

# [POWER COMMANDER V]

**2013-2014 Triumph Tiger Sport**

**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 Zip tie
- 1 O2 Optimizer

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

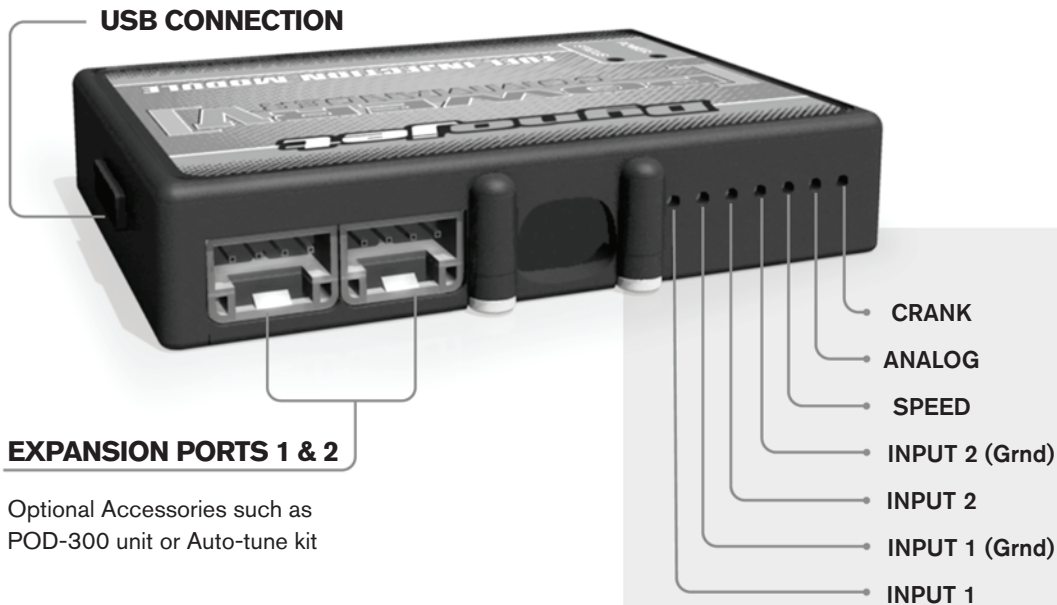
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 [www.powercommander.com](http://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-

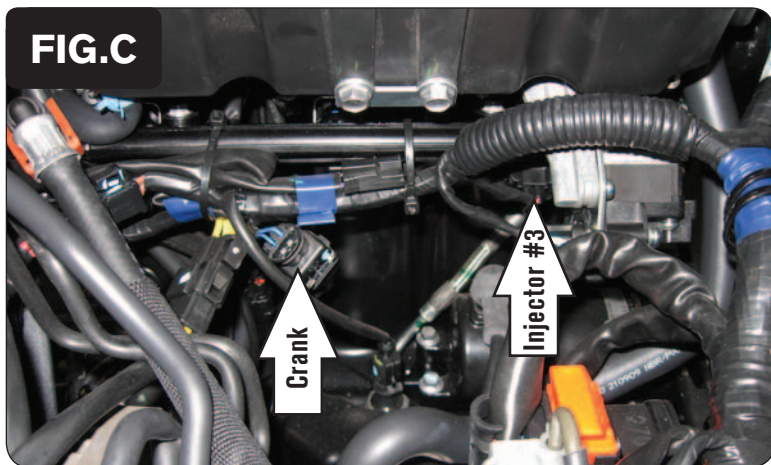
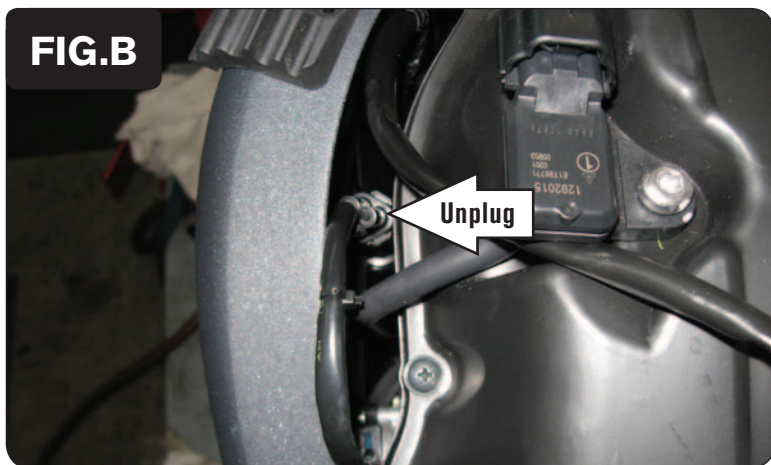
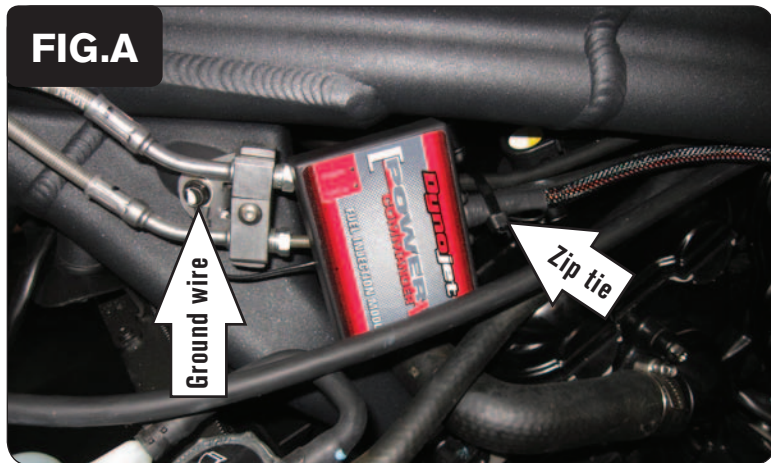
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

