

[POWER] [COMMANDER III]

CERTIFIED **USB**

1995-2000 BMW R1100 R/RT

Installation Instructions

Parts List

- 1 Power Commander
- 1 USB Cable
- 1 CD-ROM
- 1 Installation Guide
- 1 Power Adapter
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Velcro® Strip
- 1 Alcohol Swab
- 1 O2 Sensor
- 5 Zip ties



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

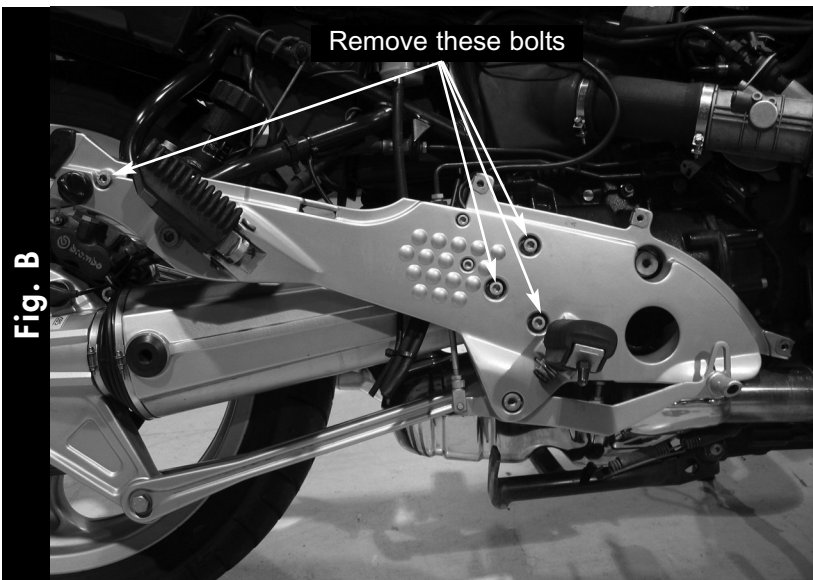
PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Fig. A



- 1 Remove the seat.
- 2 Remove the lower fairing.
- 3 Remove the left hand and right hand fairings.
- 4 Remove fuel tank.
- 5 Install the PCIII module in the tail section of the motorcycle. Figure A shows the unit laying in the tail section but it can be mounted in several locations. Make sure the unit or the wiring harness does not get compressed by the seat. Use the supplied velcro to attach the unit.

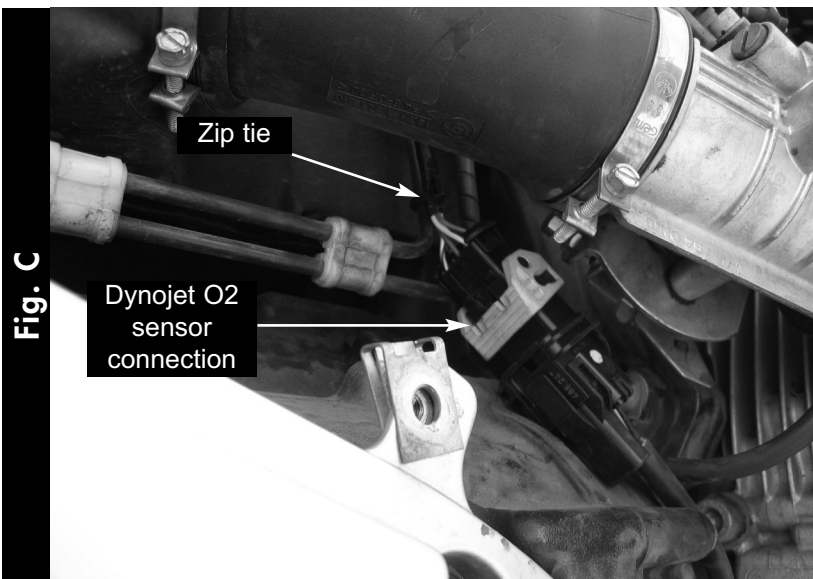
Fig. B



- 6 Route the wiring harness towards the front of the bike.
- 7 Remove the right hand side footpeg bracket assembly to gain access to the O2 sensor in the muffer (Fig. B).
- 8 Unscrew the stock O2 sensor from the muffer.
- 9 Screw the Dynojet O2 sensor into the muffer.

Note: On some exhaust systems it may be necessary to enlarge the hole in the muffer to accept the Dynojet O2 sensor.

