

[POWER COMMANDER V]

2015 BMW S1000XR 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!**

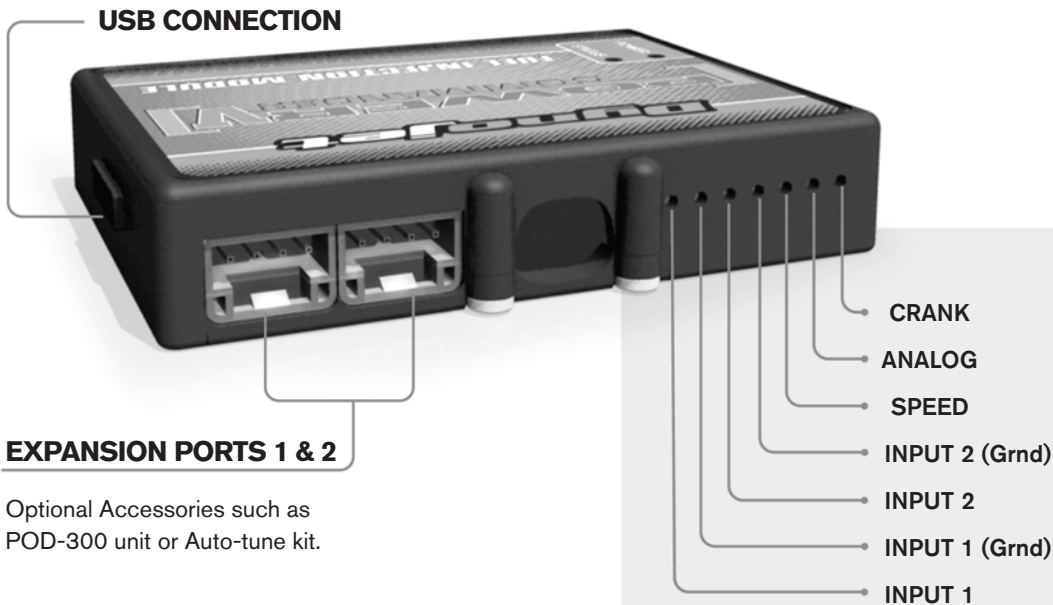
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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

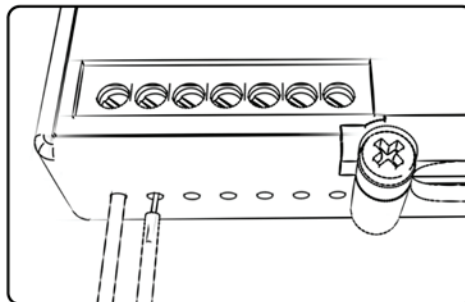


Optional Accessories such as
POD-300 unit or Auto-tune kit.

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.

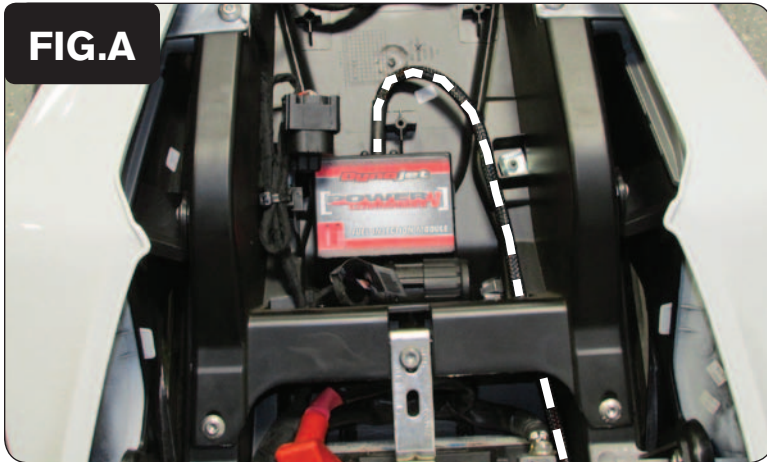


FIG.A

- 1 Remove the seat, the side panels and fairings, the bodywork surrounding the fuel tank, and the fuel tank itself.
- 2 Secure the PCV module in the tail section using the supplied Velcro strips (Fig. A).

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

- 3 Route the PCV wiring harness forward towards the engine following inside the left frame spar.

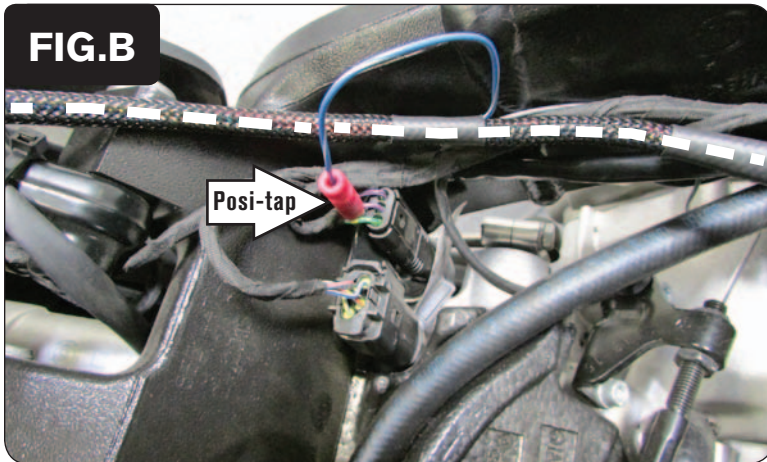


FIG.B

- 4 Use one of the supplied posi-taps to attach the PCV BLUE/WHITE wire to the stock PURPLE/BLACK wire (middle wire) of the stock 3-pin Gear Position Sensor connector located on the frame of the left side of the bike (Fig. B).

