[POWER COMMANDER V]

FUEL AND IGNITION

2011-2015 Triumph Bonneville / T100 / Thruxton

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
1	Zip tie

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

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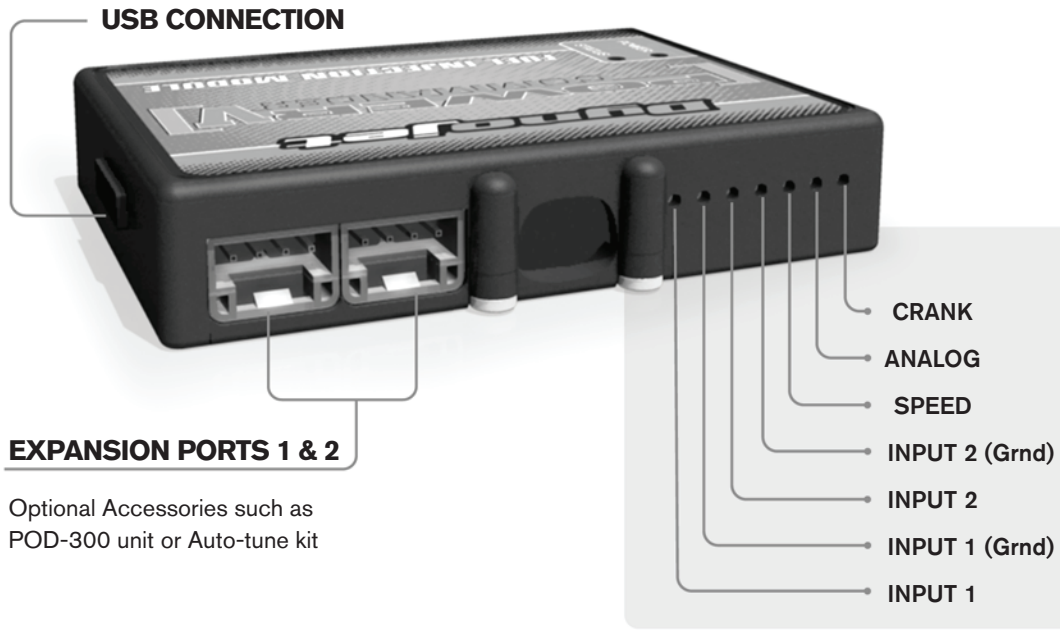
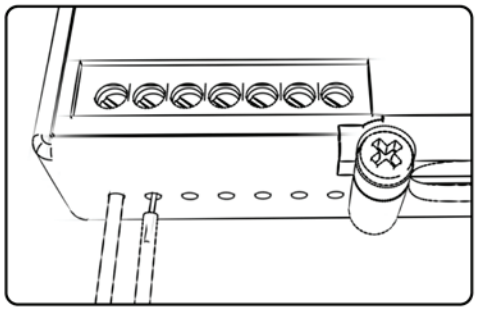
POWER COMMANDER V
INPUT ACCESSORY GUIDE



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 is 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

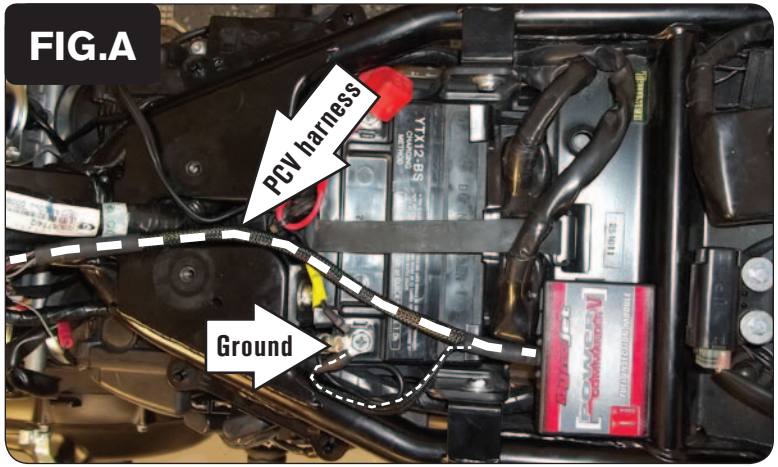
Map - (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will 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.)

