

[POWER COMMANDER V]

2007-2009 BMW G650X

Installation Instructions



PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Velcro strips
- 1 Alcohol swab
- 2 Posi-taps

**THE IGNITION MUST BE TURNED
OFF BEFORE INSTALLATION!**

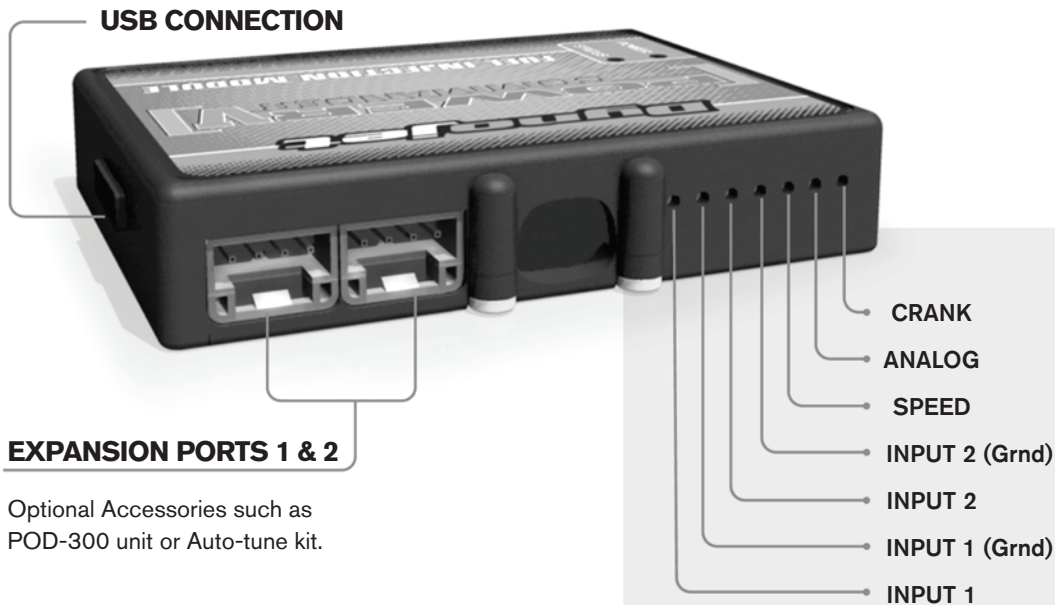
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

POWER COMMANDER V INPUT ACCESSORY GUIDE

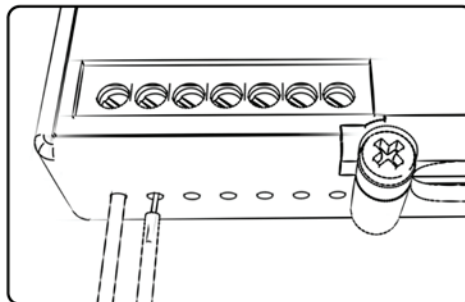


Optional Accessories such as
POD-300 unit or Auto-tune kit.

Wire connections:

To input wires into the PCV first remove the rubber plug on the backside of the unit and loosen the screw for the corresponding input. Using a 22-24 gauge wire strip about 10mm from its end. Push the wire into the hole of the PCV until it stops and then tighten the screw. Make sure to reinstall the rubber plug.

NOTE: If you tin the wires with solder it will make inserting them easier.



ACCESSORY INPUTS

Map -

(Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will hold a base map and the other position will let you activate the learning mode. When the switch is "CLOSED" Autotune will be activated. (Set to Switch Input #1 by default.)

Shifter-

(Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

Speed-

If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent kill times when using a quickshifter.

