

[POWER COMMANDER V]

2009-2012 Triumph Sprint ST / GT

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!**

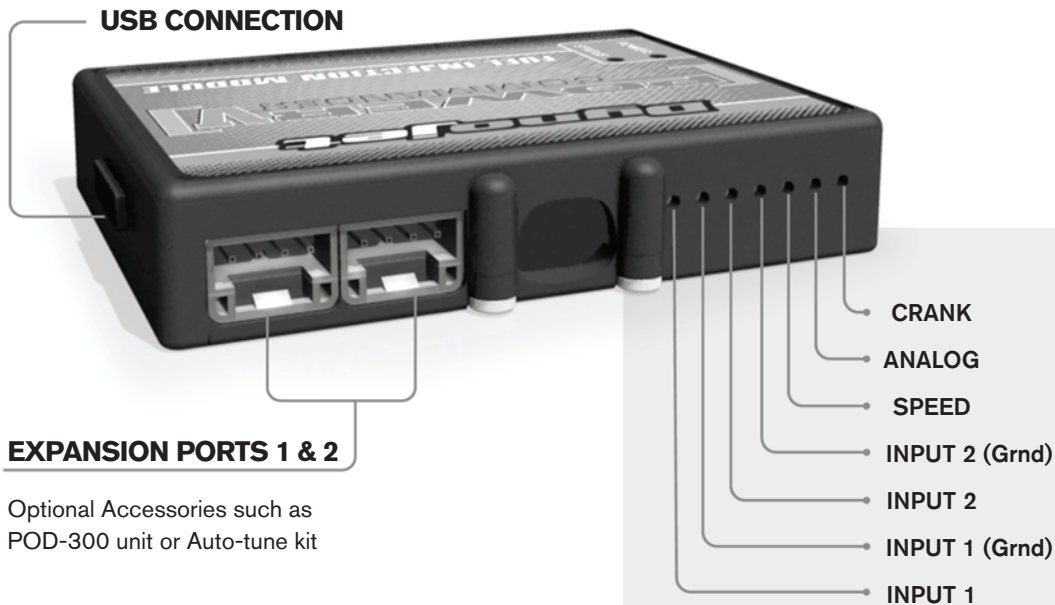
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

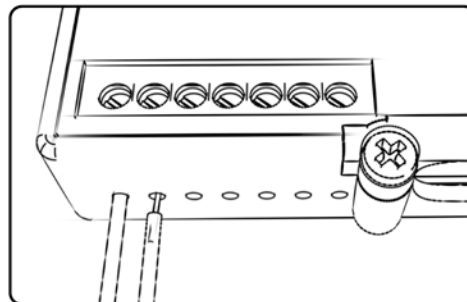
POWER COMMANDER V INPUT ACCESSORY GUIDE



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-

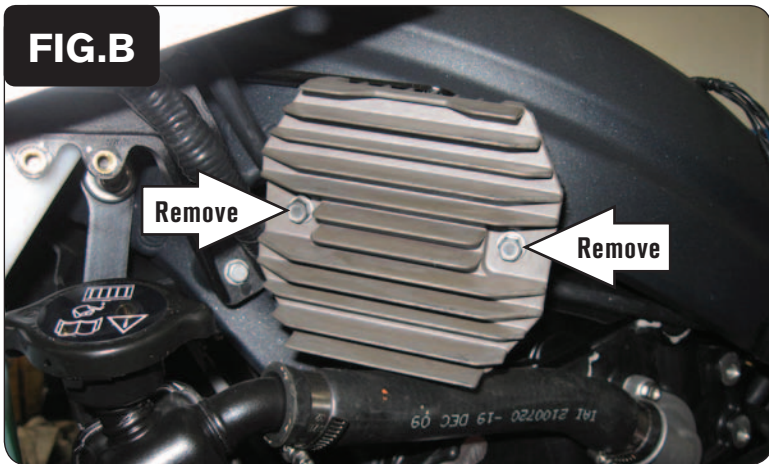
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



- 1 Remove the seat.
- 2 Remove the fuel tank, airbox, and left hand inner panel.
- 3 Secure the PCV module to the side of the coolant reserve bottle using the supplied Velcro (Fig. A).

