

# [POWER COMMANDER V]

**2016-2017 Triumph T120**

**2017 Bobber**

**Installation Instructions**



## PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Velcro
- 1 Alcohol swab
- 2 O2 Optimizers

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

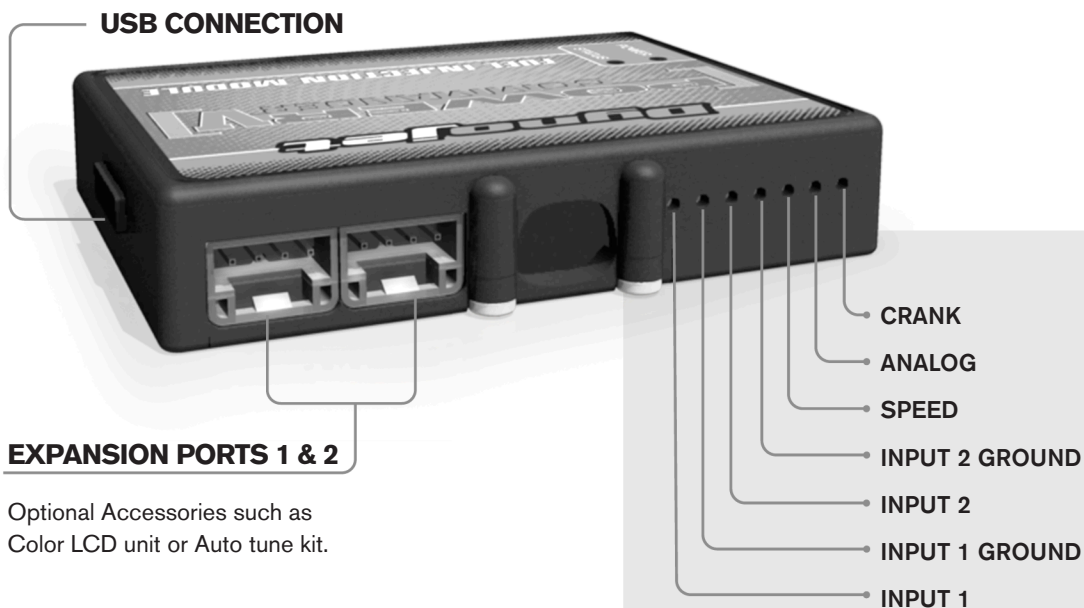
YOU CAN ALSO DOWNLOAD THE  
POWER COMMANDER SOFTWARE AND  
LATEST MAPS FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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

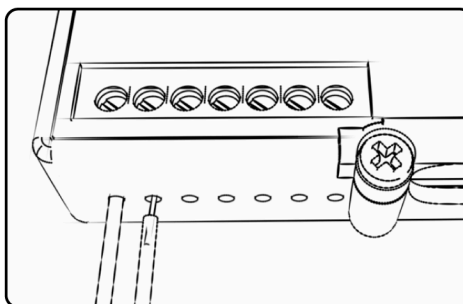


Optional Accessories such as  
Color LCD unit or Auto tune kit.

## 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 -

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 input 1 or 2. 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.

### Shifter-

These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into input 1 or 2. The polarity of the wires is not important.

### Speed-

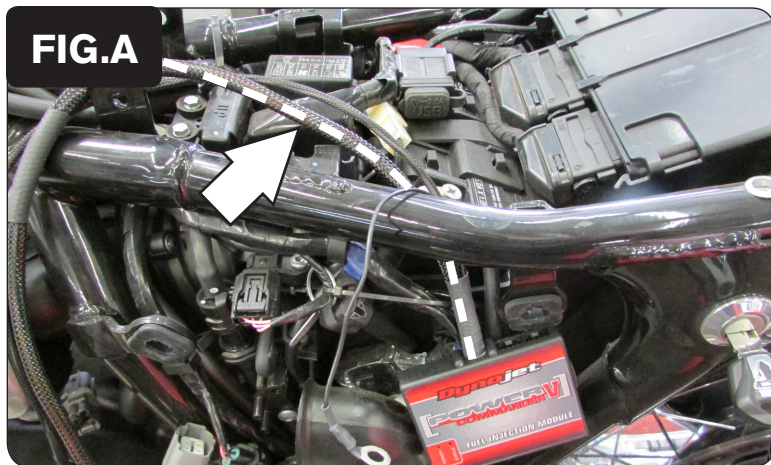
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

