

Gen II or Marelli TPS Cursor Problems

If you are experiencing a new performance problem with your engine and noticed an irregular or erratic movement on the vertical Throttle Position Cursor when the engine is idling when the throttle is closed you may have:

- 1) A Faulty TPS Switch
- 2) Damaged Wiring on the Engine Harness
- 3) Cracked or Broken Throttle Shaft



Normal TPS Cursor at idle

Replacing the TPS

If the cursor displays erratic movement at idle a simple inexpensive task of replacing the TPS will only take a few minutes to replace, this will quickly confirm if the problem is solved.

Based on the Year and Model you can use
OE style Delphi switch for 2001-2005 models
OE style Delphi for 2006 and up models
ThunderMax Marelli use only OE 2002-2005 FL Touring Model

TPS Throttle Body Branch Inspection

The fuel tank must be removed to inspect the engine harness and clips which attach to the m/c backbone on the frame. Many harnesses installed on motorcycles between 1995 and 2003 were tied too tightly to the backbone of the frame for a rubber mounted engine. When this condition is present as the engine shakes in the chassis, the wiring is pulled which slowly degrading the integrity of the wires-connectors. Additionally, the original wiring has already been subjected to 10 to 15 years of stress, heat and vibration, making this area a big target for problems. If wiring problem is found make the repairs then the harness must be released from the last frame clip to allow enough slack to reposition the wires-connectors when connected to the throttle body.

Throttle Shaft Inspection

We see several cases a month of cracked or broken throttle shafts. These are usually found on 2001-2005 style throttle bodies; TPS can be severely erratic with possible high unstable idle speed. Remove the throttle body from the manifold to perform an inspection.

