

# [POWER COMMANDER V]

## FUEL AND IGNITION

### 2014 Indian Chief

#### 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
- 5 8" Zip ties
- 1 4" Zip tie
- 1 Posi-tap

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

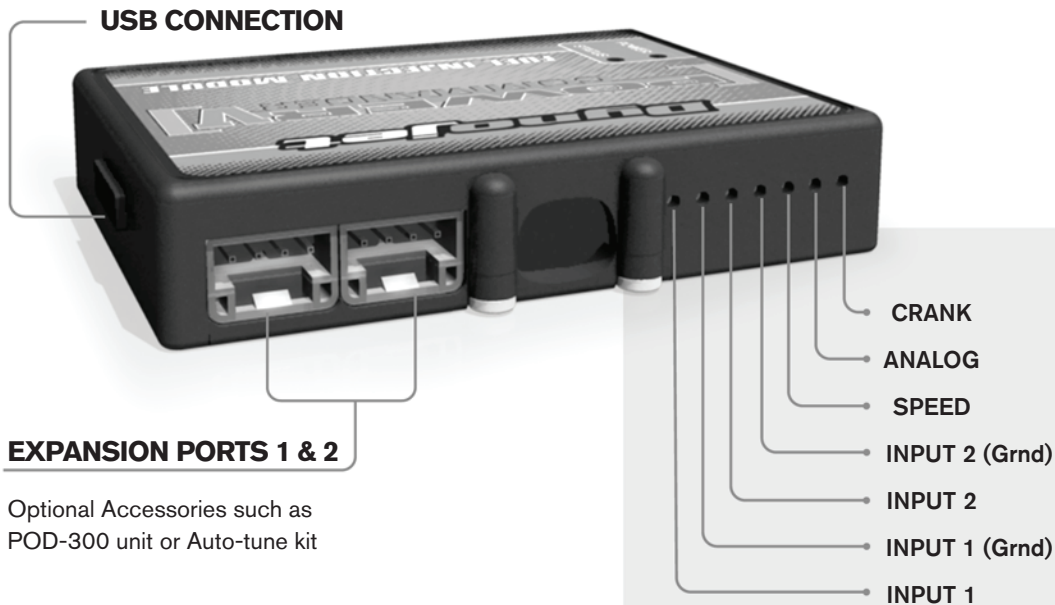
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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



## 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-

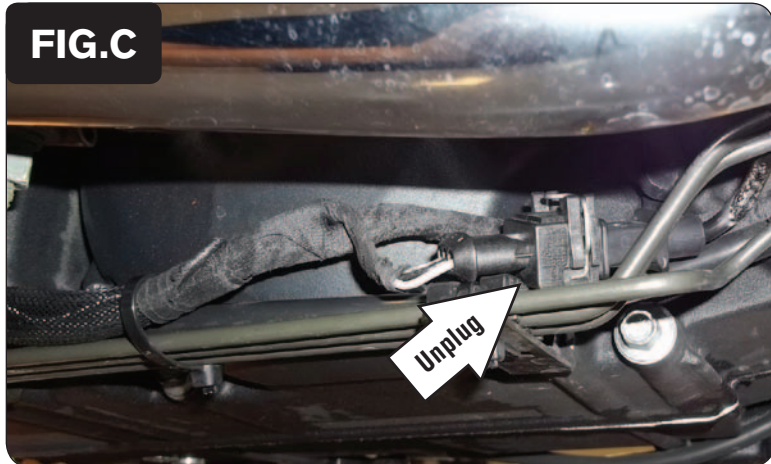
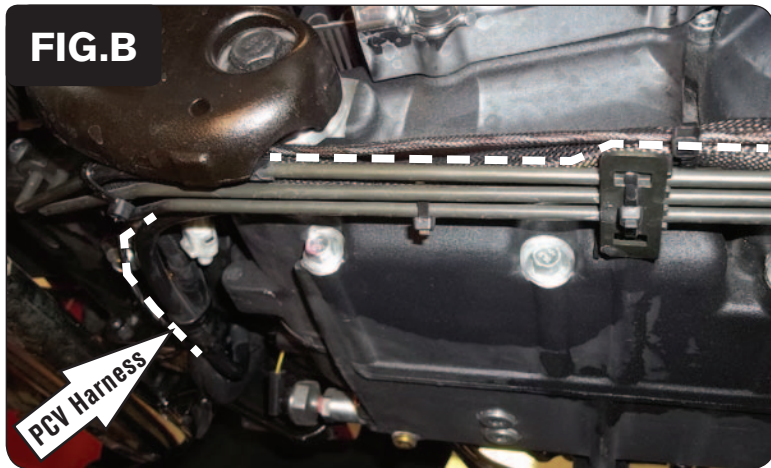
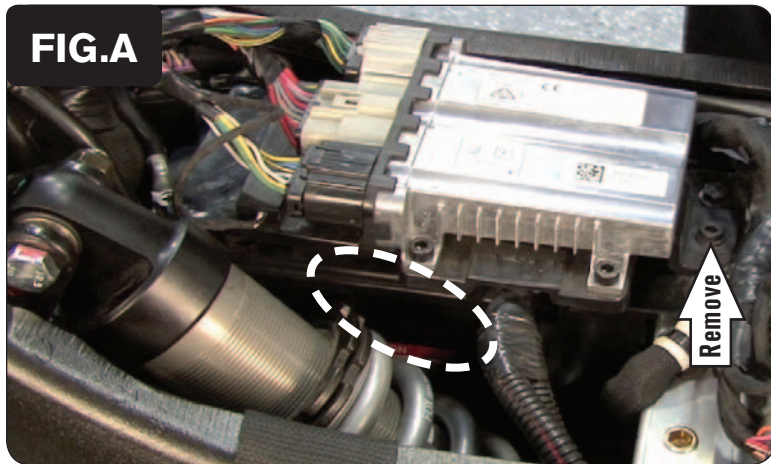
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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 main seat and both side covers.
- 2 Remove the gauge cluster at the top of the fuel tank. Remove the fuel tank.
- 3 Loosen the electronic module from the top of the battery.