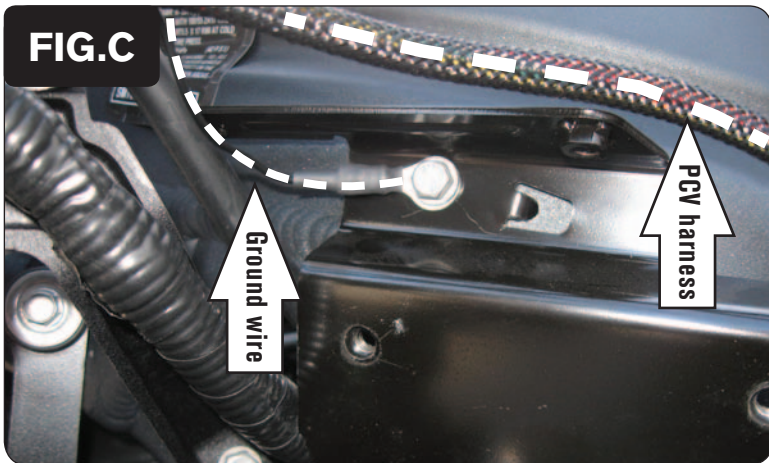
Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.

- 4 Route the PCV wiring harness down the left side of the frame and go towards the throttle bodies.

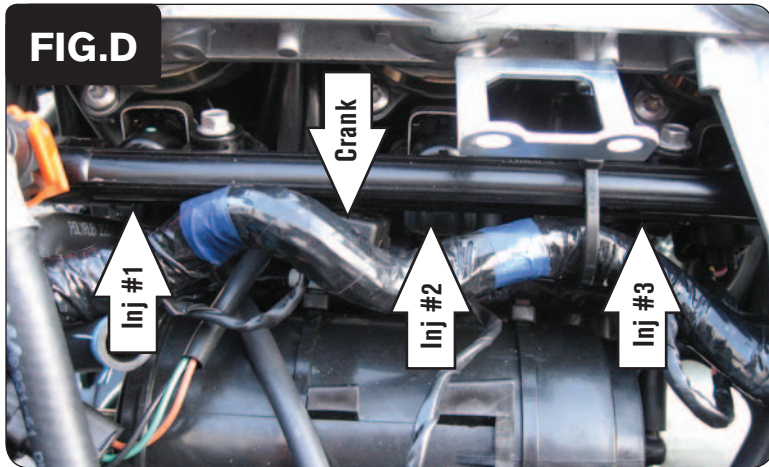


- 5 Remove the 2 bolts that hold the regulator/rectifier to the frame (Fig. B).

This allows access to the PCV ground bolt location.



- 6 Secure the PCV ground wire with the small ring lug to the bolt location shown in Figure C.
- 7 Reinstall the regulator/rectifier.

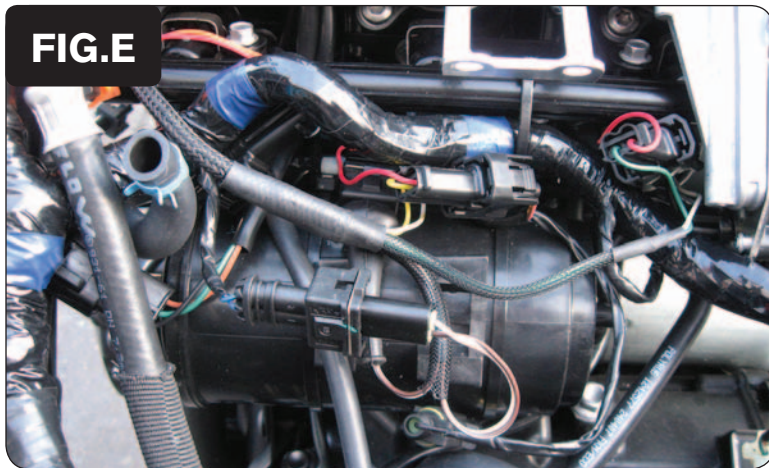


- 8 Unplug the stock wiring harness from each fuel injector (Fig. D).

The fuel injectors are not clearly visible in Figure D. They are located beneath and behind the fuel rail and stock wiring harness.

- 9 Unplug the stock Crank Position Sensor connectors (Fig. D).

This connector pair is located between the #1 and #2 throttle body behind the main wiring harness.



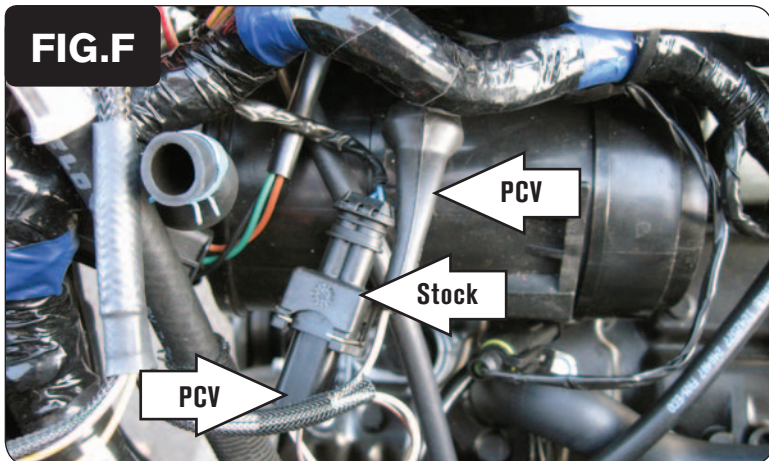
- 10 Plug the PCV harness in-line of the stock wiring harness and each fuel injector.

