

# [POWER COMMANDER V]

**2013-2015 Triumph Daytona 675**

**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 O2 Optimizer

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

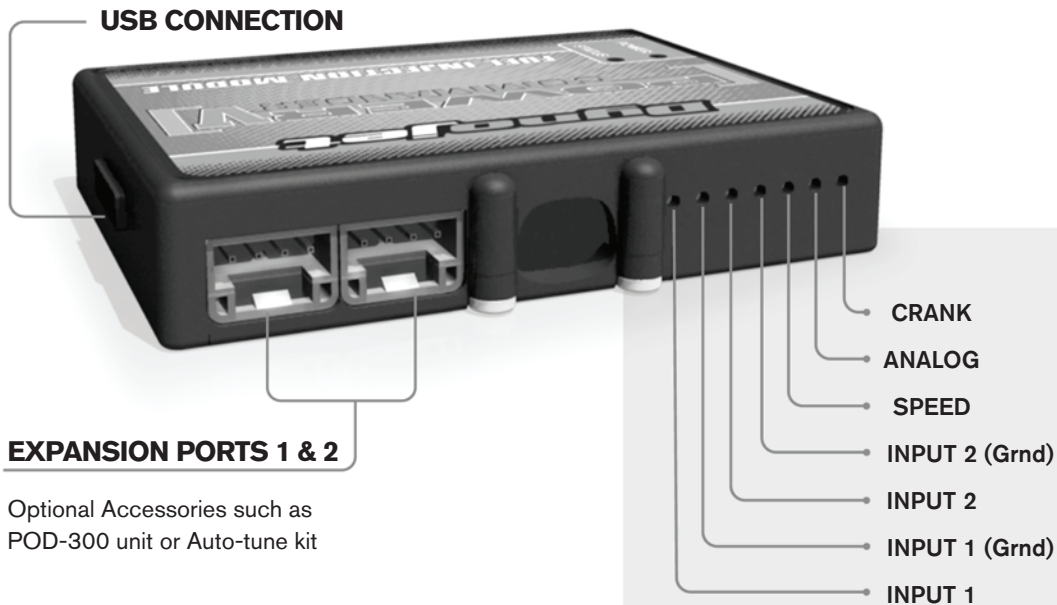
THE LATEST POWER COMMANDER  
SOFTWARE AND MAP FILES CAN BE  
DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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)

