

[POWER COMMANDER V]

2018 Harley Davidson Softail Model

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
- 1 Zip tie

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

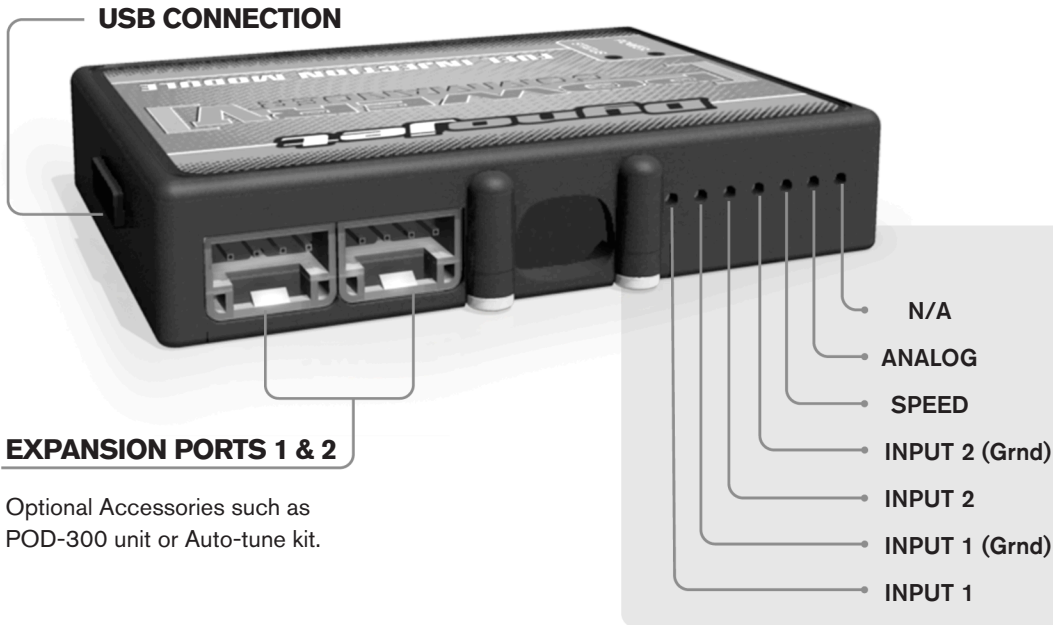
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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



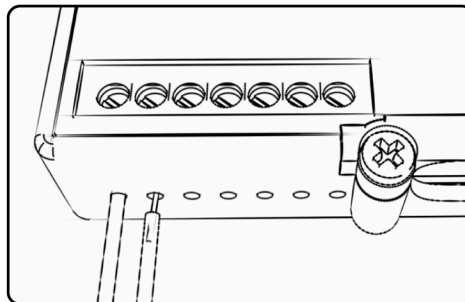
EXPANSION PORTS 1 & 2

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) 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-

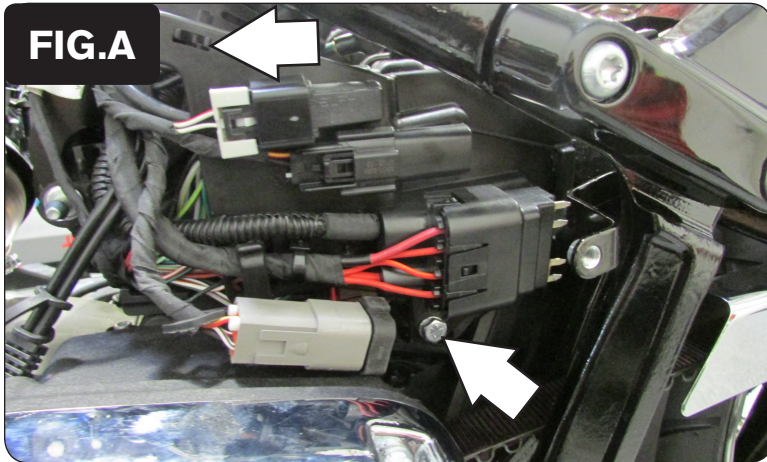
Not needed on Harley applications as the speed signal wire is built into the main wiring harness of the PCV.

