



**Motorcycle  
Electronic Cruise Control  
Repair Manual ©**

**MCS8128TBW cruise control computer  
Throttle Position Sensor bypass**

**MOTORCYCLE CRUISE CONTROLS**

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AUSTRALIA**

## MotorCycle Cruise © - MCS8128TBW TPS bypass

Bypassing the cruise control computer can be used to check if an issue with the cruise control installation is caused by a fault in the cruise control computer OR a wiring fault or a fault in the vehicle. This allows the vehicle to be tested with the cruise control computer removed from the motorcycle.

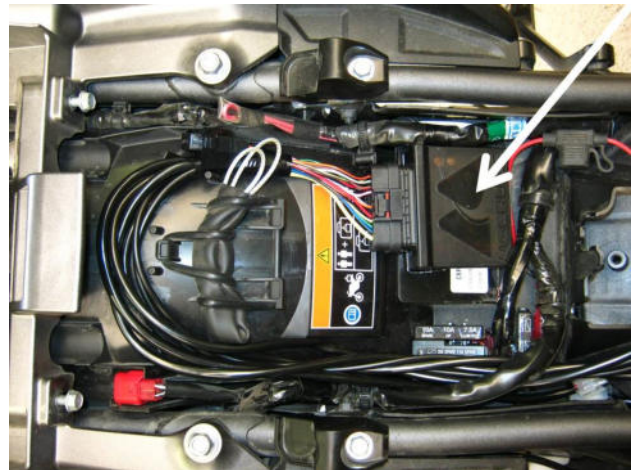
If the motorcycle behaves normally with the cruise control computer removed, it indicates that there may be a fault in the cruise control computer. This could be a physical fault or an error in programming or setup.

If the fault is still there with the computer removed from the bike, then the fault lies in the wiring harness, harness connections or the vehicle itself.

**WARNING: - Always ensure the bike is properly supported on the side or centre stand and cannot accidentally fall off either stand.**

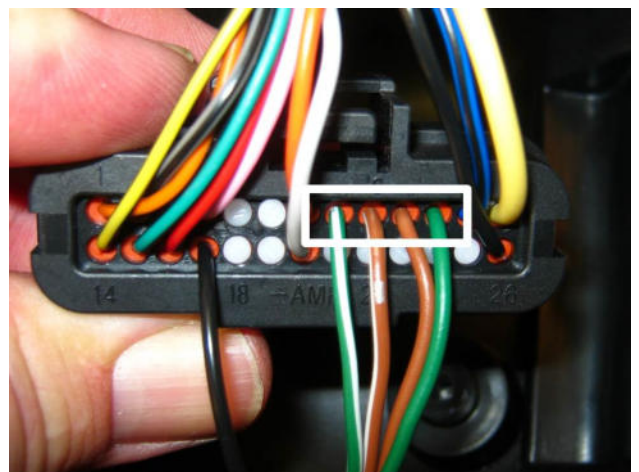
Locate the cruise control computer on the motorcycle. Refer to your cruise control installation manual for assistance in finding where the computer is located and removing the seat or fairing panels or whatever is necessary to access the cruise computer.

Once you have found the computer (arrowed) disconnect the large harness plug from the cruise control computer.



There are two versions of the cruise control computer with slightly different wire positions.

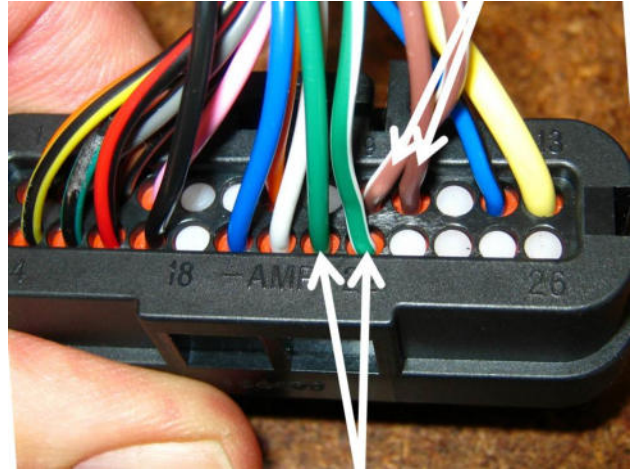
One version has the four wires shown (green/white, brown/white, brown and green) in a row. They are the TPS sensor wires.



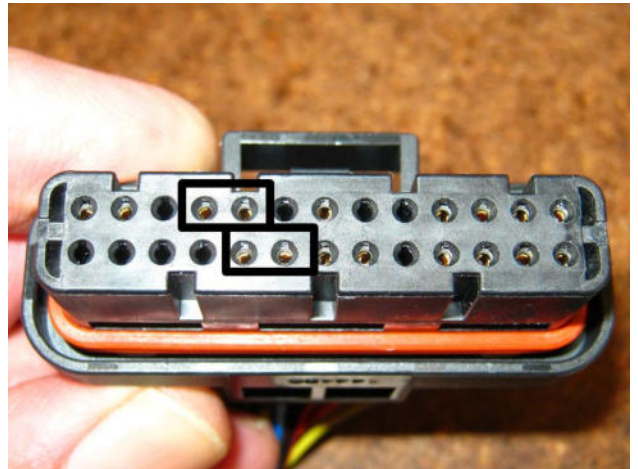
The four TPS sensor terminal holes on the other side of the plug on this version.



The other version has the four wires shown (green/white, & green, brown/white & brown) in two pairs.



The four TPS sensor terminal holes on the other side of the plug on the other version.



In order to operate the bike without the cruise control computer connected, the TPS connections have to be completed.