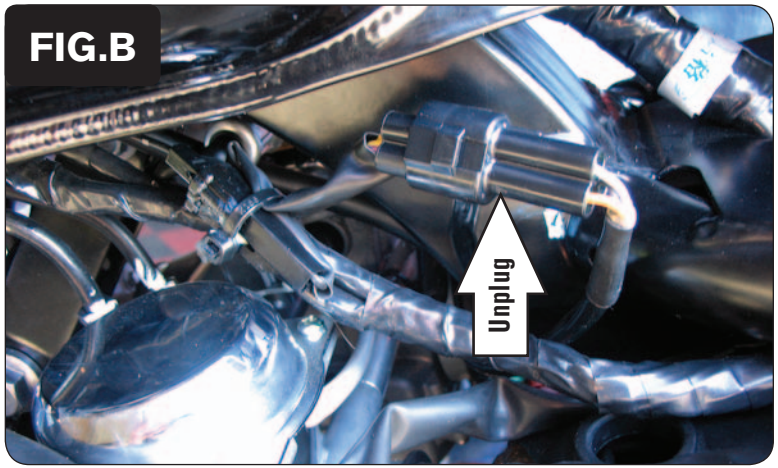
Shifter- (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

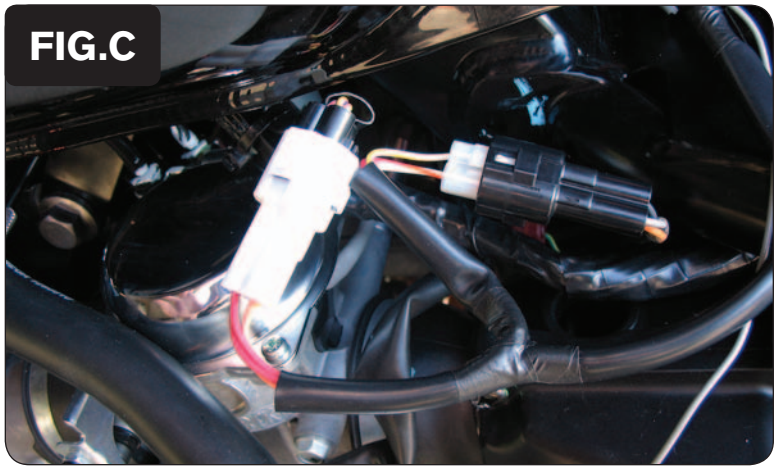
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

2 Using the supplied Velcro, secure the PCV to the frame just rear of the battery (Fig. A).

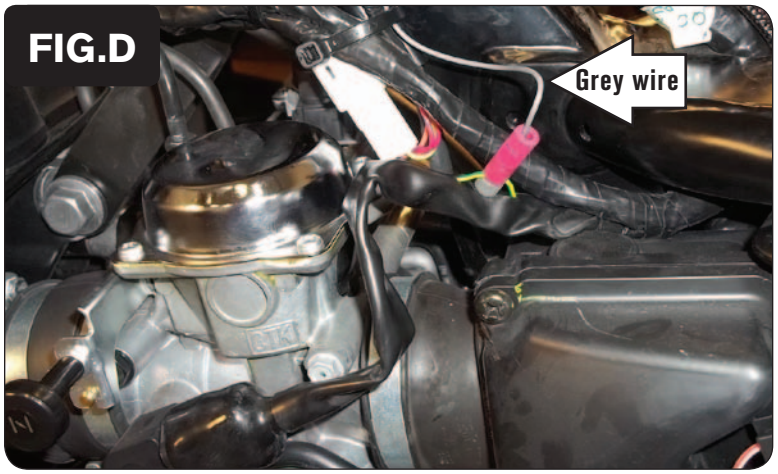
Clean both surfaces with the supplied alcohol swab prior to applying the Velcro adhesive.