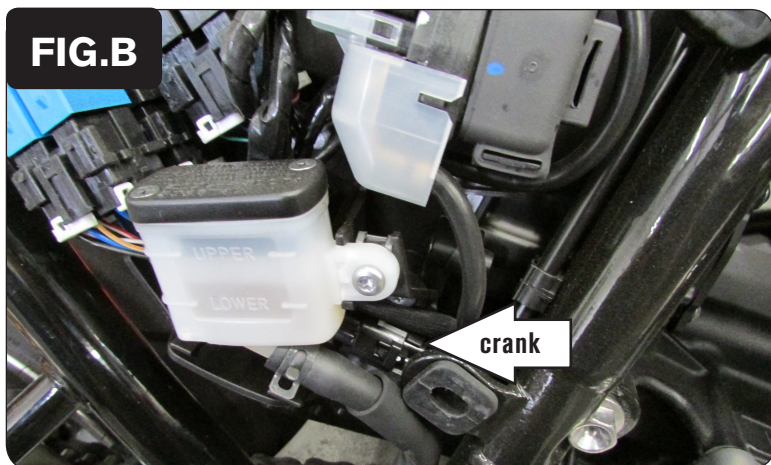
### Crank-

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.



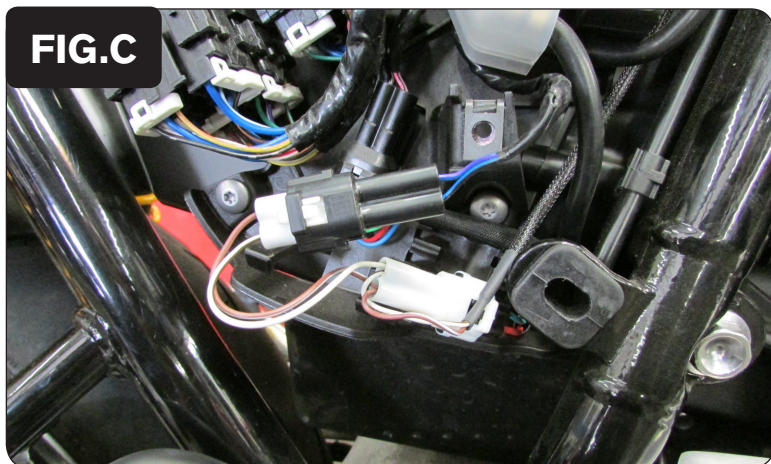
***FOLLOW THESE INSTRUCTIONS FOR THE T120 INSTALL. GO TO STEP 21 FOR THE BOBBER INSTALL***

- 1 Remove the seat.
- 2 Remove the fuel tank and both side panels.
- 3 Route the PCV harness from the left side of the motorcycle behind the frame (Fig. A).
- 4 Route the branch of the PCV harness with the WHITE, 2 pin connectors around the front of the tip over sensor and go towards the right hand side of the motorcycle.



- 5 Locate the stock Crank Position Sensor on the right hand side of the motorcycle and unplug it (Fig. B).

