

[POWER COMMANDER V]

2013 Husqvarna TR650

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 Posi-taps
- 1 Zip-tie

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

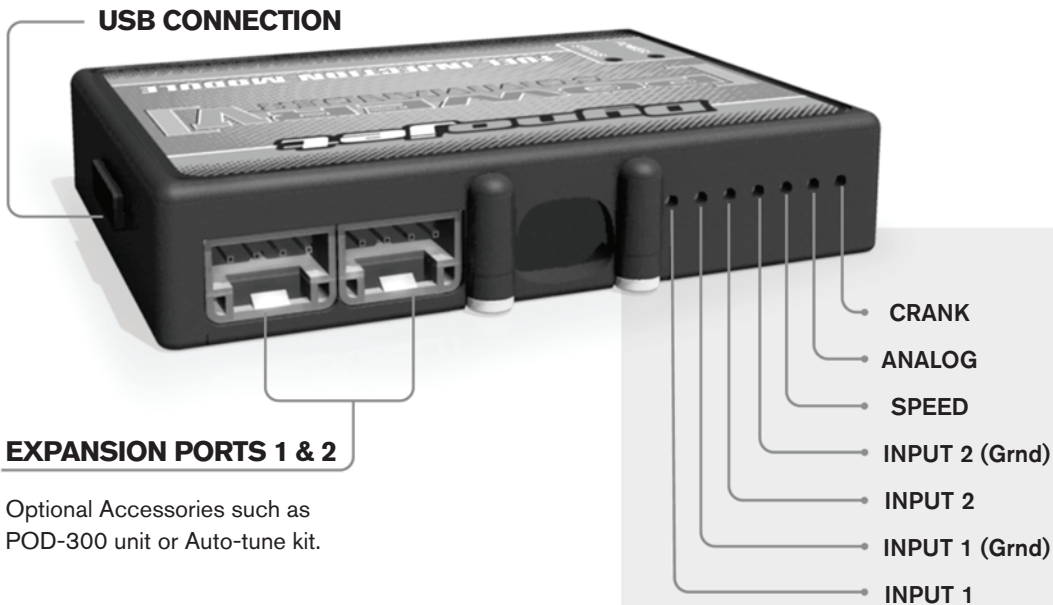
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

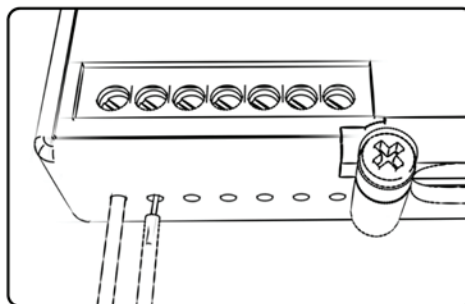
POWER COMMANDER V INPUT ACCESSORY GUIDE



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.

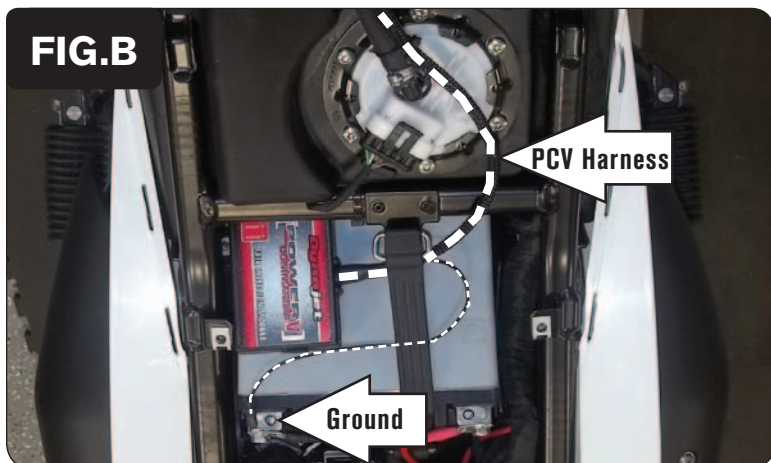
Analog-

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.

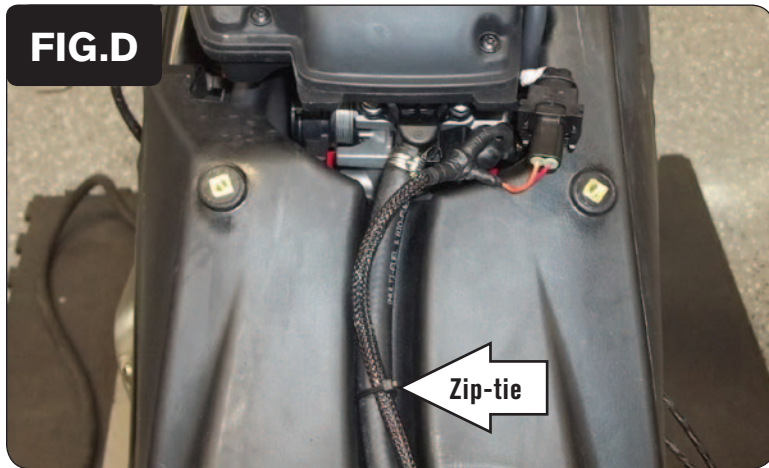
DO NOT TURN ON THE IGNITION WHILE ANY CONNECTIONS ARE UNPLUGGED.



