

[POWER COMMANDER V]

FUEL AND IGNITION

2011-2015 Triumph Speedmaster / America

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

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

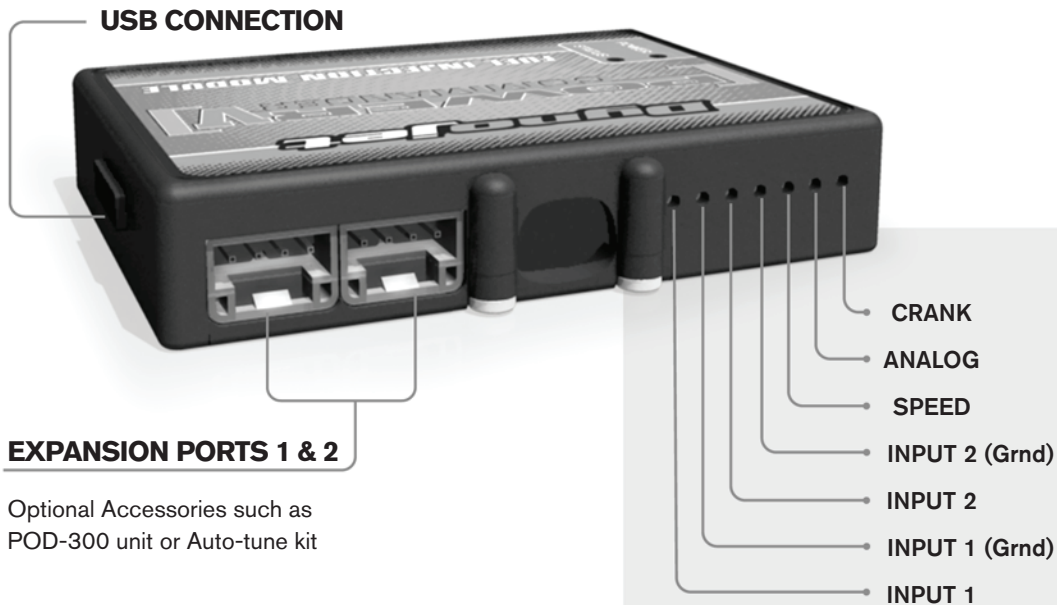
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

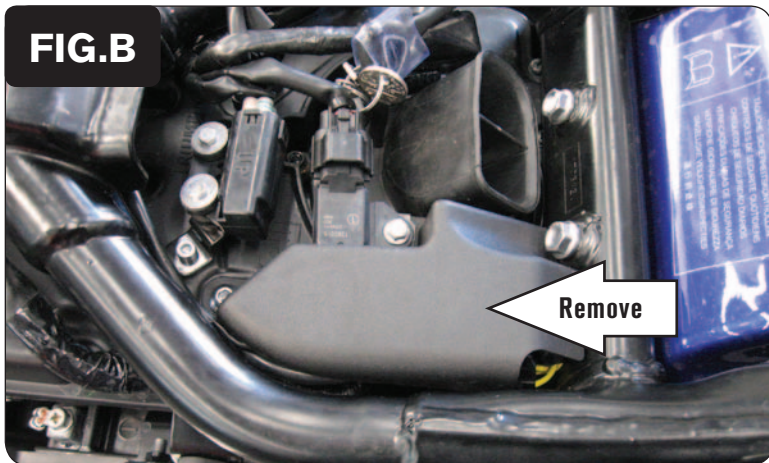
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

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.



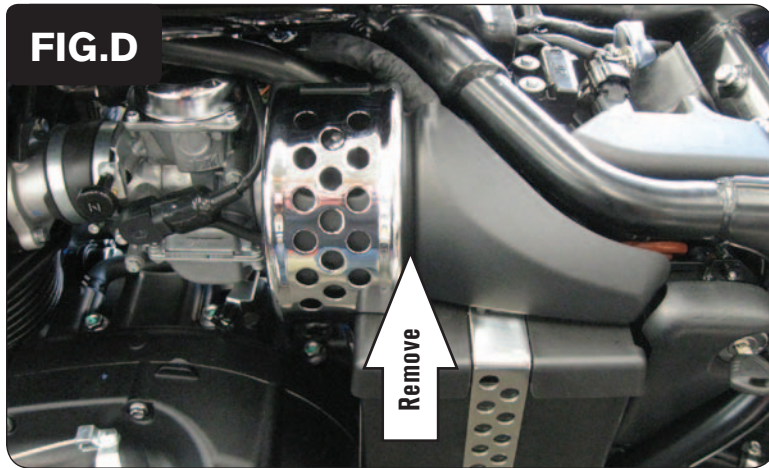
- 1 Remove the seat.
- 2 Remove the fuel tank, starting with the gauge assembly at the top (Fig. A).



