, for an Indian Scout (pictured) and the Honda CBR1000RR, but we will gradually expand the range of available mounting brackets to suit other bikes.



When this switch is mounted below the bike's switch gear, and is mounted horizontally, the position of the SET and RES button are usually swapped, but this is optional.



The drawing below gives detailed dimensions of the control switch.



Slim Switch Normal handlebar mounting.

For the slim switch to fit, there must be at least 10mm – 0.4” or 25/62” between the switch block and the clutch lever mount.

OR

If it is to be mounted near the hand grip, the hand grip must be moved or trimmed so there is 10mm of bare handlebar between the hand grip and the bike’s switch block.



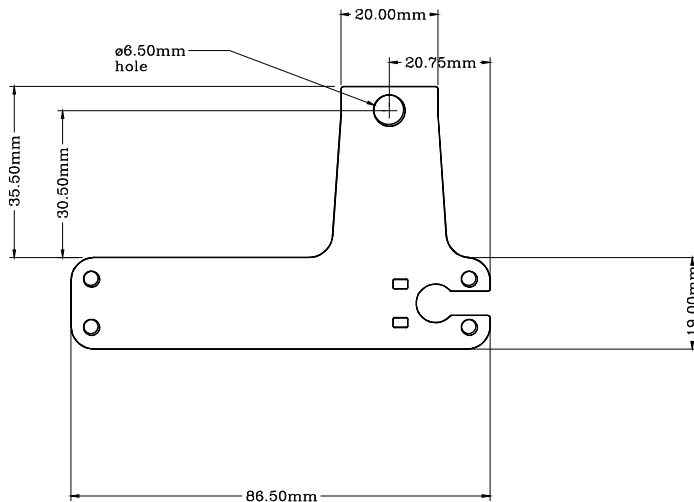
All three control switches have an indicator light next to the ON-OFF button. This light has three colours, RED and GREEN and YELLOW. RED indicates power on. YELLOW indicates cruise control engaged. GREEN is used to confirm the cruise control functions during the diagnostic checks and some calibration procedures.

Control Switch Mounting Brackets

The ‘standard’ bracket supplied in a ‘universal’ the kit if another is not specified is the MCS830A shown below.

MCS830A

Honda Sports Tourer below handlebar mount (ST1100, VFR750, VFR800, VTR1000F etc). This photo is of a Honda ST1100.



This bracket may also be used to mount the switch above the handlebar, however there are other brackets specifically made for this fitment.

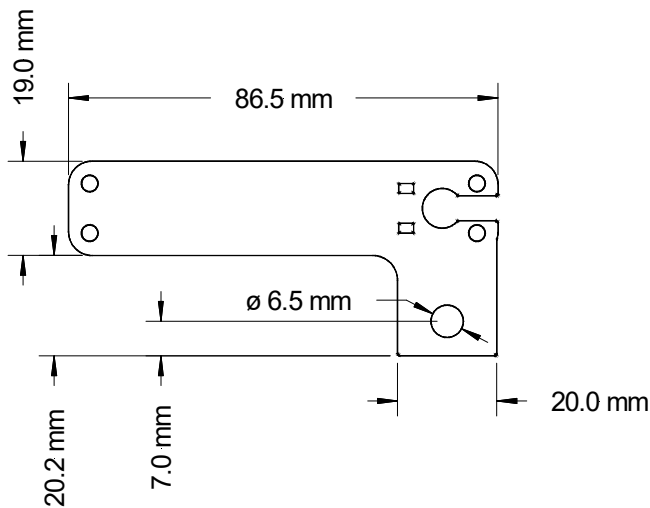
This example is fitted to a 2005 Honda VFR800FI.



MCS831I

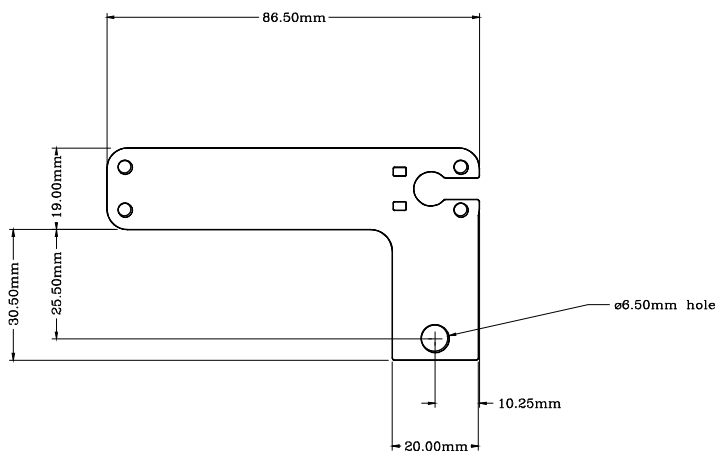
Sports Tourer above handlebar mount. This is shown on a 2011 Kawasaki Ninja 1000.

This bracket has a very short mounting leg (20mm high), and the mounting hole is also a different distance from the end of the mounting leg (7mm, seen on some Kawasaki models, but not usually on other makes), so it will not fit many motorcycles.



MCS830B

Honda Sports Tourer above handlebar mount (ST1300, CBR1100XX etc).



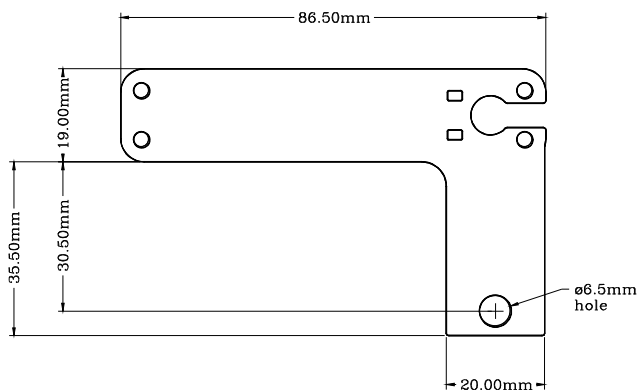
This bracket may also be used to mount the switch under the handlebar provided that the cruise control switch will clear the bike's switch block. The length of the mounting leg is not long enough for this on most motorcycles. In this example it is fitted to an early '80's Honda VT250 where the switch block does not have much bulk below the handlebar. It is also used on the current Suzuki GSX1400 in the same way.



MCS831A

Honda above or below handlebar mount for low profile switch blocks.

The mounting leg on this bracket is 5mm longer than MCS830B and may be used for the same applications.

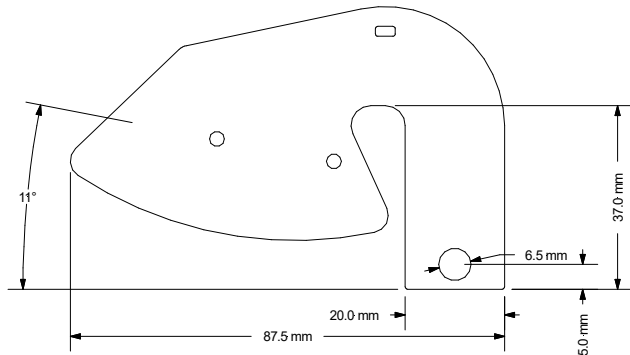


This bracket may be used to mount the switch over or under the handlebar provided that the cruise control switch will clear the bike's switch block. The length of the mounting leg is not long enough for this on most motorcycles. In these photos it is fitted to a Honda VFR1200X Crosstourer, and may be mounted either above or below the handlebar. It is also used on the 2014 model VFR800F to mount the switch below the handlebar.

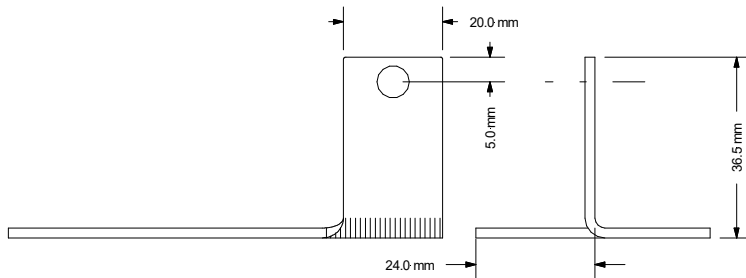


MCS831A2-SL

This bracket is for the same applications as the MCS831A on the previous page but is used to mount our new Slim Control Switch below the handlebar instead of the original control switch.



This picture shows the unbent bracket and dimensions.



This shows the finished (bent) bracket dimensions.

The photos below show this bracket and the Slim Switch mounted on a VFR1200X Crosstourer (below left) and an Indian Scout (below right). The Slim Switch is screwed to the bottom face of the bracket.

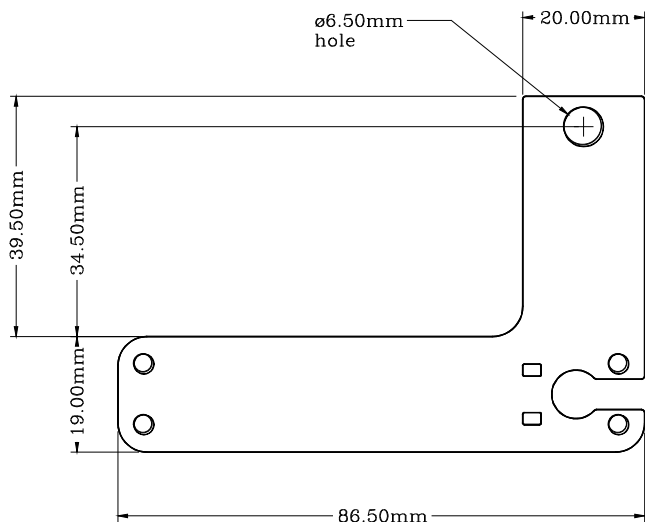


We have another similar bracket designed specifically for the 2018 Honda CBR1000RR Fire Blade, part number MCS834A-SL on page 17.

MCS830C

Honda Cruiser below or above handlebar mount (VTX, Valkyrie, VT750 Shadow etc).

The mounting leg on this bracket is 4mm longer than MCS831A and 9mm longer than the MCS830B.



The MCS830C bracket was also used on the Suzuki AN650 Bergman. A slot is cut in the plastic handlebar cover for the switch bracket.



This bracket may also be used to mount the switch over the handlebar. In most cases the switch will be higher than it needs to be, however it is good for bikes that have a choke or cold start lever on the switch block. The example shown a mid .90's Kawasaki ZZR600. It is also used on the carburettor version of the Honda CBR1100XX Super Blackbird, also to allow clearance for the choke lever.



This bracket was also used on a Suzuki GS500E.

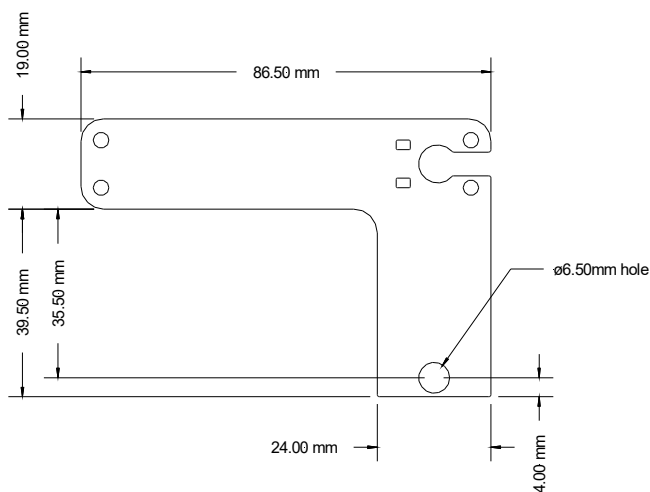


MCS831O

Honda CRF1000 Africa Twin switch bracket. This bracket is designed specifically for this model Honda.

