

CSC Encore TPMS/DCT Module Installation

European Goldwing Only

1/23/2024

The TPMS/DCT module has two purposes.

1. It permanently turns off the TPMS (Tire Pressure Monitoring System) light on the dash of the trike. **The low-pressure warning light and pressure display for the front wheel will continue to work as normal.** The rear wheel pressure display will permanently read 0 psi.
2. It corrects a rear wheel speed value discrepancy. This discrepancy may cause the motorcycle computer to mistime some DCT shifting events. Some Honda Goldwing motorcycles with the DCT automatic transmission are more sensitive to the Encore trike kit and may have problems with shifting out of first gear when accelerating rapidly.

Notes:

Adding this module to the Encore trike modifies critical electrical circuitry in the Honda wire harness. If not done correctly it can cause the motorcycle to not start or run. Therefore, these instructions must be followed exactly as they are shown below.

If this module were to fail it can be bypassed by simply unplugging the CSC wire harness from the “active” connector on the module and then plugging back into the “passive” connector on the module. This returns all electrical functions back to OEM Honda specs.

When your motorcycle was converted to a trike, the functionality of the rear tire pressure monitor was disabled. Please check your rear tire pressures on a regular basis. Recommended tire pressures for typical riding loads is as follows: 215/45-17 tires: 25psi, 205/55-16 tires: 27psi.

Installation Procedure:

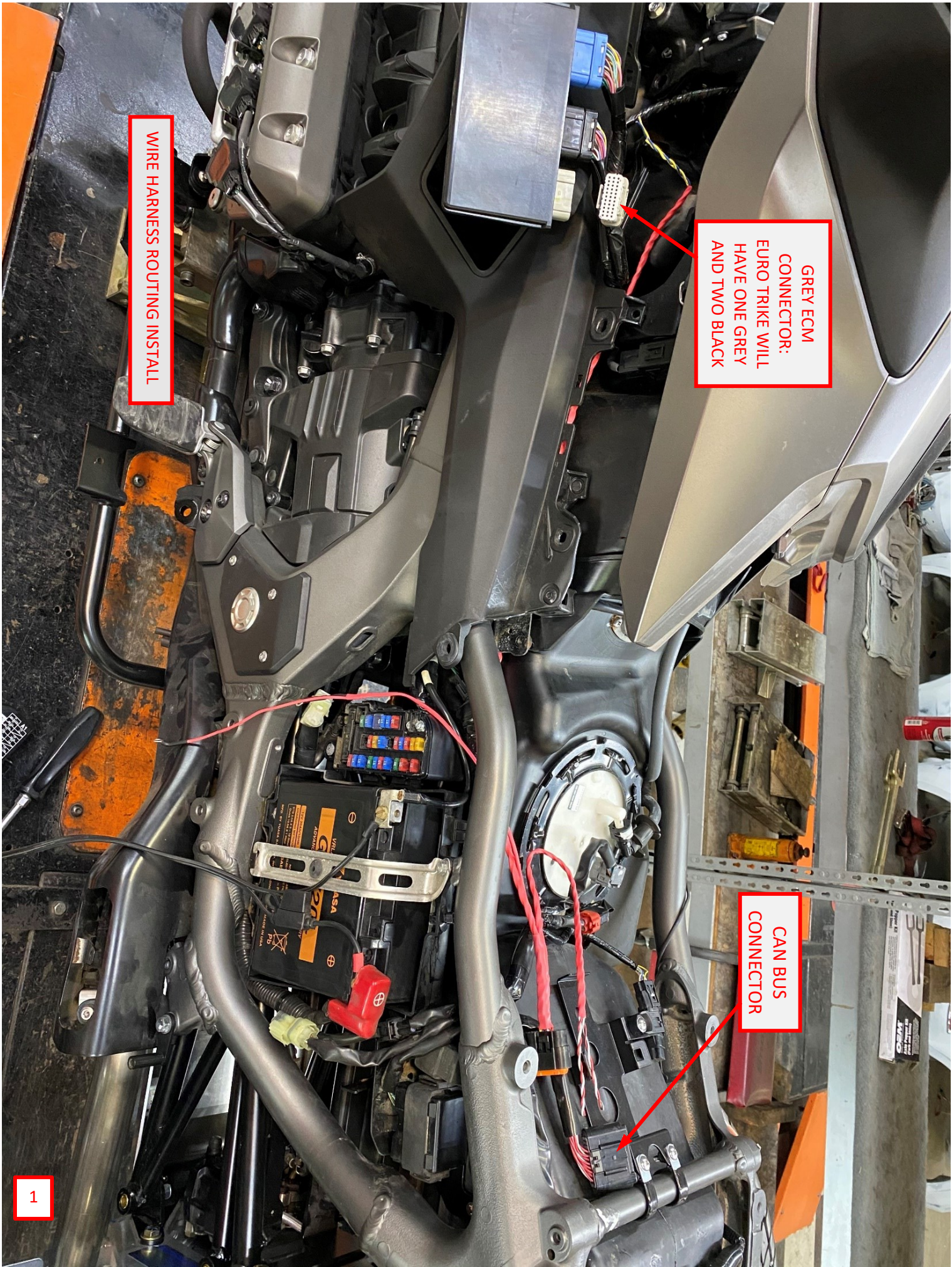
1. Remove left side (battery) cover, right side cover and trike seat.
2. Disconnect negative battery cable.
3. Remove left side lower fairing, left side mirror, and raise left side of shelter cover for access to the motorcycle ECM per Honda instructions.
4. Place and route the CSC wire harness. Route the blue and yellow wire pairs with purple wire up towards the motorcycle ECM.
5. Find the CAN BUS junction connector under the seat. (picture 1)
6. Remove covering around the wire harness coming out of connector and expose the wires.
7. Identify the correct red and white wires (picture 2,) and cut them approximately in the middle of the exposed section or wherever allows for the most access for splicing.
8. Connect the wires (red/black stripe and white/black stripe) from the CSC harness to the now loose ends of the OEM Honda wire harness, matching the corresponding color wires (red/black to red and white/black to white). Use lineman’s splice (picture 8) and heat shrink/solder supplied connectors. **Do not use any other type of connector.** Use included aluminum sheet for a heat shield while shrinking connector if required. **Be careful not to melt OEM wire insulation.**
9. Connect the wires (red and white) from the CSC harness to the remaining loose wire ends at the OEM Honda connector, matching the corresponding color wires (red to red and white to white). Use lineman’s splice and heat shrink/solder supplied connectors. **Do not use any other type of connector.** Use included aluminum sheet for a heat shield while shrinking connector if required. **Be careful not to melt OEM wire insulation.**
10. Replace all wire covering, add tape if necessary and reattach connector.

