

[POWER COMMANDER V]

**2010-2013 Harley Davidson
Sportster 883**

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 O2 Optimizers
- 4 Zip ties
- 1 Posi-tap

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

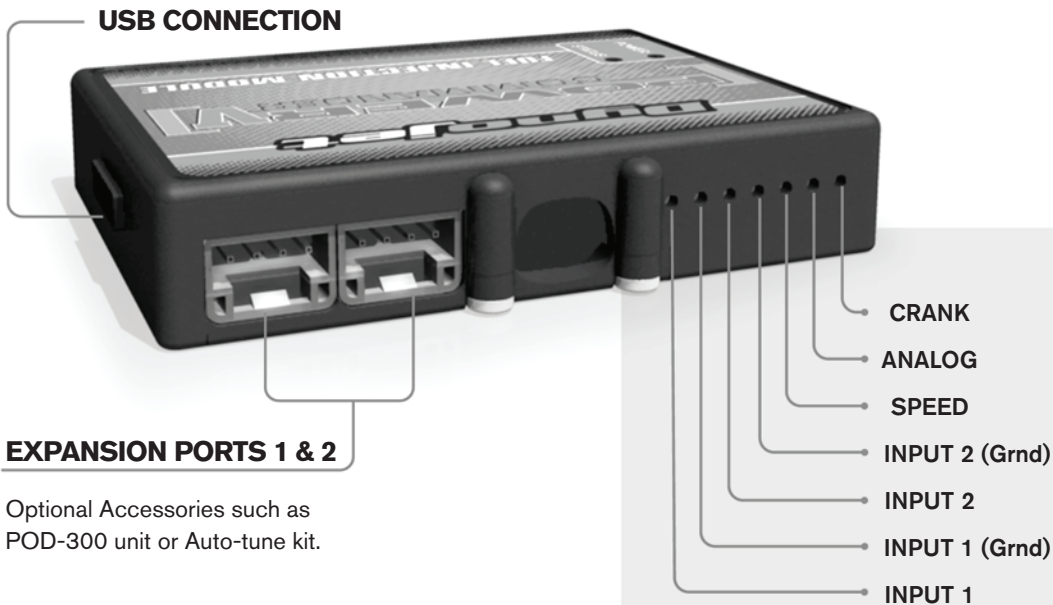
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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

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) Used for clutch-less full throttle upshifts. Insert the wires from the Dynojet quickshifter into either INPUT 1 or INPUT 2. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

Speed-

Not needed on Harley applications as the speed signal wire is built into the main wiring harness of the PCV.

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.

Launch-

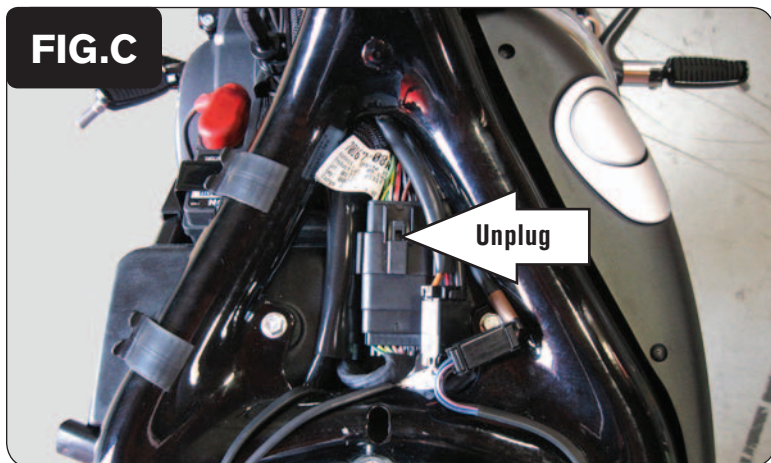
You can connect a wire to either input 1 or 2 and then the other end to a switch. This switch when engaged (continuity) will only allow the RPM to be raised to a certain limit (Set in the software). When released you will have full RPM.