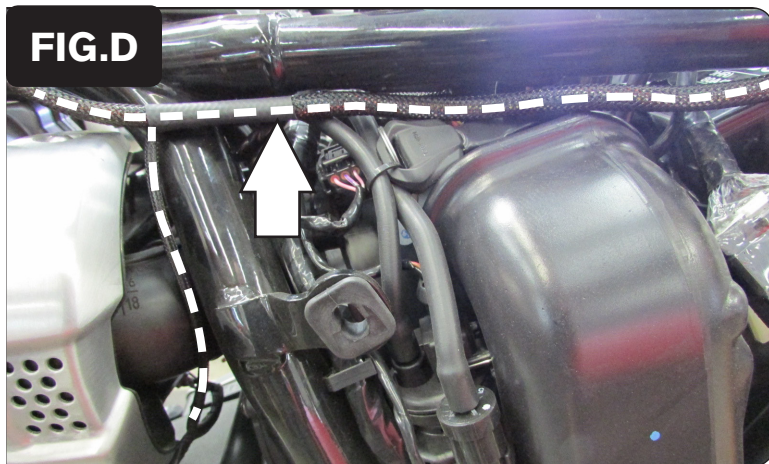
*This 2 pin BLACK connector is located behind the rear brake master cylinder reservoir. It is easiest to remove the bolt holding the reservoir in place to access this connector.*



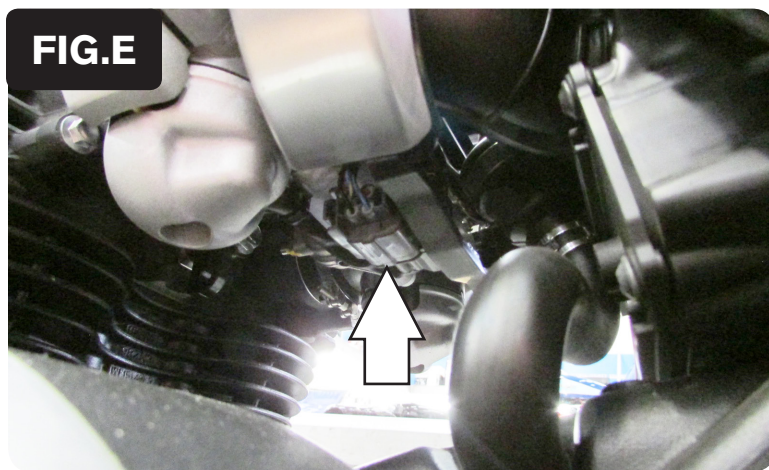
- 6 Plug the PCV in-line of the stock CPS and wiring harness (Fig. C).

*Reinstall the brake reservoir if it was removed.*





- 7 Route the remaining branch of the PCV down the left side of the frame (Fig. D).



- 8 Unplug the stock Throttle Position Sensor connector(Fig. E).

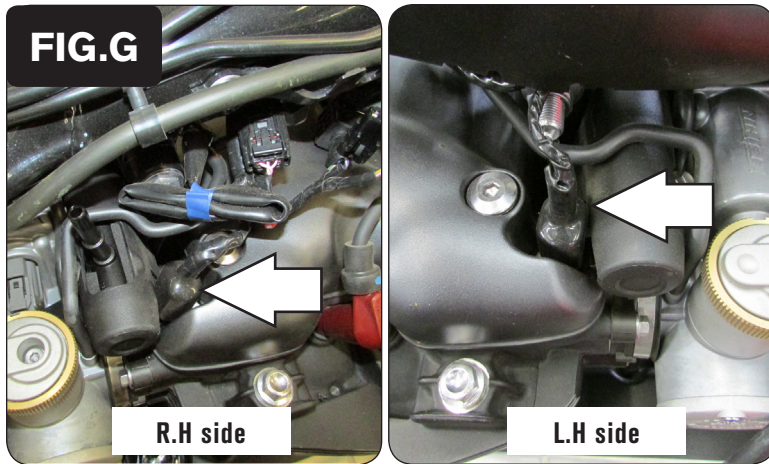
*This is a GREY 4 pin connector at the bottom of the throttle bodies. You can squeeze the right end of the connector and slide it to the right to get them off of their bracket.*