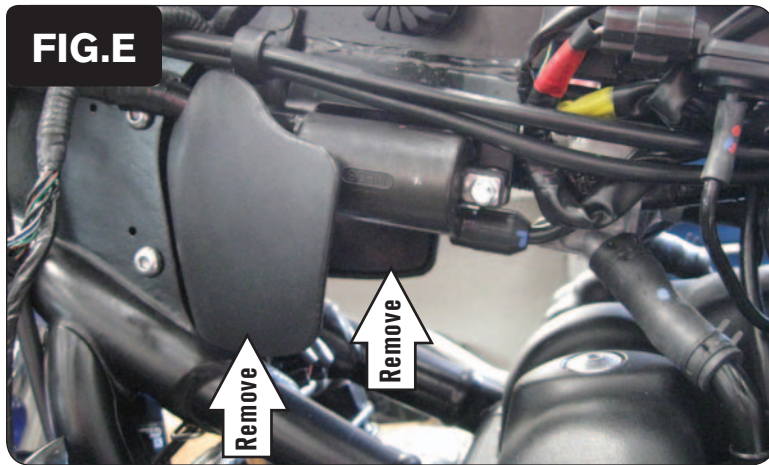
- 3 Remove the plastic panel under the seat that covers the various electrical connections and holds the inlet air pressure sensor (Fig. B).



- 4 Remove the right side cover below the seat that covers the ECU (Fig. C).



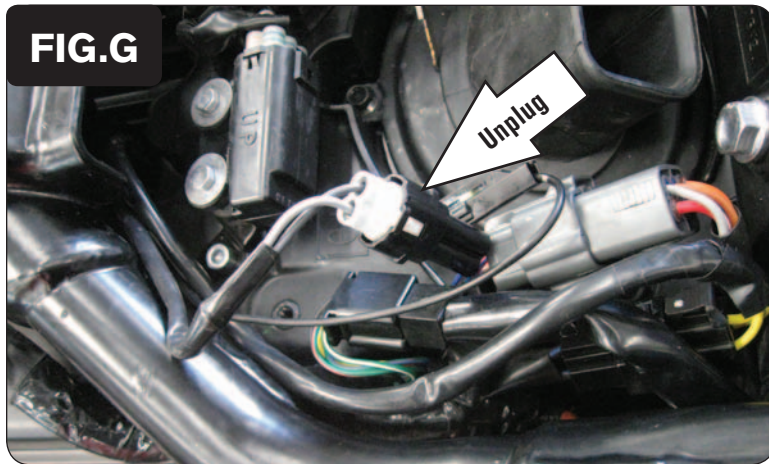
- 5 Remove the left side cover above the battery, starting with the chrome cover, then the plastic cover behind it (Fig. D).



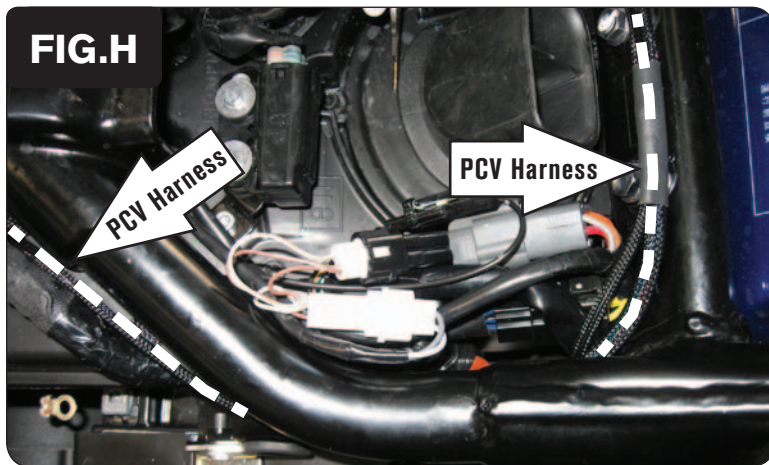
- 6 Remove the two covers at the front of the frame that cover both of the bike's Ignition Coils (Fig. E).
There is one cover on the left side of the frame and another on the right.