*Remove the bolt shown in Figure A. Push the module and bracket forward then upward.*

- 4 From under the seat, route the PCV wiring harness branch with the BROWN/WHITE and WHITE/BROWN wires through to the bottom of the bike going between the rear shock and battery (Fig. A).

*This can be difficult. There is a hole in the frame below the shock that the connectors can pass through. Keep the wiring off of the shock and the exhaust pipe at the bottom of the bike.*

- 5 Beneath the bike, continue routing this branch of the harness first to the right side of the bike then forward. Use the supplied zip ties to secure the wiring harness above and along the hydraulic brake lines (Fig. B).

*Be sure to keep the wiring off of the hot exhaust and clear of any moving parts.*

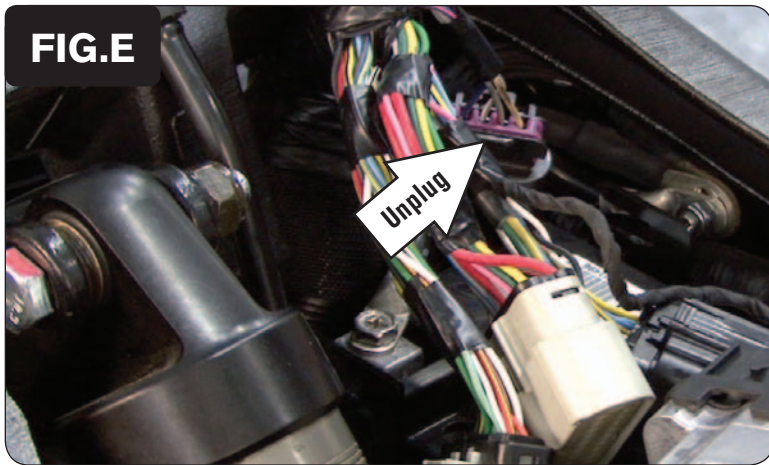
- 6 Locate and unplug the stock Crank Position Sensor connectors (Fig. C).