It is almost the same as the MCS830C (previous page), but the mounting leg is wider (24mm vs 20mm) and the position of the hole for the mounting bolt is slightly different, to fit the unique clutch lever mounting clamp on the CRF1000.

The photo shows a modified MCS830C switch bracket. Note that the vertical leg of the switch bracket is slightly narrower than the clutch lever mounting clamp. The bolt hole also had to be modified to fit.

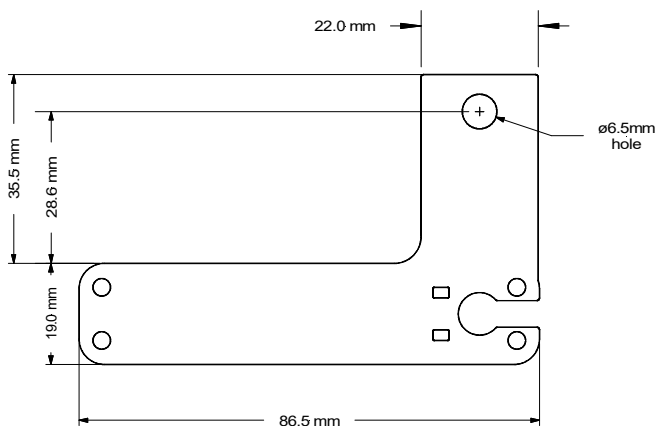


MCS831W

Kawasaki Z900RS switch bracket. This bracket is designed specifically for this model Kawasaki.

It is almost the same as the MCS831A (page 4), but the mounting leg is wider (22mm vs 20mm) and the position of the hole for the mounting bolt is slightly different (7mm from the end of the bracket instead of the usual 5mm), to fit the unique clutch lever mounting clamp on the Z900RS.

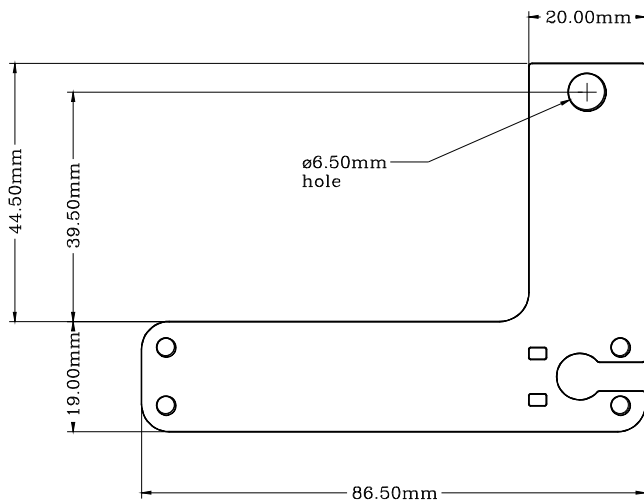
The photo shows a modified MCS831A switch bracket. Note that the vertical leg of the switch bracket is slightly narrower than the clutch lever mounting clamp. The bolt hole also had to be modified to fit.



MCS830X

'Standard' below or above handlebar mount.

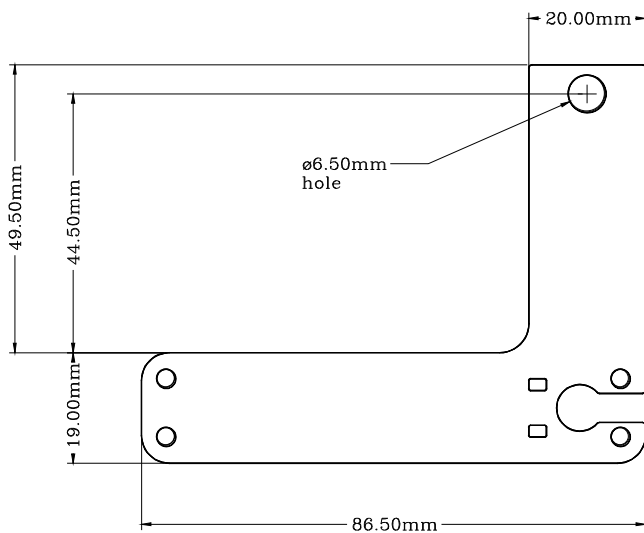
The mounting leg on this bracket is 5mm longer than MCS830C.



MCS830Y

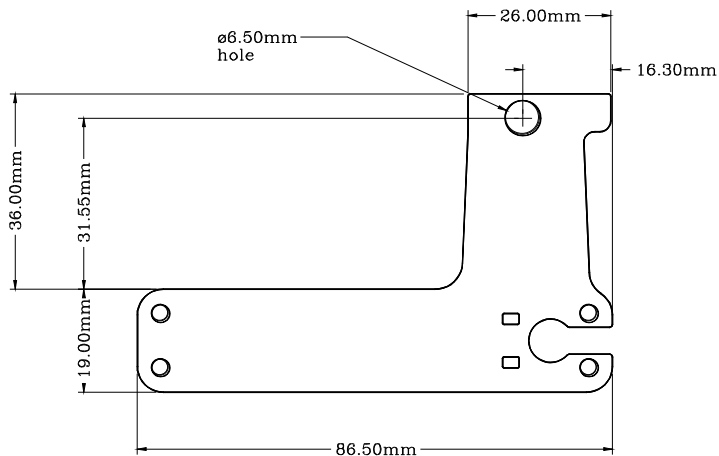
'Standard' below or above handlebar mount. The photo shows the switch fitted to a 2010 Kawasaki Z1400GTR Concours.

The mounting leg on this bracket is 5mm longer than MCS830X.



MCS830D

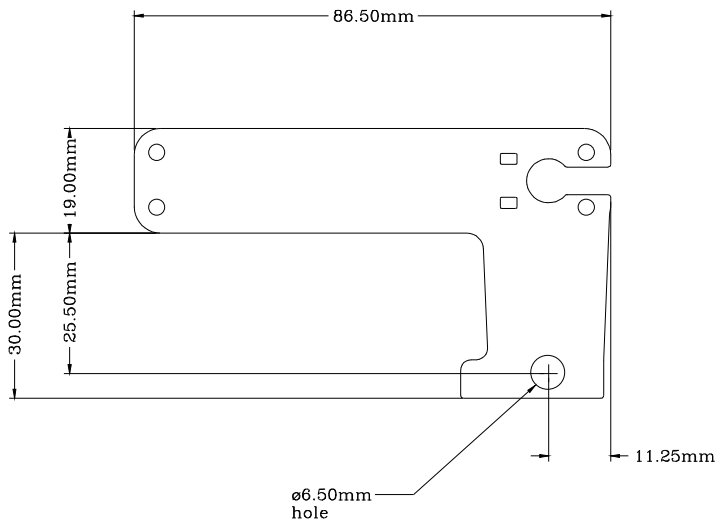
Yamaha & Kawasaki Sports Tourer below handlebar mount (FJR1300, Z1000GTR, ZZR1100 etc).



This bracket is NOT suitable for mounting above the handlebar, as the shape of the bracket and the mounting hole are not symmetrical. If it is desired to mount the switch above the handlebar, use MCS830I bracket.

MCS830I

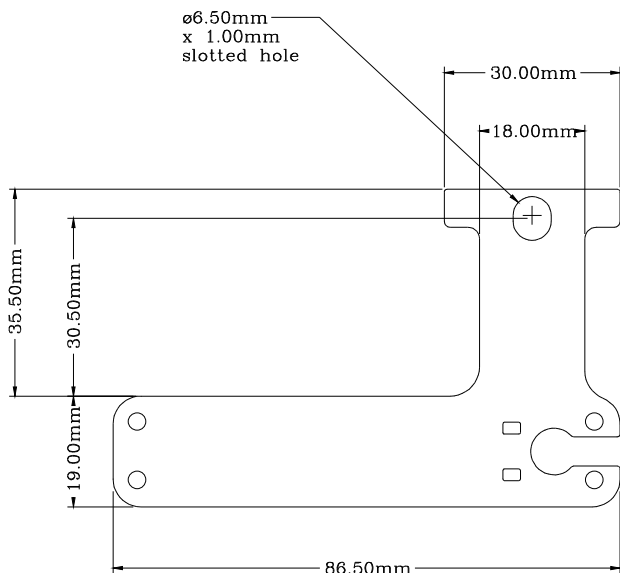
Kawasaki, Yamaha Sports Tourer above handlebar mount (FJR1300 etc).



This bracket is NOT suitable for mounting below the handlebar, as the shape of the bracket and the mounting hole are not symmetrical. If it is desired to mount the switch below the handlebar, use MCS830D bracket.

MCS830G

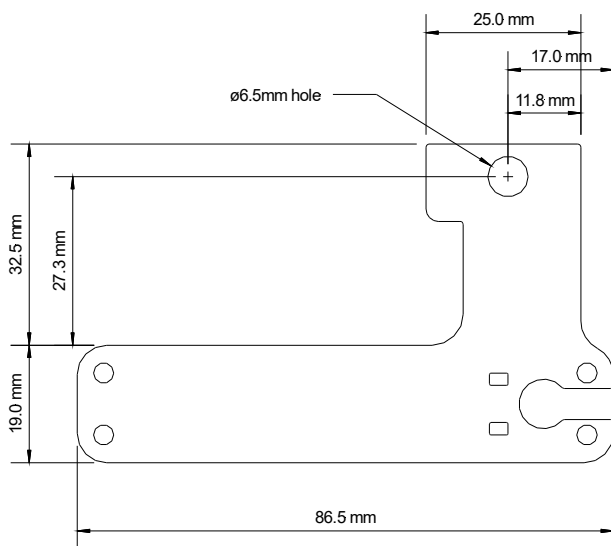
Kawasaki Cruiser below handlebar mount (VN1600D etc).



This bracket may also be used to mount the switch above the handlebar provided that the switch will clear the bike's switch block and the mirror mounting post does not interfere with this location. It would NOT be possible to mount the switch above the handlebar on the bike shown (VN1600) as the mirror mount post is in the way of the bracket and the control switch. The MCS830M switch bracket would be suitable to mount the switch above the handlebar.

MCS831B

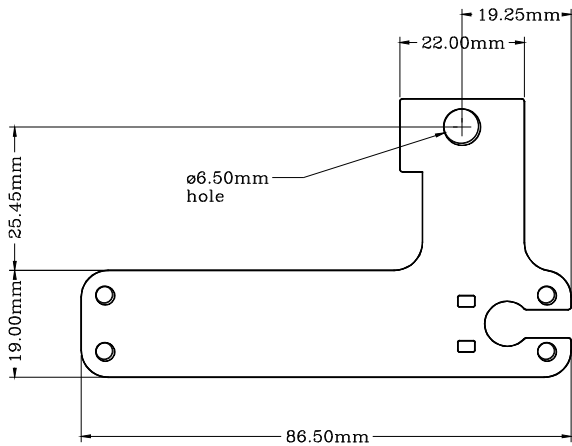
Kawasaki Trail bike below handlebar mount (KLE650 Versys etc).



This bracket is designed specifically for the Versys but will probably fit a range of Kawasaki 'trail' bikes and probably other brands as well. This bracket may also be used to mount the switch above the handlebar provided that the switch will clear the bike's switch block and the mirror mounting post does not interfere with this location. It would NOT be possible to mount the switch above the handlebar on the bike shown (Versys 650) as the mirror mount post is in the way of the bracket and the control switch. The MCS830M switch bracket would be suitable to mount the switch above the handlebar.