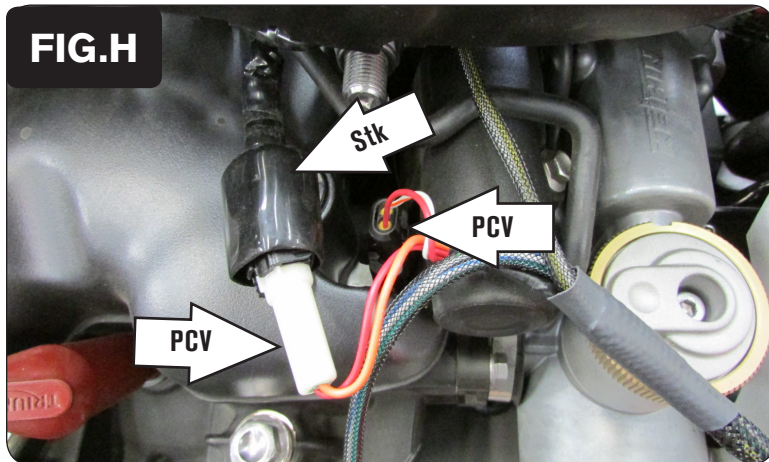
- 9 Plug the PCV in-line of the TPS and wiring harness (Fig. F).

*Secure one set of connectors back onto the stock bracket*

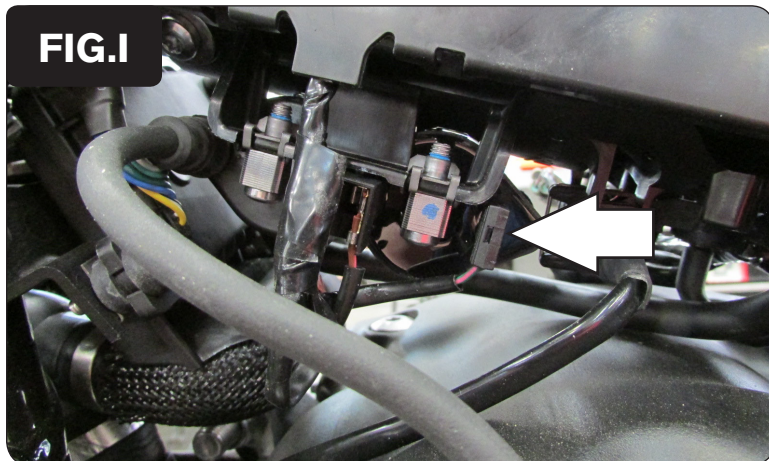




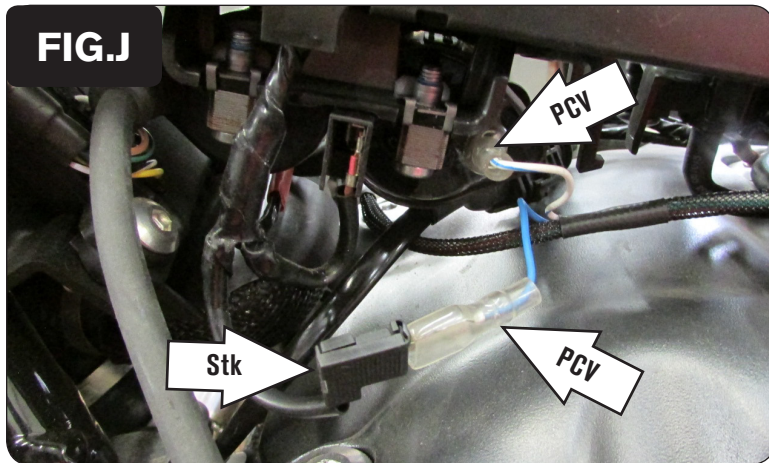
- 10 Unplug the stock wiring harness from each injector (Fig. G).  
*These connections are under a rubber boot.*