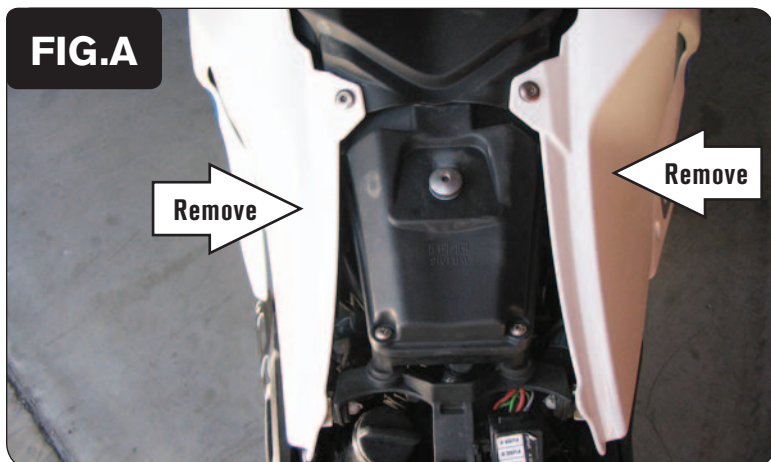
Analog-

This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

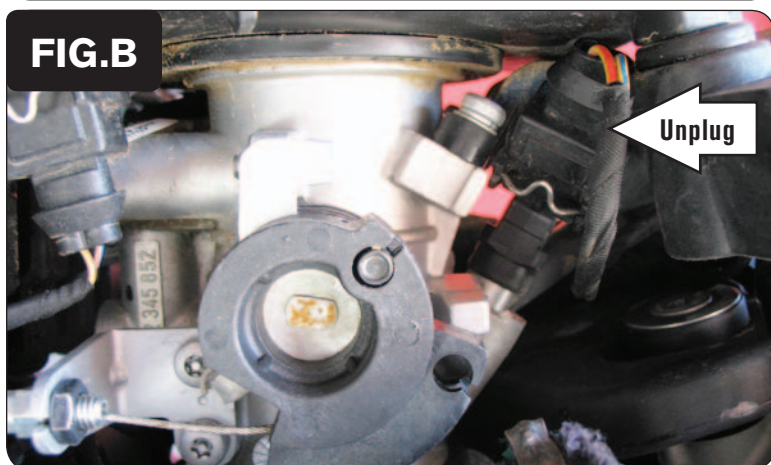
Crank-

Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.

DO NOT TURN ON THE IGNITION WHILE ANY CONNECTIONS ARE UNPLUGGED.

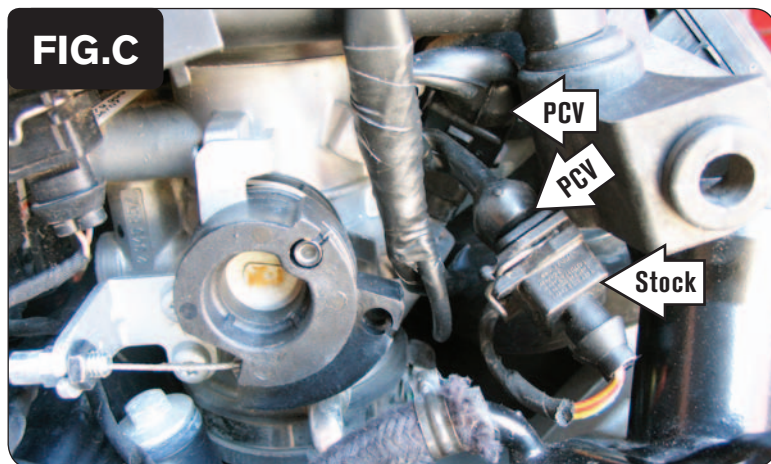


- 1 Remove the seat.
- 2 Remove the two side covers shown in Figure A.



- 3 Unplug the stock wiring harness from the fuel injector (Fig. B).

This can be accessed from the left side of the bike. Removing the 2 bolts that hold down the rear of the airbox may aid in unplugging this connector.



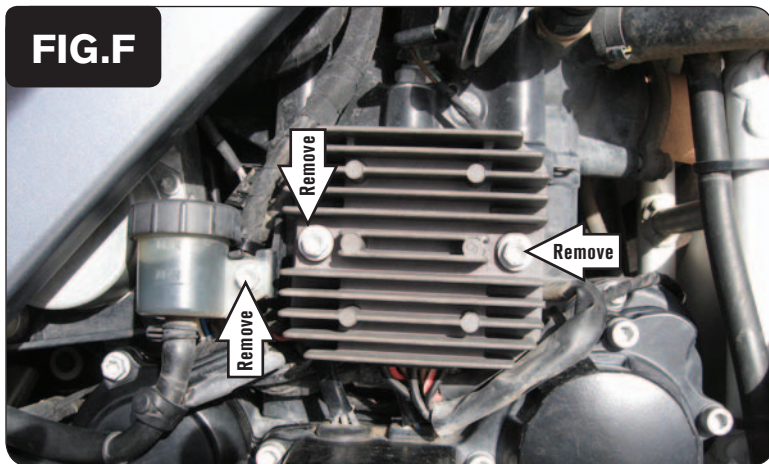
- 4 Plug the PCV in-line of the stock wiring harness and injector (Fig. C).
- 5 Route the 3 pin connectors and crank harness of the PCV over to the right side of the bike going behind the throttle body.



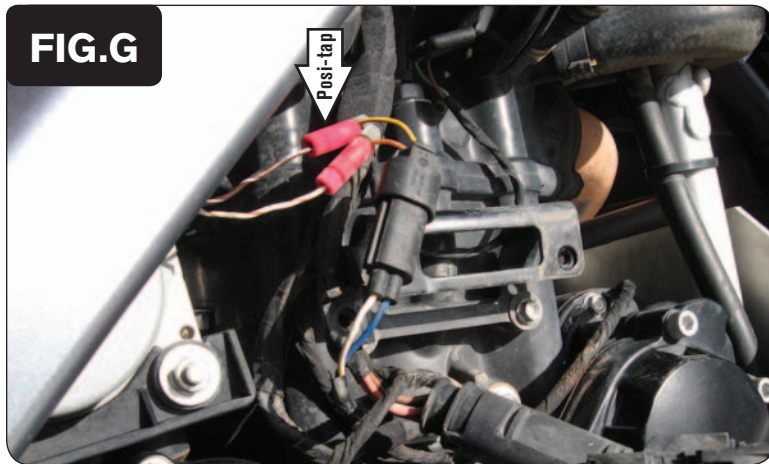
- 6 On the right side of the bike, unplug the stock wiring harness from the Throttle Position Sensor on the side of the throttle body (Fig. D).