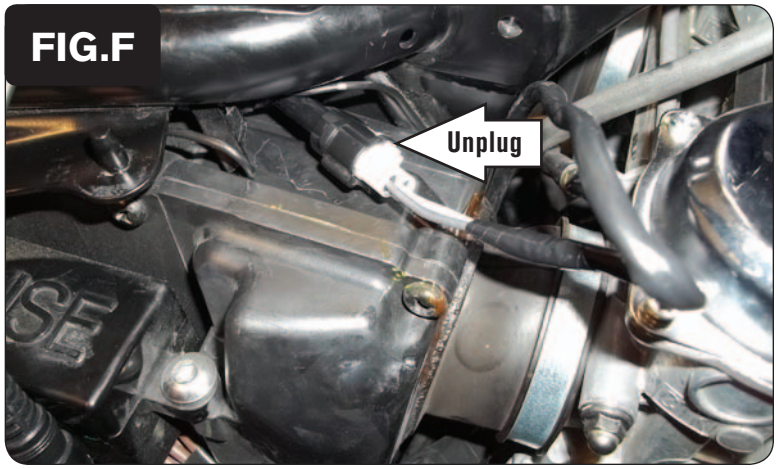
3 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery (Fig. A).

4 Route the PCV harness forward following along the left side of the frame.

5 Unplug the BLACK 3-pin connector for the bike's Fuel Injectors on the left side of the frame behind and above the left throttle body (Fig. B).

6 Plug the pair of 3-pin connectors of the PCV wiring harness in-line of the stock Fuel Injector connectors (Fig. C).



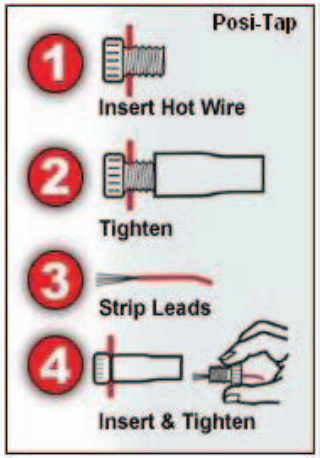


7 Attach the supplied Posi-tap to the stock GREEN/YELLOW wire of the Throttle Position Sensor wiring harness (Fig. D).

For a cleaner install cut thru the stock wiring harness sheathing for the TPS to access the wire near the top of the airbox, so that the connection will be behind the left side cover after it is reinstalled.

8 Connect the GREY wire from the PCV wiring harness to the Posi-tap (Fig. D).

It is recommended to use dielectric grease on these connections.



9 Using the supplied zip tie, secure the PCV harness to the main wiring harness (Fig. E).

10 Locate and unplug the stock wiring harness for the bike's Crank Position Sensor (Fig. F).

This is a 2-pin connector pair (1 BLACK connector and 1 WHITE connector) located rear of the right side throttle body. It can be difficult to find. This is usually stuffed between the top of the airbox and the frame on the right side of the bike. You may need to cut zip ties and/or pull the wiring out from between the frame and airbox to access this connector.

FIG.G

FIG.H

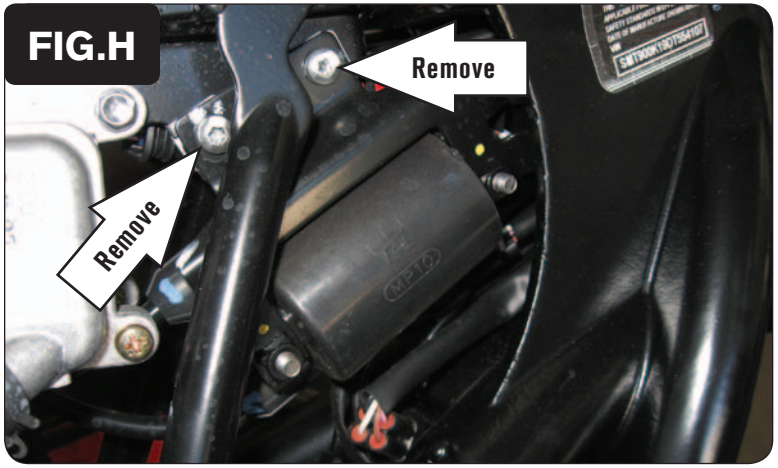
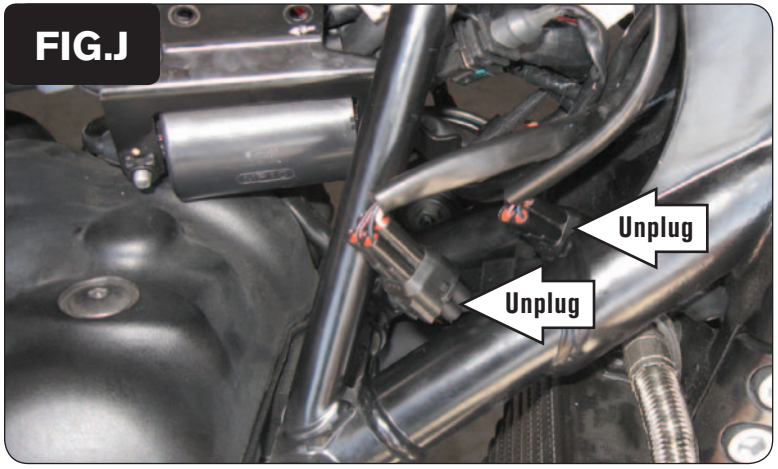


