

[POWER COMMANDER V]

2013-2014 BMW R1200GS

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
- 1 Posi-tap

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

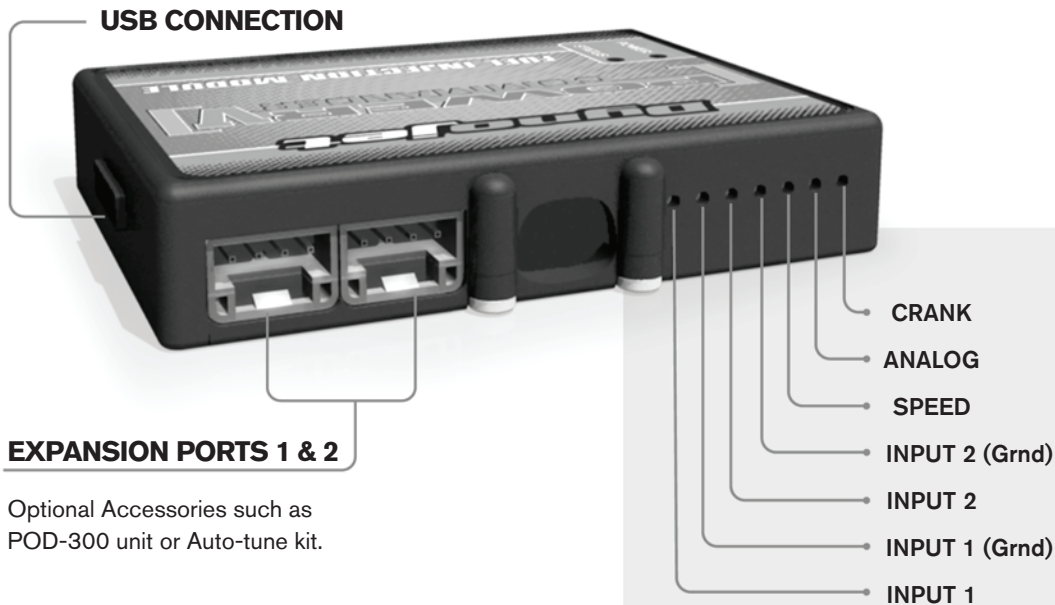
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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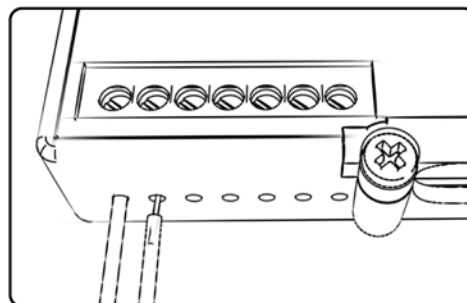
POWER COMMANDER V INPUT ACCESSORY GUIDE



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.

