

[POWER COMMANDER V]

FUEL AND IGNITION

2018 BMW G310R

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

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

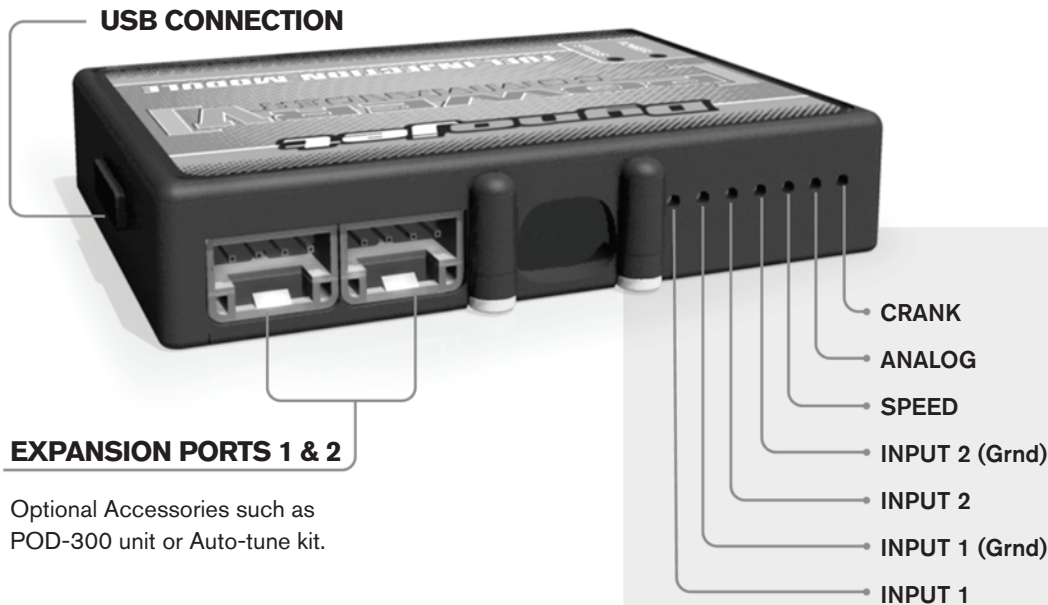
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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



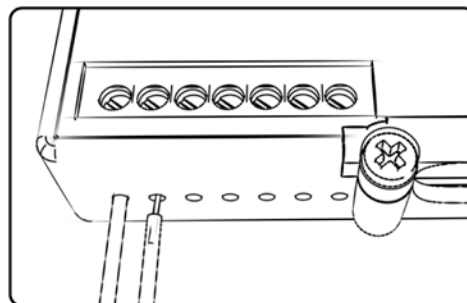
EXPANSION PORTS 1 & 2

Optional Accessories such as POD-300 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 -

(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-

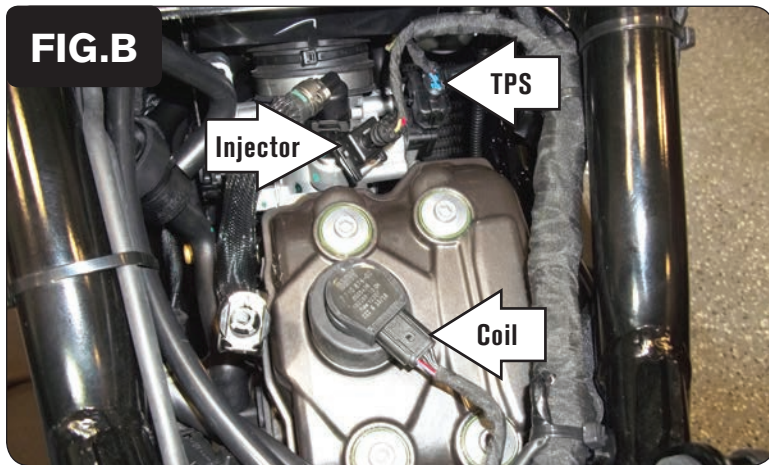
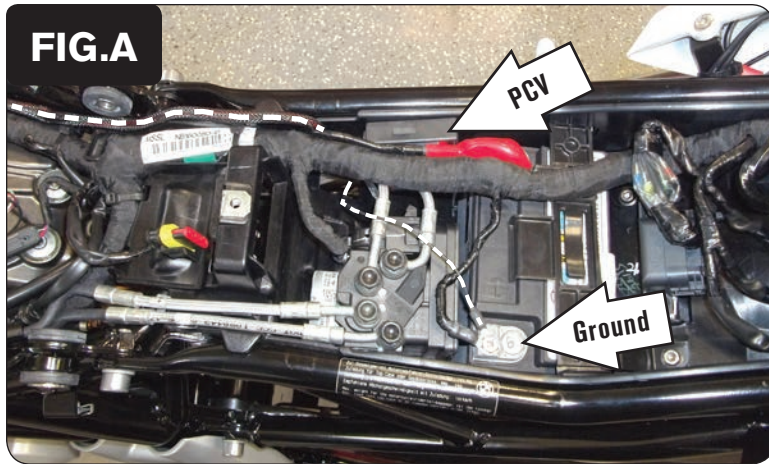
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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 seat, the fuel tank cover, and the radiator shrouds on both sides of the bike.
- 2 Remove the fuel tank.
- 3 Secure the PCV module to the inside of the right frame rail near the battery (Fig. A).

