

[POWER COMMANDER V]

**2008-2010 Triumph Bonneville
/ T100 / Thruxton / Scrambler**

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
- 1 Posi-tap
- 2 O2 Optimizers
- 2 Zip ties

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

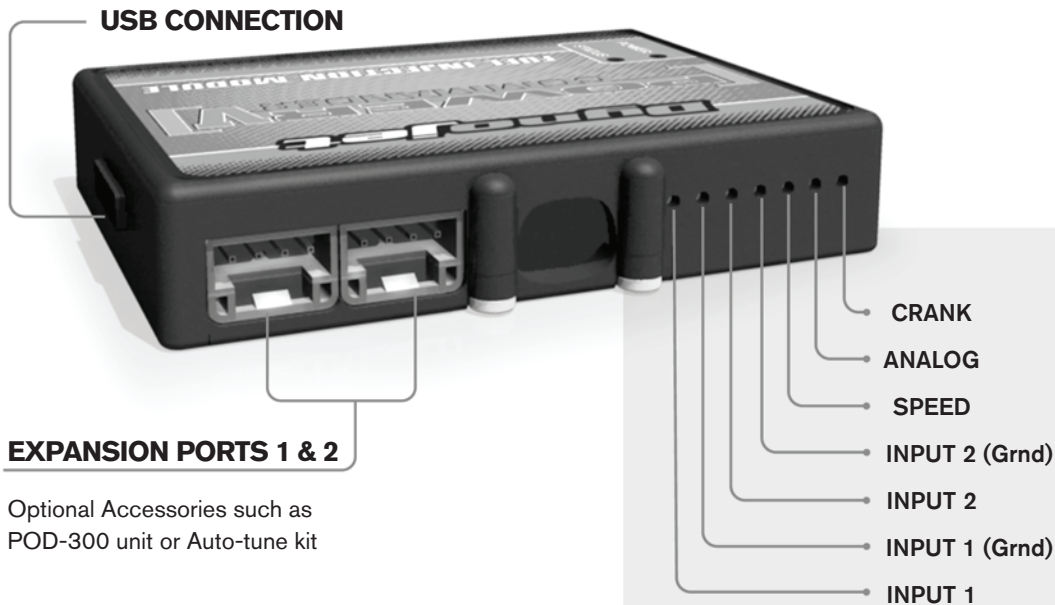
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

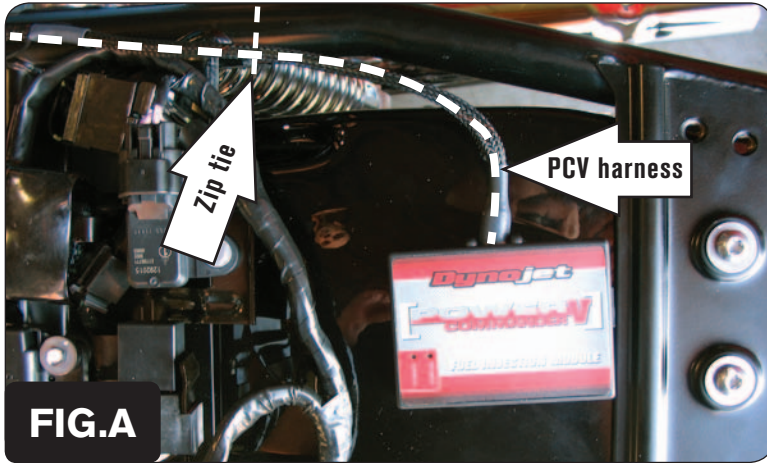
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent kill times when using a quickshifter.