1 Remove the seat, left side cover and battery (Fig. A).

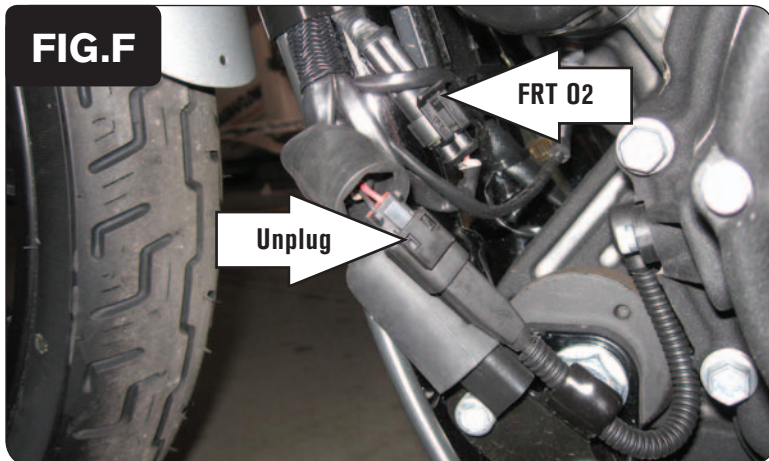
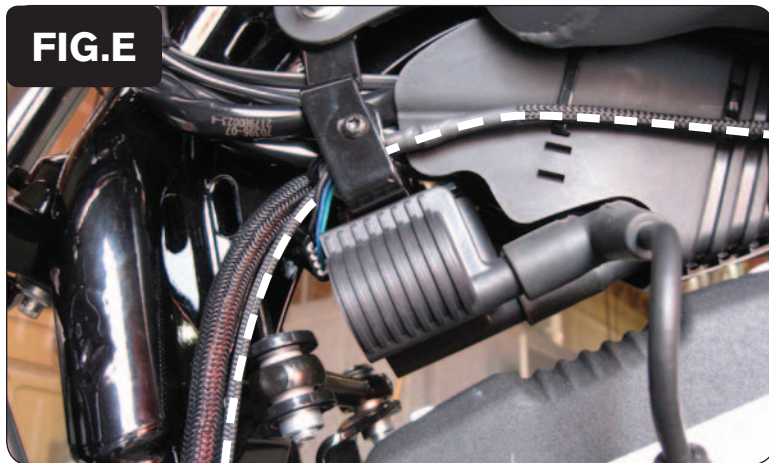
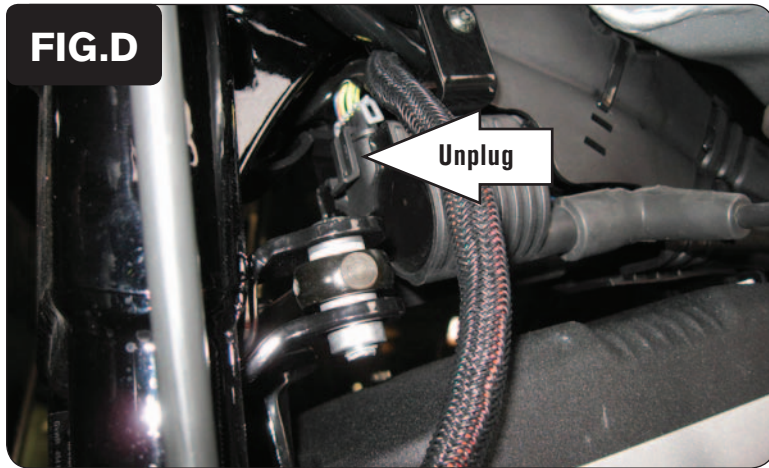


2 Route the large connectors of the PCV harness underneath the frame tube to the area under the seat (Fig. B).



3 Unplug the large connector under the seat area (Fig. C)

4 Plug the PCV connectors in-line of the stock wiring harness. Arrange the connectors so that they lay lower than the height of the frame tubes.



- 5 Route the PCV harness along the backbone of the frame on the left side.
- 6 Unplug the stock wiring harness from the ignition coil (Fig. D).

The coil is located above the front cylinder rocker cover.

Make sure the stock PURPLE pin retaining clip of the stock coil connector does not stay inside the coil and comes out with the stock connector when unplugged.

- 7 Route the PCV harness inside of the coil bracket (Fig. E).
- 8 Plug the PCV harness in-line of the stock wiring harness and ignition coil.

