# [POWER COMMANDER V]

## 2013-2015 Triumph Street Triple 675

Installation Instructions

### PARTS LIST

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| 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**

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

Dynojet

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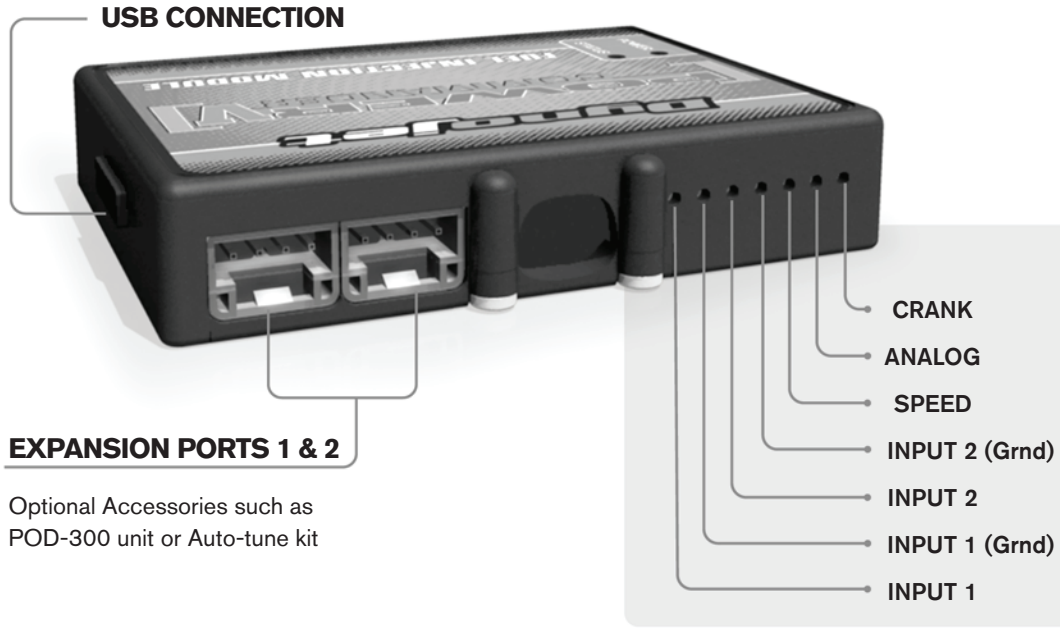
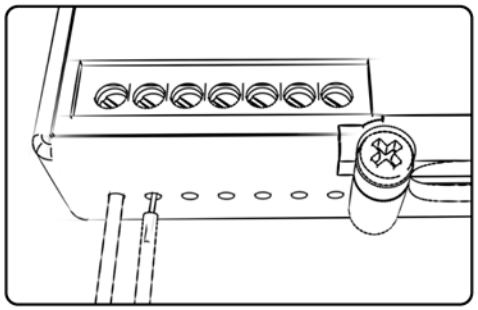
# POWER COMMANDER V
# INPUT ACCESSORY GUIDE




**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

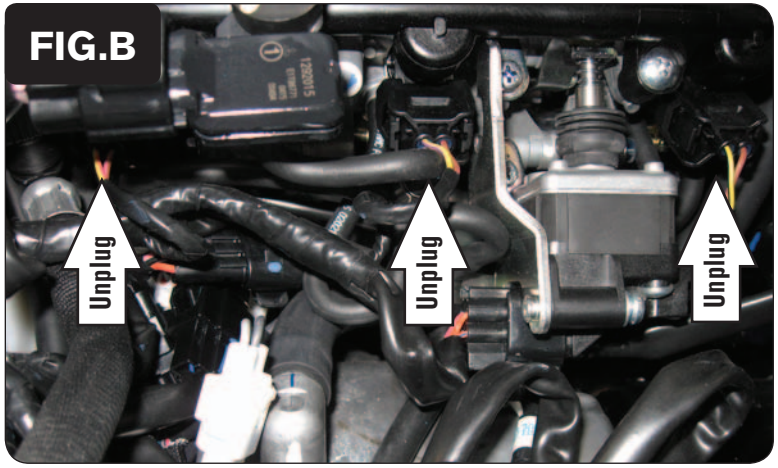
**Map -** (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position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

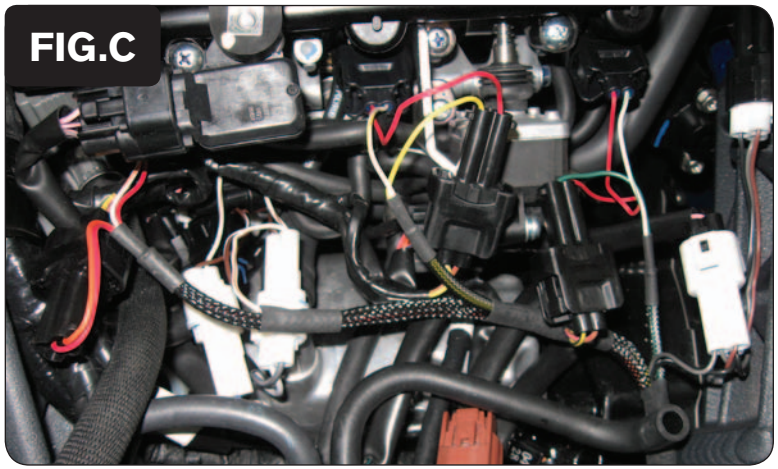
**Shifter-** (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