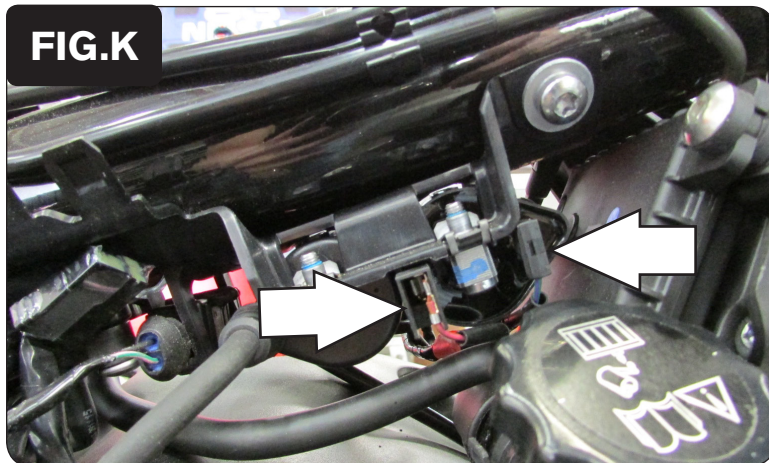
- 11 Plug the PCV in-line of stock injector and wiring harness (Fig. H).  
 The ORANGE colored wires go to cylinder #1 (left).  
 The YELLOW colored wires go to cylinder #2 (right).



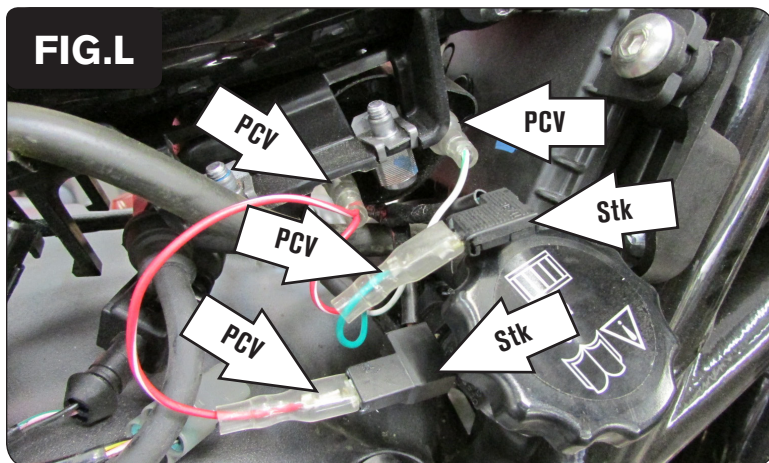
- 12 Unplug the signal wire of stock wiring harness from the #2 ignition coil (Fig. I).  
*This wire is accessed from the left side of the motorcycle. It is the GREEN/PINK wire.*



- 13 Plug the BLUE colored wires from the PCV in-line of the stock wiring harness and ignition coil (Fig. J).

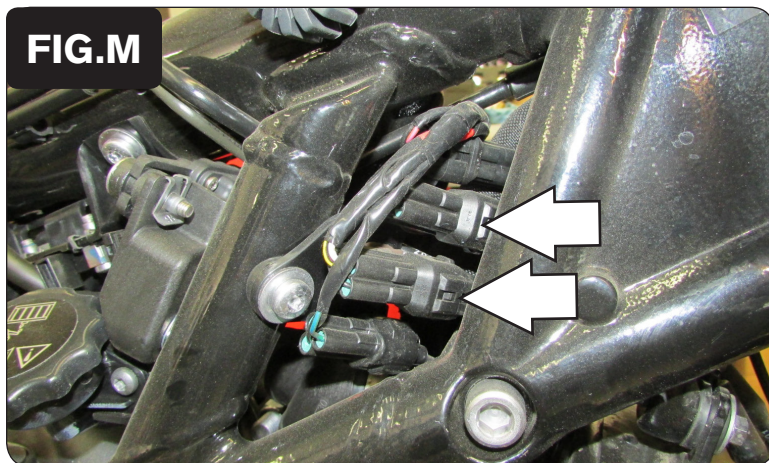


- 14 Unplug the stock wiring harness from the #1 ignition coil (Fig. K).  
*These wires are accessed from the right side of the motorcycle.*