MCS830Q

Triumph Rocket III.



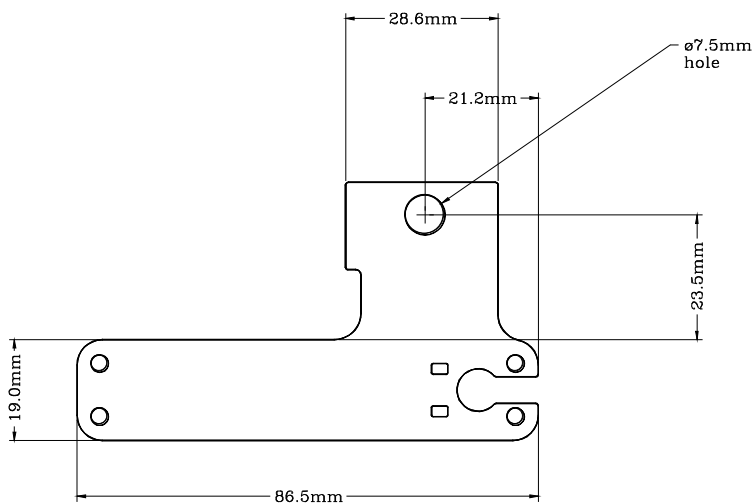
This bracket is designed specifically for the Rocket III.

It may be reversed to allow fitment either below or above the handlebar.



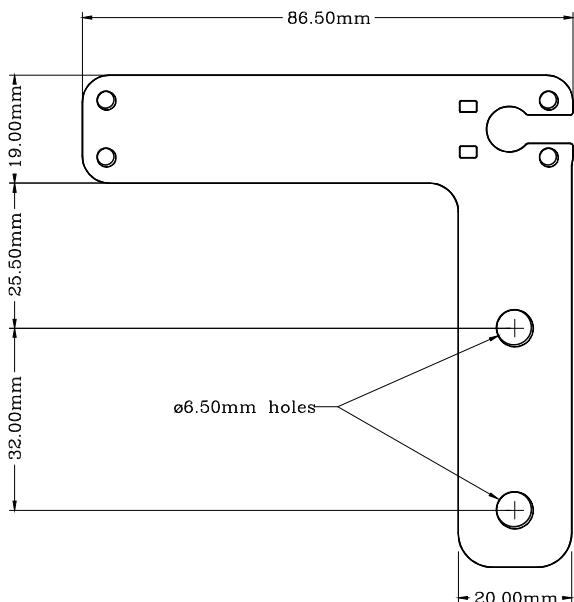
MCS830R

Harley Davidson originally designed for the bikes fitted with the Evolution motor. This photo is from a 2007 FXS Softail, but this bracket will fit every model Harley Davidson with this type of switchgear for the last 20 plus years including current models.



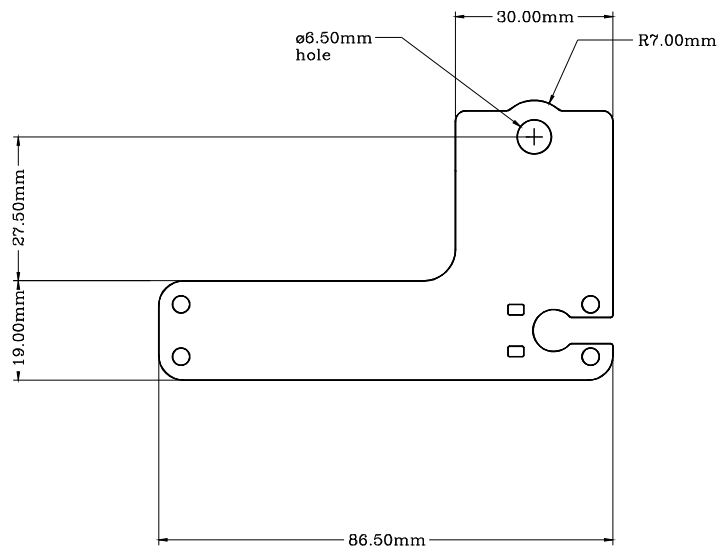
MCS830S

Honda ST1300 with Honda RDS radio system fitted. The control switch bracket fits in front of the radio control head bracket.



MCS830J

Honda late '80's.



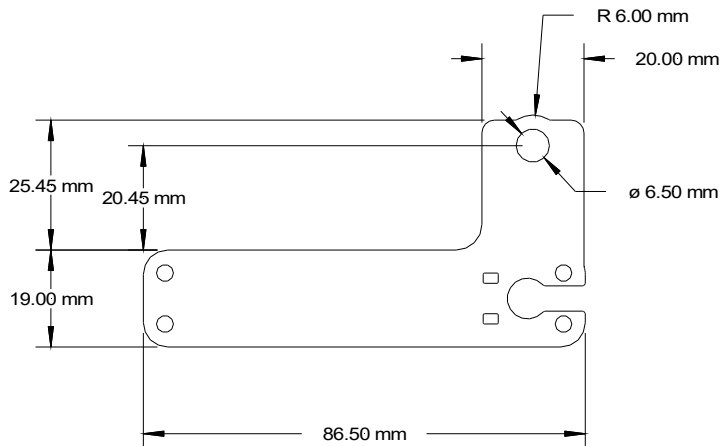
This bracket is designed for clutch lever mounts with a single horizontal clamp bolt instead of 2 bolts.

The bracket does NOT fit between the clamp faces as most other designs do, but is simply placed under the head of the bolt that clamps the clutch lever to the handlebar. The photo shows MCS830C bracket used with this mounting method. The MCS830C bracket (shown in the photo) has a longer and thinner mounting leg than the MCS830J (refer to the dimensions drawing).

This bracket may also be used to mount the switch above the handlebar provided that the switch will clear the bike's switch block and the mirror mounting post does not interfere with this location.

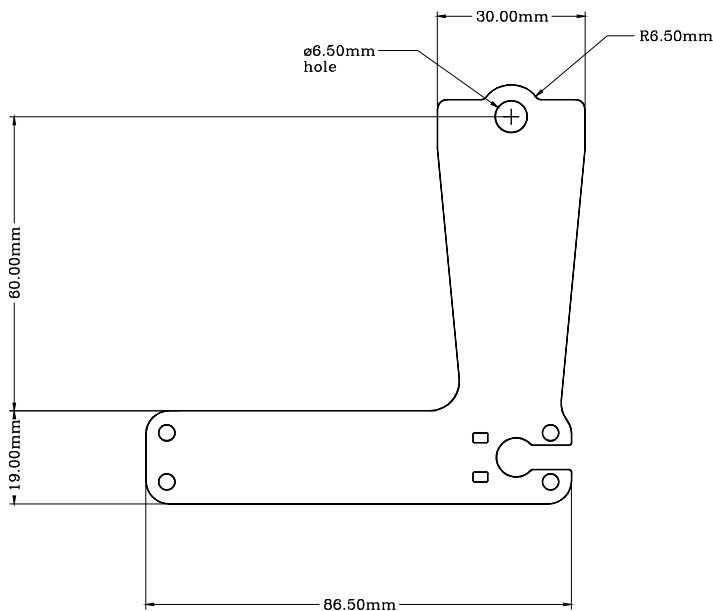
MCS831V

Late model (2018+) Suzuki GSXR-1000R below bar switch bracket. This bracket is designed specifically for this model Suzuki, but was never fitted to the bike, hence no photos. The mounting method is the same as the previous bracket, MCS830J, and may be suitable for other bikes.



MCS830K

Honda early '80's.



The bracket is used for early clutch lever clamps that use a vertical clamp bolt instead of the later designs that use a horizontal bolt. A longer bolt is supplied and a nut and washers are fitted below the bracket to hold it in place.

This bracket may also be used to mount the switch above the handlebar provided that the switch will clear the bike's switch block and the mirror mounting post does not interfere with this location.

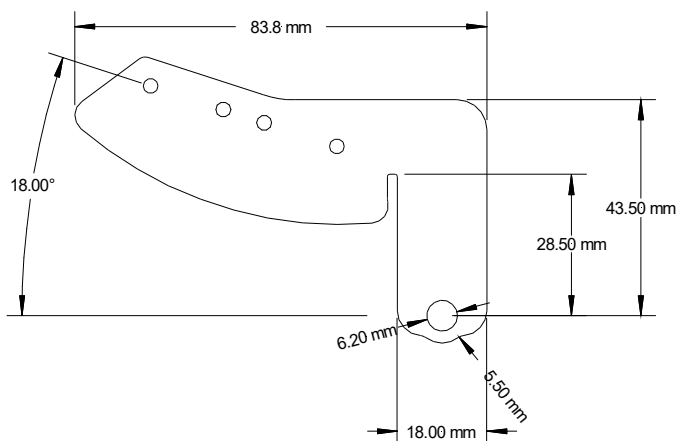
This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.

MCS834A-SL

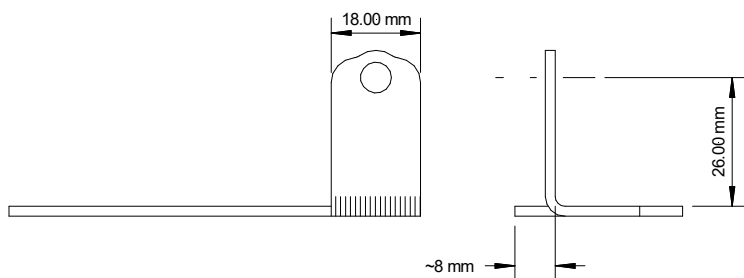
This bracket is for Honda CBR1000RR Fire Blade, 2017 and 2018 model years. It is used to mount our new Slim Control Switch below the handlebar instead of the original control switch. This bracket is designed specifically for this model Honda.

This bracket is designed for clutch lever mounts with a single horizontal clamp bolt instead of 2 bolts.

The bracket does NOT fit between the clamp faces as most other designs do, but is simply placed under the head of the bolt that clamps the clutch lever to the handlebar.



This picture shows the unbent bracket and dimensions.



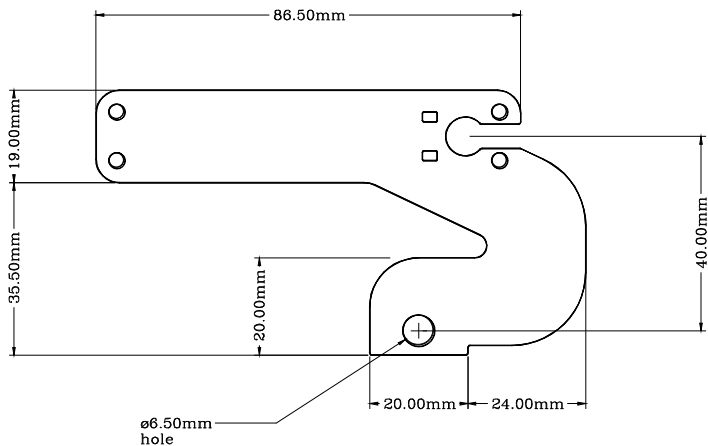
This shows the finished (bent) bracket dimensions.



The Slim Switch and MCS831A2-SL bracket fitted to a Honda CBR1000RR.

MCS830N

Yamaha Scooter (T Max 500).