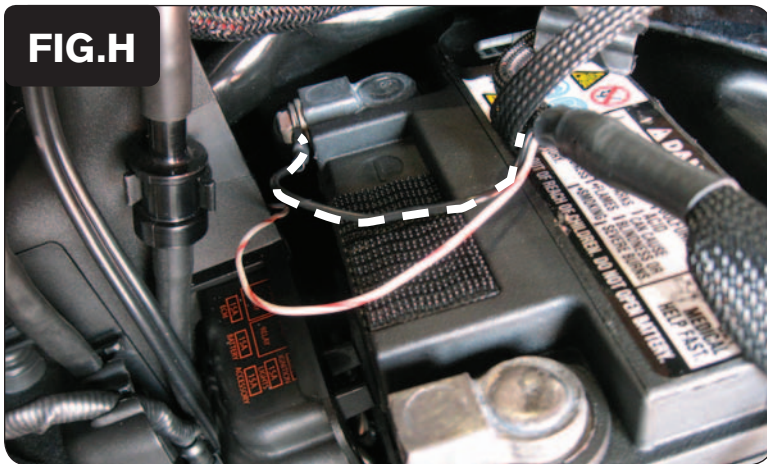
- 9 Route the PCV harness along the down tube of the frame.
- 10 Unplug the front O2 sensor from the stock wiring harness (Fig. F).
- 11 Plug the Dynojet O2 Optimizer into the stock wiring harness.

The O2 sensor will no longer be connected to anything and can be removed from the exhaust if desired.

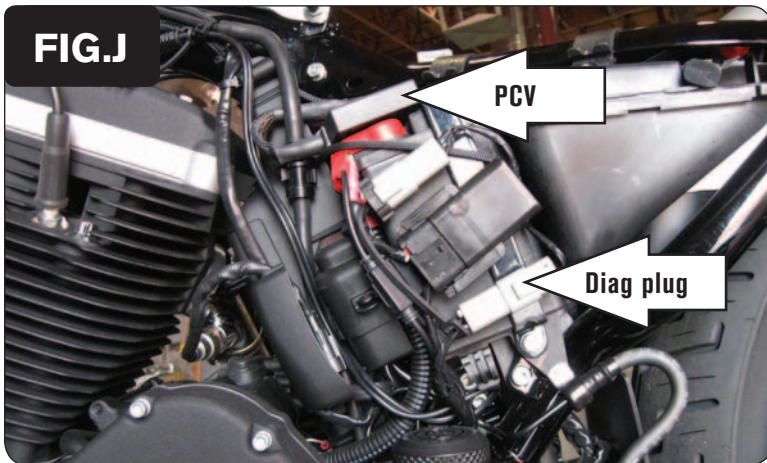
- 12 Unplug the crank sensor from the wiring harness (Fig. F).



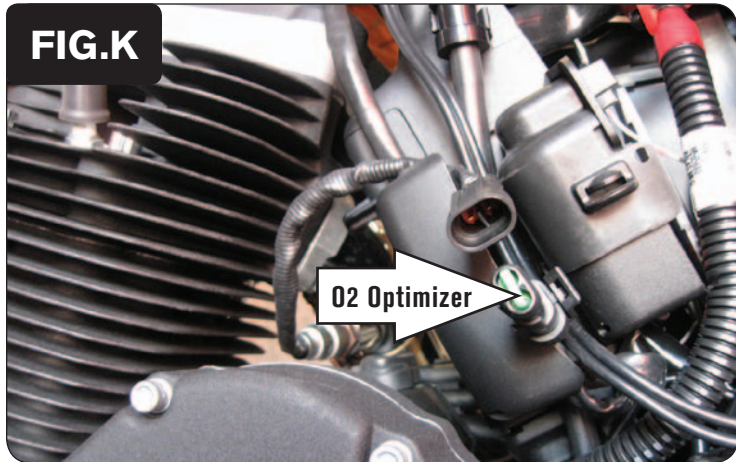
- 13 Plug the PCV harness in-line of the wiring harness and crank sensor.
- 14 Put the connectors back inside the rubber boot and use the supplied zip tie to secure the connectors in place.



- 15 Reinstall battery. Attach the ground wire of the PCV to the negative side of the battery (Fig. H).



- 16 Plug the GREY connector of the PCV into the diagnostic plug on the left side of the battery (Fig. J).
- 17 Using a piece of Velcro, attach the other GREY plug from the PCV to the left side of the battery.
- 18 Attach the PCV to the top of the battery (Fig. J).



- 19 Unplug the rear O2 sensor from the stock wiring harness (Fig. K).
- 20 Plug the Dynojet O2 Optimizer into the stock wiring harness.

The O2 sensor will no longer be connected to anything and can be removed from the exhaust if desired.

- 21 Reinstall side cover and seat.



- 22 The WHITE/RED wire of the PCV is for speed input and only needs to be connected if you want to adjust your fuel curve dependent of gear position.

Using the supplied posi-tap connect the WHITE/RED wire of the PCV to the BLACK/BLUE wire of the speed sensor (Fig. L).

The speed sensor is located behind the starter motor.