

# POWER COMMANDER FC

**2009-2017 Yamaha  
XV950, Bolt 950, & SCR950**

**Installation Instructions**



## Parts List

- |   |                    |
|---|--------------------|
| 1 | Power Commander FC |
| 1 | USB Cable          |
| 1 | Installation Guide |
| 2 | Dynojet Decals     |
| 2 | Velcro             |
| 1 | Alcohol swab       |

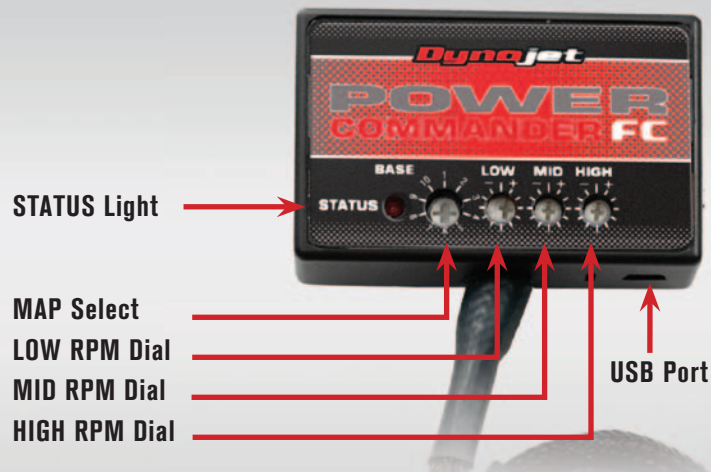
**THE IGNITION MUST BE TURNED  
OFF BEFORE INSTALLATION!**

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

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

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Position	Note
Position 1	2009-2015 Yamaha XV950 Stock exhaust Stock air filter
Position 2	2014-2017 Yamaha Bolt 950 & SCR950 Stock exhaust Stock air filter

## SELECTING THE MAP POSITION

The Dynojet Power Commander Fuel Controller (PCFC) comes loaded with up to ten maps. Using a #1 Phillips screwdriver, turn the map select dial to toggle between the loaded maps. Refer to the map position table for the maps included in your PCFC.

## USING THE RPM RANGE DIALS

The Low, Mid, and High RPM Dials refer to the RPM range, in thirds, of your vehicle. Each dial allows +/- 10% fuel adjustment on top of what fuel changes are done in the map. With the dial facing straight up, there is no additional fuel change.

For example, if your vehicle revs to 6000 RPM:

- The low RPM dial will adjust 0-2000 RPM
- The mid RPM dial will adjust 2001-4000 RPM
- The high RPM dial will adjust 4001-6000 RPM

## USING PCFC CONTROL CENTER

Take your tuning to the next level with the PCFC Control Center software.

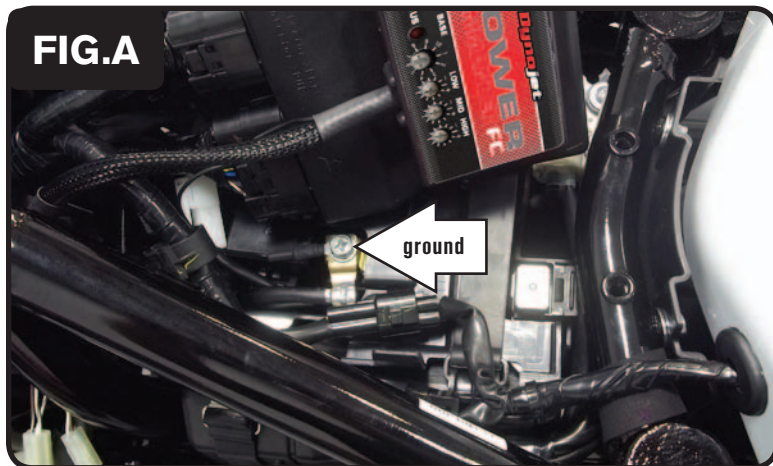
- 1 Using your web browser, navigate to [www.powercommander.com](http://www.powercommander.com).
- 2 Click Enter Race Ready.
- 3 Click Downloads.
- 4 Click Access Downloads for Power Commander FC.
- 5 Click the PCFC software Download button.
- 6 Open the zip folder.
- 7 Double-click the install file and follow the on-screen instructions to install the PCFC Control Center software. The PCFC Control Center software and maps will be stored in C:\Program Files\PCFC Control Center.
- 8 Return to the Downloads or Home page where you can enter the make, model, and year of your bike to check for and download additional maps.

