

[POWER COMMANDER V]

2016 Triumph Speed Triple

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 O2 Optimizer

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

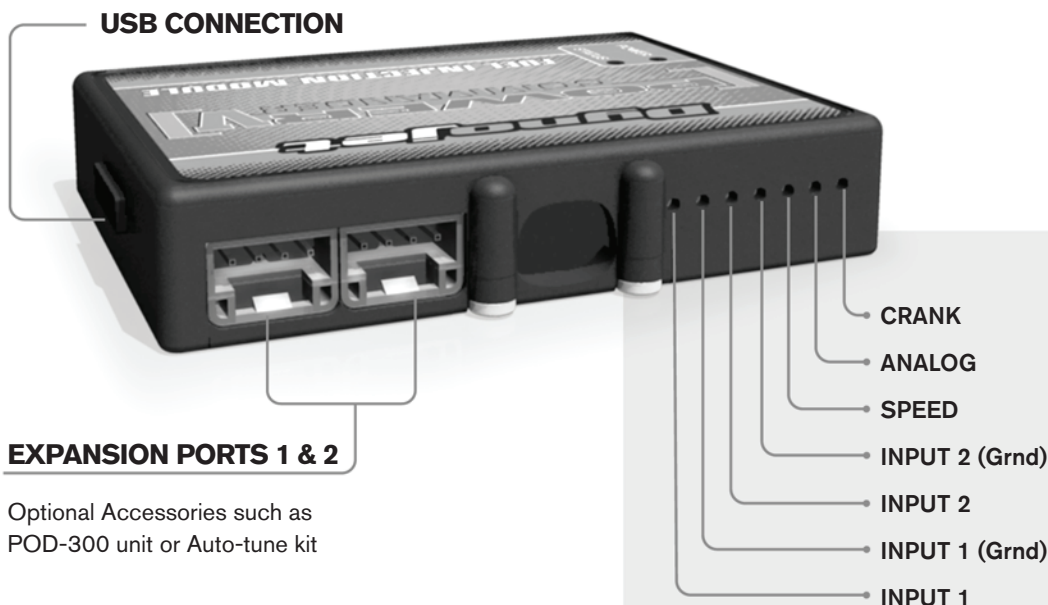
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

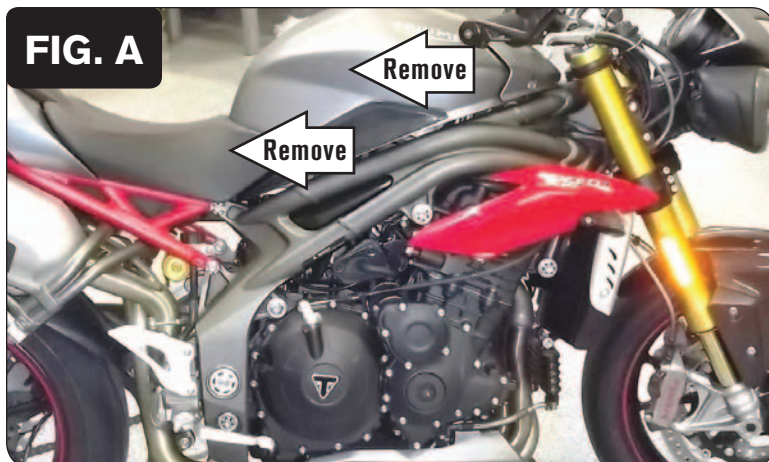
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent kill times when using a quickshifter.

Analog-

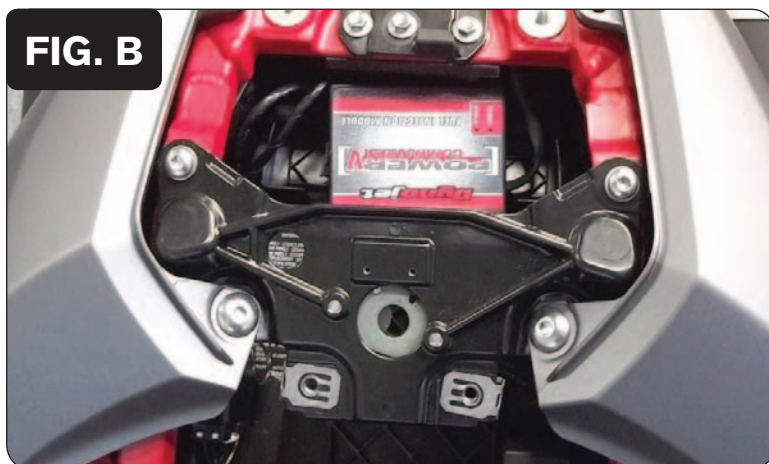
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

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.

