

# [POWER COMMANDER V]

**2007-2010 Triumph Speed Triple**

**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 O2 Optimizer

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

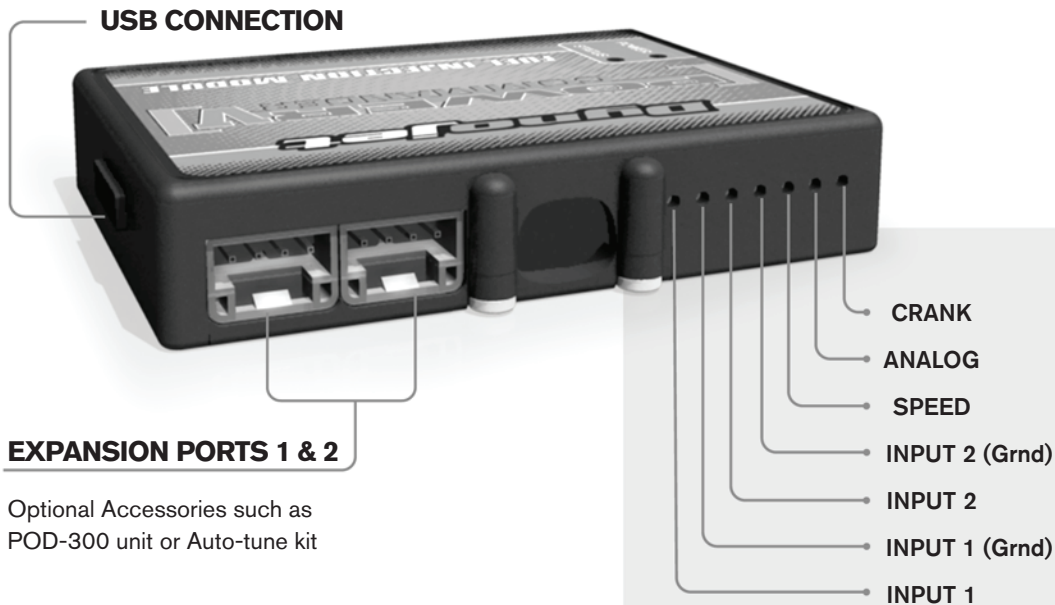
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

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# 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-

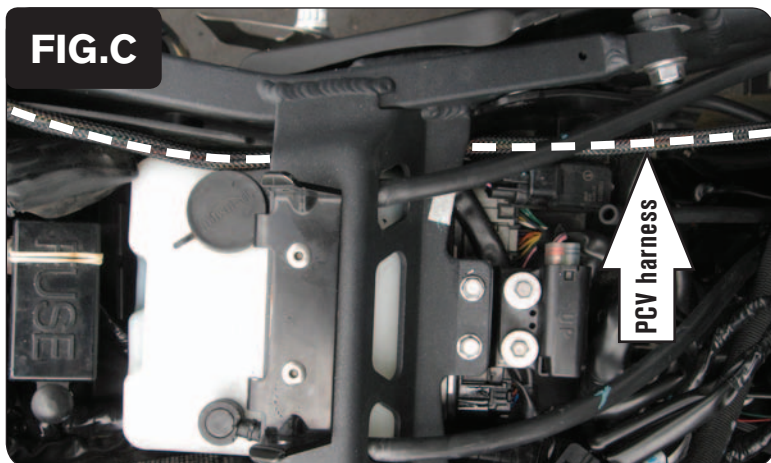
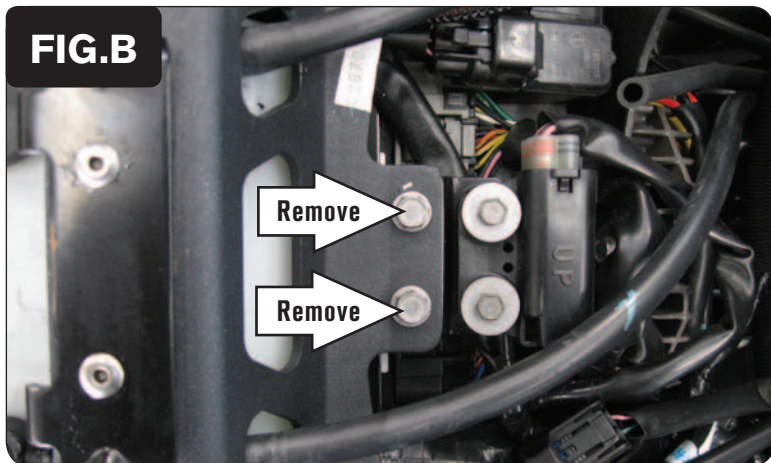
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