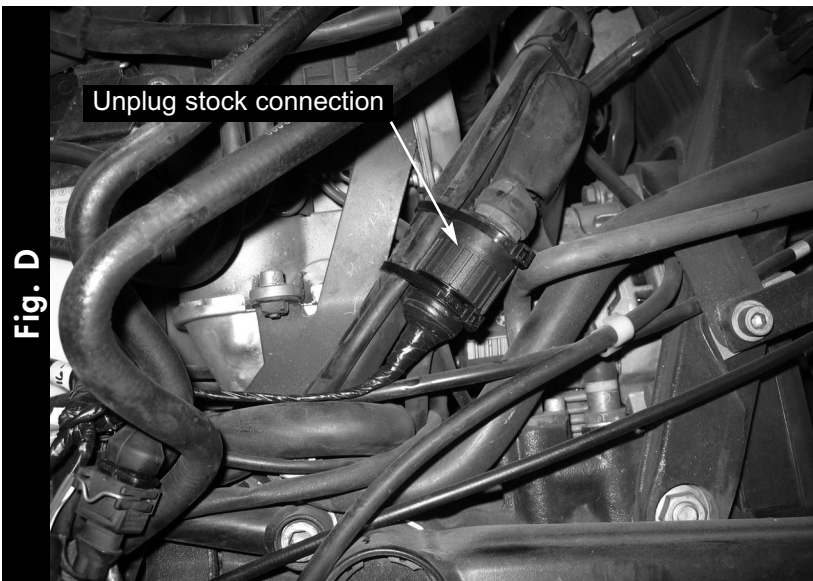
Fig. C



- 10 Route the square 6 pin connector from the PCIII behind the right hand throttle body.
- 11 Plug the Dynojet wide band sensor into the PCIII harness (Fig. C).

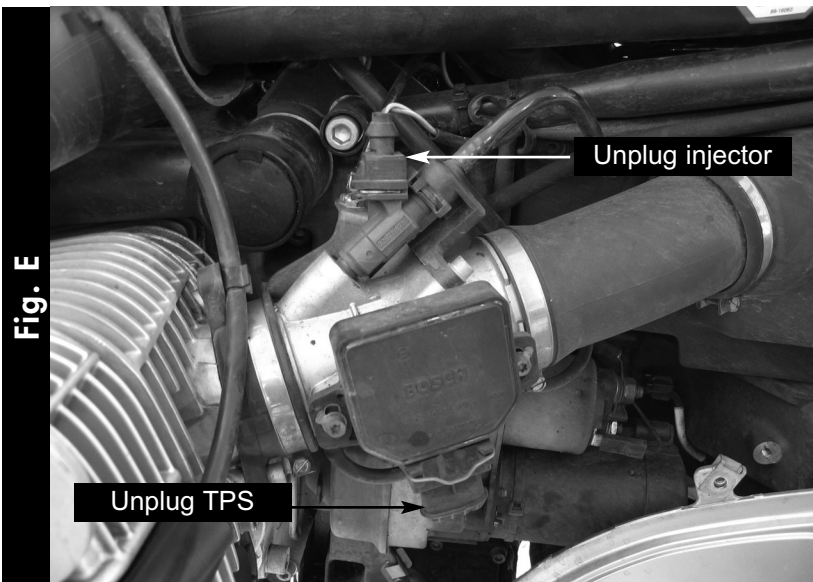
Use a zip tie to keep the PCIII harness away from the throttle linkage.

Fig. D



- 12 Follow the wiring harness for the stock O2 sensor up to the main harness which is located under the fuel tank.
- 13 Unplug the stock O2 sensor from the main wiring harness (Fig. D). The stock O2 sensor is no longer needed.
- 14 Plug the mating lead from the PCIII to the stock wiring harness. Attach connector to frame using the supplied zip ties.

Fig. E



- 15 Unplug the stock wiring harness from the L.H cylinder injector (Fig. E).
- 16 Unplug the stock wiring harness from the Throttle Position Sensor (Fig. E).

Align the PCIII connector to the stock wiring harness as shown below. The square edges of the PCIII connector align with the spring clip side of the stock wiring harness