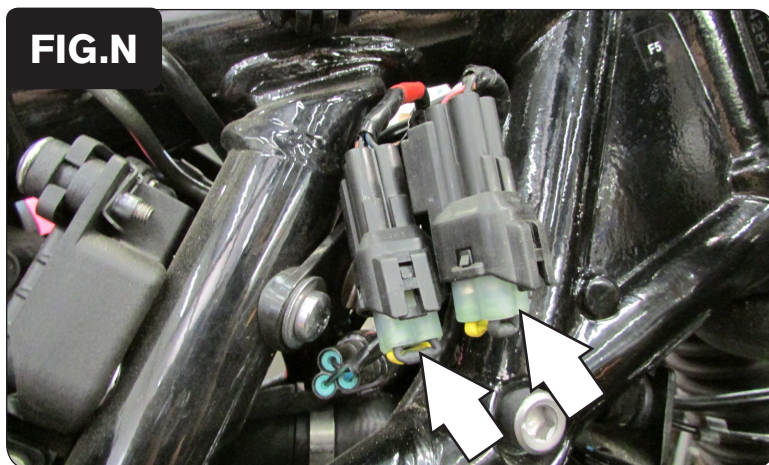
- 15 Plug the PCV in-line of the stock wiring harness and ignition coil (Fig. L).  
The GREEN colored wires go in-line of the stock GREEN/PURPLE  
The RED colored wires go in-line of the stock BROWN/PINK





- 16 Unplug the stock O2 sensor connectors (Fig. M).

*These connectors are located on the right side of the motorcycle towards the front of the frame.*



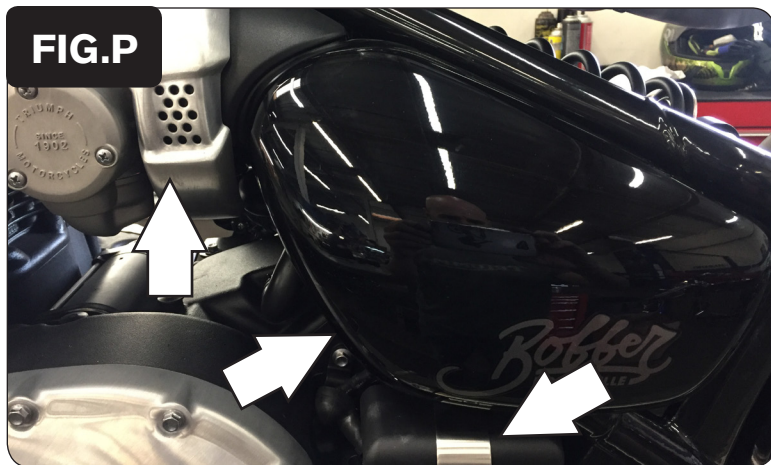
- 17 Plug the supplied Dynojet O2 Optimizers into the stock wiring harness (Fig. N).

*The stock O2 sensors will no longer be connected to anything and can be removed if desired.*



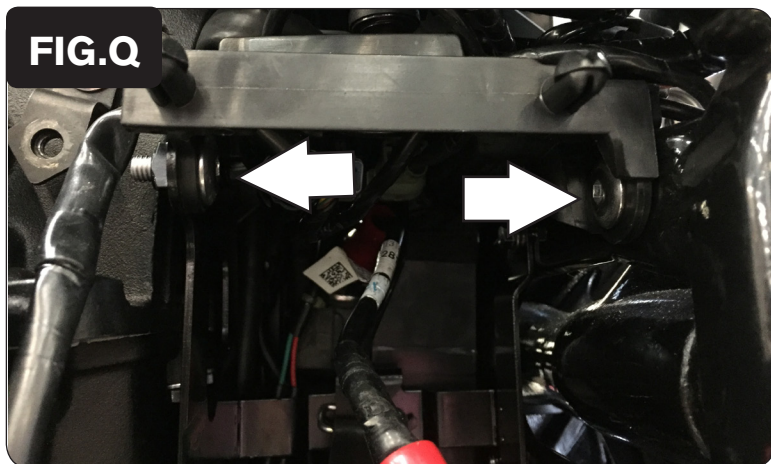
- 18 Install the PCV underneath the left hand side cover (Fig. O).  
19 Attach the ground wire of the PCV to the negative (-) side of the battery.  
20 Reinstall the bodywork.