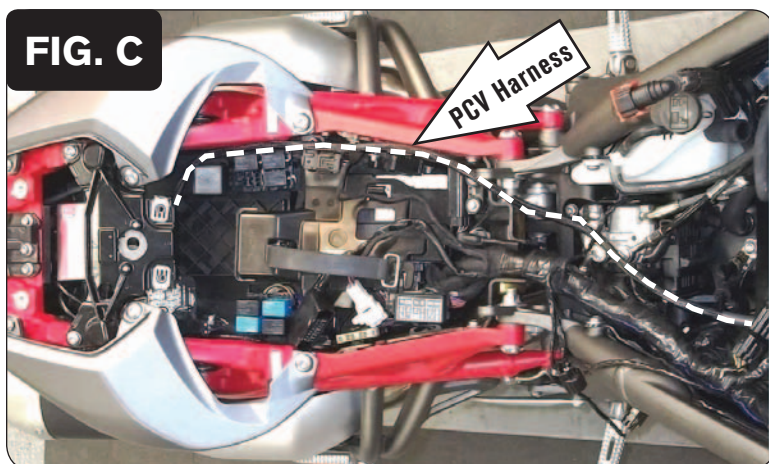


- 1 Remove the rider and passenger seats.
- 2 Remove the fuel tank (Fig. A).
- 3 Remove the airbox.

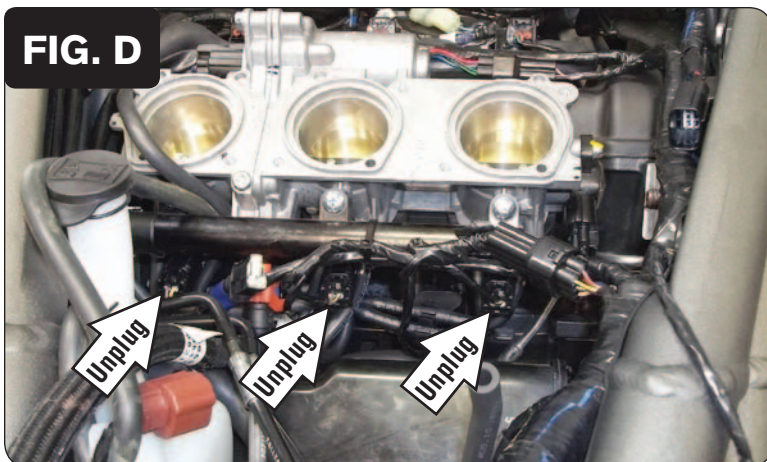


- 4 Secure the PCV module in the tail section under the passenger seat with the supplied Velcro (Fig. B).

Clean surfaces with the alcohol swab before attaching the Velcro.



- 5 Route the PCV wiring harness forward, through the tail section, towards the engine.



- 6 Unplug all three Fuel Injectors (Fig. D).

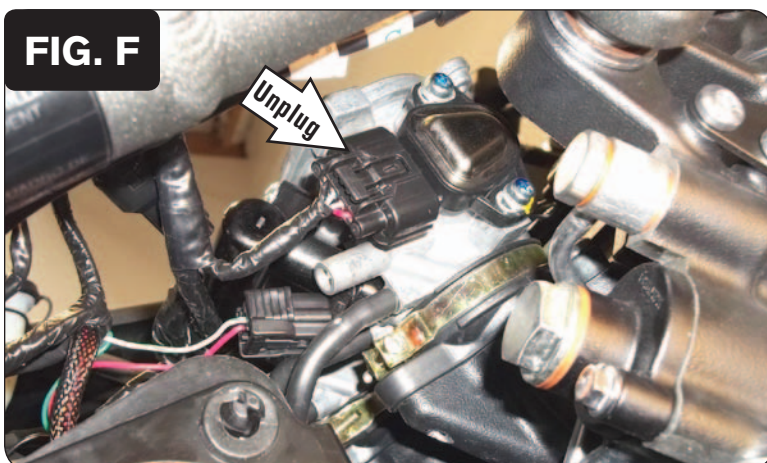


- 7 Plug the PCV wiring harness in-line of each Fuel Injector and the stock wiring harness (Fig. E).