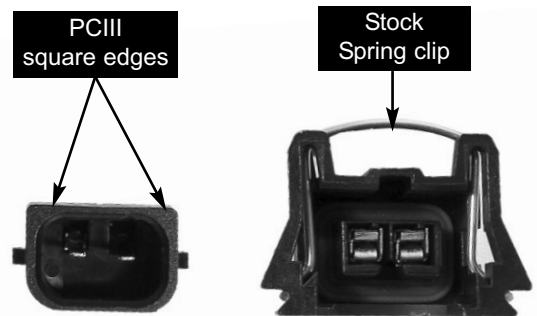
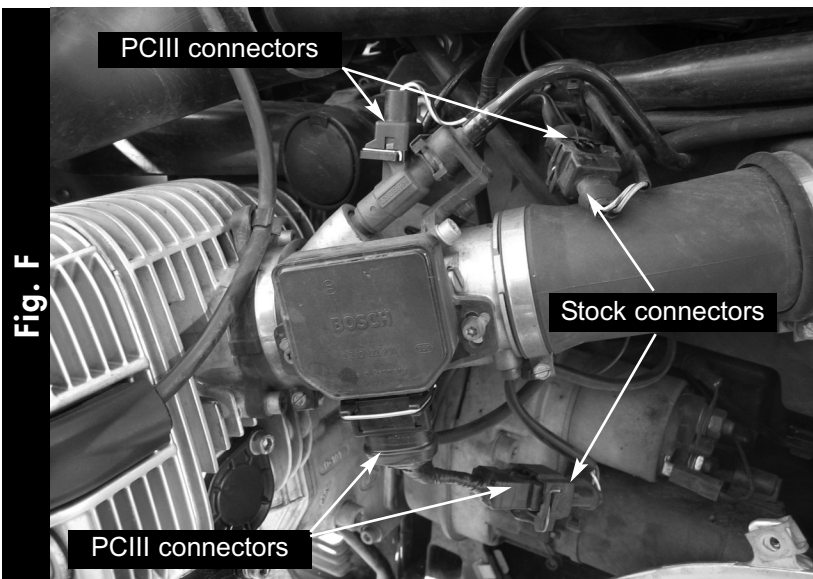
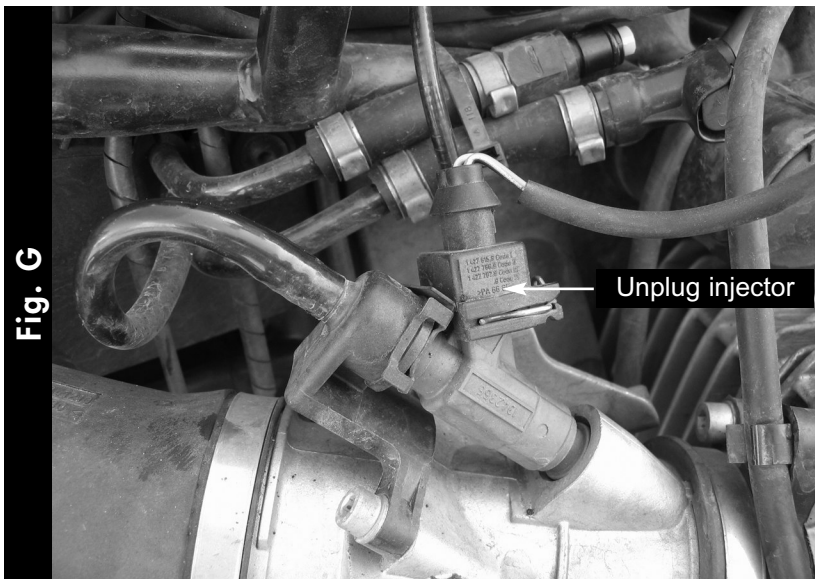


Fig. F

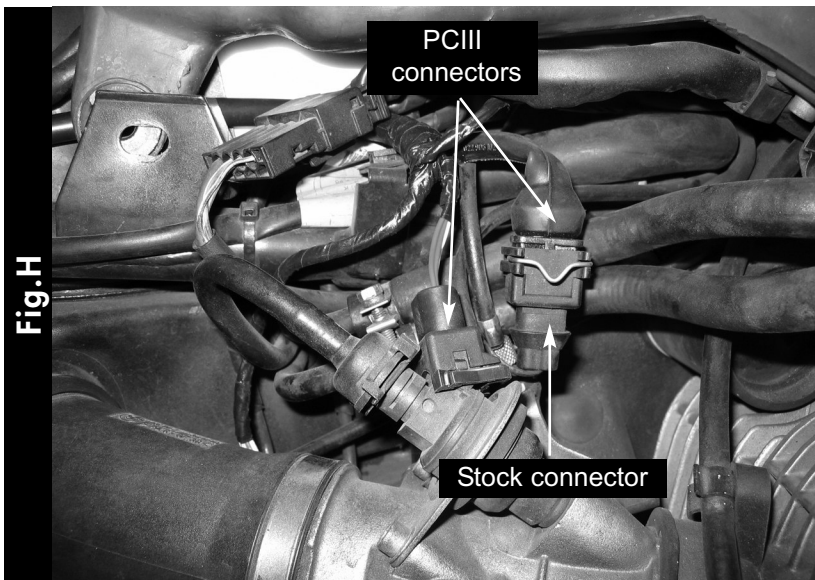


- 17 Plug the PCIII in line of the stock injector and TPS and the stock wiring harness (Fig. F).

Route the harness for the TPS behind the throttle body. Make sure the harness does not interfere with the throttle linkage.



- 18 Unplug the stock wiring harness from the R.H injector (Fig. G).



- 19 Plug the wiring harness from the PCIII in-line of the right hand cylinder injector and wiring harness (Fig. H). Make sure to align the connectors as in step 16.
- 20 Before reinstalling the fuel tank make sure that the wiring harness is routed in a manner that it will not get pinched or damaged.
- 21 Reinstall fuel tank.
- 22 Before reinstalling the bodywork inspect the throttle cables where they enter the throttle body and make sure that they are properly seated inside the adjuster.
- 23 Reinstall bodywork

Note: The white 4 pin connector on the PCIII harness is to hook up an optional Dynojet air/fuel gauge:

White face gauge: 76950409

Black face gauge: 76950408