## LOADING ADDITIONAL MAPS

- 1 Connect the USB cable from the computer to the PCFC. Verify the cable is fully seated in the PCFC.
- 2 Run the Control Center software by double-clicking the program icon installed on your desktop or on your start menu.
- 3 Click Open Map File and select a map file.
- 4 Click Send Map. You can send the map to any of the ten map positions.

## ALTERING MAPS USING SOFTWARE

The values in the map represent a percentage of fuel change over stock. A value of 10 in the map indicates at that throttle position and RPM range the vehicle will be 10% richer than stock. If the value is -10, then it would be 10% leaner than stock. You have the ability to fine tune your fuel curve by altering these values. The Control Center software allows a value of +250 to -100 in each cell.



- 1 Remove the seat.
- 2 Remove the fuel tank.
- 3 Remove both side covers beneath the seat.
- 4 Loosen the ECM strap and lift the ECM out of place to access the battery.
- 5 Attach the ground wire from the PCFC to the negative side of the battery.

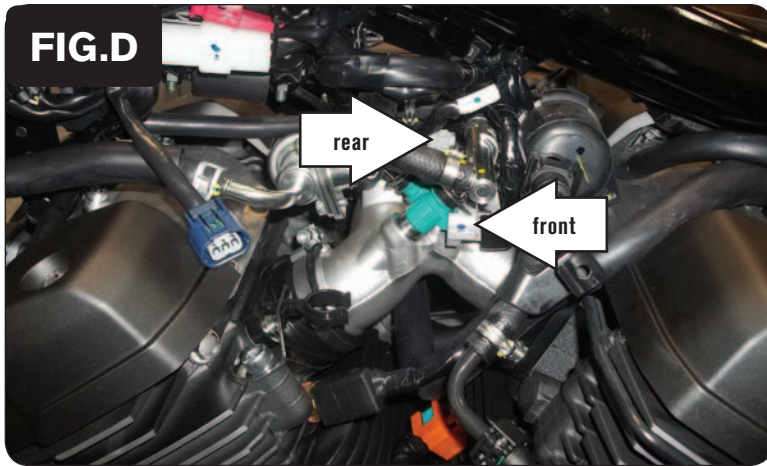


- 6 Reinstall the ECM back into place.
- 7 Using the supplied velcro, secure the PCFC to the top of the ECM.  
Make sure to clean both surfaces with the alcohol swab before attaching.  
**Note:** You can also secure the PCFC module under the stock ECM strap.



- 8 Route the PCFC harness forward going under the frame tubes directly under the seat, then upward along the backbone of the frame towards the engine.

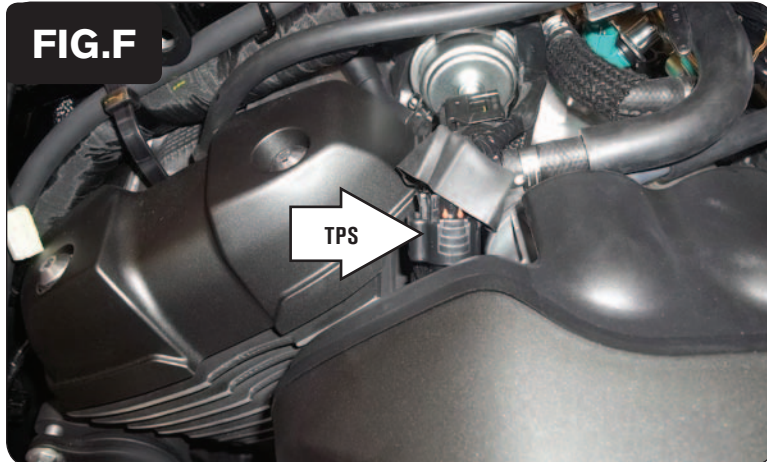




- 9 Unplug the stock wiring harness from the front and rear cylinder fuel injectors.
- The front and rear cylinder fuel injectors are located directly on top of the intake manifold.