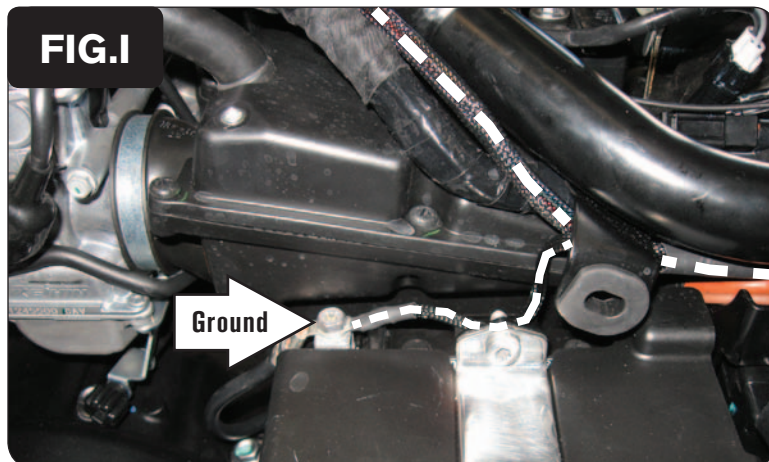
- 7 Use the supplied Velcro, to secure the PCV module to the top of the ECU on the right side of the vehicle (Fig. F).
Clean the surface with the supplied alcohol swab prior to applying the Velcro.
- 8 Route the PCV wiring harness under the seat, below the frame, and towards the left side of the bike.



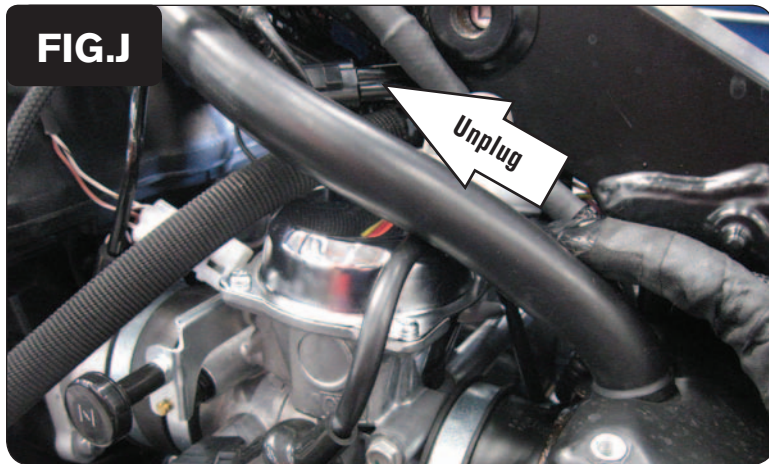
- 9 Unplug the stock 2-pin connectors (1 BLACK, 1 WHITE) under the seat for the bike's Crank Position Sensor (Fig. G).



- 10 Plug the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. H).
- 11 Route the rest of the PCV wiring harness under the frame rail and towards the engine following along the left side of the backbone of the frame.



- 12 Secure the ground wire of the PCV wiring harness with the small ring lug to the negative terminal of the bike's battery (Fig. I).
- 13 Continue routing the PCV wiring harness down the left side of the frame.



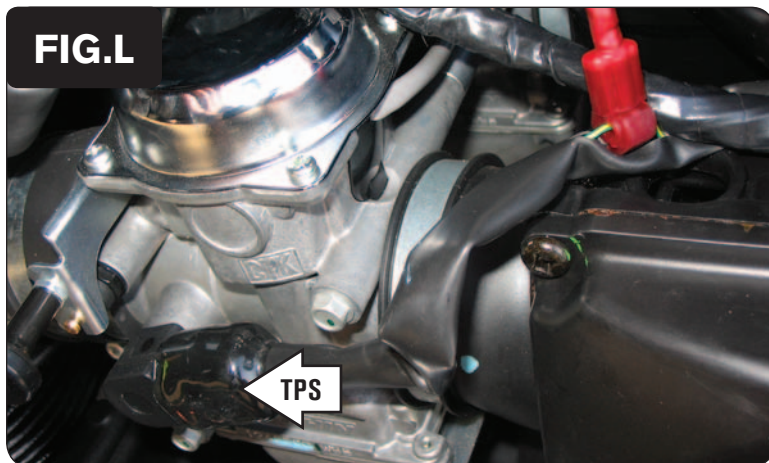
- 14 Locate and unplug the BLACK 3-pin Fuel Injector sub-harness connectors coming from the throttle bodies (Fig. J).