The pair of PCV connectors with ORANGE colored wires go in-line of the #1 Cylinder (left most) Fuel Injector.

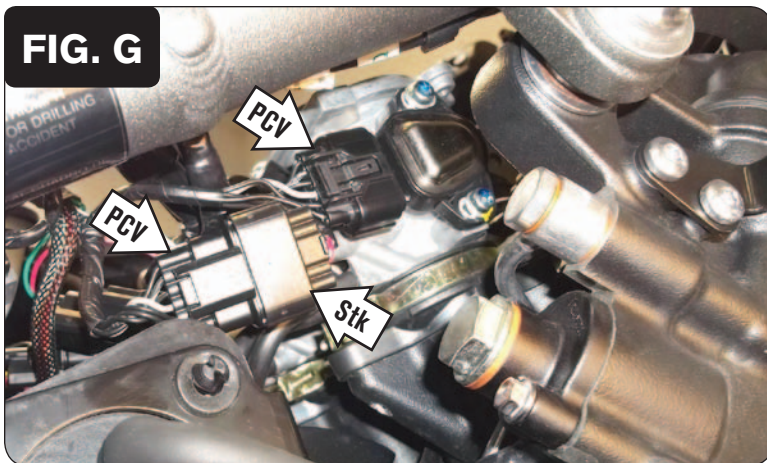
The pair of PCV connectors with YELLOW colored wires go in-line of the #2 Cylinder (middle) Fuel Injector.

The pair of PCV connectors with GREEN colored wires go in-line of the #3 Cylinder (right most) Fuel Injector.

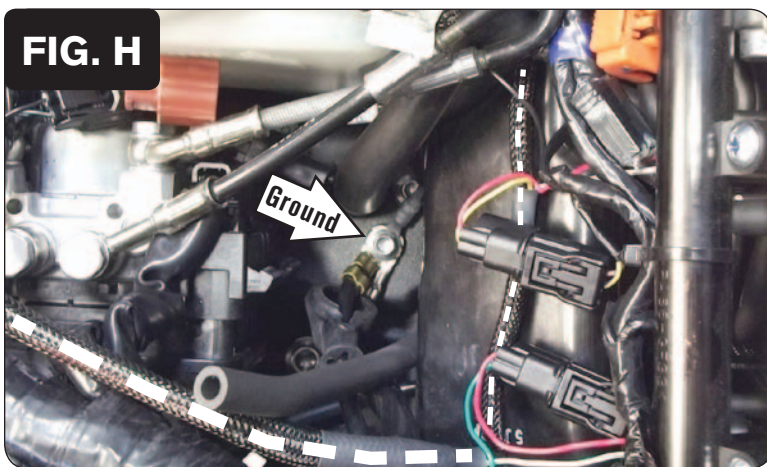


- 8 Unplug the Throttle Position Sensor (Fig. F).

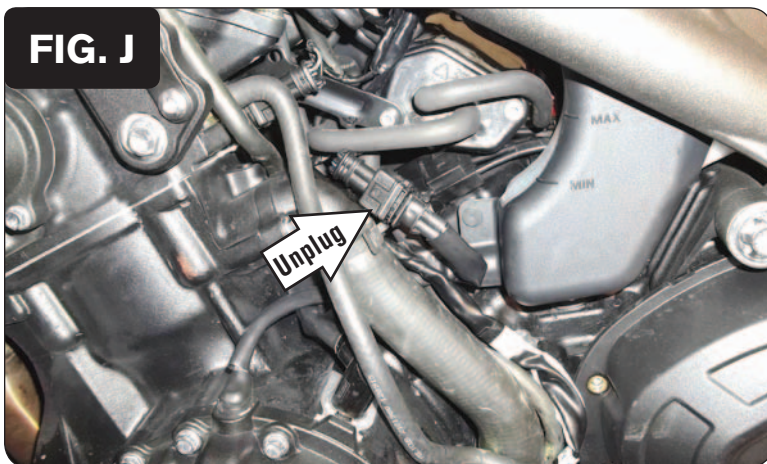
The TPS is located on the right side of the right most throttle body.