Analog-

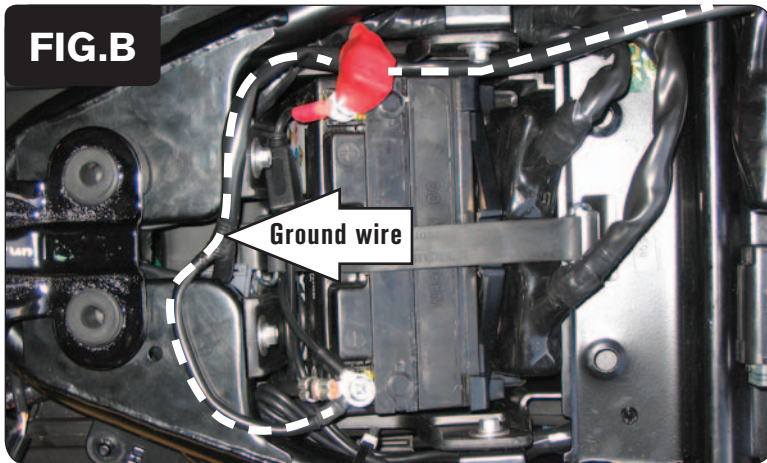
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

Crank-

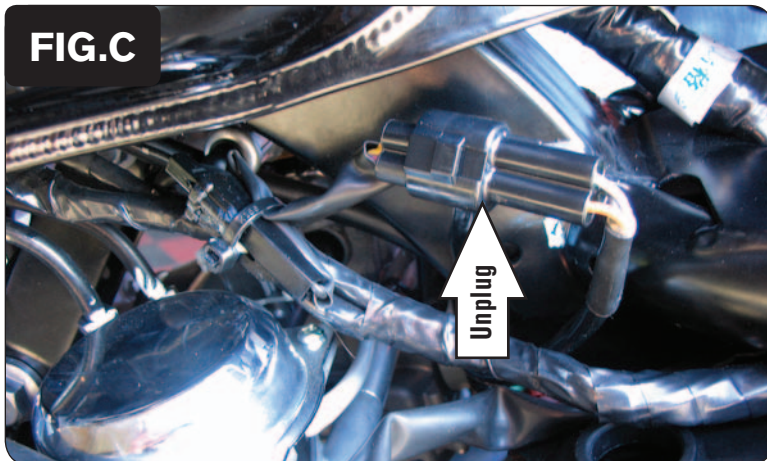
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



- 1 Remove the seat.
- 2 Using the supplied Velcro, secure the PCV module to the rear fender.
Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.
This install may only work if the owners manual is removed from the underside of the seat.
- 3 Use the supplied zip tie to secure the PCV harness to the frame (Fig. A).



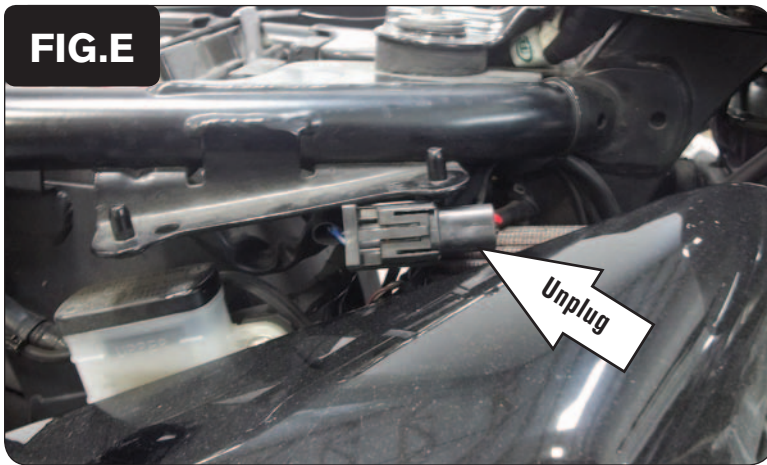
- 4 Route the PCV harness down the right side of the bike.
- 5 Attach the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery (Fig. B).