11. Find the grey ECM connector (picture 3).
12. Identify the correct blue and yellow wires (picture 3) and cut them approximately in the middle of the exposed section or wherever allows for the most access for splicing.
13. Connect the wires from the CSC harness (blue/white stripe and yellow/white stripe) to the now loose ends of the OEM Honda wire harness, matching the corresponding color wires (blue/white to blue and yellow/white to yellow). Use lineman's splice and heat shrink/solder supplied connectors. **Do not use any other type of connector.** Use included aluminum sheet for a heat shield while shrinking connector if required. **Be careful not to melt OEM wire insulation.**
14. Connect the wires from the CSC harness (blue and yellow) to the remaining loose wire ends at the OEM Honda connector corresponding color wires. Use lineman's splice and heat shrink/solder supplied connectors. **Do not use any other type of connector.** Use included aluminum sheet for a heat shield while shrinking connector if required. **Be careful not to melt OEM wire insulation.**
15. Find the red wire with blue tracer in the center black ECM connector (picture 4). Strip insulation from the middle of this wire, **do not** cut wire. Splice single purple wire (CSC harness) into the red/blue Honda wire using solder.
16. Replace all wire covering and add electrical tape where necessary to insulate wires.
17. Remove trike fuse box (picture 5) and rear cover. (picture 6)
18. Install wires with ring terminals (red 12V switched and black ground) into fuse box. (picture 7)
19. Route harness along with OEM wires out of fuse box and reassemble and reinstall fuse box.
20. Plug TPMS/DCT module into CSC harness on the "passive" side and temporarily place module.
21. Reattach negative battery cable.
22. Start trike and verify all dash indicators work and transmission notifications are present. If functioning correctly the transmission indicator will read " N Tour ". If not functioning correctly the indicator will read " --**** "
23. Turn off trike.
24. Reconnect CSC harness to "active" side of module. Permanently place module (picture 9).
25. Start trike to test for TPMS rear tire pressure (should indicate "0" pressure) and correct transmission notification.
26. Replace all body parts and seat.
27. Test ride trike.
28. Finished.