**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.

2 Remove the fuel tank.

3 Using the supplied Velcro, secure the PCV in the tail section (Fig. A).

*Use the supplied alcohol swab to clean both surfaces prior to applying the Velcro.*

4 Route the PCV harness towards the throttle bodies, following inside of the right side frame rail.

5 Unplug the stock wiring harness from each fuel injector (Fig. B).

*Squeeze the sides of the connector to remove.*

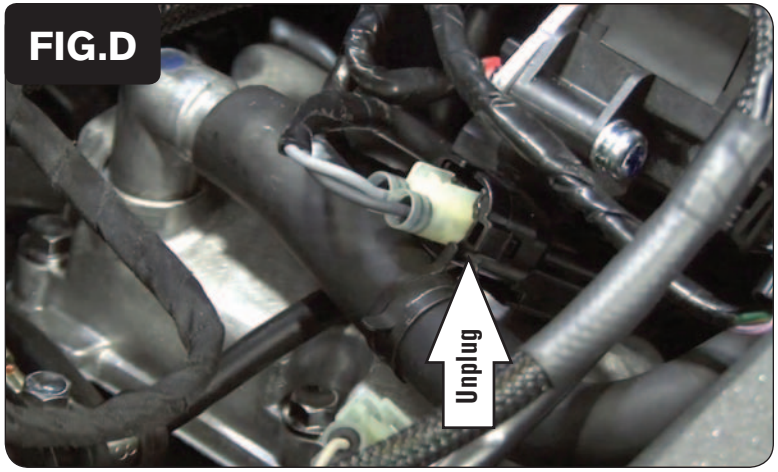
6 Plug the PCV harness in-line of the stock wiring harness and each fuel injector (Fig. C).

*Plug the pair of PCV fuel injector leads with ORANGE colored wires in-line of the #1 (left-most) fuel injector.*

*Plug the pair of PCV fuel injector leads with YELLOW colored wires in-line of the #2 (middle) fuel injector.*

*Plug the pair of PCV fuel injector leads with GREEN colored wires in-line of the #3 (right-most) fuel injector.*

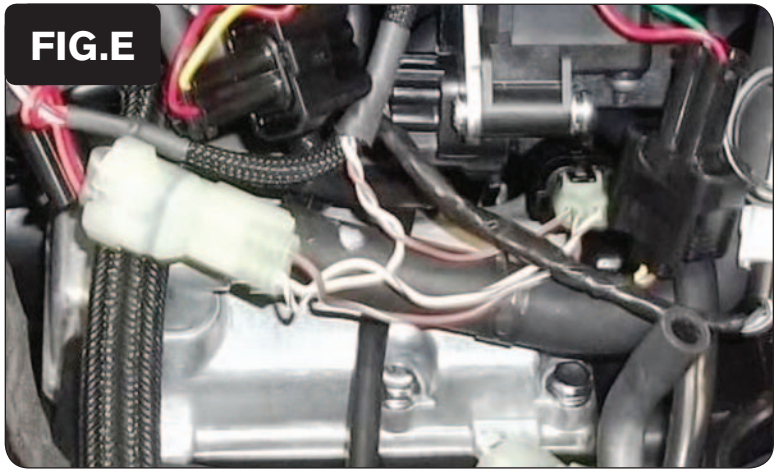
FIG.D




7 Locate and unplug the stock wiring harness from the bike's Crank Position Sensor (Fig. D).

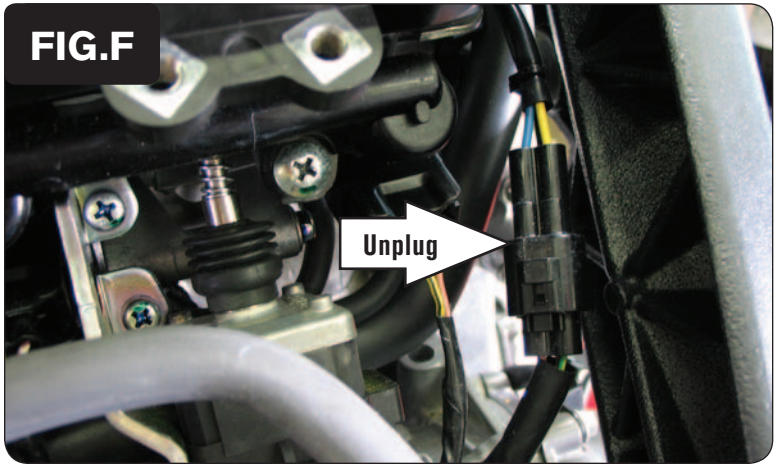
*This 2-pin connector is located underneath the servo motor near the middle of the engine case. This connector is difficult to access. Using a long pick or scribe can be helpful in accessing and unplugging this connector.*

