

[POWER COMMANDER V]

2012-2015 Triumph Explorer 1200

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
- 2 Posi-taps
- 1 O2 Optimizer

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

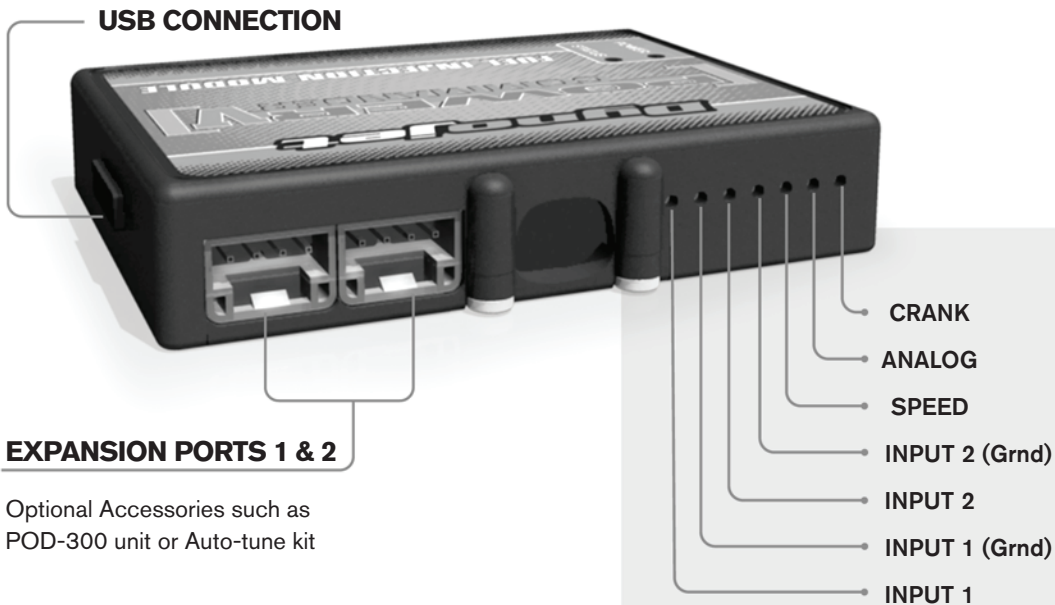
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

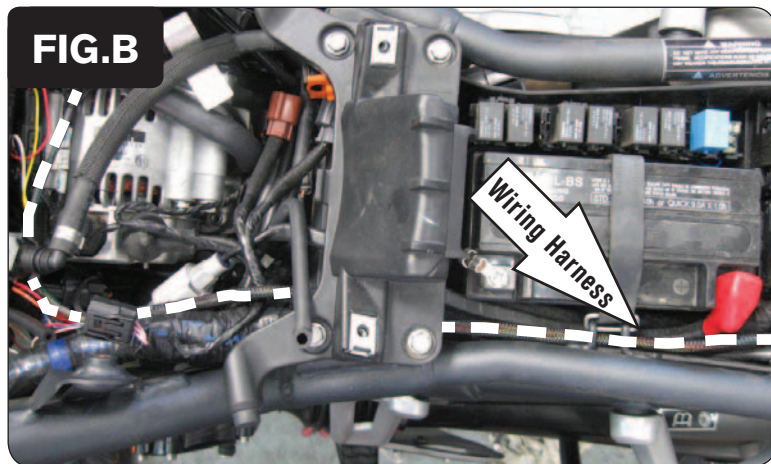
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