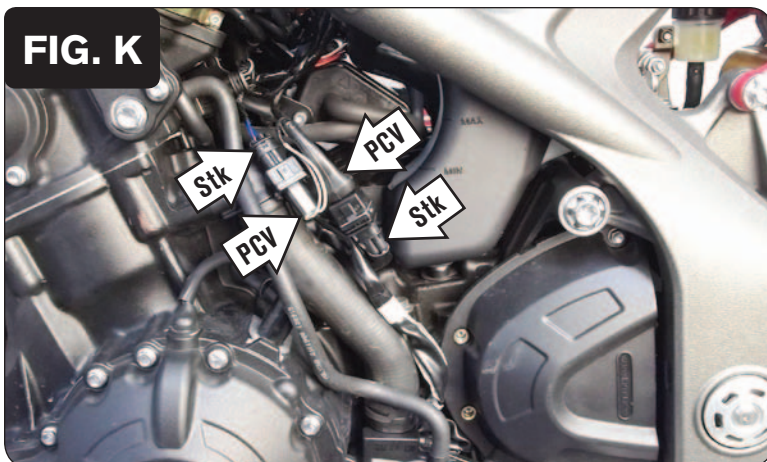
- 9 Plug the PCV wiring harness in-line of the Throttle Position Sensor and the stock wiring harness (Fig. G).



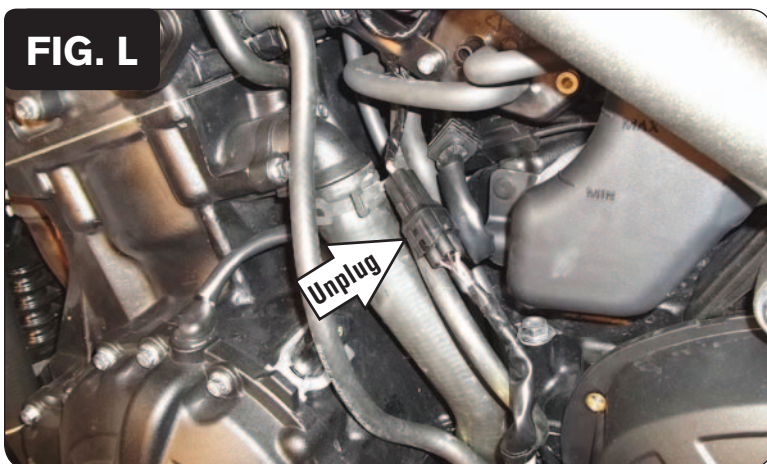
- 10 Secure the PCV ground wire with the small ring terminal and the stock ground wires to the crank case using the stock common ground bolt (Fig. H).



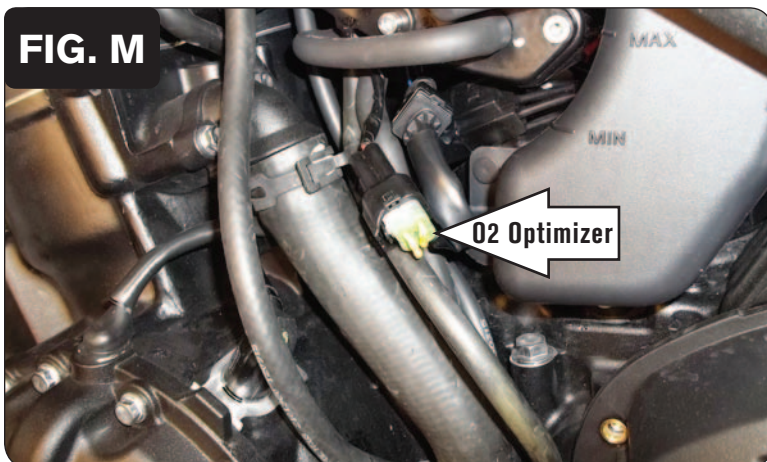
- 11 Unplug the stock Crank Position Sensor connectors (Fig. J).
These connectors are found above the left engine side cover.



- 12 Plug the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. K).



- 13 Unplug the stock O2 sensor (Fig. L).
These connectors are found in the same vicinity as the Crank Position Sensor connectors.



- 14 Plug the supplied O2 Optimizer into the stock wiring harness (Fig. M).
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.
- 15 Reinstall the airbox, the fuel tank, and the seats.

Optional Input:

Analog Gear - BLACK/PINK wire of Gear Position Sensor connector