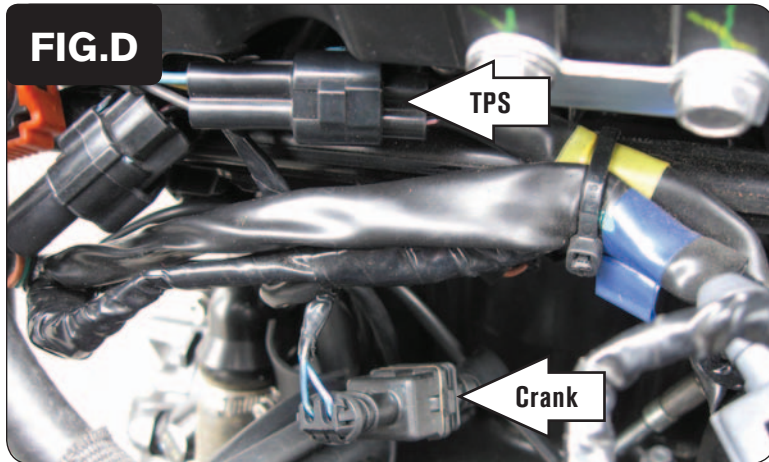
### Crank-

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.

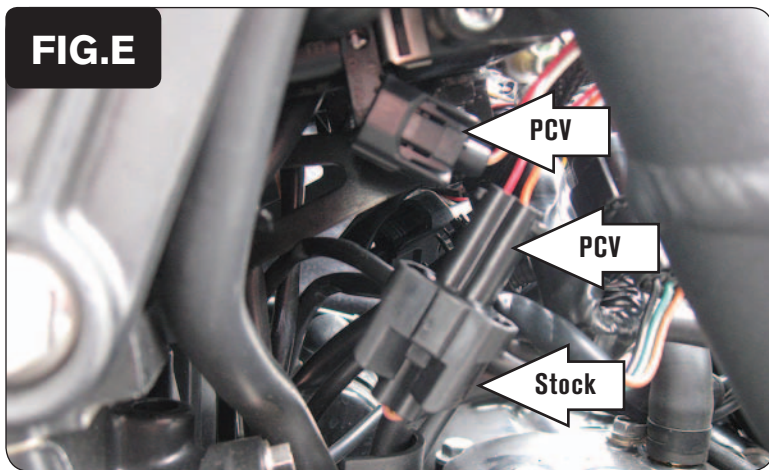


- 1 Remove the seat.
- 2 Remove the fuel tank.
- 3 Secure the PCV to the rear of the battery using the supplied Velcro (Fig. A).  
*Clean both surfaces with the supplied alcohol swab prior to attaching the Velcro.*
- 4 Route the PCV harness down the left side of the subframe and go towards the throttle bodies.
- 5 Attach the ground wire of the PCV with the small ring lug to the negative (-) terminal of the bike's battery (Fig A).
- 6 Remove the two bolts that hold the coolant reserve bottle to the frame (Fig. B).  
*This allows more room to route the PCV harness through.*
- 7 Route the PCV harness between the subframe and the coolant reserve bottle (Fig. C).
- 8 Reinstall the bolts for the coolant reserve bottle.





- 9 Locate the Throttle Position Sensor connectors and the Crank Position Sensor connectors on the back side of the airbox (Fig. D).
- 10 Unplug both of these connector pairs and plug the PCV wiring harness in-line of them.
- 11 Unplug all three Fuel Injectors.



- 12 Plug the PCV harness in-line of the stock wiring harness and each fuel injector (Fig. E).

*PCV harness:*

*ORANGE - cylinder #1 (left)*

*YELLOW - cylinder #2*

*GREEN - cylinder #3 (right)*

*Figure E shows the #1 cylinder. Repeat this for the other 2 cylinders.*



- 13 Locate the stock O2 sensor connection (Fig. F).

*This is a BLACK 4-pin connector pair located on the right side just inside of the frame. You can follow the wires coming out the O2 sensor in the exhaust to this location.*

- 14 Unplug the stock O2 sensor connectors and plug the O2 Optimizer into the stock wiring harness in place of the stock O2 sensor (Fig. F).

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

- 15 Reinstall the fuel tank and the seat.