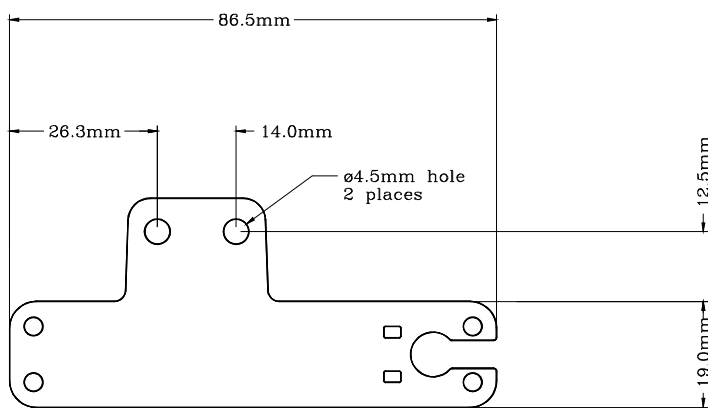


This bracket is similar to the MCS830A mounted upside down, except the mounting 'arm' has a kink to wrap around the plastic cover on the handle bars.



MCS830H

Screw mount bracket for bikes with plastic handlebar covers (Honda PC800 etc).

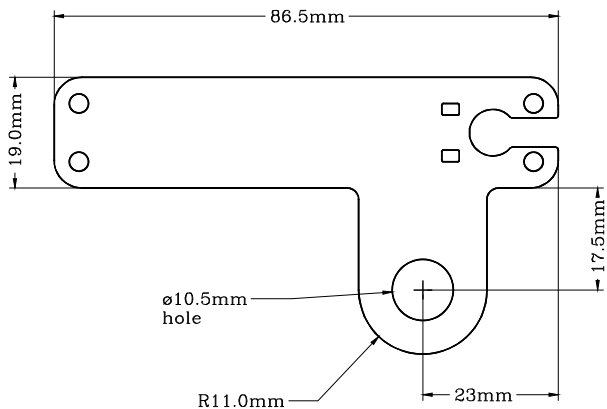


This bracket may be used to mount the switch above or below the handlebar, as long as there is no interference with the bike's switch gear.

This bracket also comes with a small backing plate with two M4 (metric 4mm) threaded holes that fits inside the plastic handlebar cover instead of using self tapping screws or nuts and washers. M4 screws are provided as well. This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.

MCS830M

Mirror mount – 4mm high.

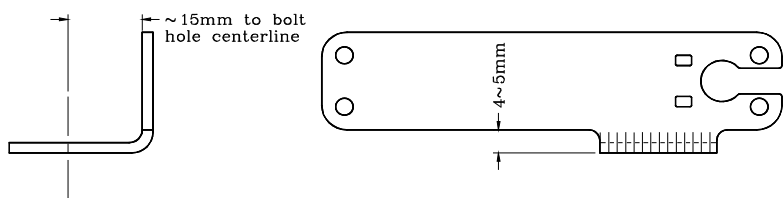


This bracket is used to mount on the mirror stalk (where fitted) or the mirror mounting hole. Some bikes have the hole, but have a plug in the hole. This plug can be removed and a bolt fitted to mount the switch.

The bracket is short so the switch does not end up too far above the bike's switch block (about 4~5mm from the bolt mounting face to the underside of the switch as shown in the drawing below).

This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.

The standard bend used for this bracket is shown in the drawing below

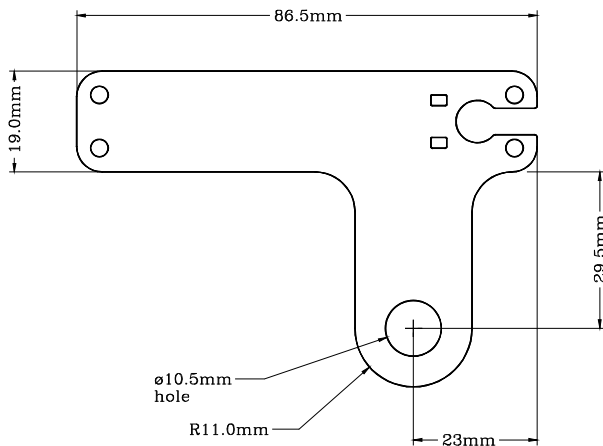


This photo shows the switch mounted on a Suzuki GSX1400.



MCS830L

Mirror mount – 16mm high.

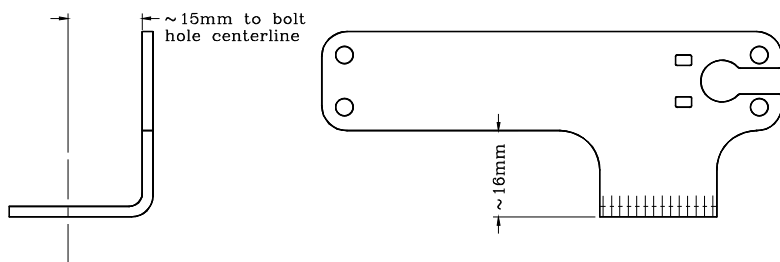


This bracket is the same as MCS830M (previous page) but has a longer mounting leg for use on bikes that have a shorter mirror mounting boss (the boss is lower than the top of the bike's left side switch block)

This version of this type of bracket is designed for bikes that have a mirror mounting boss that is lower than, or level with, the top of bike's left side switch block. The bracket is high enough to lift the switch above the switch block (about 16mm from the bolt mounting face to the underside of the switch as shown in the drawing below).

The standard bend used for this bracket is shown in the drawing below.

This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.



This photo shows the switch mounted on a Yamaha TDM900.

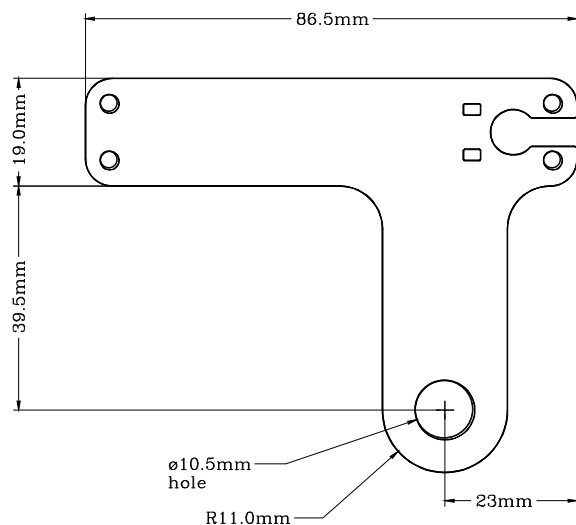
It is also used on the Yamaha V-Star 1100.



BMW R1200GS – note that access to trip and hazard light switches is restricted but is still possible from behind the cruise control switch.

MCS830W

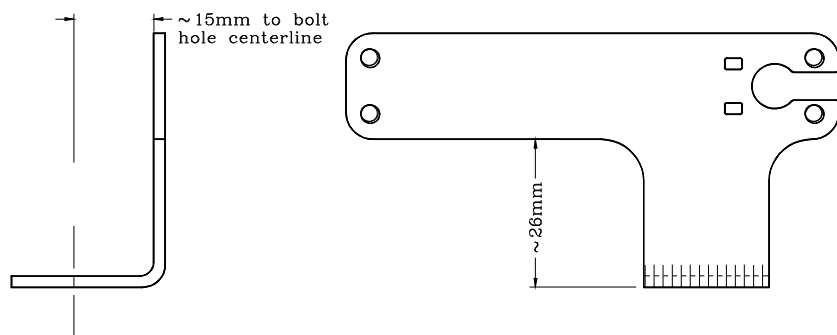
Mirror mount – 26mm high. This is the same as the MCS830L bracket, but 10mm taller. This bracket is half way between the MCS830L (previous page) and MCS830U (next page) switch brackets.



This version of this type of bracket is designed for bikes that have controls fitted on top of the left side switch block, such as the Hi-Lo beam switch on the Suzuki DL650 (see photo below).

The standard bend used for this bracket is shown in the drawing below.

This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.



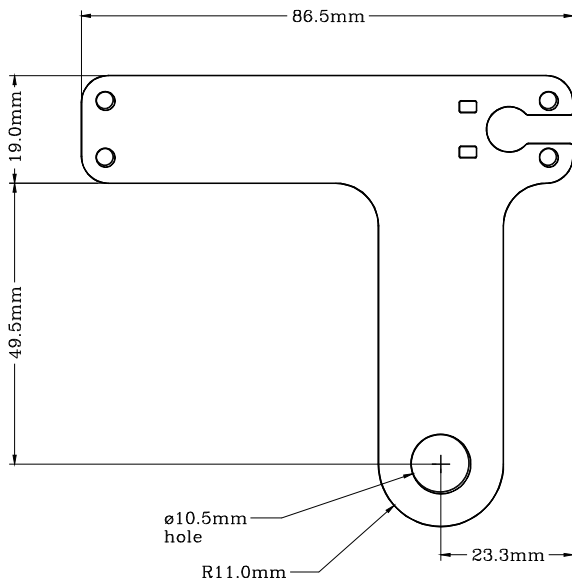
BMW R1200GS – note that access to info and ABS switches is easier than the MCS830L bracket, but leaves the cruise control switch closer than the MCS830U bracket.



Suzuki DL650 V-Strom – The MCS830L bracket could be used on this bike, but this restricts access to the head light Hi-Lo beam switch. This bracket allows better access while still keeping the cruise control switch reasonably close.

MCS830U

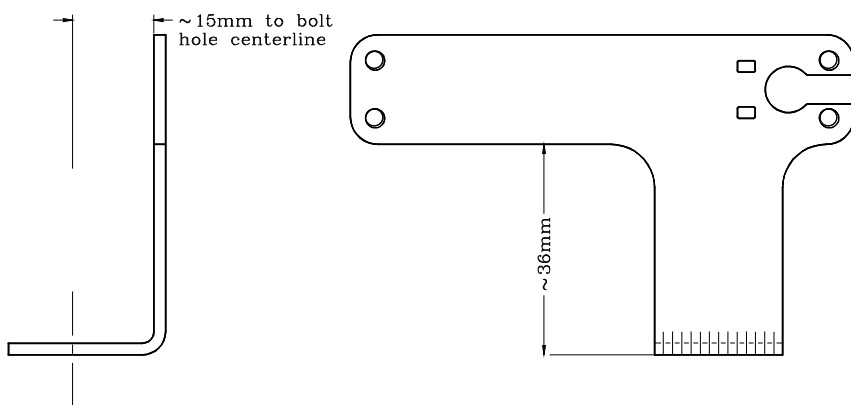
Mirror mount – 36mm high. This is the same as the MCS830L bracket, but 20mm taller.



This version of this type of bracket is designed for bikes that have extra controls fitted above the left side switch block, like the auxiliary light switch fitted to the BMW R1200GS Adventure.

The standard bend used for this bracket is shown in the drawing below.

This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.

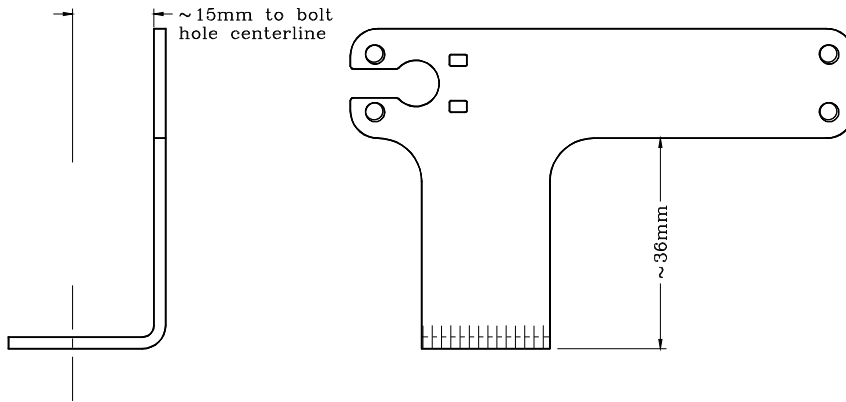


BMW R1200GS Adventure – note that access to info and ABS switches is easier, and the auxiliary light switch is visible under the switch. Note that while sitting on the bike, the auxiliary light switch is almost completely hidden behind the cruise control switch, however access with a thumb or finger is a little easier.