Crank-

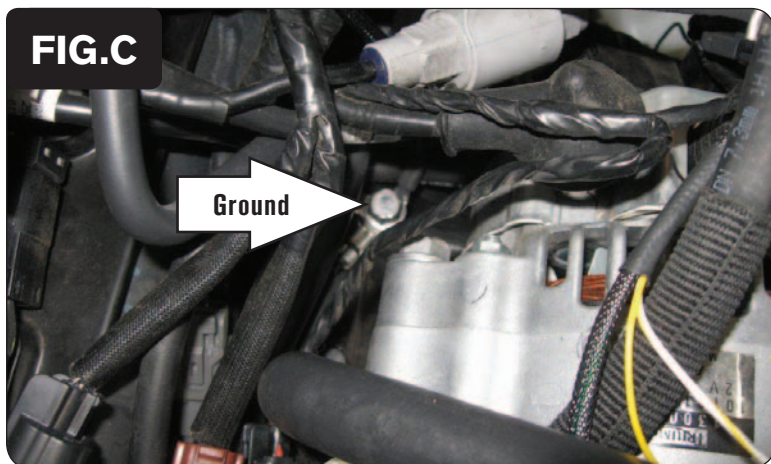
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



- 1 Remove the seats, the fuel tank, and the airbox.
- 2 Store the module in the tail section, under the seat, above the tool kit (Fig. A).
The tool kit strap can be used to secure the module in the tail, or the supplied Velcro if preferred. Be sure to clean both surfaces with the supplied alcohol swab prior to applying the Velcro.



- 3 Route the PCV wiring harness towards the throttle bodies following inside of the left frame rail and then across the fuel injector rail from left to right (Fig. B).
Route the wiring harness beneath any cross-members. They can be loosened or removed to aid in routing, if necessary.



- 4 Secure the PCV ground wire with the small ring lug to the common ground location behind the alternator (Fig. C).

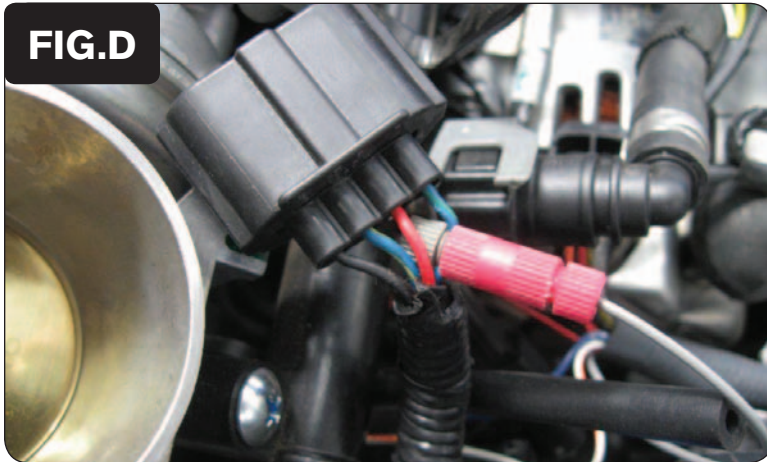


FIG.D

- 5 Unplug the stock wiring harness from the bike's Throttle Position Sensor on the left hand side of the throttle bodies.

This is a BLACK 4-pin connector.

- 6 Use one of the supplied posi-taps to attach the single GREY wire of the PCV wiring harness to the stock BLUE/GREEN wire of the bike's TPS harness (Fig. D).

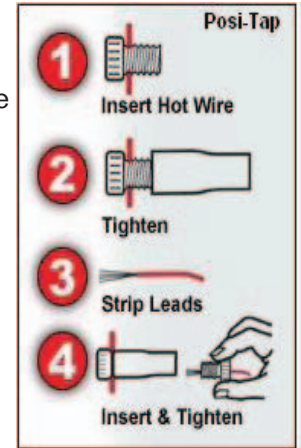


FIG.E

- 7 Plug the stock TPS connector back onto the TPS (Fig. E).