Enjoy the Ride!

Items included in upgrade kit.

- (1) TPMS/DCT Module (ELC-20501)
- (1) Wire Harness (ELC-24961)
- (10) Solder/Shrink Splice Connectors (ELC-22903)
- (5) Small Zip Ties
- (5) Large Zip Ties
- (1) Aluminum Sheet (BDY-0013)
- (1) Hex Key Wrench 6mm



WIRE HARNESS ROUTING INSTALL

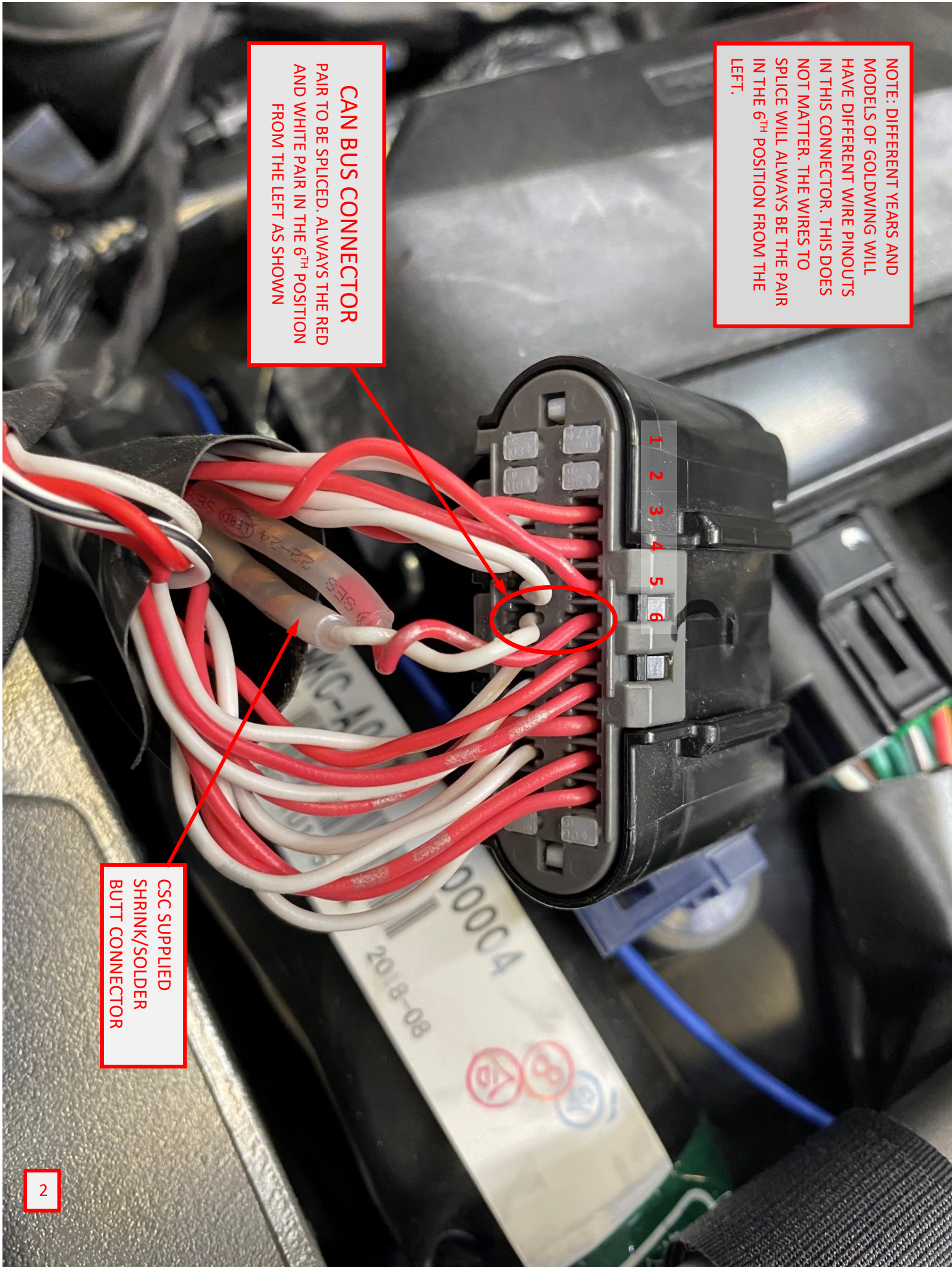