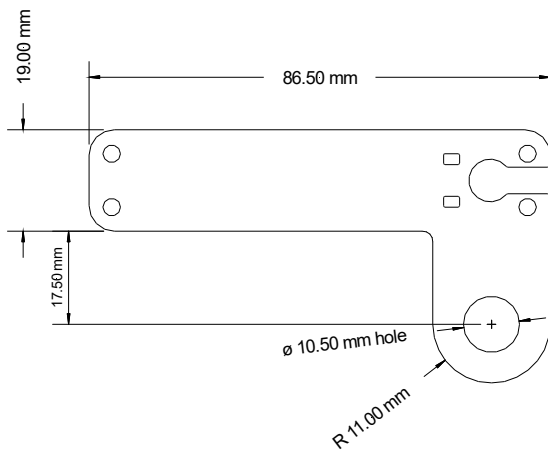
See over the page for more options with this switch bracket.

We also usually have some brackets available with a reversed bend for mounting on the right side instead of the left. This also requires a right side control switch (see next section towards the end of the document).



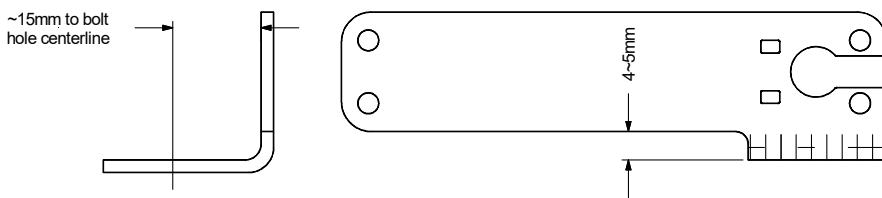
MCS831P

Mirror mount – 4mm high with full offset.



This bracket is the same as the MCS830M, except that the mounting leg is all the way to the right, to move the switch closer to the hand grip. This is used on bikes where the mirror mounting post is further away from the hand grip than normal.

This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.
The standard bend used for this bracket is shown in the drawing below.

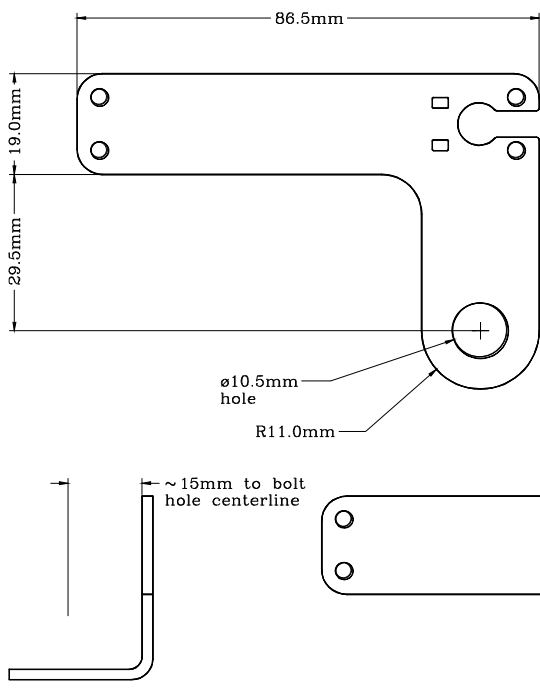


This photo shows the switch mounted on a KTM 1190 Adventure R.



MCS8300

Mirror mount – 16mm high with full offset.



This bracket is the same as the MCS830L, except that the mounting leg is all the way to the right, to move the switch closer to the hand grip. This is used on bikes where the mirror mounting post is further away from the hand grip than normal.

This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.

The standard bend used for this bracket is shown in the drawing below.

This photo shows the switch mounted on a KTM 1190 Adventure R.

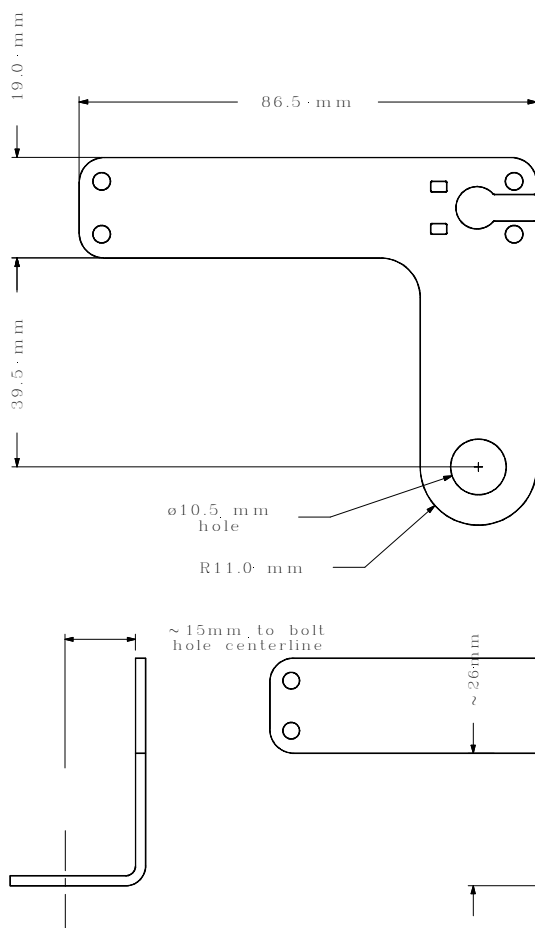


This photo shows the switch mounted on a Yamaha XV1900 Roadliner.



MCS831M

Mirror mount – 26mm high with full offset.



This bracket is the same as the MCS830O, but it taller, still with the mounting leg is all the way to the right, to move the switch closer to the hand grip. This is used on bikes where the mirror mounting post is further away from the hand grip than normal.

This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.

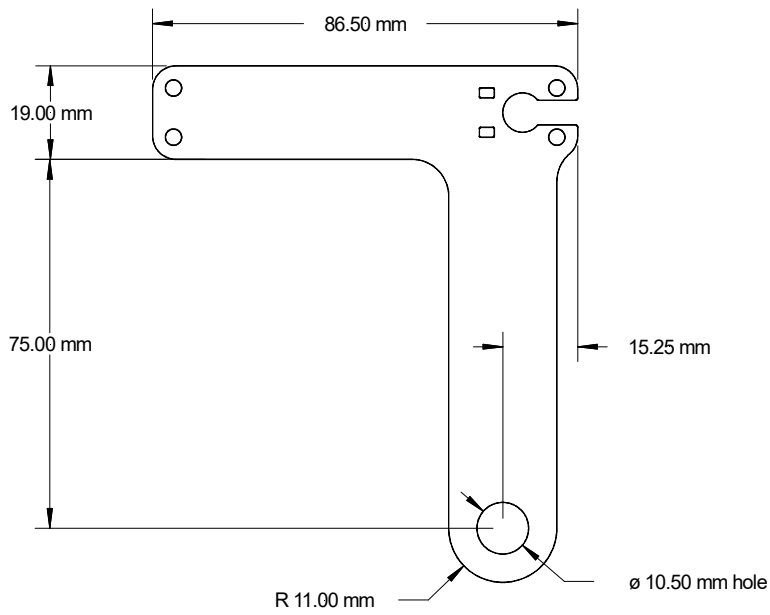
The standard bend used for this bracket is shown in the drawing below.

This photo shows the switch mounted on a Yamaha MT-09 Tracer (FJ-09).



MCS831U

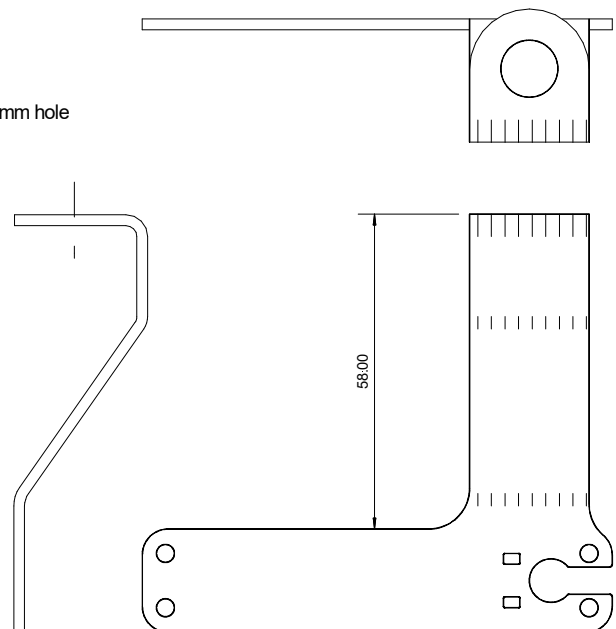
KTM1190 Adventure mirror mount – switch mounted below the handlebar.



This bracket is designed for the KTM1190 Adventure to mount the switch below the handlebar, while still mounted on the mirror mount.

This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.

The standard bend used for this bracket is shown in the drawing below.

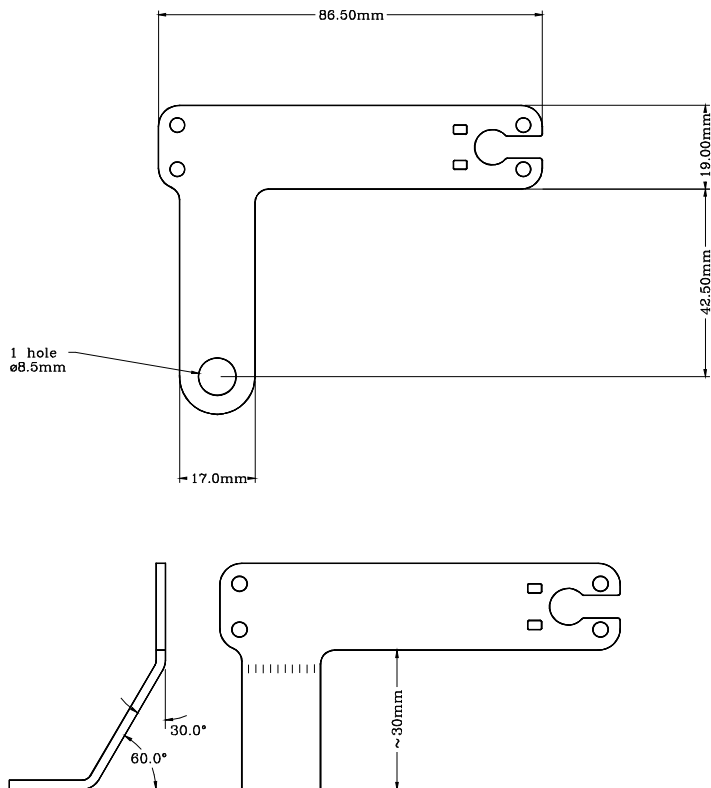


This photo shows the switch mounted on a KTM 1190 Adventure R.



MCS830E

BMW mirror hole mount



This bracket is bent to fit the mirror mounting hole on '80's and later K and R (oilhead or R259) series BMW's with cable operated clutches.