This connector is located right between the two throttle bodies.

There is another BLACK 3-pin connector below the throttle bodies for the bike's speed sensor. The wires to the speed sensor connectors lead into the top of the gear box. Do NOT plug the PCV wiring harness into these speed sensor connectors.



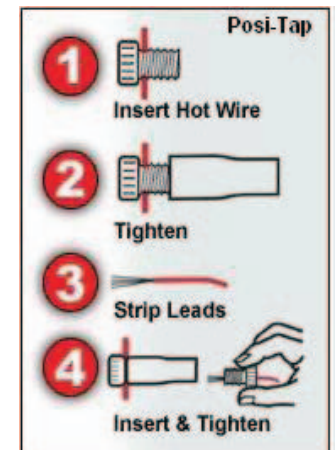
- 15 Plug the PCV wiring harness in-line of the stock Fuel Injector sub-harness connectors (Fig. K).

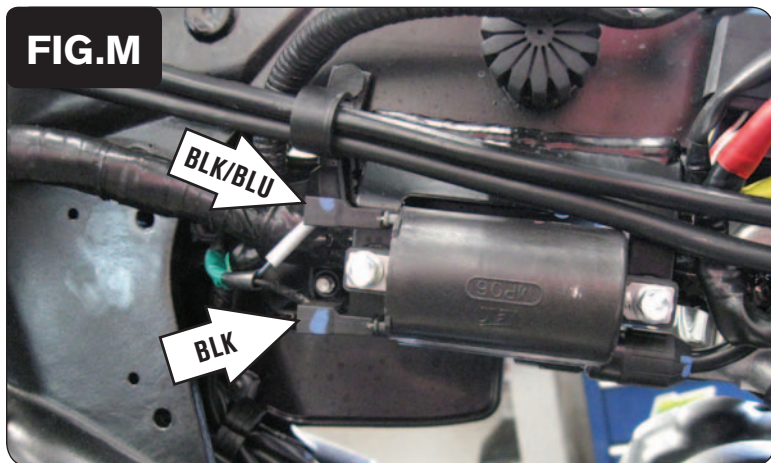


- 16 Use the supplied Posi-tap to attach the single GREY wire of the PCV wiring harness to the stock GREEN/YELLOW wire of the Throttle Position Sensor (Fig. L)

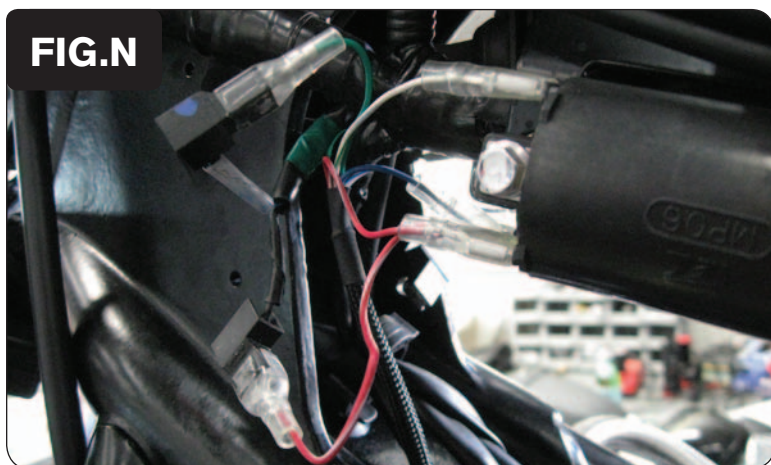
We recommend cutting a slit in the stock TPS wiring harness sheathing to access the wire further up the harness. This will conceal the connection behind the side cover when it is reinstalled.

The wire tap used in Figure L is an older crimp-on style wire tap; not a Posi-tap.