GREY ECM
CONNECTOR:
EURO TRIKE WILL
HAVE ONE GREY
AND TWO BLACK

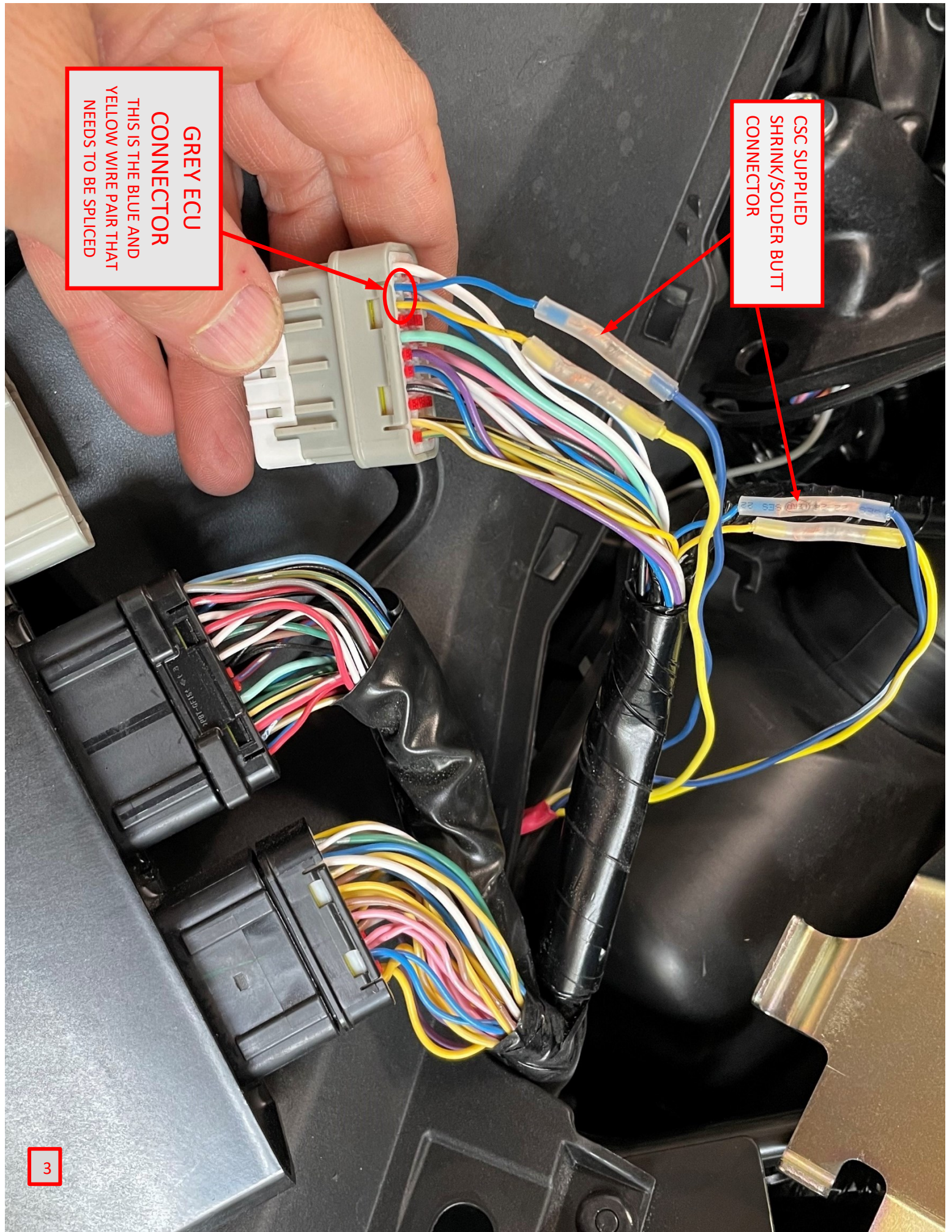
CAN BUS
CONNECTOR

NOTE: DIFFERENT YEARS AND MODELS OF GOLDWING WILL HAVE DIFFERENT WIRE PINOUTS IN THIS CONNECTOR. THIS DOES NOT MATTER. THE WIRES TO SPlice WILL ALWAYS BE THE PAIR IN THE 6TH POSITION FROM THE LEFT.