It is mounted either using the mirror stalk when fitted to the bike, or a bolt provided as shown in the photos.

The standard bend used for this bracket is shown in the drawing below

This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.



This example shows the bracket fitted to an '80's R100RT, mounting the switch under the handlebar, still on the mirror mounting hole (old style switch shown).

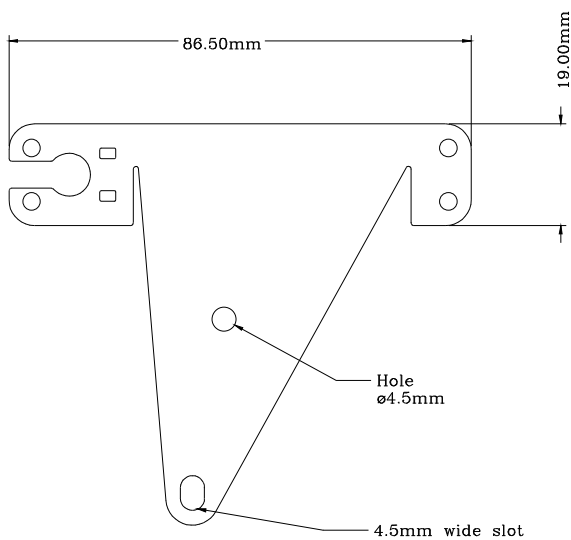


This example shows the bracket fitted to a /7 R series ('79 R100RS), mounting the switch above the handlebar, however the bends on the bracket required to do this can be difficult to achieve unless you have access to a sheet metal bender.



MCS830F

BMW clutch fluid reservoir mount



This bracket is bent to fit on the clutch fluid reservoir mounting screws on '90's and later K and R series BMW's with hydraulic clutches. This bracket has been fitted without modification to K1200RS, K1200GT, R1150RT, R1150GS and R1100S.

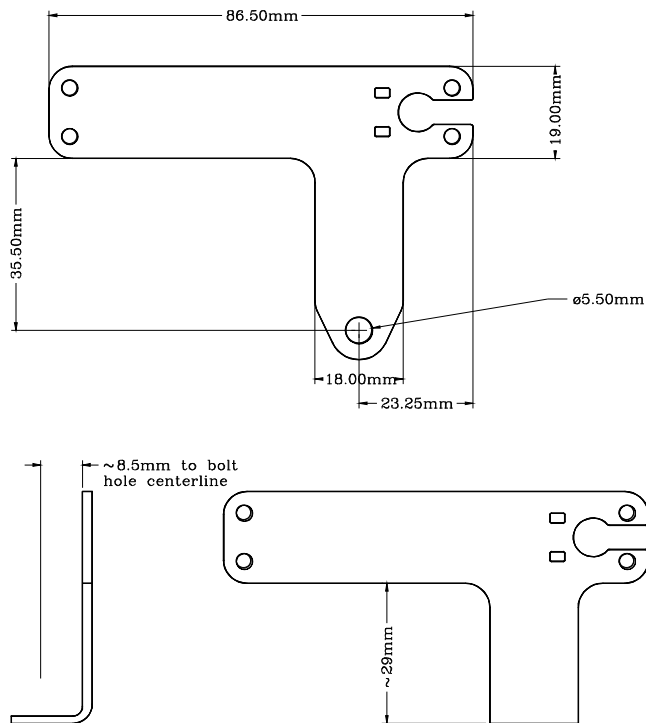
This bracket is fitted in conjunction with the MCS830Z weather seal cover (see last page).

This bracket can ONLY be supplied bent as shown and is usually coated with black satin powder coat.



MCS830P

BMW late model clutch lever clamp mount (R1200S shown in the photo). Fits F800ST, K1200S etc.



This bracket mounts on one of the clutch lever clamp bolts. The bolt must be replaced with a longer bolt.

The standard bend used for this bracket is shown in the drawing below.

This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.



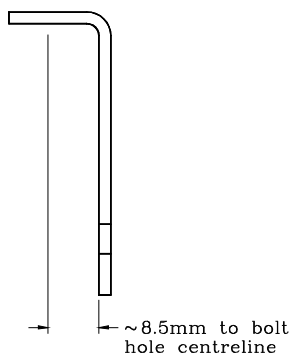
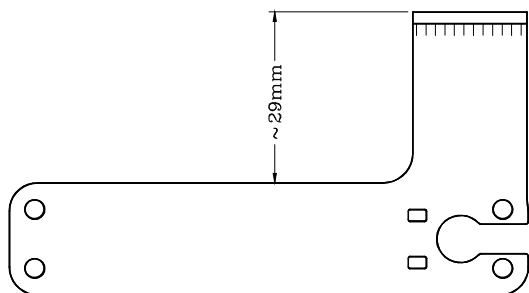
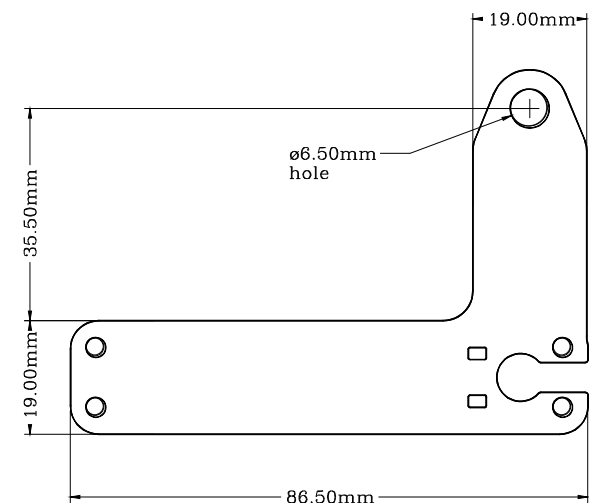
MCS830T

Can-Am Spyder manual shift. This bracket is designed specifically for the Spyder, but may fit other bikes with similar clutch lever mounting methods.

This bracket mounts on one of the brake lever clamp bolts. The bolt must be replaced with a longer bolt and a washer and nut fitted.

The standard bend used for this bracket is shown in the drawing below.

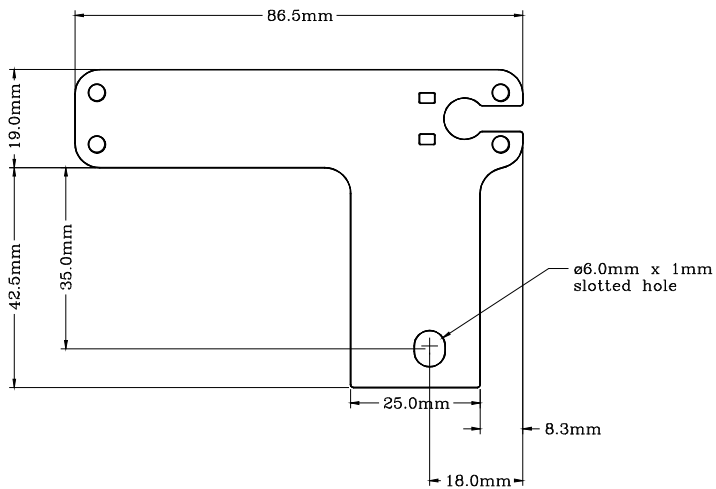
This bracket can be supplied either flat (as long as we have stock of flat brackets) or bent as shown.



MCS830V

Can-Am Spyder electric shift. This bracket is designed specifically for the Spyder, but may fit other bikes.

This bracket mounts on the bikes gear shift paddle housing. It fits in the split of the clamp that holds the housing to the handlebar.

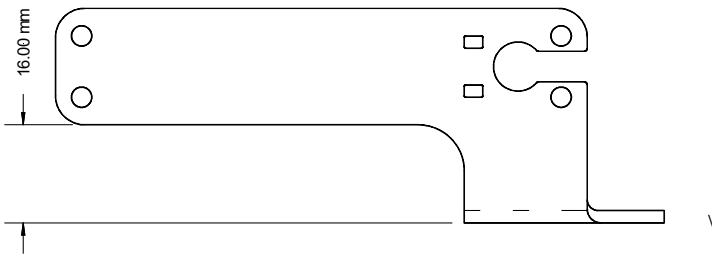
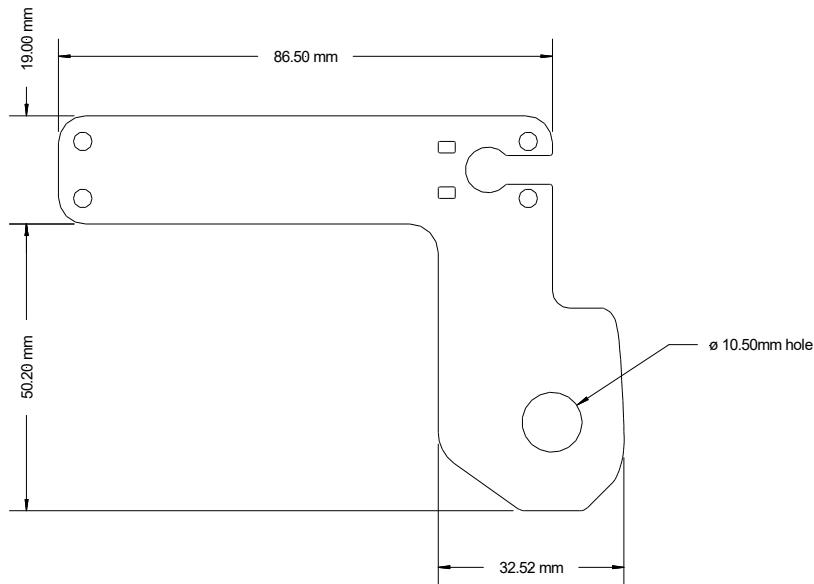


MCS831C

Ducati Multistrada 1200S (model years around 2011). This bracket is designed specifically for the Multistrada.

This bracket mounts on the base of the left side mirror. It fits in the split between the clutch lever assembly and the mirror.

Contact us for more detailed dimensions on this bracket if needed.

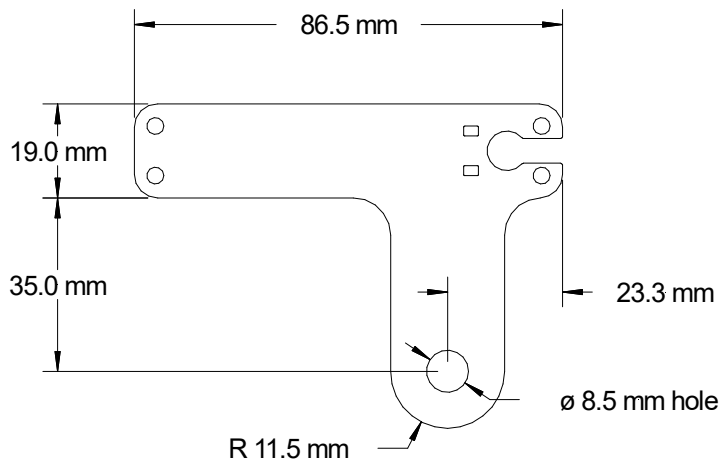


MCS831D

Boom Trike above bar mirror mount switch bracket. This bracket is designed specifically for the Boom Trike, but may also fit other models.

This bracket mounts on the clamp bolt for the left side mirror.

Contact us for more detailed dimensions on this bracket if needed.