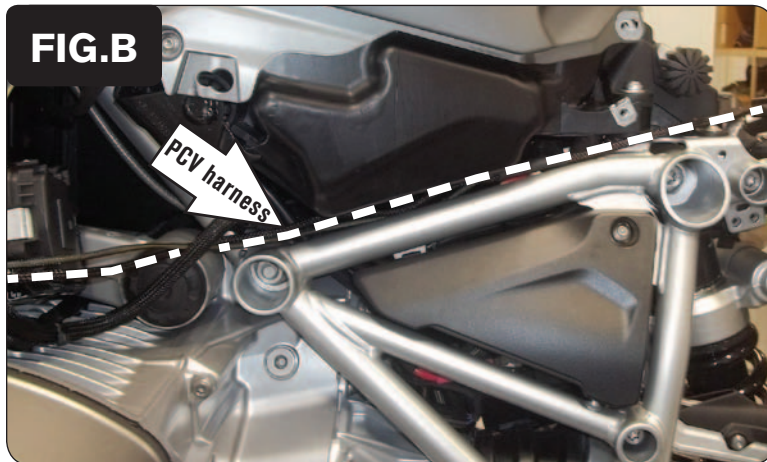
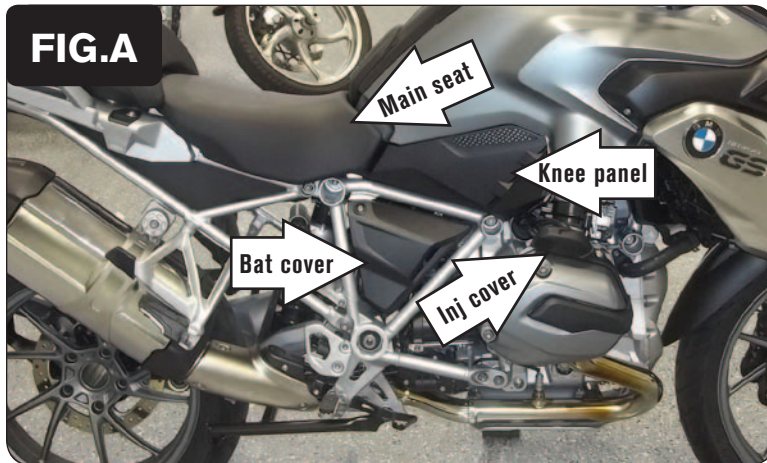
Analog-

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 main seat.
- 2 Remove the fuel injector covers and the knee panels from both sides of the bike.
- 3 Remove the battery cover on the right side of the bike (Fig. A).

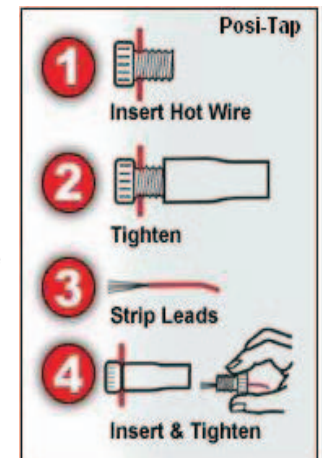
- 4 Use the supplied Velcro strips to secure the PCV module to the top of the ECM under the seat with the wiring harness facing forward.

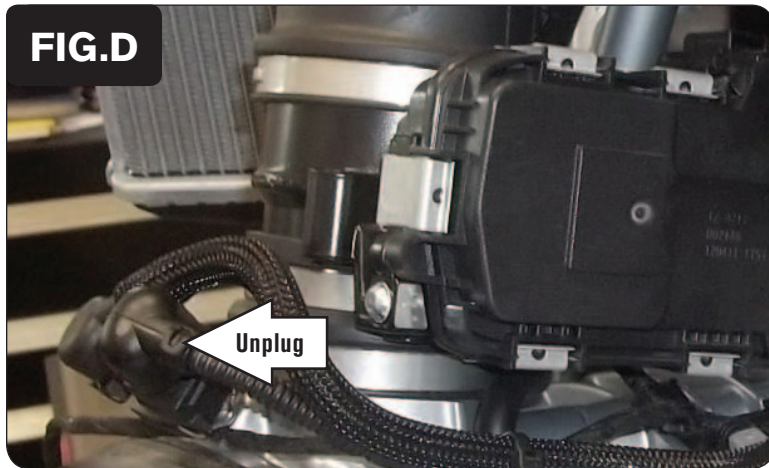
Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.

- 5 Route the branch of the PCV wiring harness with the single GREY wire and the pair of injector leads with ORANGE colored wires along the left side frame rail towards the left cylinder head (Fig. B).

The harness can be routed under the fuel tank for a more discreet install. This would require that the fuel tank be loosened.

- 6 Temporarily disconnect the stock wiring harness from the throttle body servo on the left throttle body, and pull the harness forward.
- 7 Use the supplied Posi-tap to attach the GREY wire of the PCV wiring harness to the stock BLUE wire of the throttle body servo.
- 8 Reconnect the stock wiring harness to the throttle body servo (Fig. C).