CAN BUS CONNECTOR
PAIR TO BE SPliced. ALWAYS THE RED AND WHITE PAIR IN THE 6TH POSITION FROM THE LEFT AS SHOWN

CSC SUPPLIED
SHRINK/SOLDER
BUTT CONNECTOR





**GREY ECU
CONNECTOR**
THIS IS THE BLUE AND
YELLOW WIRE PAIR THAT
NEEDS TO BE SPLICED

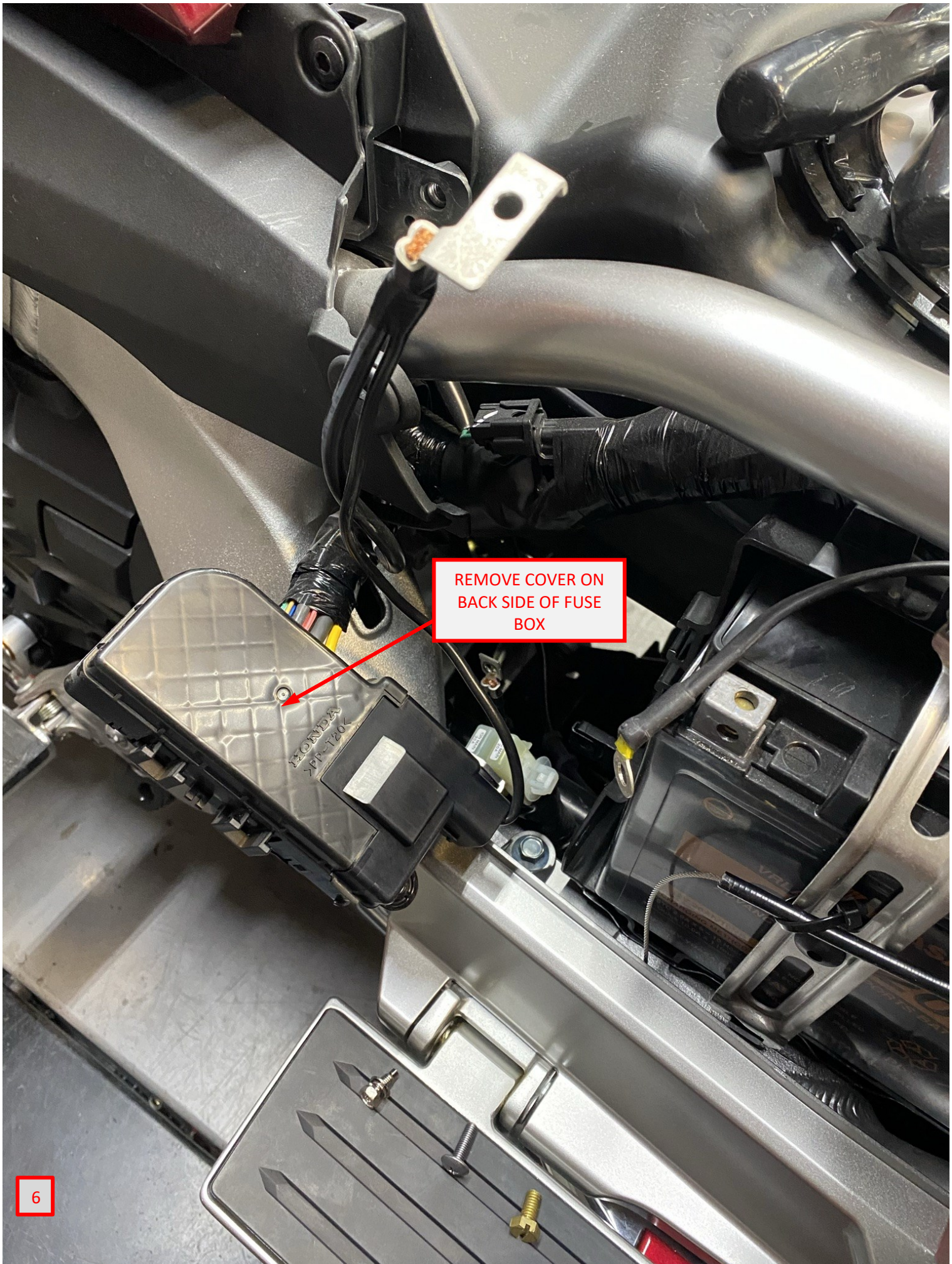
**CSC SUPPLIED
SHRINK/SOLDER BUTT
CONNECTOR**

WIRE TO BE SPLICED.
RED WITH BLUE TRACER



REMOVE SCREWS TO GAIN ACCESS TO BACK SIDE OF FUSE BOX