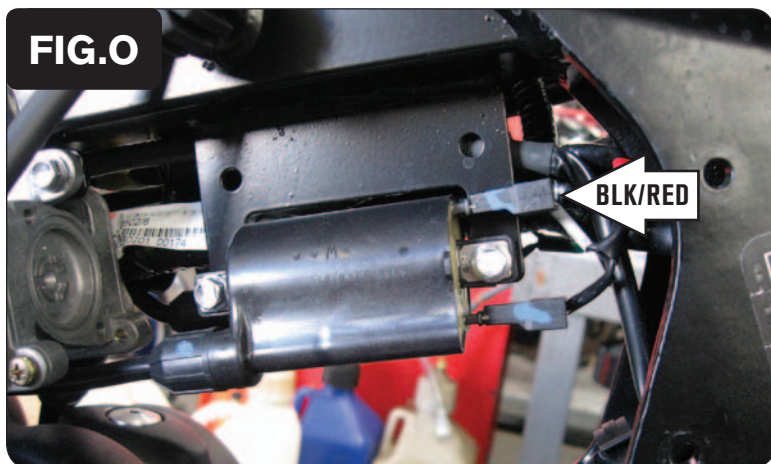




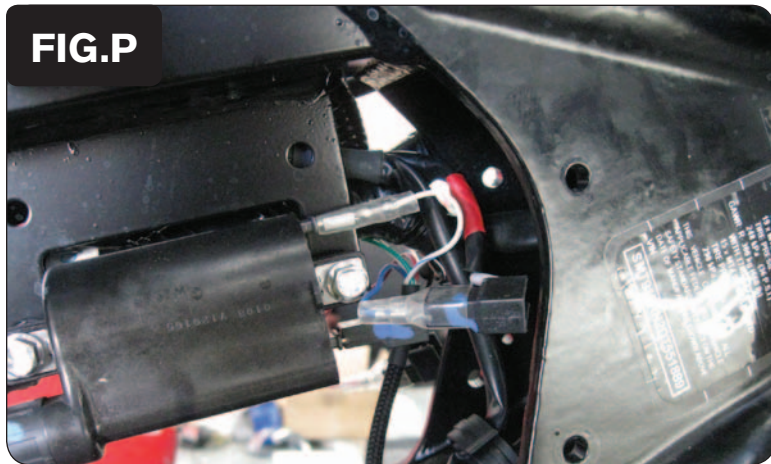
- 17 Unplug the stock wires from the Left Ignition Coil (Fig. M).
*The stock BLACK/BLUE (signal) wire will be on the upper, GREY coil tab.
The stock BLACK (12-volt) wire will be on the lower, BLACK coil tab.*



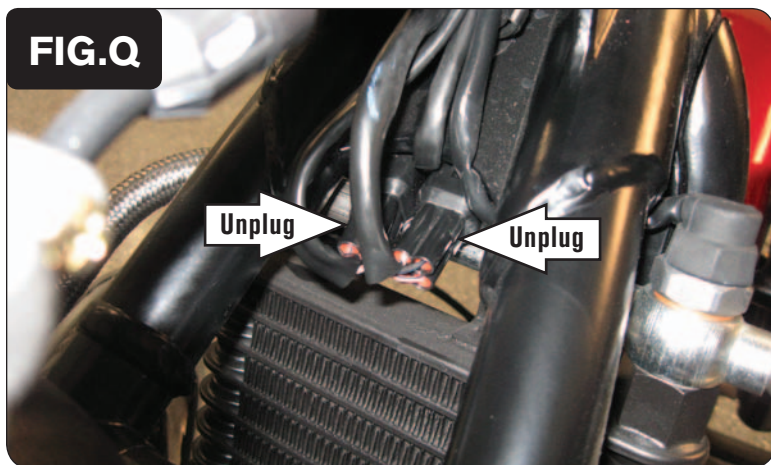
- 18 Plug the pair of PCV wiring harness leads with the RED colored wires in-line of the stock BLACK wire and the Left Ignition Coil (lower, BLACK tab).
19 Plug the pair of PCV wiring harness leads with the GREEN colored wires in-line of the stock BLACK/BLUE wire and the Left Ignition Coil (upper, GREY tab).



- 20 Unplug the stock BLACK/RED (signal) wire from the Right Ignition Coil (Fig. O).
The stock BLACK/RED (signal) wire will be on the upper, GREY coil tab.



- 21 Plug the pair of PCV wiring harness leads with the BLUE colored wires in-line of the stock BLACK/RED wire and the Right Ignition Coil (upper, GREY tab).



- 22 Locate and unplug the connectors for the bike's stock O2 sensors (Fig. Q).
These connectors are located just above the oil cooler at the front of the frame. You can trace the wires coming out of the O2 sensors in the exhaust to these connectors.



- 23 Plug the supplied pair of O2 Optimizers into the bike's wiring harness in-place of the stock O2 sensors (Fig. R).
The stock 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.
- 24 Reinstall the coil covers, the fuel tank, the gauge assembly, the side covers, the electrical cover under the seat, and the seat itself.