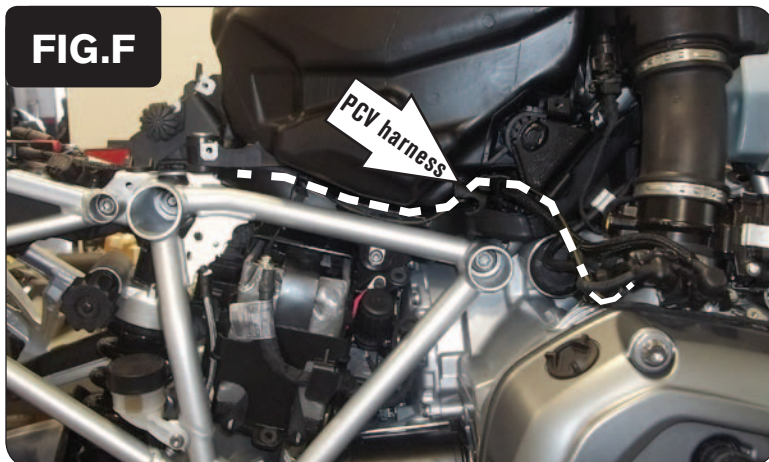


- 9 Unplug the stock wiring harness from the left fuel injector (Fig. D).



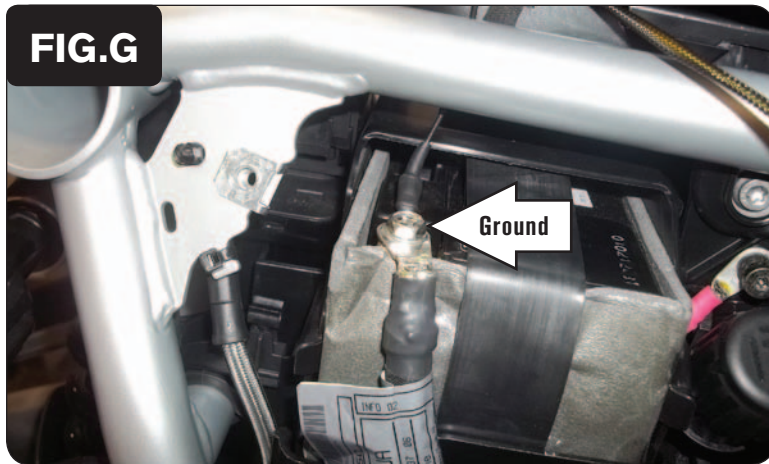
- 10 Plug the pair of PCV injector leads with the ORANGE colored wires in-line of the left fuel injector and the stock wiring harness (Fig. E).

Store the extra pair of connectors under the throttle body servo.



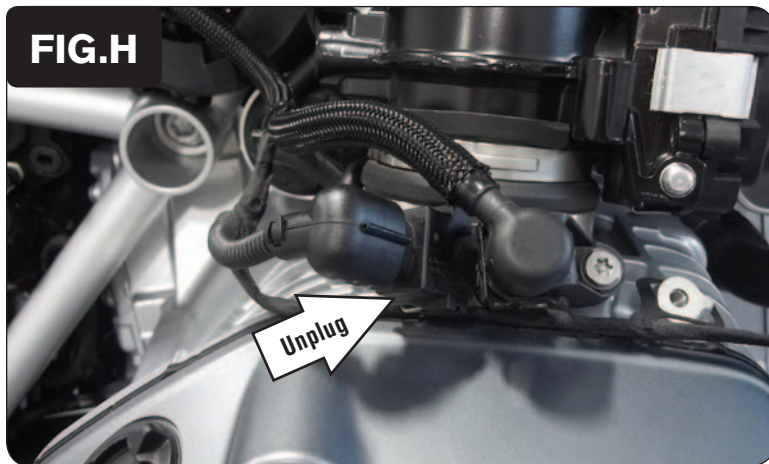
- 11 Route the PCV wiring harness branch with the 6mm ring lug and the pair of injector leads with YELLOW colored wires towards the right engine head following inside the right side frame rail (Fig. F).