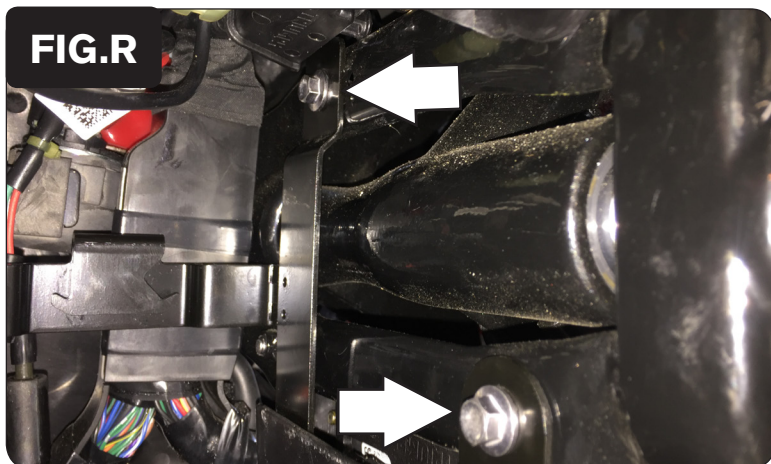


***FOLLOW THESE INSTRUCTIONS FOR THE BOBBER INSTALL.***

- 21 Remove the fuel tank.
- 22 Remove the left hand side cover, cosmetic cover on airbox and battery cover (Fig. P).
- 23 Remove the battery.

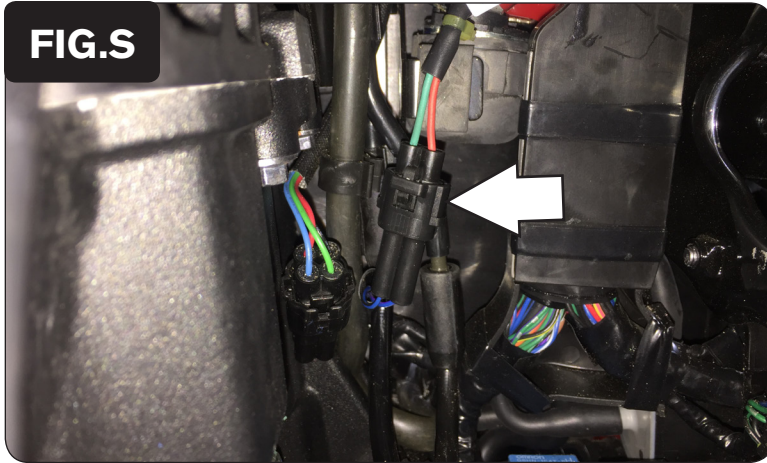


- 24 Remove the 2 bolts holding the battery box lid in place (Fig. Q).  
*Pull the lid forward slightly so that it is loose from the battery box. The PCV will be installed on top of this lid at a later step.*



- 25 Remove the 4 bolts that hold the battery box in place. There are 2 on the rear of the battery box (Fig. R), 1 on the left and 1 straight in.
- 26 Remove the battery box.