Analog-

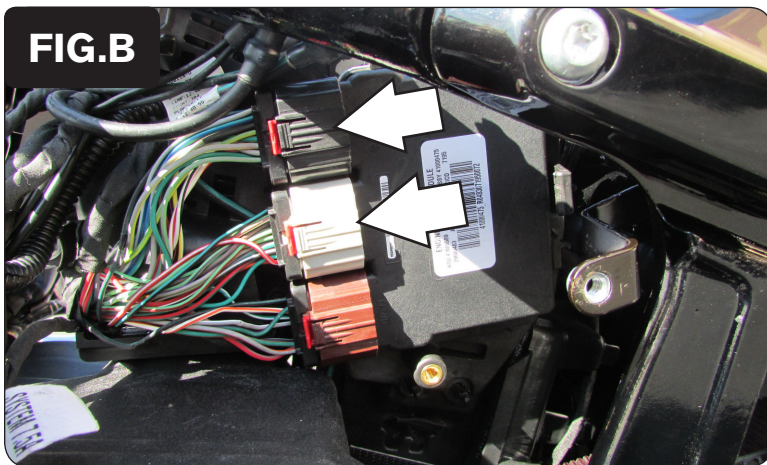
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

Launch-

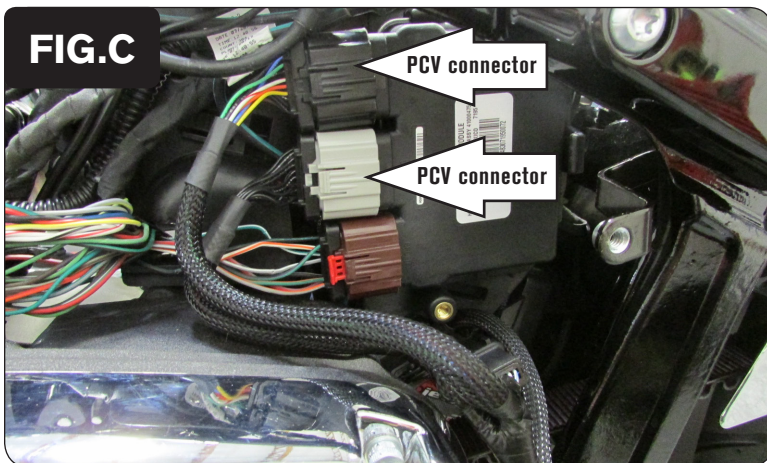
You can connect a wire to either input 1 or 2 and then the other end to a switch. This switch when engaged (continuity) will only allow the RPM to be raised to a certain limit (Set in the software). When released you will have full RPM.



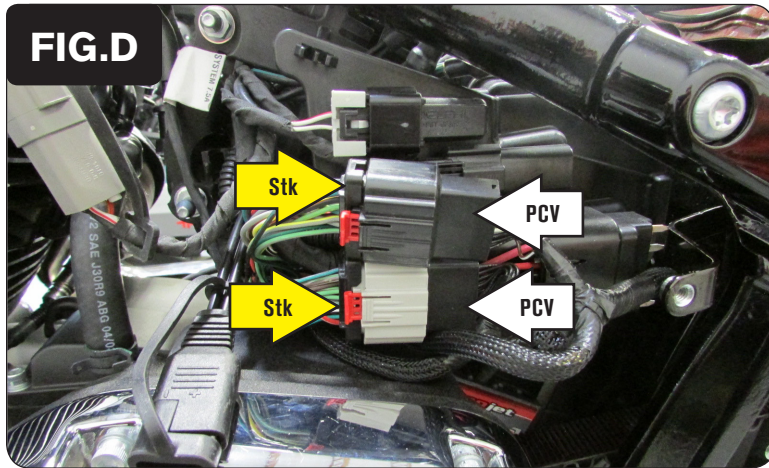
- 1 Remove the passenger and driver seats
- 2 Remove the left hand side panel.
- 3 To access the ECU remove the bolt shown in Figure A and then squeeze the tabs at the top of this plate to pull it outwards.



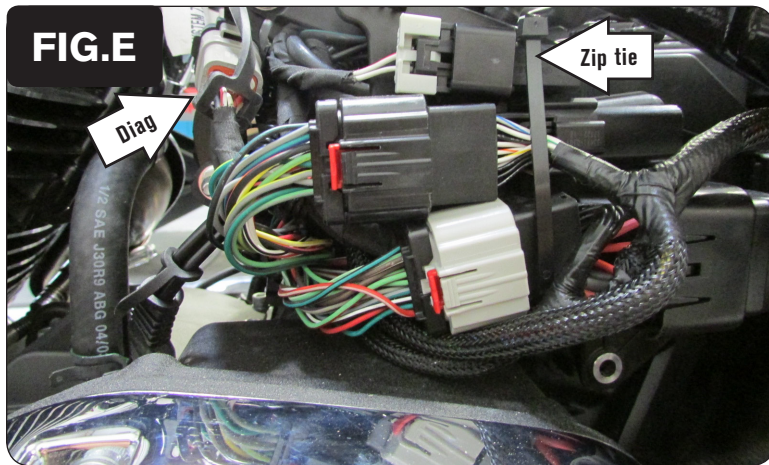
- 4 Unplug the stock wiring harness from the ECU. Unplug the BLACK and GREY connectors (Fig. B)