The module can be secured with the supplied Velcro. Use the alcohol swab to clean surfaces before attaching the Velcro.

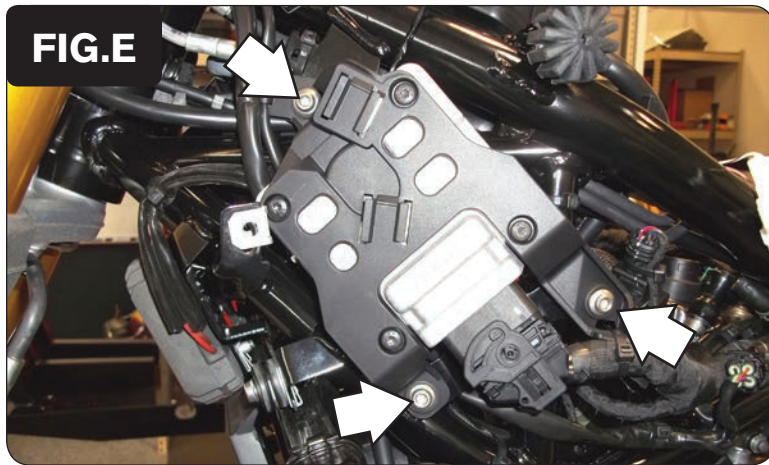
- 4 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery.

- 5 Route the PCV wiring harness towards the engine following along the top of the stock main wiring harness.
- 6 Unplug the Fuel Injector, the Throttle Position Sensor, and the Ignition Coil (Fig. B).

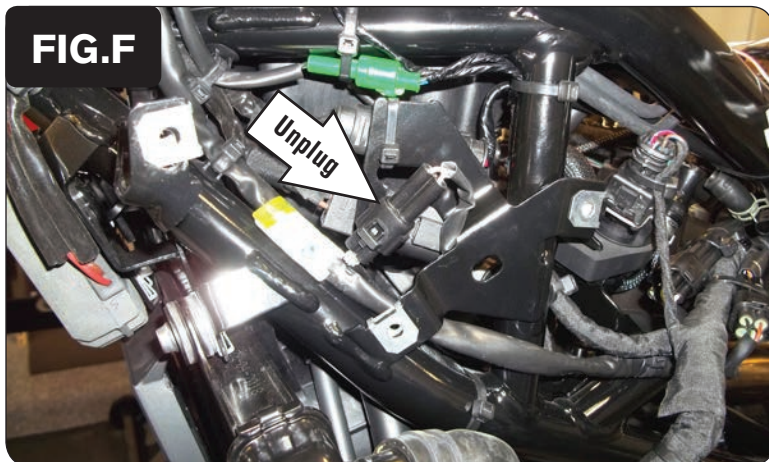
- 7 Plug the PCV wiring harness in-line of the TPS and stock wiring harness.
- 8 Plug the PCV wiring harness in-line of the Fuel Injector and the stock wiring harness (Fig. C).



- 9 Plug the PCV wiring harness in-line of the Ignition Coil and the stock wiring harness (Fig. D).
- 10 Route the last pair of PCV connectors with BROWN colored wires towards the bike's ECM located on the left side of the bike near the airbox.



- 11 Loosen the bike's ECM by removing the three bolts shown in Figure E.
This will allow you to access the bike's Crank Position Sensor connectors located behind it.



- 12 Locate and unplug the stock Crank Position Sensor connectors (Fig. F).
This stock connector pair may need to be cut loose from a zip tie to gain access.
It is a BLACK 2-pin connector pair.



- 13 Plug the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. G).
- 14 Reinstall the ECM, fuel tank, bodywork, and the seat.