FIG.E



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

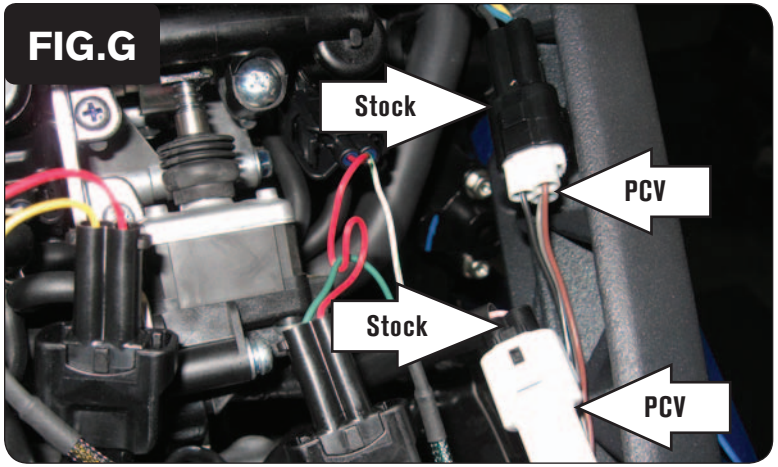
FIG.F




9 Locate the and unplug the stock Throttle Position Sensor connectors (Fig. F).

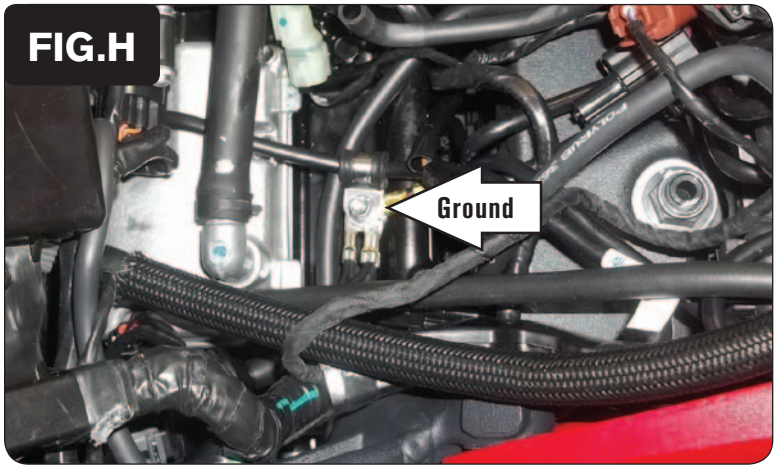
*This is a BLACK 3-pin connector located to the right of the throttle bodies.*

FIG.G



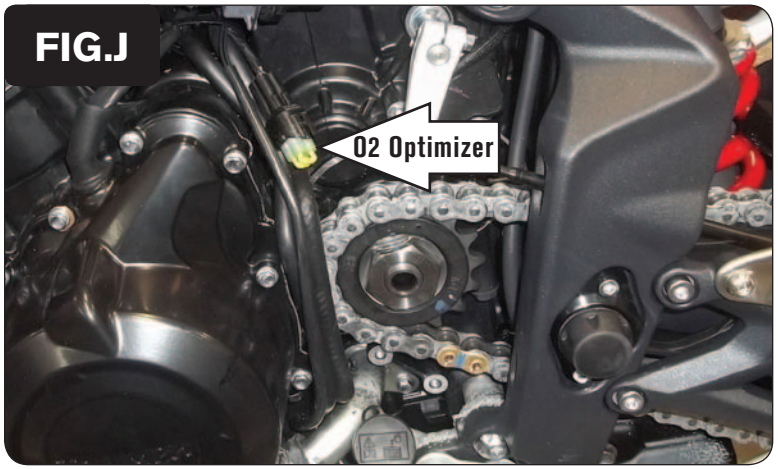

10 Plug the PCV harness in-line of the stock TPS connectors (Fig. G).

FIG.H




11 Secure the ground wire of the PCV wiring harness with the small ring lug to the stock ground location on top of the engine case (Fig. H).

FIG.J




12 Remove the counter-shaft sprocket cover.

13 Unplug the stock O2 sensor from the bike's wiring harness.

14 Plug the supplied O2 Optimizer into the stock wiring harness, in-place of the stock O2 sensor (Fig. J).

*The stock O2 sensor will no longer be connected to anything. It can be removed from the exhaust if desired and if you have a way to plug the hole in the exhaust.*

15 Use the supplied zip-tie to secure the wiring harness of the stock O2 sensor (if you plan to leave it in the exhaust.)

16 Reinstall the counter-shaft sprocket cover, the fuel tank, and the seat.