- 6 Unbolt the fuel tank and lift it up slightly.
The fuel tank does not need to be completely removed for this installation.
- 7 Unplug the BLACK 3-pin connector on the left side of the frame behind the left throttle body (Fig. C)



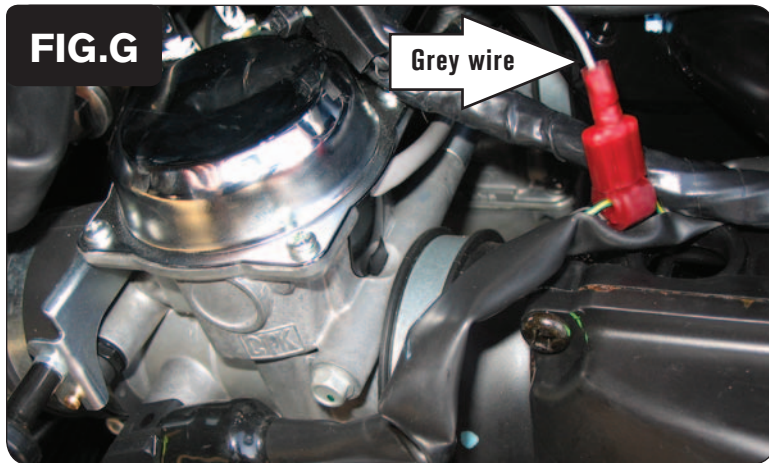
- 8 Plug the PCV wiring harness in-line of the stock connectors (Fig. D).



- 9 Locate and unplug the stock Crank Position Sensor connectors under the right frame rail under the seat (Fig. E).



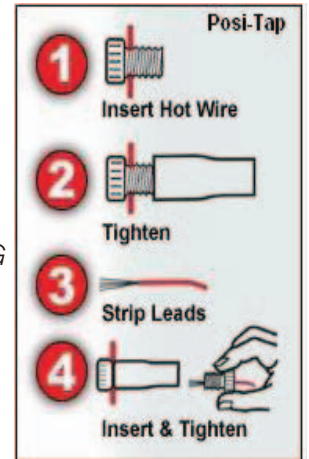
- 10 Plug the PCV in-line of the stock Crank Position Sensor connectors (Fig. F).



- 11 Use the supplied Posi-tap, to attach the GREY wire of the PCV to the stock GREEN/YELLOW wire of the stock Throttle Position Sensor harness (Fig. G).

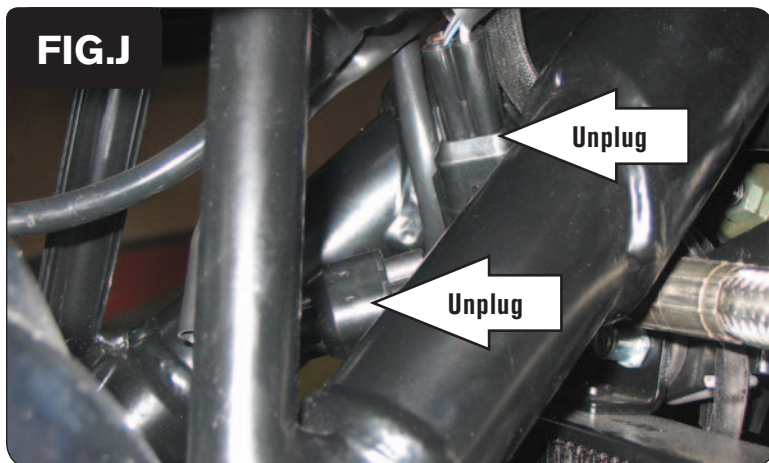
For a clean install cut thru the sheathing of the TPS harness to access the wire. The wire tap used in Figure G is an older style wire tap, not a Posi-tap.

It is recommended to use dielectric grease on this connection.



- 12 Using the supplied zip tie secure the PCV harness to the main wiring harness (Fig. H).

- 13 Bolt the fuel tank back into place making sure the PCV harness does not get pinched.



- 14 Locate the O2 sensor connections which are above the oil cooler.

These are BLACK 4-pin connectors. You can follow the wires from the O2 sensors up to this location.

- 15 Unplug both of the stock O2 sensor connections (Fig. J).

- 16 Plug the Dynojet O2 Optimizers into the wiring harness in-place of the stock O2 sensors.

The 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 holes in the exhaust.