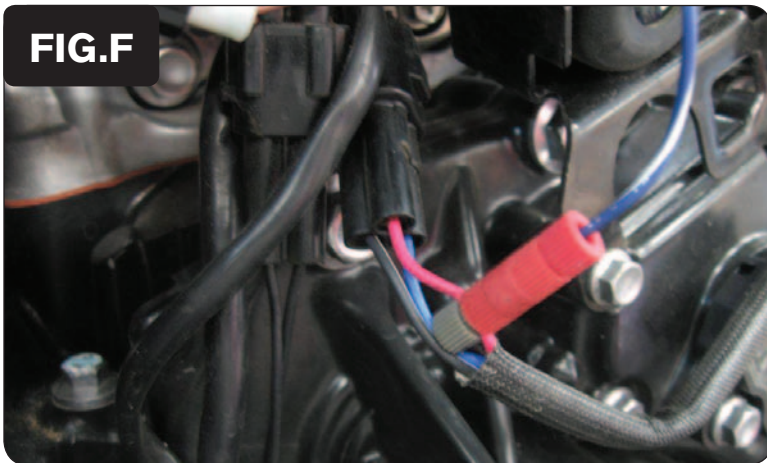
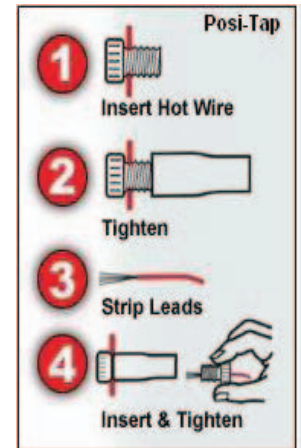


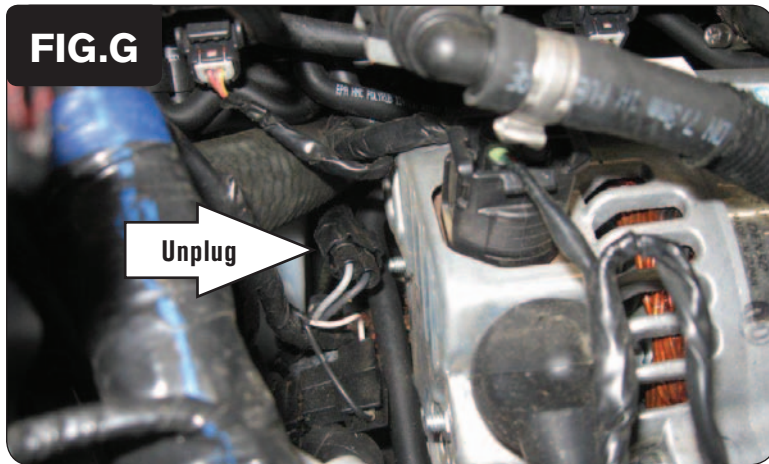
FIG.F

- 8 Locate the BLACK 3-pin connector for the bike's Gear Position Sensor.

This connector will have BLACK/WHITE, BLUE, and PINK wires going to it. It can be found on the left hand side of the engine.

- 9 Use one of the supplied posi-taps to attach the single BLUE/WHITE wire of the PCV wiring harness to the stock PINK wire of the bike's Gear Position Sensor.



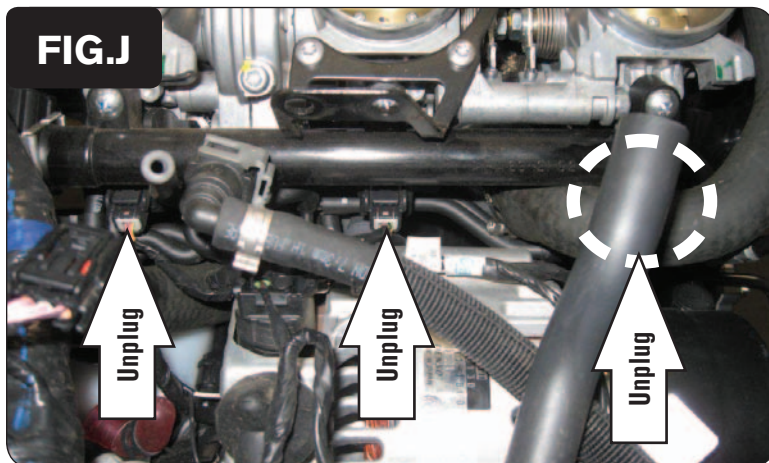


- 10 Locate and unplug the stock wiring harness connectors for the bike's Crank Position Sensor (Fig. G).