There are two PURPLE/BLACK wires on this connector. Go to the one in the middle.

This is an optional 0-5v analog gear position signal input.

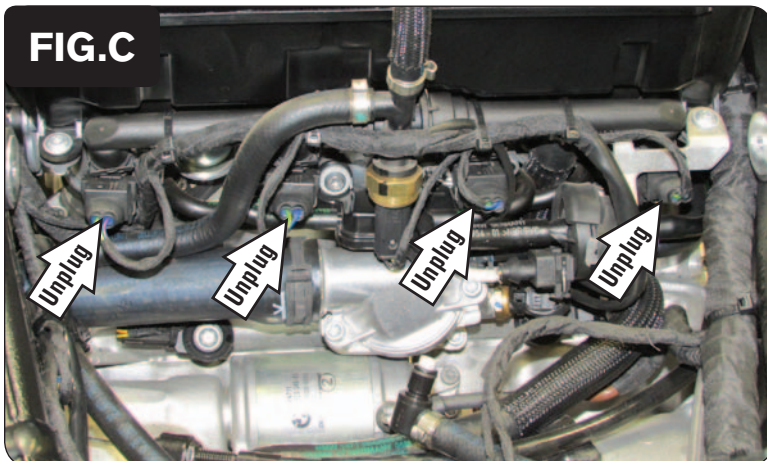
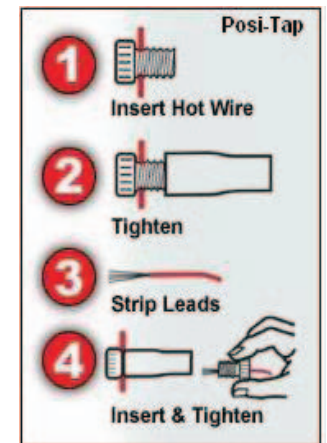
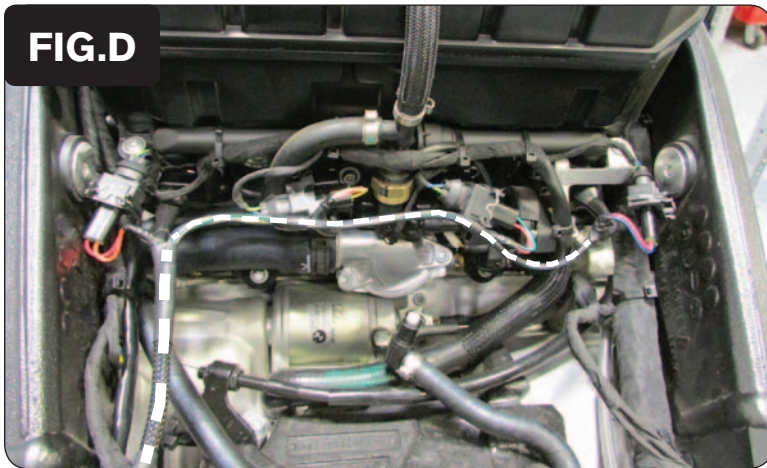


FIG.C

- 5 Unplug each Fuel Injector (Fig. C).



- 6 Plug the PCV harness in-line of the stock wiring harness and each Fuel Injector (Fig. D).

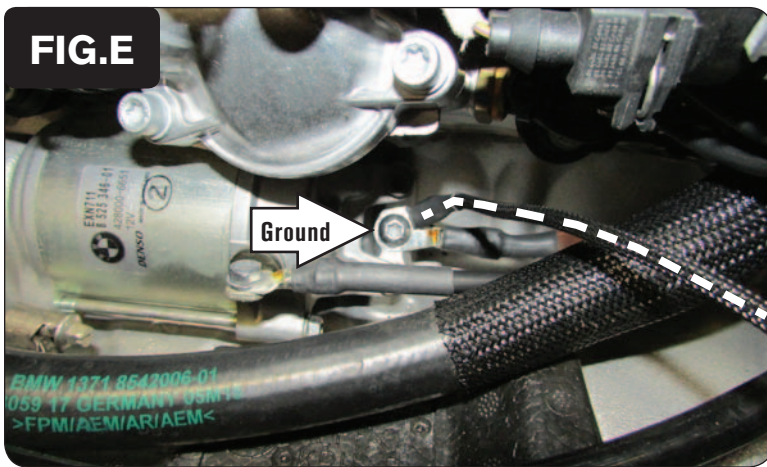
PCV harness:

ORANGE - cylinder #1 (left)

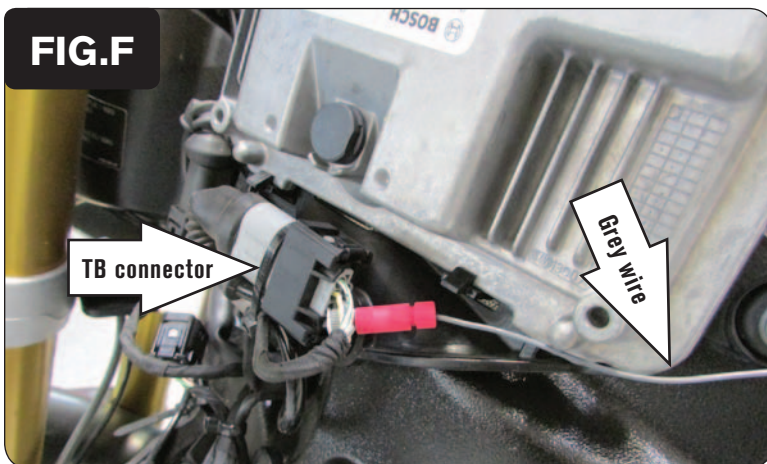
YELLOW - cylinder #2

GREEN - cylinder #3

BLUE - cylinder #4 (right)



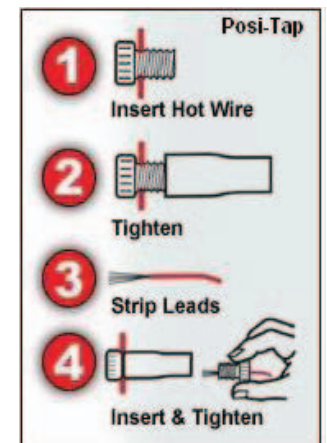
- 7 Secure the PCV ground wire with the small ring lug to the stock common ground bolt on the engine case just rear of the starter (Fig. E).

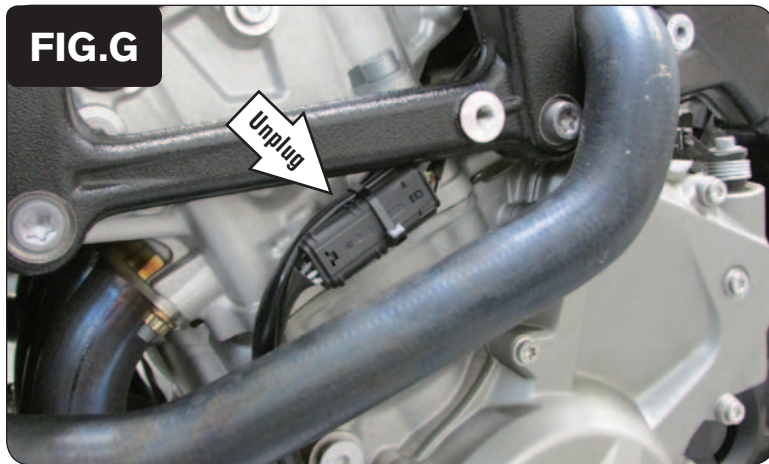


- 8 Route the PCV GREY wire to the stock throttle body connector.

This is a 6-pin connector located below the stock ECU on the outside of the frame on the left side of the bike.

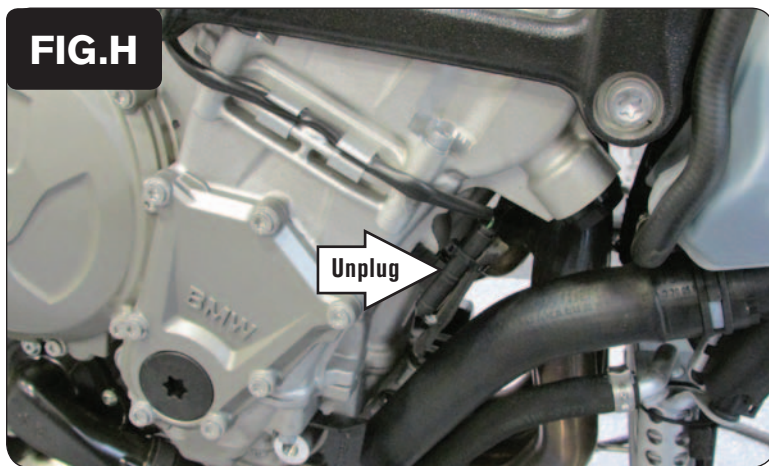
- 9 Use the other supplied posi-tap to attach the PCV GREY wire to the stock WHITE/GREY wire of the throttle body connector (Fig. F).





- 10 Unplug the stock O2 sensor on the left side of the engine (Fig. G).

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 in the exhaust.



- 11 Unplug the stock O2 sensor on the right side of the engine (Fig. H).

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 in the exhaust.

- 12 Reinstall the fuel tank, bodywork, and the seat.