UNCLIP FUSE HOLDERS

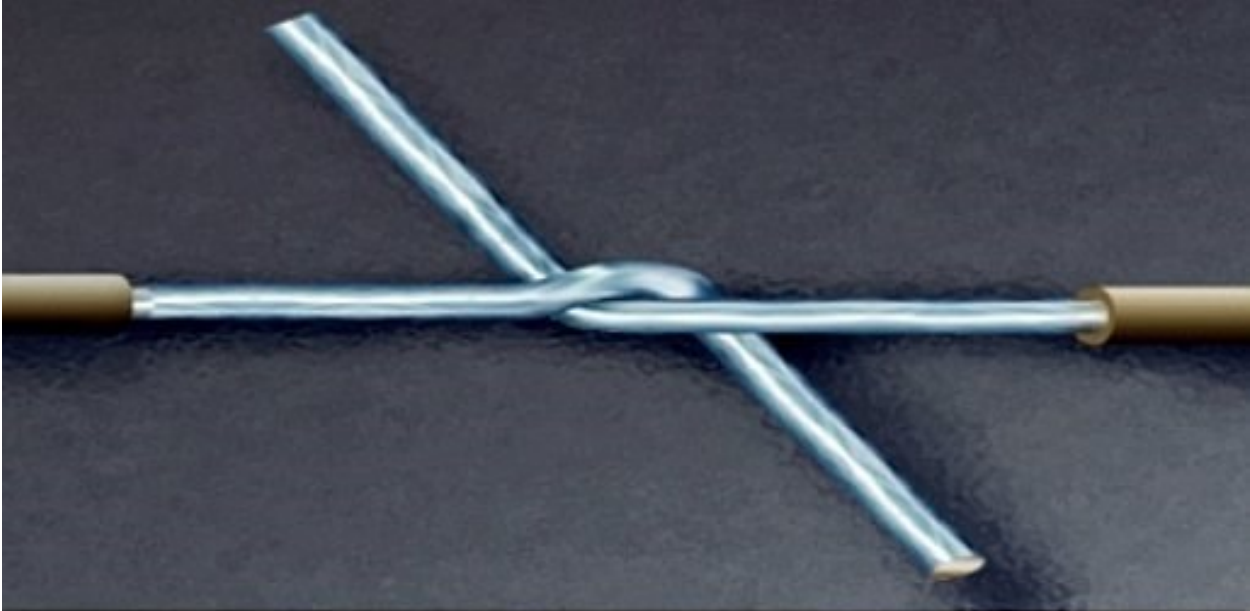


REMOVE COVER ON
BACK SIDE OF FUSE
BOX

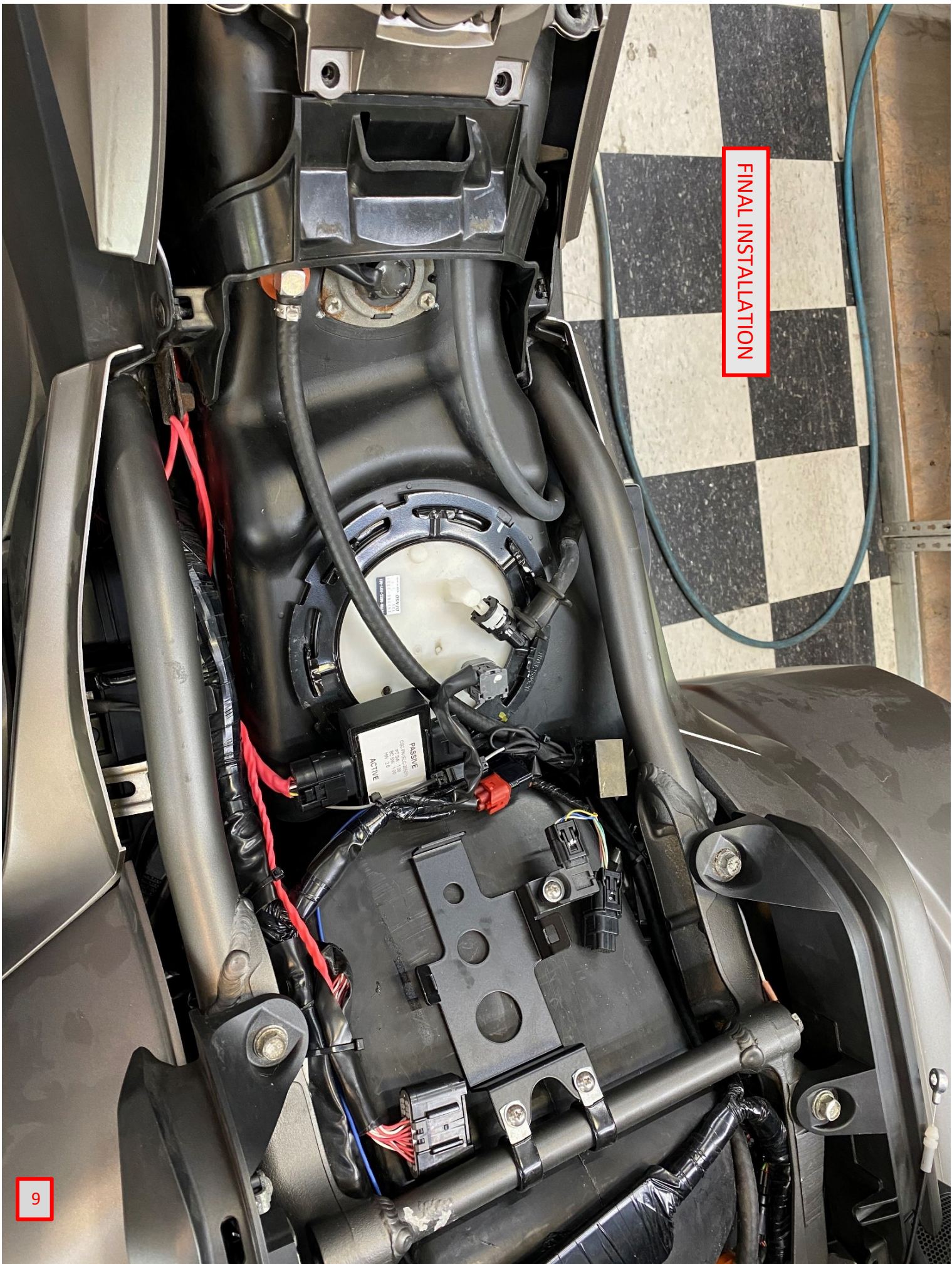
INSTALL SWITCHED
POWER (RED) WIRE
RING TERMINAL HERE

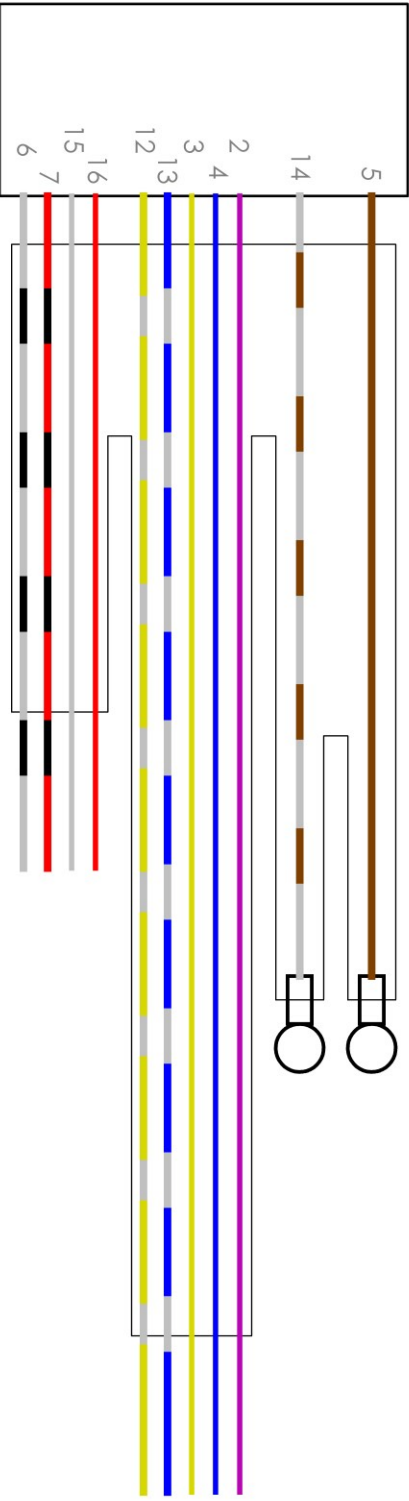
INSTALL GROUND
(BLACK) WIRE RING
TERMINAL HERE

Lineman's Splice



FINAL INSTALLATION





WIRE COLORS

BROWN	12V SWITCHED (RED WIRE COVER)