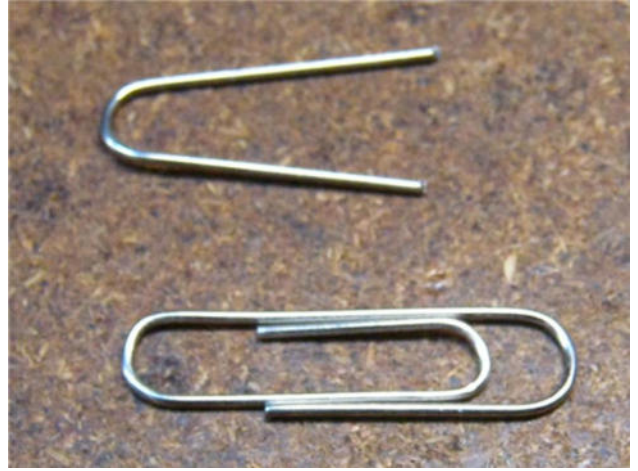
The green/white and green wires must be connected to each other.

The brown/white and the brown wires must be connected to each other.

The easiest and fastest way to do this is by making two 'links' to connect the wires.

Use a paper clip to make two links.

One paper clip is enough to make the two links.



The two links required for the first version with the four wires in a row. The smaller link is shaped so the arms of the link are roughly spaced the same as the distance between two closest terminals on the plug (brown wires).

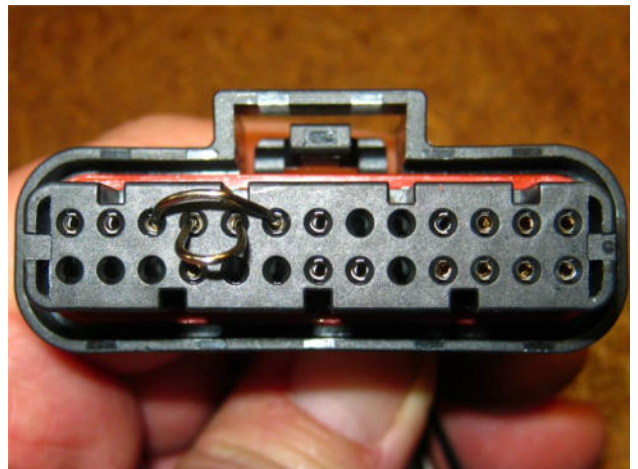
The wide link is spaced wide enough to bridge across two terminals in the middle, so connects to the 1<sup>st</sup> and 4<sup>th</sup> terminal in the plug (green wires) in the first version of the computer.



This photo shows the first version computer with the four wires in a row. Insert the smaller link so the brown/white and brown wires are connected.

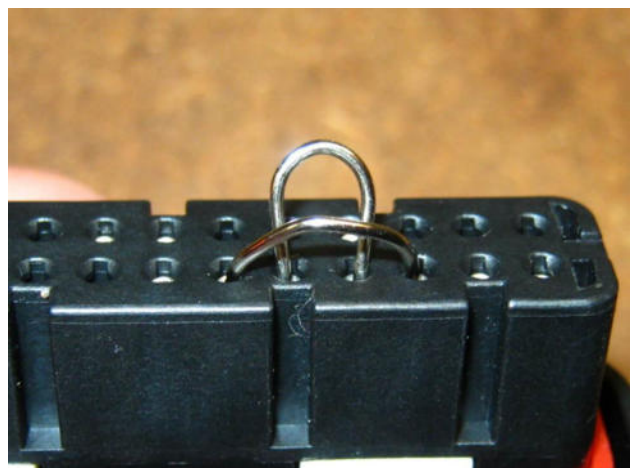
Insert the larger link so the green/white and green wires are connected.

**CAUTION: - Make sure the links cannot touch each other or any other part of the motorcycle. Use tape to hold the links in the plug and to insulate the links from touching any other part of the motorcycle.**



Another view of the links fitted to the connector.

If you are going to ride the motorcycle, tape the links to the plug to ensure they can't come out and cannot touch any other parts of the motorcycle.



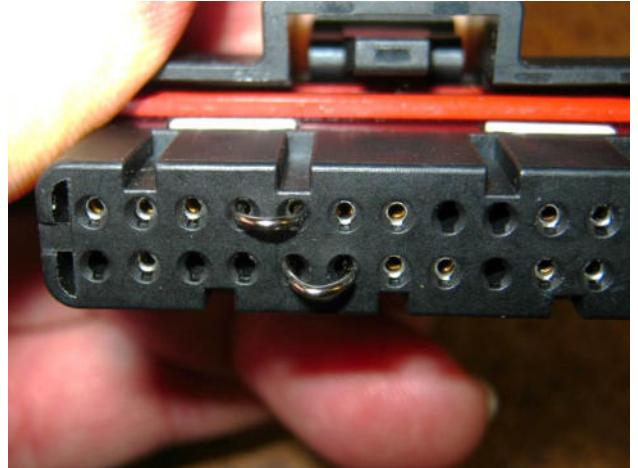
The two links required for the second version with one pair of wires on the top row, the other pair on the bottom row.

The links are shaped so the arms of the link are roughly spaced the same as the distance between two terminals on the plug.



The two narrow links fitted to connect the two green wires together (connect green/white to green) and the two brown wires together (connect brown/white to brown).

**CAUTION: - Make sure the links cannot touch each other or any other part of the motorcycle. Use tape to hold the links in the plug and to insulate the links from touching any other part of the motorcycle.**



With these links fitted the engine should respond normally to throttle.

If the throttle does not behave normally, there could be a wiring fault, incorrect connections at the bike's TPS sensor or there may be a fault in the vehicle's TPS system.