PCV harness:

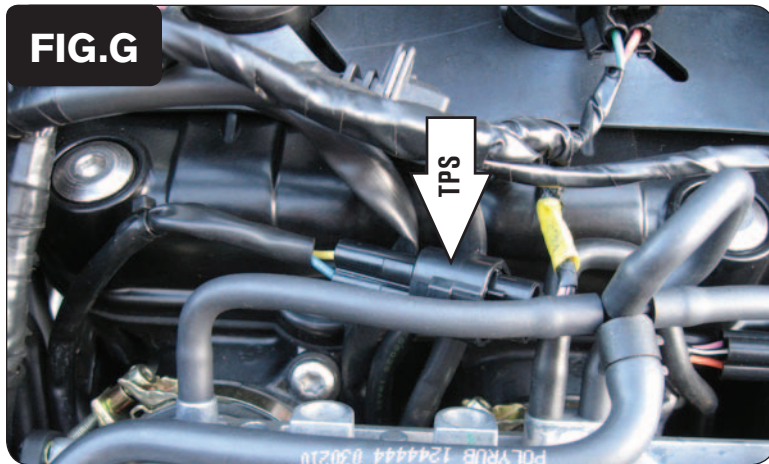
ORANGE - cylinder #1 (left)

YELLOW - cylinder #2 (middle)

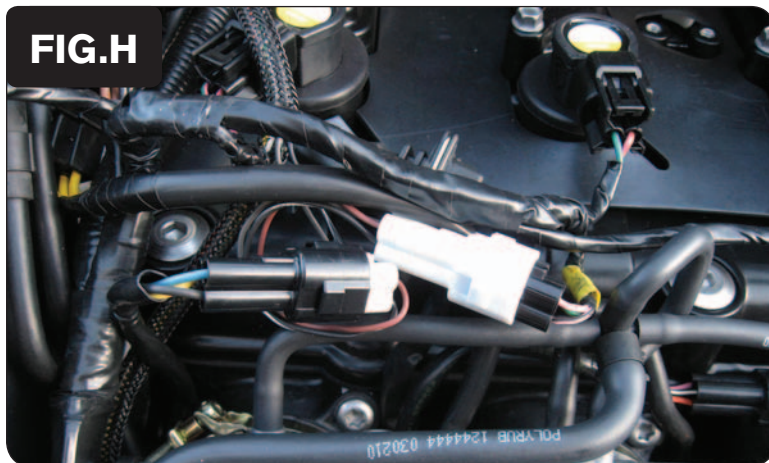
GREEN - cylinder #3 (right)



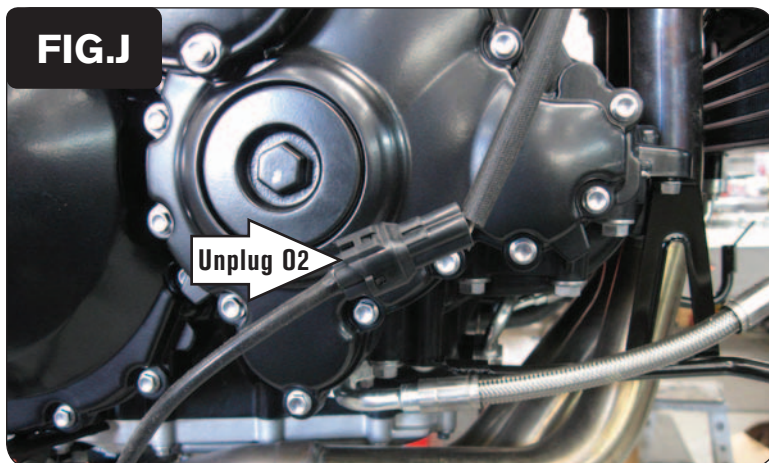
- 11 Plug the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. F).



- 12 Locate and unplug the stock Throttle Position Sensor connectors (Fig. G).
This is a BLACK 3-pin connector pair located above the #1 throttle body.



- 13 Plug the pair of WHITE 3-pin connectors from the PCV in-line of the stock TPS connectors (Fig. H).



- 14 Remove the right hand fairing.
- 15 Locate and unplug the stock O2 sensor connection (Fig. J).
- 16 Plug the supplied O2 Optimizer into the stock wiring harness.
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.
- 17 Reinstall the airbox, the fuel tank, all of the removed bodywork, and the seat.