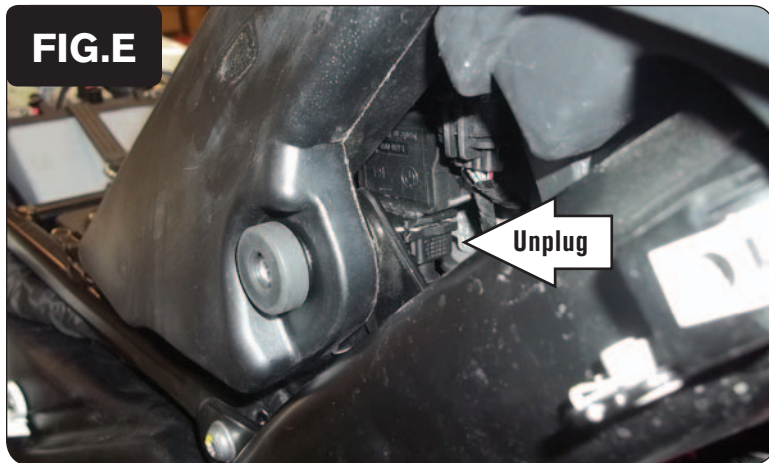
- 1 Remove the seat.
- 2 Remove the right side fairing (Fig. A).
- 3 Use the supplied Velcro to secure the PCV module to the forward left corner of the bike's battery.
Clean both surfaces with the supplied alcohol swab prior to attaching the Velcro.
- 4 Secure the ground wire of the PCV wiring harness with the small ring lug to the negative (-) terminal of the bike's battery.
- 5 Route the PCV wiring harness towards the front of the bike following inside of the fuel tank's recess for the fuel hose (Fig. B).

- 6 Locate and unplug the stock wiring harness connector from the bike's Fuel Injector (Fig. C).

The Fuel Injector is located on top of the throttle body.



- 7 Use the supplied zip-tie to secure the PCV wiring harness to the fuel line at the location shown in Figure D.
- 8 Plug the PCV wiring harness in-line of the Fuel Injector and the stock wiring harness (Fig. D).

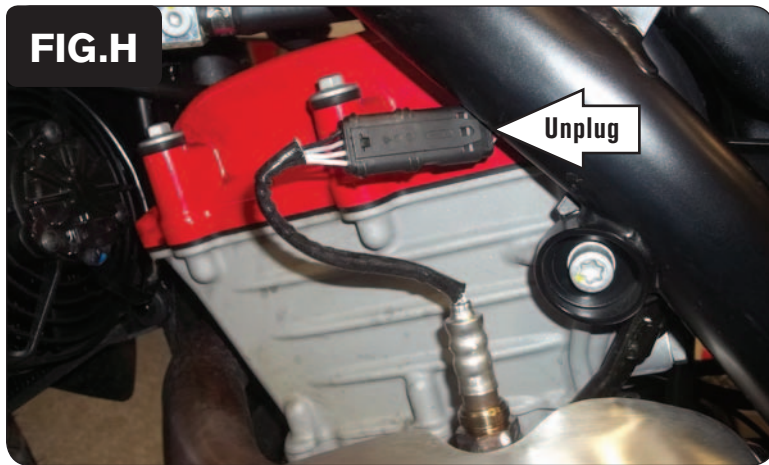
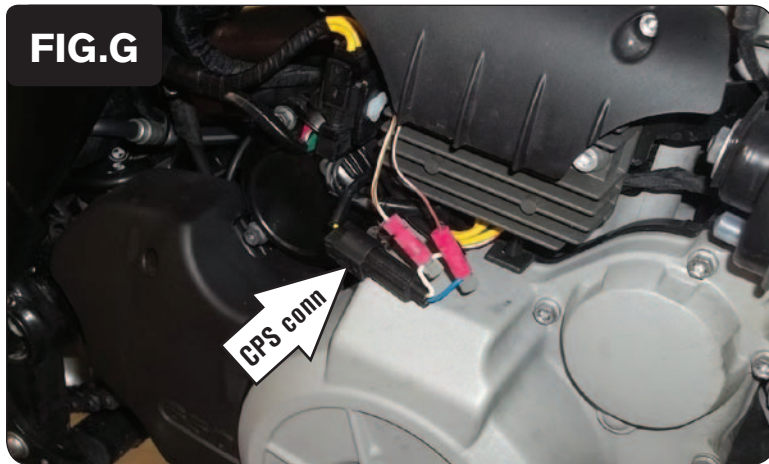


- 9 Route the remainder of the PCV wiring harness down the right side of the throttle body in between the airbox and the fuel tank.
- 10 Unplug the stock wiring harness connector from the bike's Throttle Position Sensor (Fig. E).

The TPS is located on the right hand side of the Throttle Body.



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



- 12 Route the BROWN/WHITE and the WHITE/BROWN wires of the PCV wiring harness down the right side of the engine towards the Regulator/Rectifier.
- 13 Locate the BLACK 2-pin connectors for the bike's Crank Position Sensor directly below the Regulator/Rectifier (Fig. G).
- 14 Use the supplied posi-taps to connect the PCV crank position input wires to the stock crank position sensor wires.

Attach the WHITE/BROWN wire of the PCV to the stock WHITE/YELLOW crank position wire.

Attach the BROWN/WHITE wire of the PCV to the stock BLUE/YELLOW crank position wire.

- 15 Locate and unplug the bike's stock o2 sensor connectors (Fig. H).

This connector is located on the left hand side of the cylinder head. You can trace the wires coming out of your o2 sensor to this connector.

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.

- 16 Reinstall the seat and body panel.