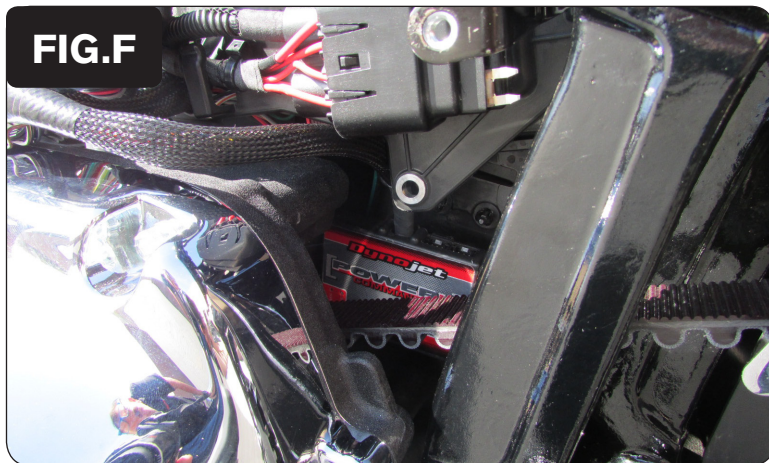
- 5 Plug the PCV connectors into the stock ECU (Fig. C).



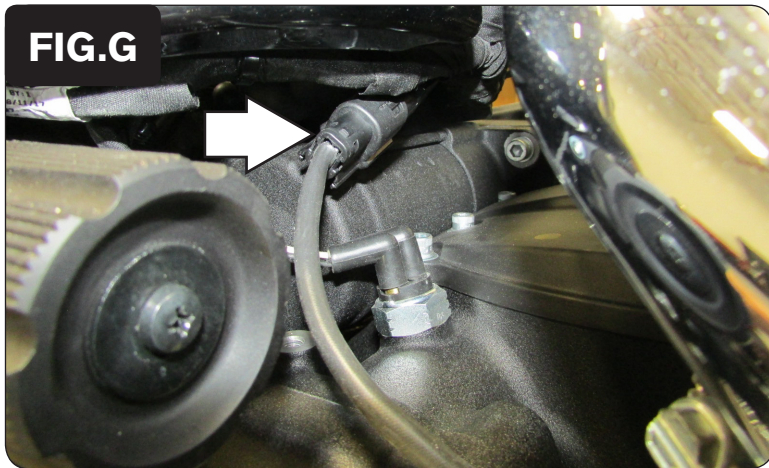
- 6 Put the plate from step 3 back into place.
- 7 Plug the PCV connectors into the stock wiring harness (Fig. D).



- 8 Using the supplied zip tie secure the wiring to the connectors attached to the plate (Fig. E).
- 9 Locate the diagnostic plug to the front of this area (Fig. E).



- 10 Secure the PCV to the transmission case using the supplied Velcro.
Make sure to clean the surface with the alcohol swab before attaching.
Secure the unit as best as possible so that it cannot interfere with the drivebelt.
- 11 Reinstall the side cover and seats.

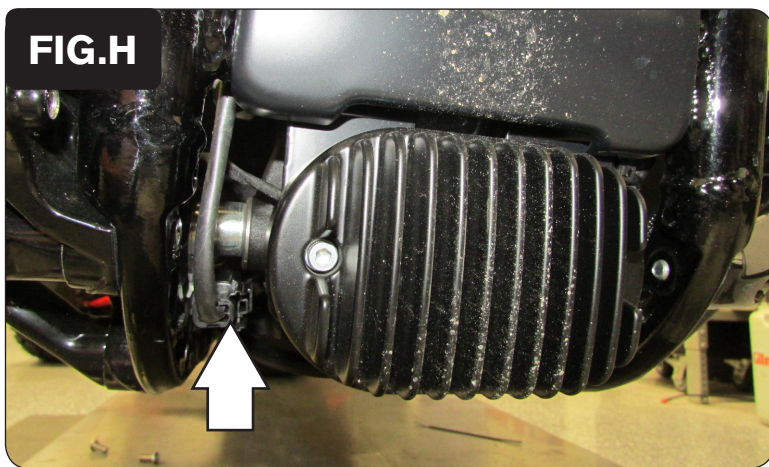


- 12 Locate the stock Rear O2 sensor connection and unplug it (Fig. G).

This is a BLACK, 4 pin connector located under the right hand cosmetic side cover.

- 13 Plug one of the supplied O2 Optimizers into the stock wiring harness.

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



- 14 Locate the stock Front O2 sensor connection and unplug it (Fig. H).

This is a BLACK, 4 pin connector located near the regulator/rectifier at the front of the motorcycle.

- 15 Plug one of the supplied O2 Optimizers into the stock wiring harness.

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