PURPLE	12V ECM CONNECTOR
WHITE/BROWN	GROUND (BLACK WIRE COVER)
BLUE	ECM CONNECTOR
YELLOW	ECM CONNECTOR
BLUE/WHITE	WIRE HARNESS (TO TCM)
YELLOW/WHITE	WIRE HARNESS (TO TCM)
RED	BUS CONNECTOR
WHITE	BUS CONNECTOR
RED/BLACK	WIRE HARNESS (TO SCU)
WHITE/BLACK	WIRE HARNESS (TO SCU)

APPROVALS		DATE
DRAWN BY	TODD WIGHTMAN	Nov 23, 2021
CHECK		
APPROVED		

UNLESS OTHERWISE SPECIFIED:
 ALL DIMENSIONS ARE IN INCHES. DO NOT SCALE DRAWING.
 ALL THREAD FITS TO BE 2A (EXTERNAL) OR 2B (INTERNAL)

TOLERANCES:	
DECIMAL:	X.XXX ± 0.010
FRACTIONAL:	1/8

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<p>California Side Car inc. 100 MOTORCYCLE RUN, ARRINGTON, VA 22922</p>			
<p>TITLE: WIRE HARNESS, DCT/TPMS MODULE, INT DIODE, ENCORE</p>			
SIZE: A	PART NUMBER: ELC-24961	SCALE: 1:1	VENDOR DRW NUMBER: N/A
		SHEET: 2	OF: 2