Electronic Cruise Control for

BMW R1200GS late 2007 to 2008

NOTE: - This cruise control will fit late '07 and '08 model bikes fitted with non-servo assisted Integral ABS brakes. See ABS version notes on the last page.

It will NOT fit bikes with ESA (electronic suspension adjustment) and will NOT fit bikes with LED tail/brake lights.

This cruise control will NOT fit any bikes fitted with an Evaporative Emissions Carbon Canister. The carbon canister is mounted on the left side of the bike, beside the rear spring/damper (shock absorber). The canister must be either moved or removed in order to fit the cruise control, or the cruise control actuator must be mounted in a different location.

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 behind the steering head, between the back of the steering head and the fuel tank.

The **Actuator (2)** is clamped to the frame on the left side, next to the bike's rear suspension spring/damper (shock absorber). Satin Black (shown) or Silver Pearl (optional) powder coated aluminium covers are supplied to prevent dirt and water ingress into the actuator and to improve the appearance of the actuator. A **vacuum hose assembly (3)** is provided to connect the actuator to the engine.

NOTE; - If the bike is fitted with a Carbon Evaporative Emissions Canister, the actuator will NOT fit in this location. Either canister must be moved or removed, or the actuator moved to a different location.

The bike's original throttle cable splitter box (throttle cable divider) is removed from the bike and our **Cable Interface Unit (4)** is fitted to the bike. No modifications to the bike's cables are required at all, it is a straight swap. A suitable mounting bracket is supplied to allow fitment of the CIU in the original cable splitter mount. See the previous page for a photo with the fuel tank removed.

The **Speed sensor (5)** is mounted below the right hand front brake caliper. The original caliper mounting bolt is removed and a new bolt and spacer washers fitted to allows the speed sensor to the mounted. Nickel-plated magnets are placed in the heads of the bolts that mount the brake disc.

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

To ensure that the cruise control installation is as safe as possible, an additional **hydraulic pressure switch (7)** is fitted to the bikes front brake circuit. This is to provide a back up method of disengaging the cruise control in the event of failure of the bikes brake light circuit. Fitment of this switch involves replacing one of the brake line 'banjo' bolts with a new bolt that has a pressure switch built in to it. Depending on what ABS version the bike is fitted with, the switch may be fitted either at the handle end of the front brake lever hose (as shown), or at the other end of the front brake lever hose.

