

# [POWER COMMANDER V]

**2009 Buell 1125**

**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

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

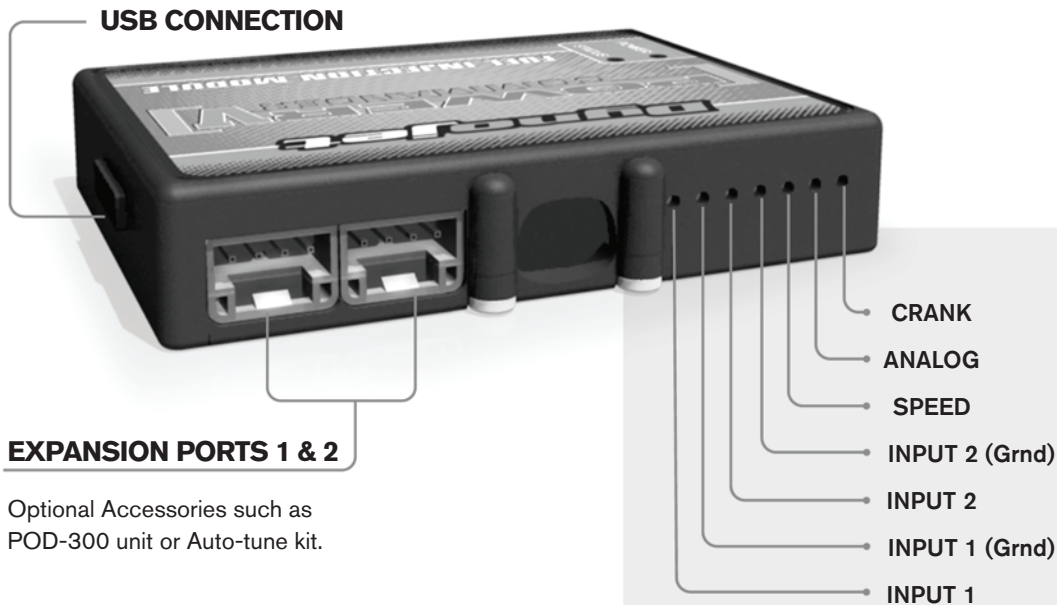
THE LATEST POWER COMMANDER  
SOFTWARE AND MAP FILES CAN BE  
DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 [www.powercommander.com](http://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) 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. NOTE: Harley Davidson models have this feature enabled internally - do NOT use this input for HD models.

### Analog-

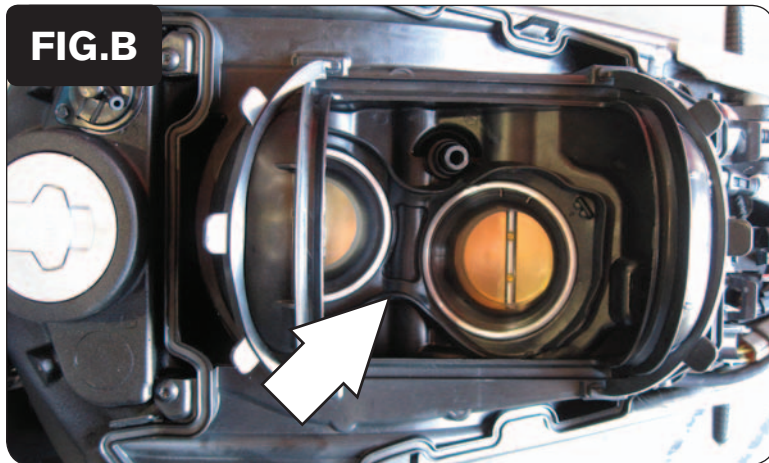
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

### Crank-

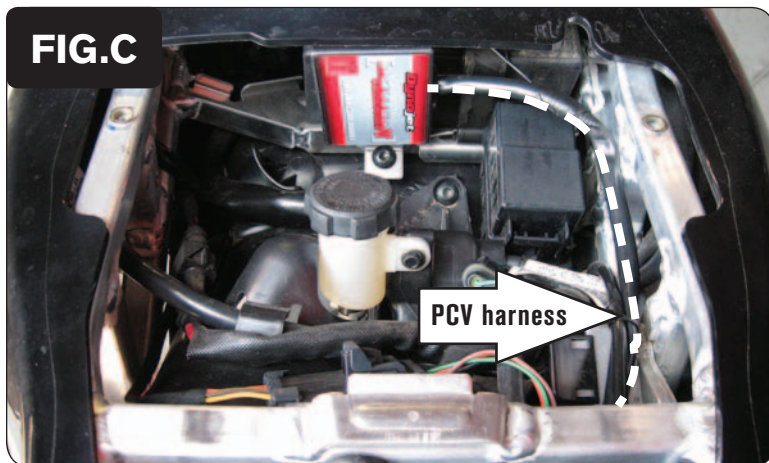
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