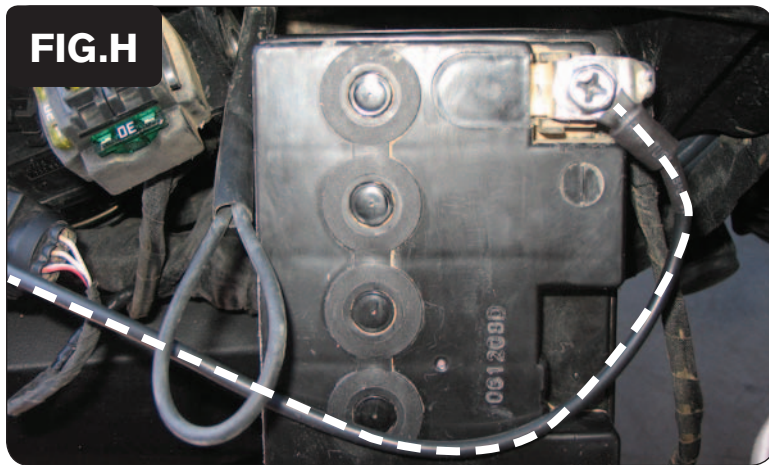
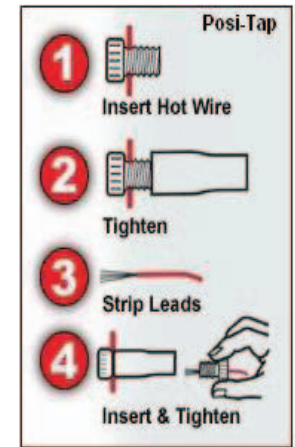
- 7 Plug the pair of 3-pin connectors from the PCV in-line of the bike's TPS and the stock wiring harness (Fig. E).



- 8 Remove the regulator/rectifier from its mounting bracket.
- 9 Remove the rear brake master cylinder reservoir from its mounting bracket.
This allows access to the crank signal sensor connector.



- 10 Locate the Crank Position Sensor connector. This is a BLACK, 2 pin connector behind the regulator/rectifier.
- 11 Using the supplied posi-taps, connect the loose wires from the PCV to the stock Crank Position Sensor wires as follows:
 PCV BROWN/WHITE to Stock YELLOW/BROWN
 PCV WHITE/BROWN to Stock YELLOW/RED
- 12 Reinstall the brake fluid reservoir and the regulator/rectifier.

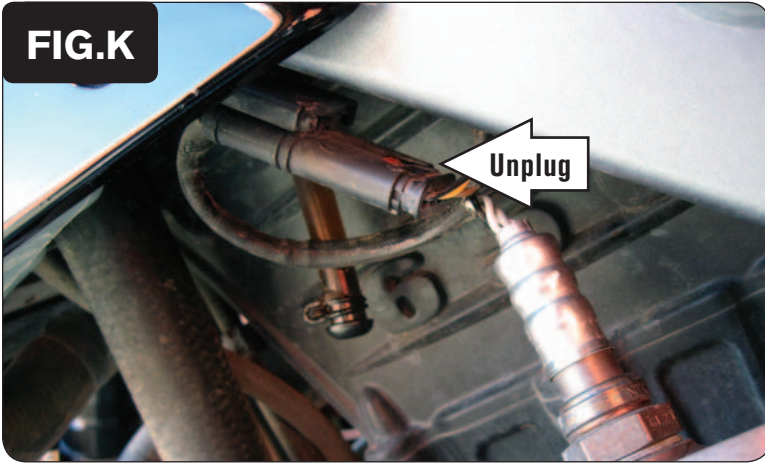


- 13 Slide the battery out of the air box and attach the ground wire of the PCV with the small ring lug to the negative (-) terminal of the bike's battery (Fig. H).
- 14 Reinstall the battery.



- 15 Using the supplied Velcro, attach the PCV to inside of the left hand side panel (Fig. J).
Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.
- 16 Reinstall the seat and side panels.

FIG.K



- 17 Locate the stock O2 sensor on the left side of the bike. The sensor is located in the exhaust header.
- 18 Unplug the stock O2 sensor from the stock wiring harness.

The stock O2 sensor will no longer be connected to anything. It can be removed from the exhaust if you have a way to plug the hole.