MotorCycle Cruise Controls

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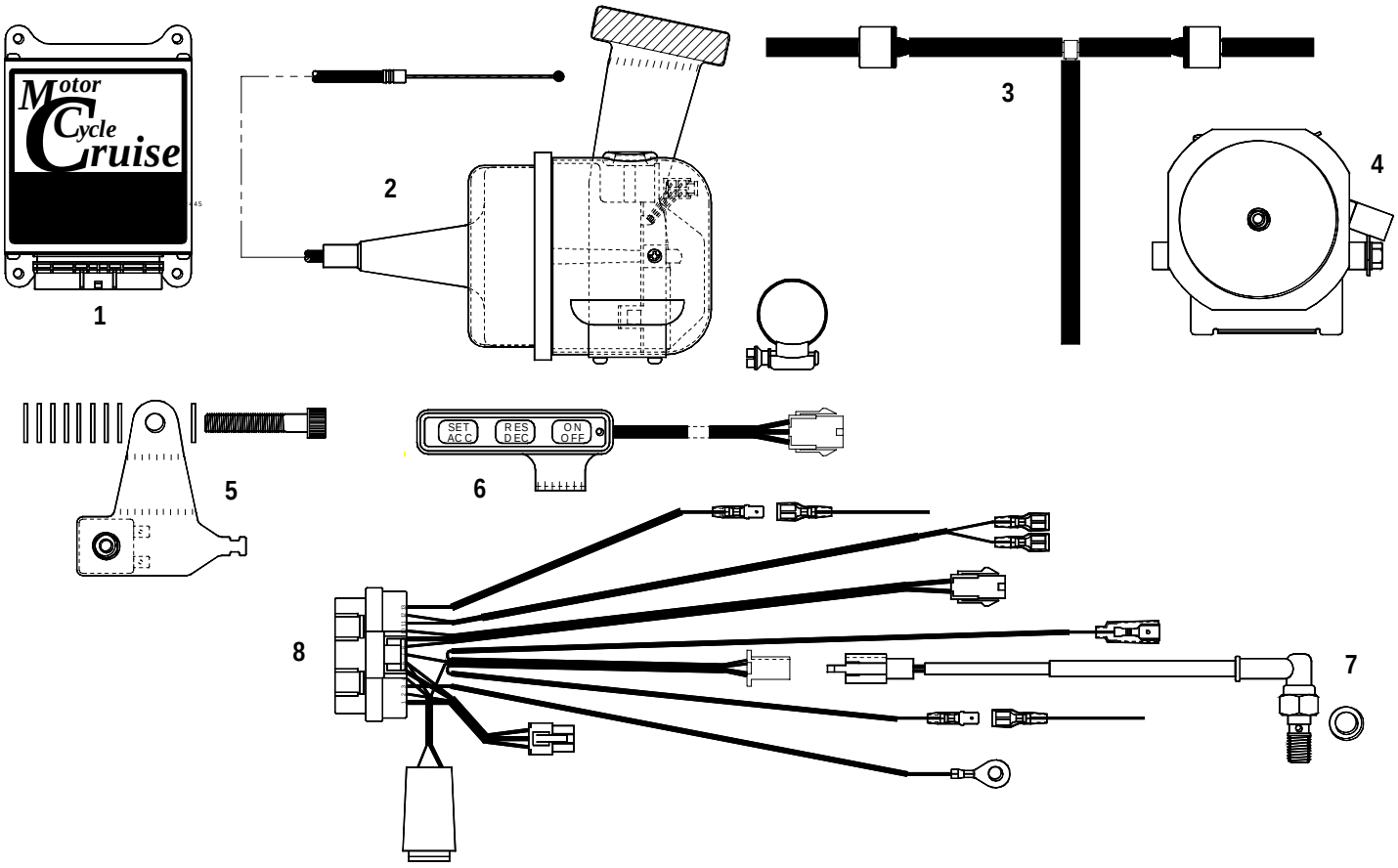
The **Wiring Loom (8)** has the same type of plugs or terminals that are already used on the motorcycle, with two exceptions. Power for the cruise control is taken from the positive wire to the bike's accessory power plug. Tach (engine speed) sensing is detected from the bike's ignition primary circuit. These connections must be spliced. Splice terminals and heat shrink tube are supplied in the kit to make this connection. Brake sensing taken from a connection at the rear brake light. Matching connectors on the cruise control loom are plugged in to the light and the bike's loom. This is used to disengage the cruise if the clutch is operated. The cruise control is grounded on the negative battery terminal. The wiring loom is a 'custom' finished item, with all parts of the loom cut length and terminated appropriately.



Notes about various ABS (anti-lock brakes) versions.

This cruise control will fit R1200GS with non servo assisted ABS braking from late 2007 & 2008 model years.

Earlier models (2006~2007) had servo assisted ABS. The cruise will NOT fit these bikes.

Earlier versions had Partial Integral ABS that is servo assisted. On these bikes, if you turn the ignition switch on and apply either front or rear brakes, you will hear an electric motor running that provides power assistance for the brakes. The cruise will NOT fit these bikes.

The latest (late 2007 and 2008) bikes with Integral ABS (not servo assisted) are different. If you turn the ignition on and apply the brakes you will not hear any noise from the ABS system with brake application. This cruise control will fit these bikes.

The cruise control will NOT fit bikes with LED tail/brake lights. The cruise control will NOT fit bikes with ESA (electronic suspension adjustment).

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