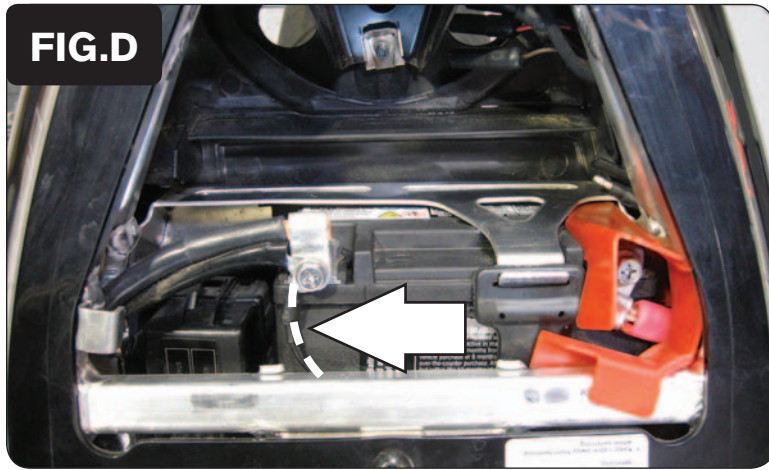
- 1 Remove both cosmetic covers around the air box (Fig. A).



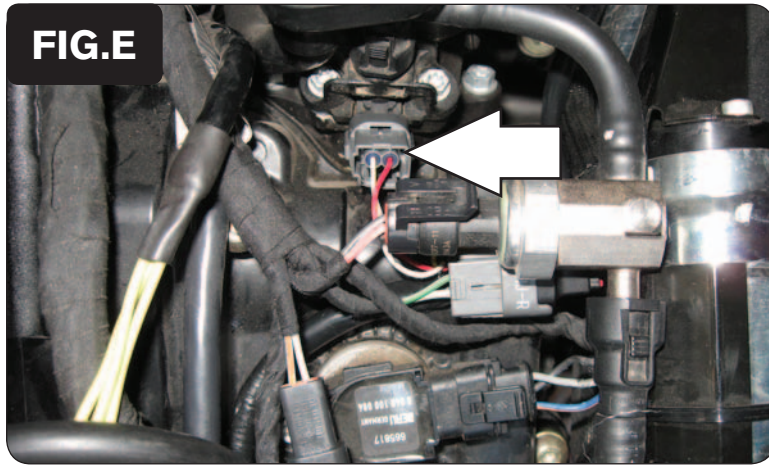
- 2 Remove the stock air box lid, air box base, and rubber seal around throttle bodies (Fig. B).



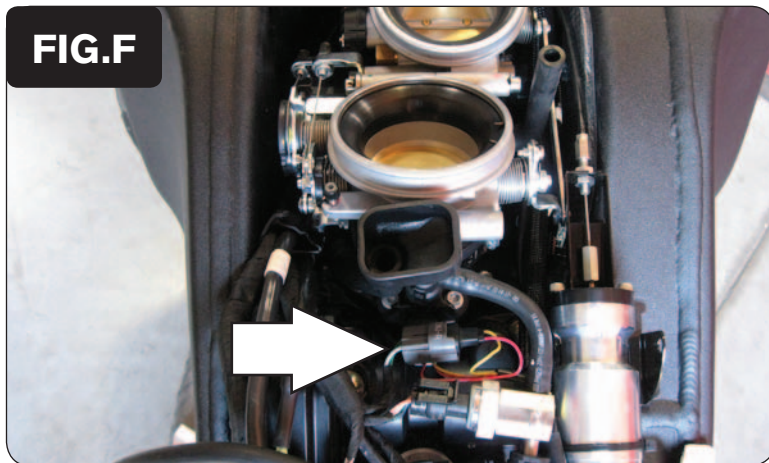
- 3 Install the PCV to the front side of the battery using the supplied Velcro.  
*Make sure to clean both surfaces with the alcohol swab before attaching.*
- 4 Route the PCV harness along the left side of the subframe and go towards the rear cylinder (Fig. C).



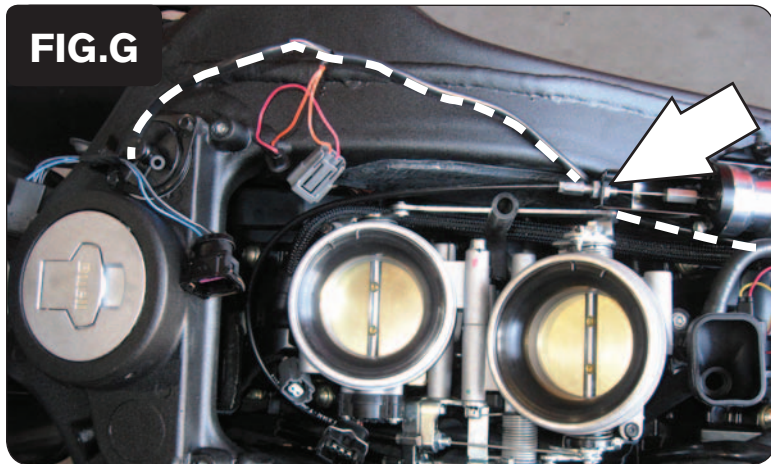
- 5 Attach the ground wire of the PCV to the negative side of the battery (Fig. D).