The harness can be routed under the fuel tank for a more discreet install. This would require that the fuel tank be loosened.



- 12 Secure the PCV ground wire with the ring lug to the negative (-) terminal of the bike's battery (Fig. G).

****MAKE SURE THE GROUND WIRE IS SECURE****

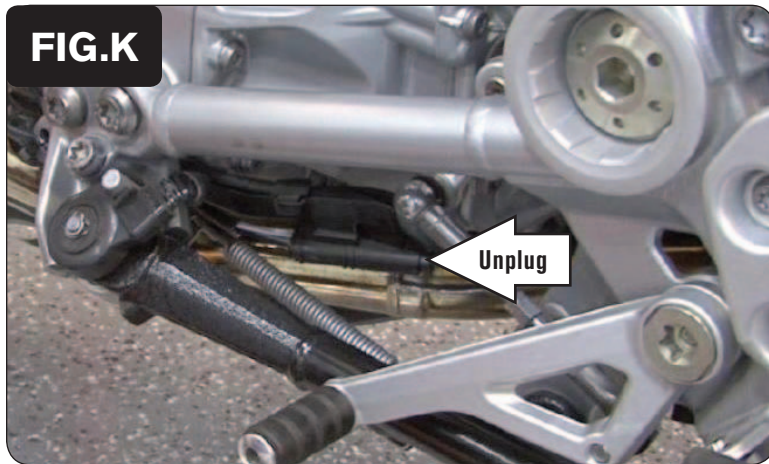


- 13 Unplug the stock wiring harness from the right fuel injector (Fig. H).



- 14 Plug the pair of PCV injector leads with the YELLOW colored wires in-line of the right fuel injector and the stock wiring harness (Fig. J).

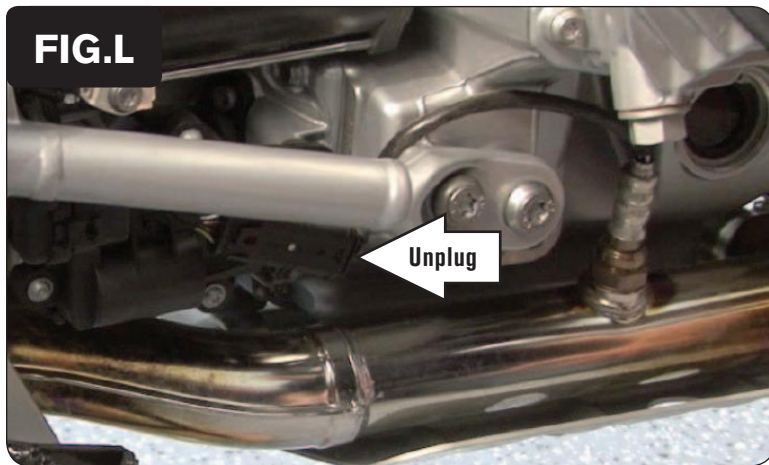
Store the extra pair of connectors discreetly at the rear of the throttle body.



15 Trace the wiring harness from the stock left O2 sensor to its connector near the side-stand (Fig. K).

16 Unplug the stock left O2 sensor.

The stock O2 sensor will no longer be used. It can be removed from the exhaust, if desired and if you have a way to plug the hole.



17 Trace the wiring harness from the stock right O2 sensor to its connector near the rear brake lever (Fig. L).

18 Unplug the stock right O2 sensor.

The stock O2 sensor will no longer be used. It can be removed from the exhaust, if desired and if you have a way to plug the hole.

19 Make sure your wiring is free and clear of any hot or moving parts. Tie the wiring up where you may see fit.

20 Reinstall the body panels, injector covers, and the seat.

To see a video demonstration of this install, visit our website (www.powercommander.com) or our YouTube channel (DynojetResearch).