*These connectors are located just above the hydraulic brake lines below the right side of the engine towards the front of the engine.*

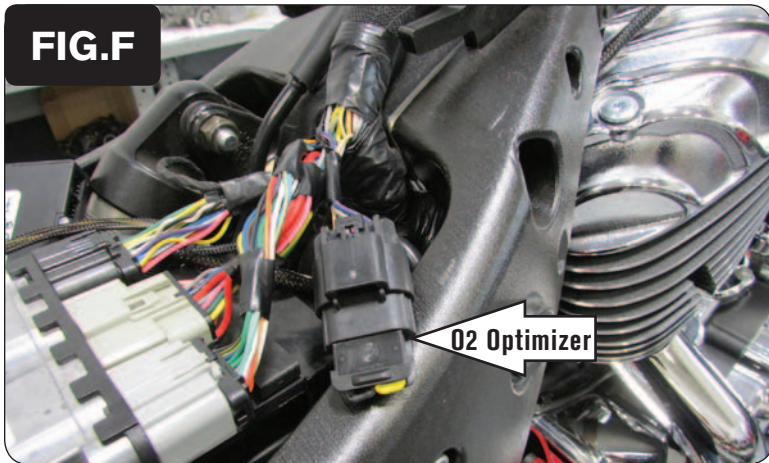




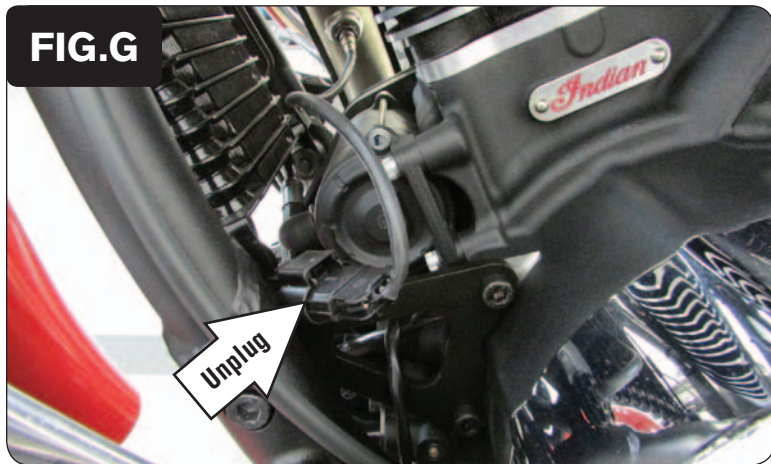
- 7 Plug the PCV wiring harness in-line of the stock CPS connectors (Fig. D).  
*Use the zip ties to secure these connectors above the hydraulic brake lines. Be careful to secure these connectors and wiring such that it will stay off of the hot exhaust pipe.*



- 8 Under the seat, locate and unplug the stock connector for the bike's rear cylinder O2 sensor (Fig. E).



- 9 Plug one of the supplied O2 Optimizers into the bike's stock wiring harness in-place of the stock O2 sensor (Fig. F).



- 10 Locate and unplug the stock connector for the bike's front cylinder O2 sensor (Fig. G).

*This connector is located near the forward left corner of the crankcase.*



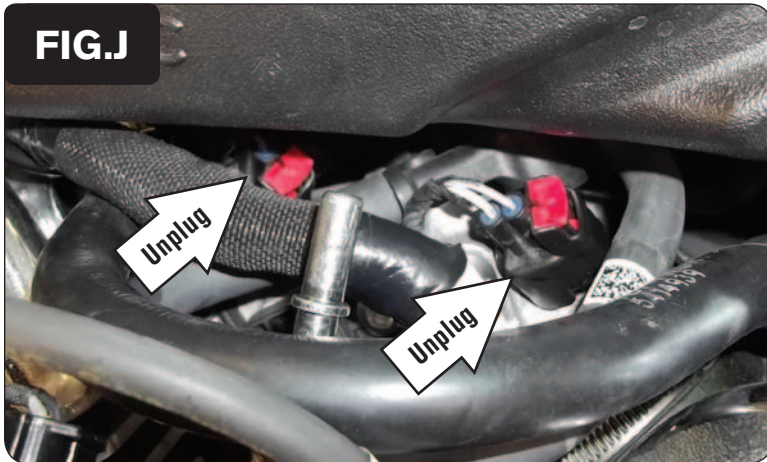
- 11 Plug the other supplied O2 Optimizer into the bike's stock wiring harness in-place of the stock front O2 sensor (Fig. H).

*The stock O2 sensors will no longer be used. They can be removed from the exhaust, if desired and if you have a way to plug the hole.*



- 12 Route the other PCV wiring harness branch forward towards the engine. Go through the opening in the frame directly in front of the battery, then over the top of the rear cylinder, between the rear cylinder valve cover and the frame, towards the fuel injectors located between the two cylinders under the frame.





- 13 Locate and unplug the stock wiring harness from the front and rear Fuel Injectors (Fig. J).