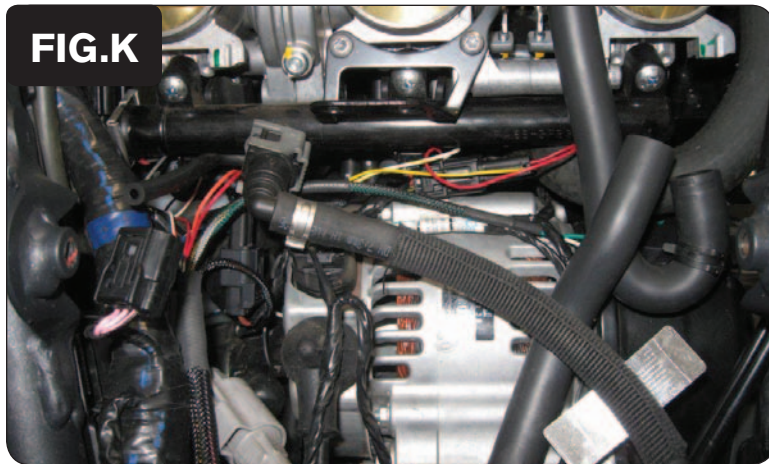
This is a pair of BLACK 2-pin connectors located on the left side of the engine just below the #1 cylinder's fuel injector.



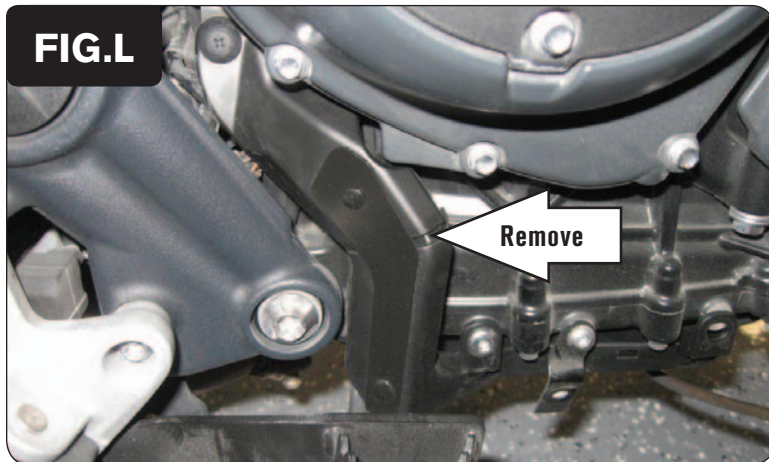
- 11 Plug the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. H).



- 12 Locate and unplug the stock wiring harness from each fuel injector (Fig. J).



- 13 Plug the PCV wiring harness in-line of each fuel injector and the stock wiring harness (Fig. K).
The pair of PCV injector leads with ORANGE colored wires go in-line with the #1 (left-most) cylinder fuel injector.
The pair of PCV injector leads with YELLOW colored wires go in-line with the #2 (middle) cylinder fuel injector.
The pair of PCV injector leads with GREEN colored wires go in-line with the #3 (right-most) cylinder fuel injector.



- 14 Remove the small plastic cover by the rear brake pedal to access the bike's o2 sensor connectors (Fig. L).
- 15 Locate and unplug the stock O2 sensor connectors.
This is a pair of BLACK 4-pin connectors. You can trace the wires coming out of the exhaust to this pair of connectors.



- 16 Plug the supplied O2 Optimizer into the bike's stock wiring harness in place of the stock O2 sensor (Fig. M).
The stock O2 sensor will no longer be used. It can be removed from the exhaust if desired and if you have a way to plug the hole in the exhaust.
- 17 Reinstall the covers, airbox, fuel tank, and seats.