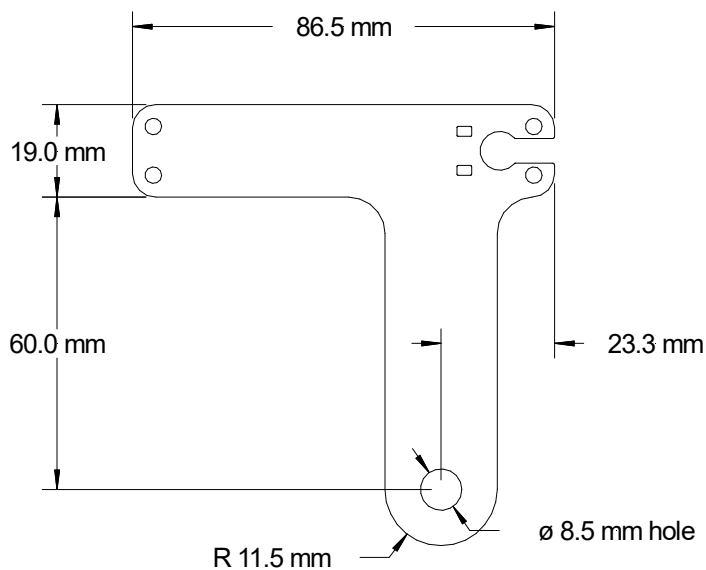


MCS831E

Boom Trike below bar mirror mount switch bracket. This bracket is designed specifically for the Boom Trike, but may also fit other models.

This bracket mounts on the clamp bolt for the left side mirror. The mounting leg is longer than the MCS831D above, but otherwise is the same.

Contact us for more detailed dimensions on this bracket if needed.

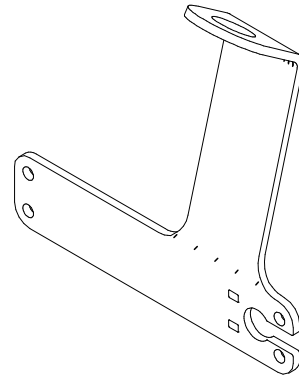
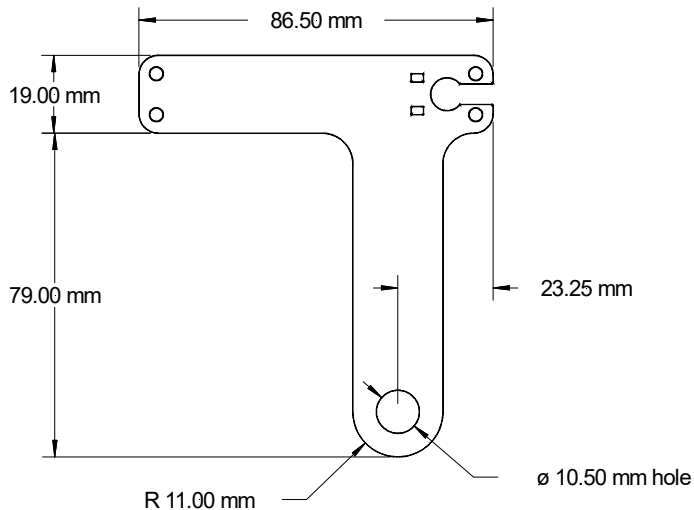


MCS831K

Touroz (Rewaco) trike mirror mount switch bracket. This bracket is designed specifically for Touroz. The bracket has several bends in to achieve the placement shown.

This bracket mounts on the clamp bolt for the left side mirror. The mounting leg is longer than the MCS831E above, and the mounting hole is larger at 10.5mm diameter.

Contact us for more detailed dimensions on this bracket if needed.

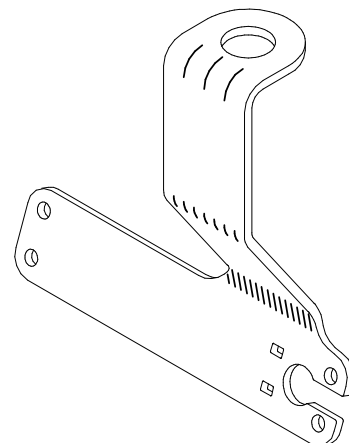
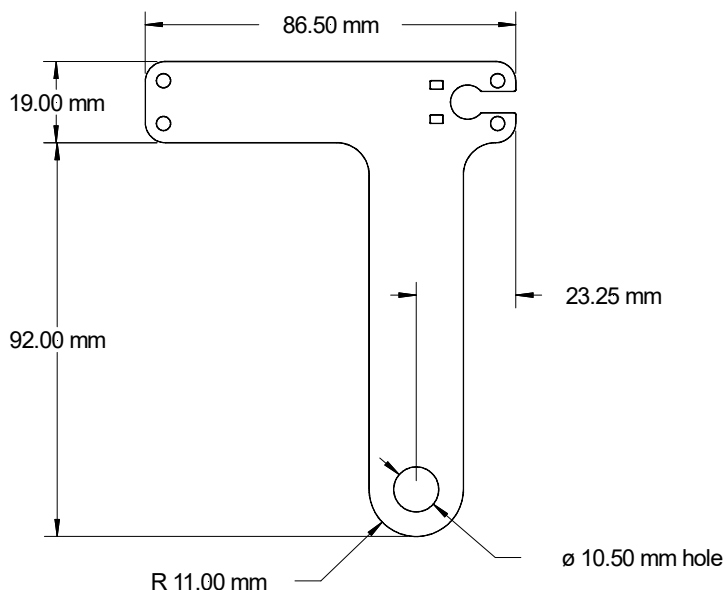


MCS831J

KTM 690R mirror mount switch bracket. This bracket is designed specifically for KTM. The bracket has several bends in to achieve the placement shown.

This bracket mounts on the clamp bolt for the left side mirror. The mounting leg is longer than the MCS831K above, but otherwise is the same.

Contact us for more detailed dimensions on this bracket if needed.



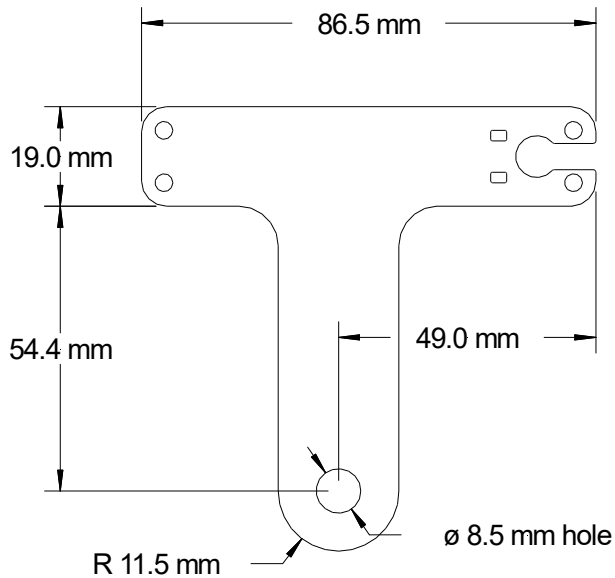
MCS831F

Honda late model Adventure Touring mirror mount switch bracket. This bracket is designed specifically for late model Honda Adventure Touring models for mounting on the mirror stalk, for mirrors with an 8mm mounting thread. The next page has another identical bracket with a hole for a 10mm hole for the Honda CTX700.

We have not used this bracket, one of our more conventional brackets has been used instead, however we have made them and they are available. We have not fitted this to a bike or taken a photograph of it.

This bracket mounts on the left side mirror stalk, when the mirror stalk is screwed into an extension of the clutch lever assembly fluid reservoir.

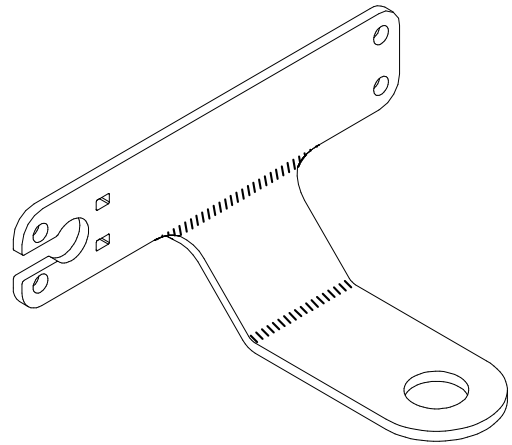
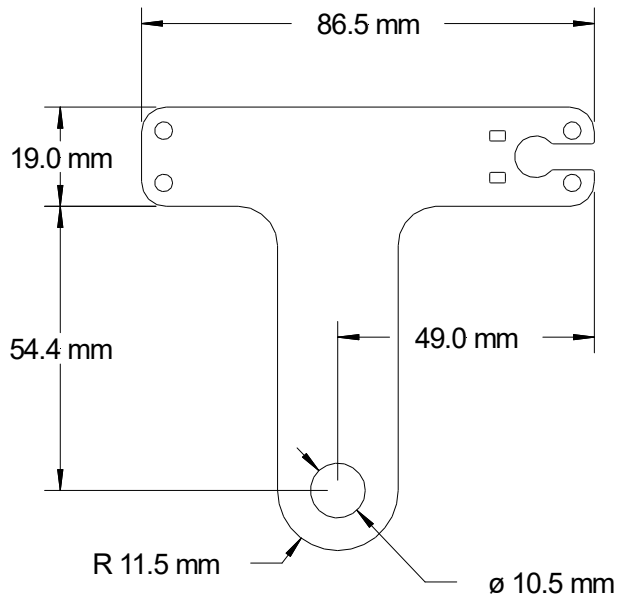
Contact us for more detailed dimensions on this bracket if needed.



MCS831R

Honda CTX700 switch bracket. This is almost identical to the MCS831F late model Adventure Touring mirror mount switch bracket on the previous page; just the mirror mounting hole is bigger. This bracket is designed specifically for the CTX700 for mounting on the mirror stalk, which has a 10mm mounting thread.

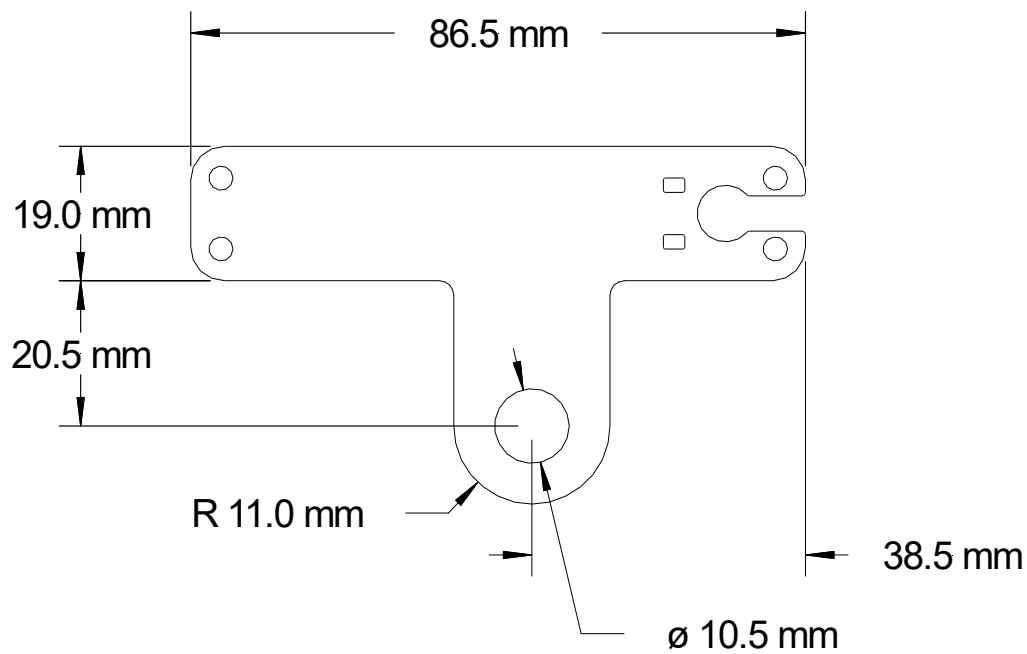
Contact us for more detailed dimensions on this bracket if needed.