*First lift the small RED tab on the stock connectors. Then squeeze the connectors from the sides as you unplug them.*



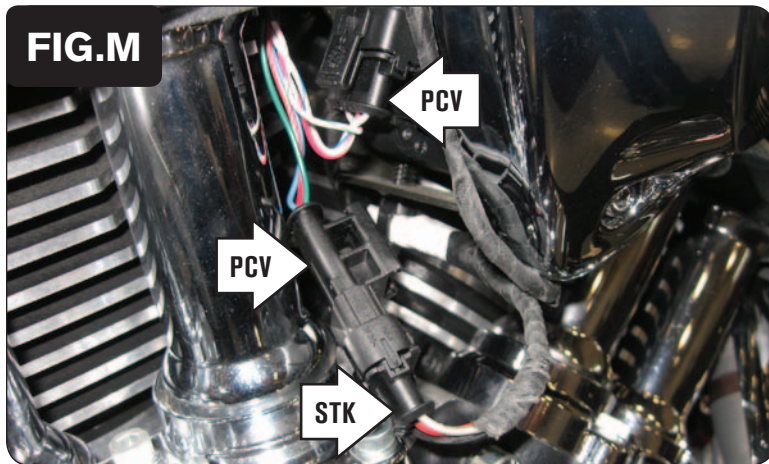
- 14 Plug the pair of PCV connectors with YELLOW colored wires in-line of the Rear Cylinder Fuel Injector and the stock wiring harness.
- 15 Plug the pair of PCV connectors with ORANGE colored wires in-line of the Front Cylinder Fuel Injector and the stock wiring harness (Fig. K).

*It is easiest to make these connections from the right side of the bike.*

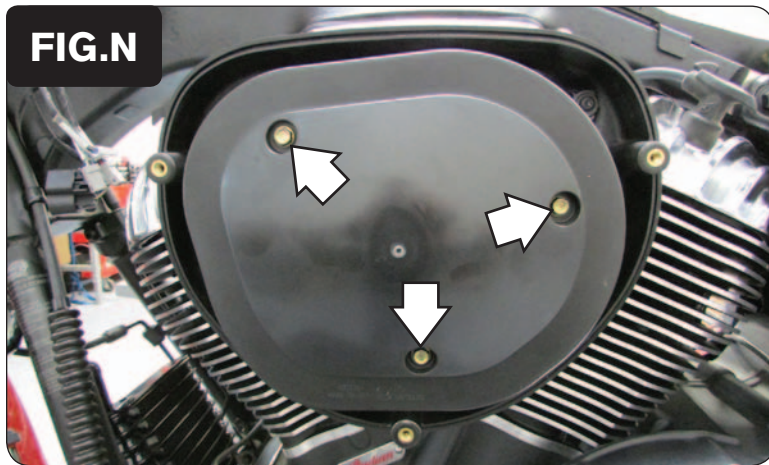


- 16 Locate and unplug the stock wiring harness from the bike's Ignition Coil (Fig. L).

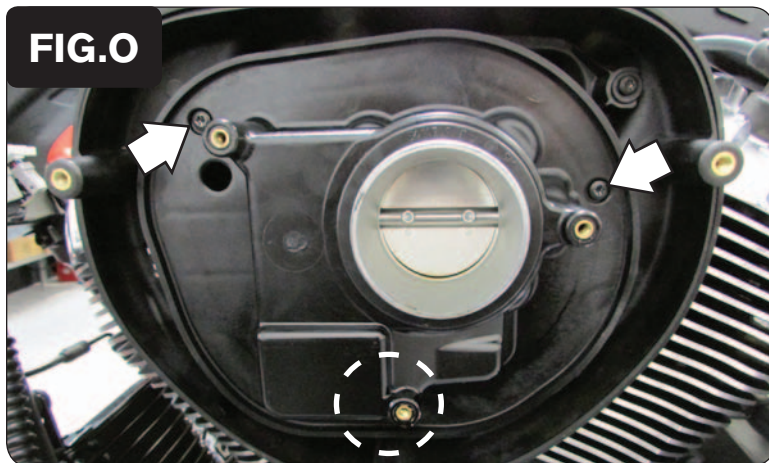
*This is a 3-pin connector. The Ignition Coil is located on the right side of the engine.*



- 17 Route the pair of 3-pin connectors from the PCV down to the Ignition Coil and plug these connectors in-line of the Ignition Coil and the stock wiring harness (Fig. M).