- 6 Unplug the stock wiring harness from the rear injector (Fig. E).

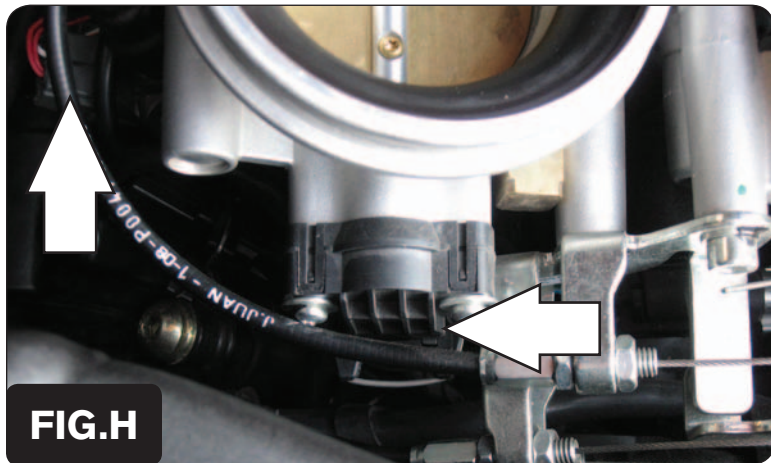


- 7 Plug the YELLOW colored wires from the PCV in-line of the stock wiring harness and rear injector (Fig. F).



- 8 Route the PCV harness along the right side of throttle bodies (Fig G).

*Make sure to go underneath the throttle linkage making sure it will not interfere with movement of the this linkage*

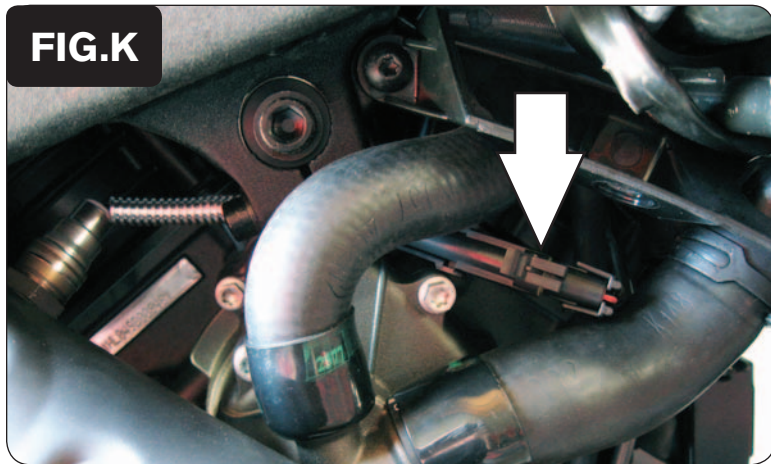


- 9 Unplug the stock wiring harness from the front injector and Throttle Position sensor (Fig. H).

*To unplug the TPS connector squeeze the spring clip and push downwards.*



- 10 Plug the PCV harness in-line of the stock wiring harness and front injector.
- 11 Plug the PCV harness in-line of the stock wiring harness and TPS (Fig. J).

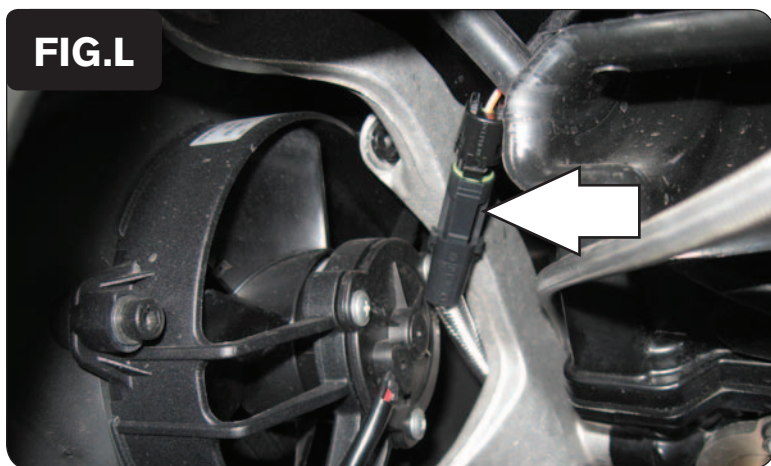


- 12 Locate the O2 sensor for the rear cylinder (Fig. K).

*The sensor connector is located on the right side of the engine. You can follow the wires coming out of the rear exhaust header.*

- 13 Unplug the stock O2 sensor from the wiring harness.

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



- 14 Locate the O2 sensor for the front cylinder (Fig. L).

*The sensor connector is located on the right side of the bike behind the radiator. You can follow the wires coming out of the front exhaust header.*

- 15 Unplug the stock O2 sensor from the wiring harness.

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

- 16 Reinstall the air box and bodywork.