### Analog-

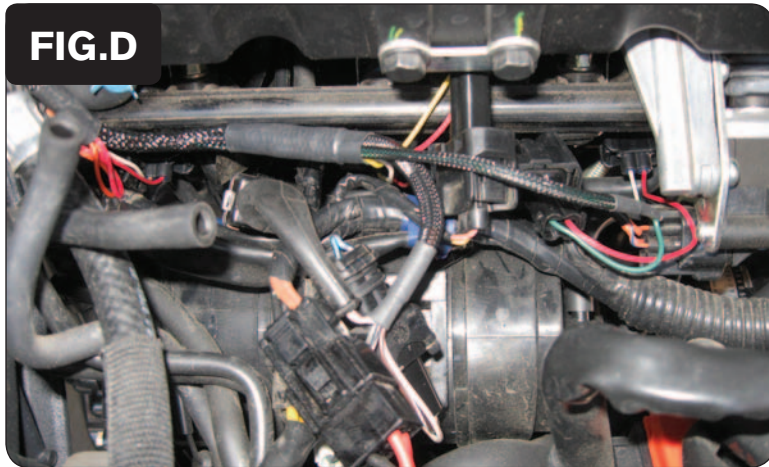
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

### 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.
- 3 Secure the PCV to the brake lines on the left side of the frame using the supplied zip tie (Fig. A).
- 4 Route the PCV harness to the inside of the frame and go towards the throttle bodies.
- 5 Secure the PCV ground wire with the small ring lug to the mounting bracket bolt shown in Figure A.
- 6 Locate the stock Throttle Position Sensor connectors (Fig. B).  
*This is a 3-pin BLACK connector pair on the left side of the airbox.*
- 7 Unplug the stock TPS connectors and plug the PCV's mating 3-pin connector pair in-line of the stock TPS connectors.
- 8 Unplug the stock wiring harness from each fuel injector (Fig. C).  
*Squeeze the sides of the fuel injector connectors to unplug them. Figure C does not show the connectors for Fuel Injectors #1 & #2. You may need to cut the stock zip tie to access these connectors.*
- 9 Unplug the Crank Position Sensor connectors (Fig. C).  
*This is a BLACK 2-pin connector pair.*



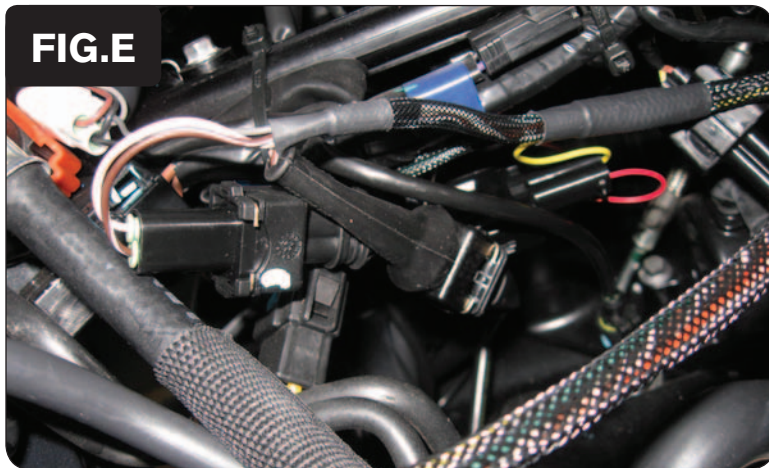
- 10 Plug the PCV wiring harness in-line of the stock wiring harness and each fuel injector.

*PCV harness:*

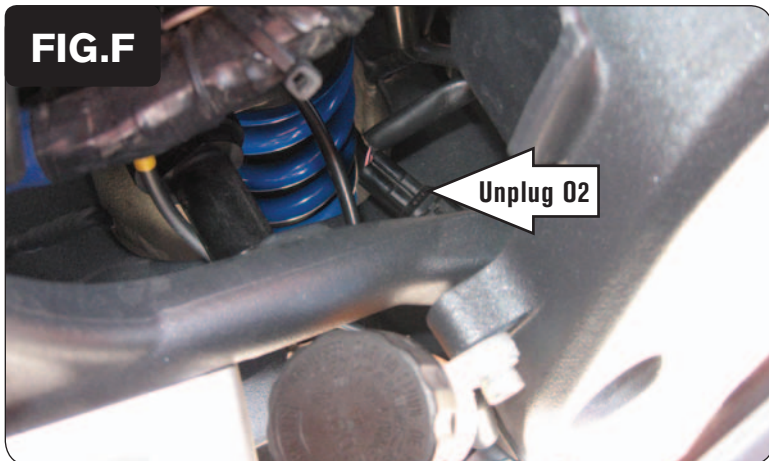
*ORANGE - cylinder #1 (left)*

*YELLOW - cylinder #2 (middle)*

*GREEN - cylinder #3 (right)*



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



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

*This is a BLACK 4-pin connector located to the right, inside of the frame near the rear shock. You can follow the wires coming out the exhaust to this location.*

- 13 Unplug the stock O2 sensor connection and plug the Dynojet 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.*

- 14 Reinstall the fuel tank and seat.