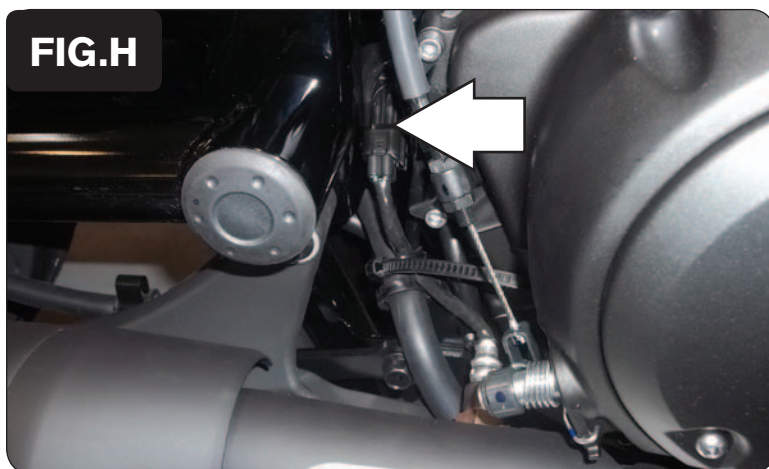
- 10 Attach the PCFC connectors with the orange wires to the front cylinder fuel injector and stock wiring harness.
- 11 Attach the PCFC connectors with the yellow wires to the rear cylinder fuel injector and stock wiring harness.



- 12 Unplug the Throttle Position Sensor (TPS) connector.
- The TPS connector is located on the rear of the throttle bodies.

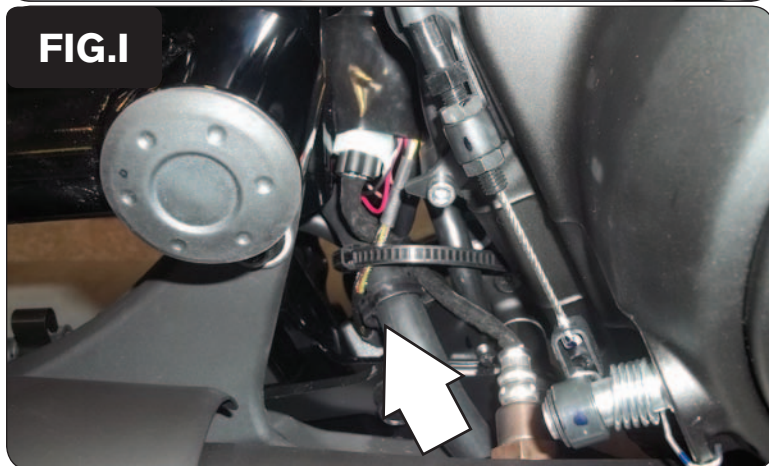


- 13 Attach the connectors from the PCFC to the TPS and stock wiring harness.



- 14 Unplug the stock O2 sensor connections.

The O2 sensor connector is located just in front of the pivot shaft of the swing arm on the right side of the bike. You can trace the wires from the stock O2 sensor (in the exhaust) to this connector.



- 15 Attach the connectors from the PCFC to the stock O2 sensor and wiring harness.

To utilize the O2 control feature of the PCFC, the stock O2 sensor must remain in the exhaust and active.

- 16 Replace the side covers.
- 17 Replace the fuel tank.
- 18 Replace the seat.

	0	2	5	10	15	20	40	60	80	100
500	0	0	0	0	0	0	0	0	0	0
750	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0
1250	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0
1750	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0
2250	0	0	0	0	0	0	0	0	0	0
2500	0	0	0	0	0	0	0	0	0	0
2750	0	0	0	0	0	0	0	0	0	0
3000	0	0	0	0	0	0	0	0	0	0
3250	0	0	0	0	0	0	0	0	0	0
3500	0	0	0	0	0	0	0	0	0	0
3750	0	0	0	0	0	0	0	0	0	0
4000	0	0	0	0	0	0	0	0	0	0
4250	0	0	0	0	0	0	0	0	0	0
4500	0	0	0	0	0	0	0	0	0	0
4750	0	0	0	0	0	0	0	0	0	0
5000	0	0	0	0	0	0	0	0	0	0
5250	0	0	0	0	0	0	0	0	0	0
5500	0	0	0	0	0	0	0	0	0	0
5750	0	0	0	0	0	0	0	0	0	0
6000	0	0	0	0	0	0	0	0	0	0

**FIG.J**

The PCFC for this model controls the stock closed loop area. This area is represented by the highlighted cells. The PCFC is designed to achieve a target AFR of 13.6:1. To use this PCFC you must retain your stock O2 sensor.

It is not recommended to alter the values in the highlighted area unless instructed to do so by a Dynojet technician.

The closed loop range can be adjusted from the PCFC software by going to Device Tools -> Closed Loop Adjustment. In this window you can use the slider bars to enrichen/enlean the closed loop range. We do not recommend an adjustment beyond +/- 20.