FIG.J



11 Plug the pair of 2-pin WHITE connectors of the PCV wiring harness in-line of the stock CPS connectors (Fig. G).

12 Route the rest of the PCV wiring harness with the spade connectors forward to the Ignition Coil following along the stock wiring harness on the left side of the frame.

13 Remove the 2 bolts securing the coil bracket to the frame (Fig. H).

This will allow access to the coil wires and to the stock O2 sensor connectors.

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

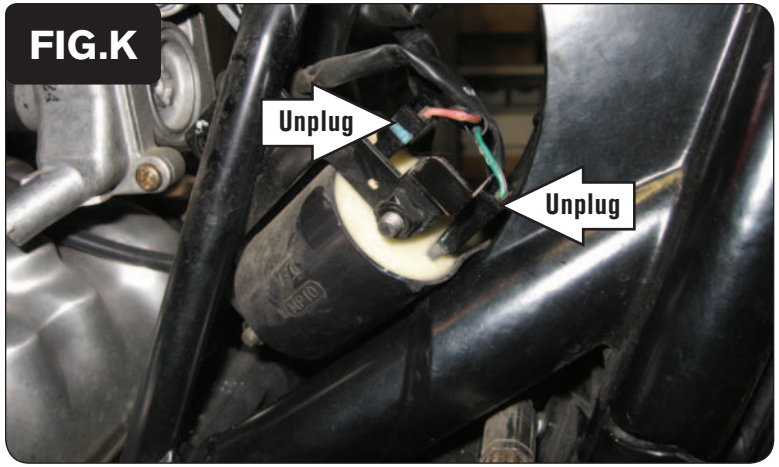
These are BLACK 4-pin connectors. You can follow the wires from the O2 sensors up to this location.

15 Unplug each of the O2 sensor connections.

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

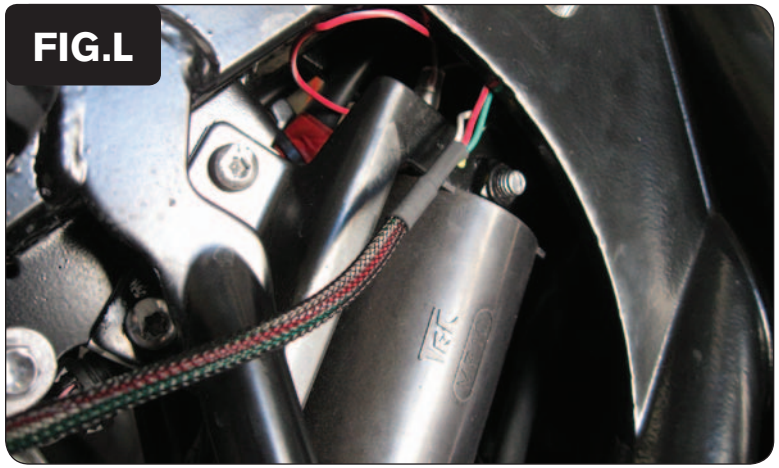
The stock O2 sensors will not be connected to anything at this time. They can be removed from the exhaust if desired and if you have a way to plug the holes in the exhaust.

FIG.K



17 Unplug both of the stock wires from the ignition coil (Fig. K).

FIG.L



18 Plug the pair of PCV wiring harness spade terminals with GREEN colored wires in-line of the Ignition Coil and the stock GREEN/PINK wire.

19 Plug the pair of PCV wiring harness spade terminals with RED colored wires in-line of the Ignition Coil and the stock BROWN/PINK wire.

20 Resecure the coil bracket and Ignition Coil to the frame (Fig. L).

21 Reinstall the fuel tank, making sure the PCV wiring harness does not get pinched.

22 Reinstall the seat and the side covers.