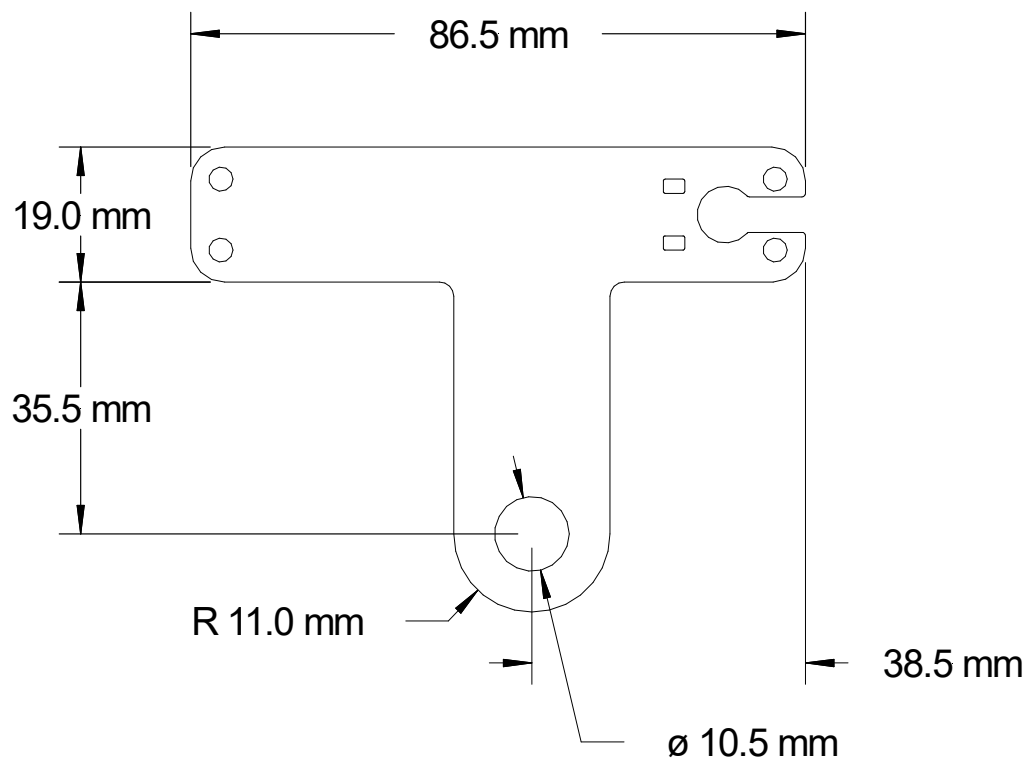
MCS831Q & MCS831S

These are both mirror mount switch brackets, both made specifically for customers who needed brackets with these dimensions.

MCS831Q



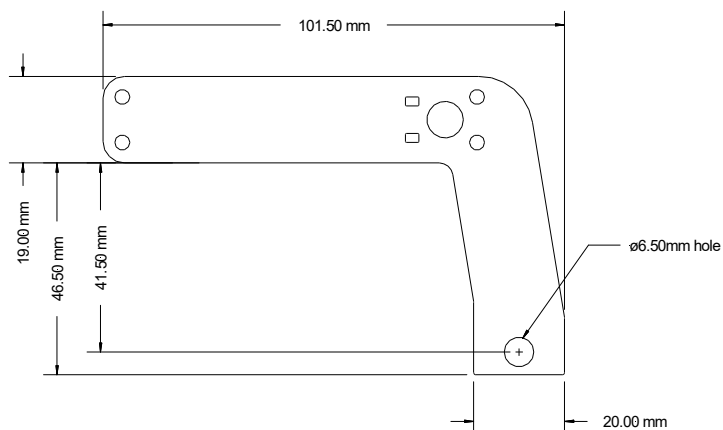
MCS831S



MCS831G

Honda GL1800 F6B switch bracket. This bracket is designed specifically for late model Honda F6B.

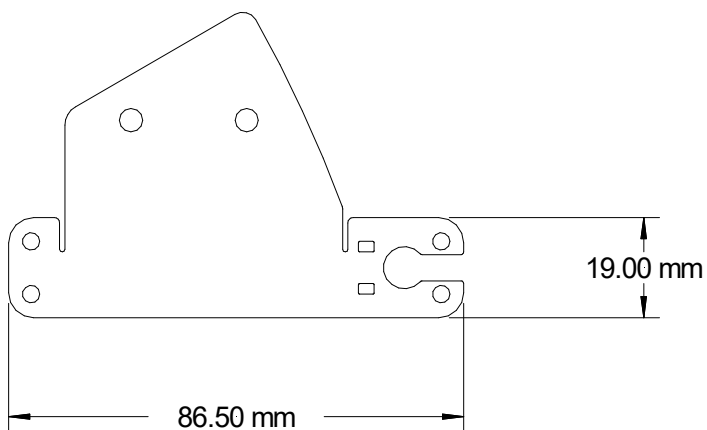
Contact us for more detailed dimensions on this bracket if needed.



MCS831H

Honda GL1800 F6B screw mount switch bracket. This bracket is designed specifically for late model Honda F6B. The bracket is screwed to the top of the bike's left side switch housing.

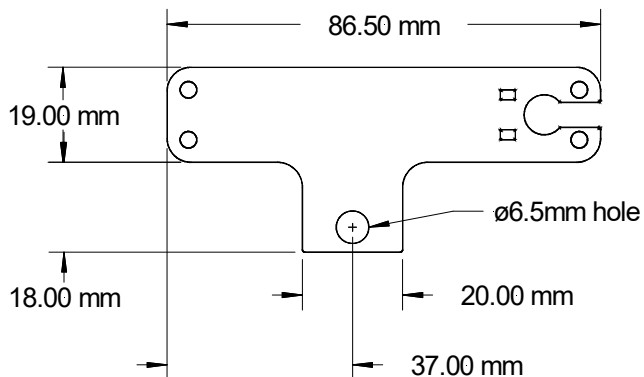
Contact us for more detailed dimensions on this bracket if needed.



MCS831L

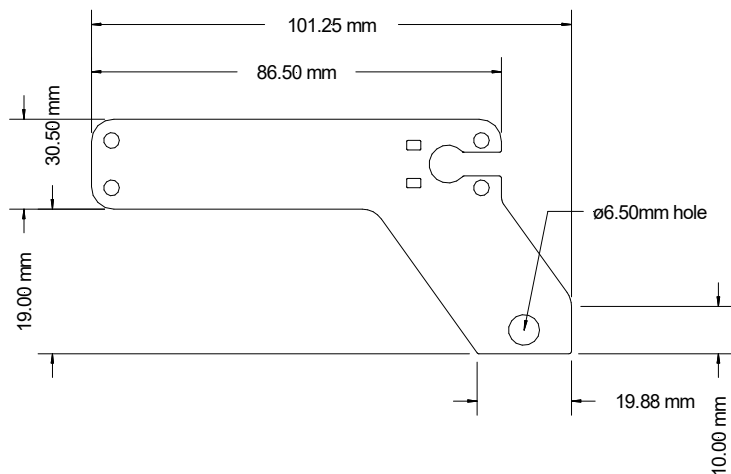
Honda CBR900RR Fireblade 2000 switch bracket. This bracket is designed specifically for this model Honda Fireblade.

The switch is offset towards the middle of the bike to clear the fairing screen when the bars are turned right.



MCS831N

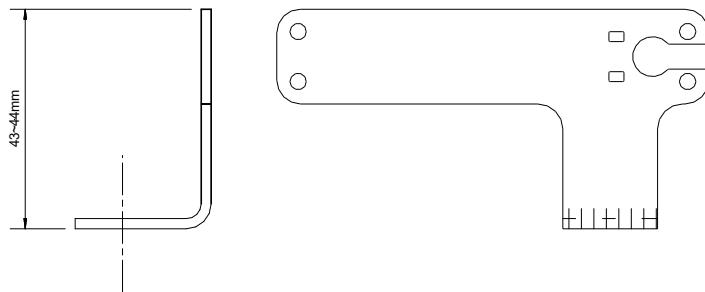
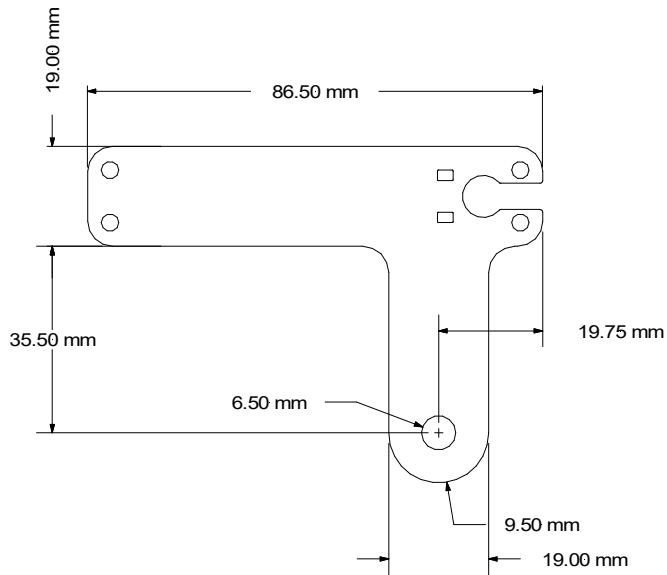
Honda CTX1300 switch bracket. This bracket is designed specifically for this model Honda.



MCS831T

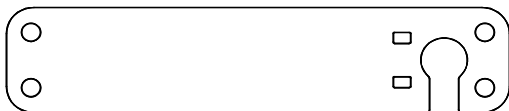
Suzuki GSXR-1000R switch bracket. This bracket is designed specifically for this model Suzuki.

The second drawing shows the bracket after it is bent to suit.



MCS830Z (Obsolete)

Weather seal cover.



NOTE: - This item is NOT needed for the new control switch as the switch is completely sealed.

This item is a thin stainless steel cover for the back of the original control switch. This is used where the switch mounting bracket does not provide full coverage on the back of the control switch (eg. MCS830F BMW mount) or when the switch is mounted using self-adhesive tape or some other mounting method that does not use a rear mounted bracket.

Mounting the control switch on the right side of the bike.

NOTE: - This is now easy with the new control switch, as it does not have lettering on the buttons that must be rotated and it is sealed so drain holes are not required. The procedure described below to allow the switch to mounted on the right side only applies to the original control switch. The new control switch can be mounted either on the left or the right without any modifications required.

It is possible to disassemble the original control switch and reverse the buttons (the silicone rubber key pad is one piece and must be cut into separate buttons) to allow the switch to be mounted on the right handle bar instead of the left. This compromises the water sealing slightly (not usually an issue though). Most of the control switch brackets are reversible, although those that are bent with require reverse bends to allow mounting on the right side.

The photo shows the switch using a MCS830B bracket on a Yamaha FJR1300.



The photos below show the new switch using a MCS831A bracket in both cases, fitted to a Honda VFR1200X with DCT transmission. The only 'issue' is that the symbol on the ON-OFF button is inverted for right side mounting.