**FIG.S**



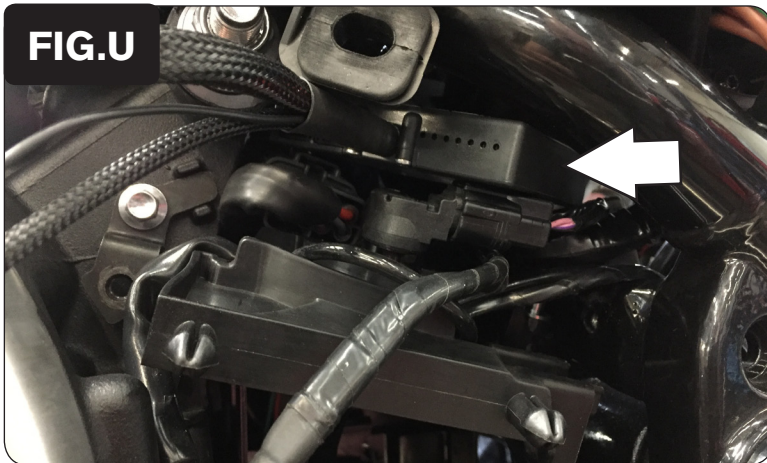
- 27 Unplug the stock crank position sensor connector (Fig. S).  
*This is a BLACK, 2 pin connector behind the battery box.*

**FIG.T**



- 28 Plug the PCV in-line of the stock CPS and wiring harness (Fig. T).  
29 Reinstall the battery box making sure the PCV harness is routed outside of the battery box area.

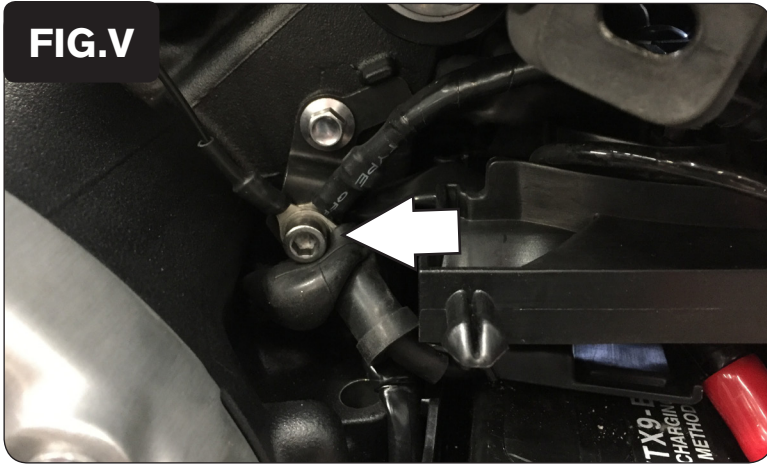
**FIG.U**



- 30 Install the PCV above the battery box lid leaving the rest of the harness and connectors on the outside of this area (Fig. U).

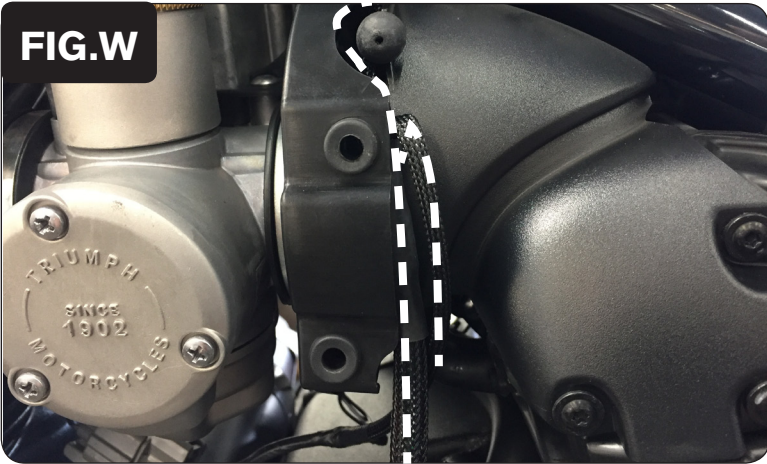


**FIG.V**



- 31 Reinstall battery. Ground the PCV ring lug to the same location on the frame as the stock ground wire (Fig. V).

**FIG.W**



- 32 Route the PCV harness along the left side of the airbox and go up towards the backbone of the frame (Fig. W).

*The TPS lead (GREY 4 pin connector), will double back on itself and go underneath the airbox.*

- 33 Follow steps 8-17 to complete the installation.