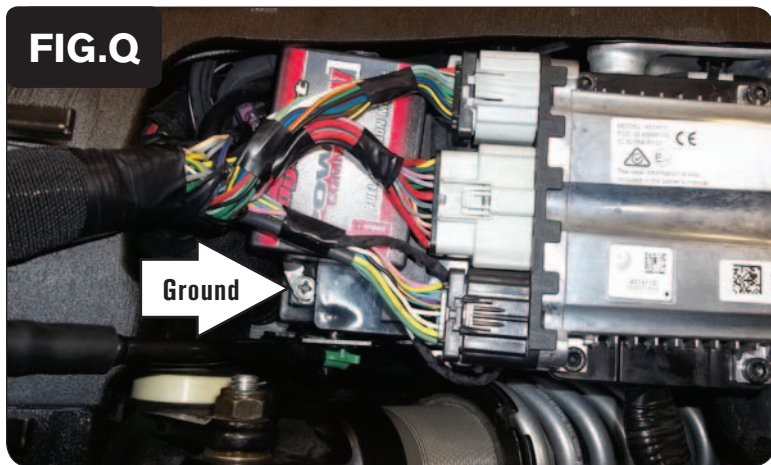
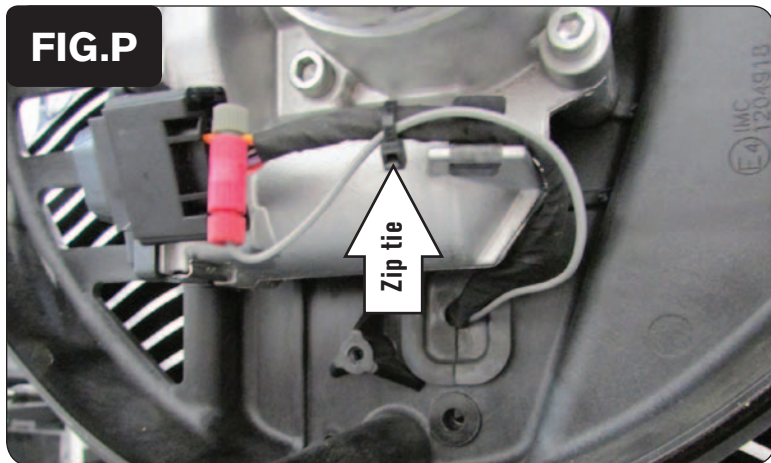


- 18 Remove the airbox cover.  
*The airbox is on the left side of the engine.*
- 19 Remove the air filter (Fig. N).

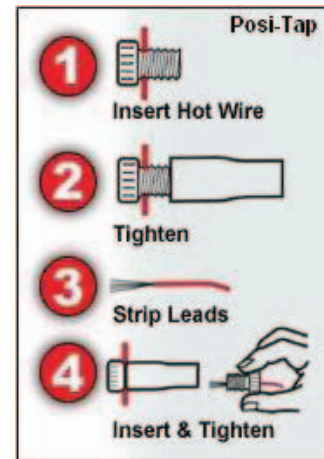


- 20 Remove the air filter backing plate (Fig. O).  
*The 3rd bolt can not be seen in Figure O, but it is in the vicinity of the small dashed circle.*  
*The hole on the left side of the backing plate goes to an engine ventilation tube. Be sure the tube is back on the backing plate when reinstalling.*





- 21 Route the single GREY unterminated PCV wire between the cylinders to the back of the airbox.
- 22 Push the GREY wire through the rubber grommet on the back of the airbox for the stock wiring.
- 23 Use the supplied Posi-tap to attach the PCV GREY wire to the stock ORANGE/YELLOW wire on the throttle body servo connector (Fig. P).
- 24 Use the small supplied zip tie to secure the PCV GREY wire to the stock wiring harness, as shown in Figure P.



- 25 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery.
- 26 Reinstall the stock electronic module and its bracket on top of the battery.
- 27 Secure the PCV module to the same bracket in front of the stock module and beneath the wiring to the stock module (Fig. Q).  
*Use the supplied Velcro strips to secure the PCV module. Clean the surface area with the supplied alcohol swab prior to applying the Velcro adhesive.*
- 28 Reassemble the air box.
- 29 Reinstall the fuel tank, the gauge cluster, the seat, and side covers.