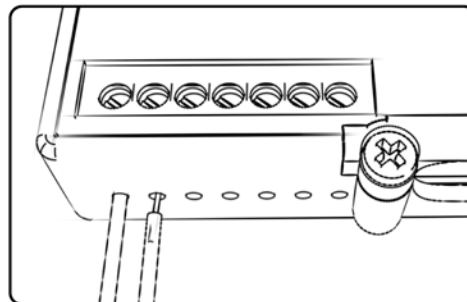
# POWER COMMANDER V INPUT ACCESSORY GUIDE



## 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-

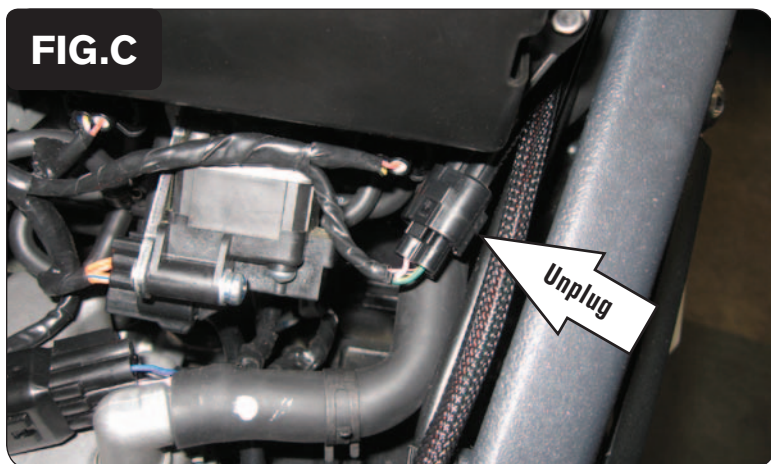
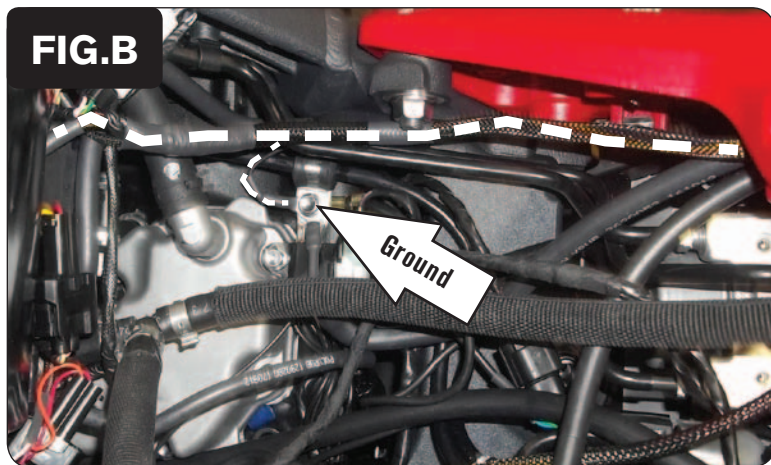
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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 seats.
- 2 Remove the fuel tank.
- 3 Remove the bodywork surrounding the tail section.
- 3 Using the supplied Velcro strips, secure the PCV module in the tail section just behind the charcoal canister (Fig. A).

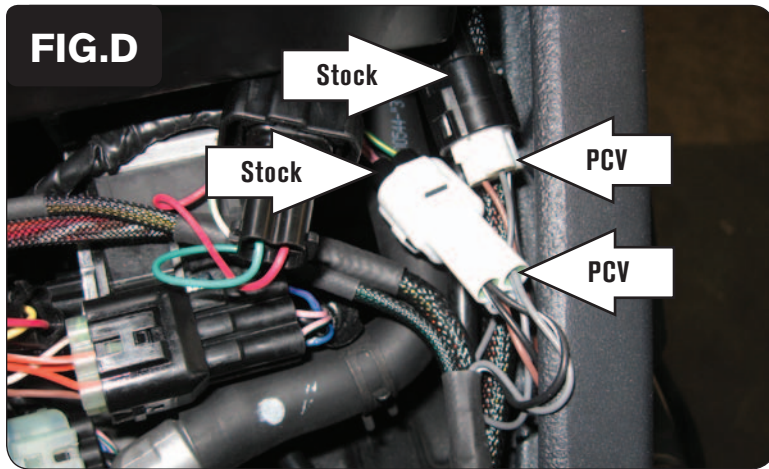
*Use the supplied alcohol swab to clean the surface prior to applying the Velcro.*

- 4 Route the PCV wiring harness towards the engine along the left side frame rail.

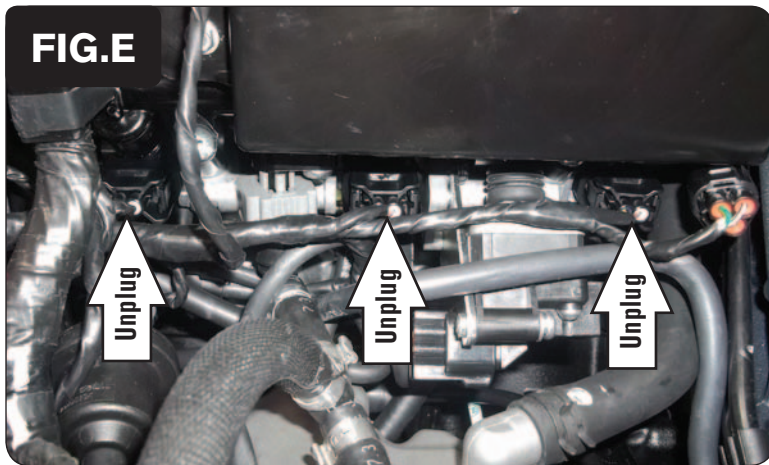
- 5 Secure the ground wire of the PCV wiring harness with the small ring lug to the common ground bolt at the top of the engine case (Fig. B).

- 6 Locate and unplug the BLACK 3-pin connectors for the bike's Throttle Position Sensor (Fig. C).

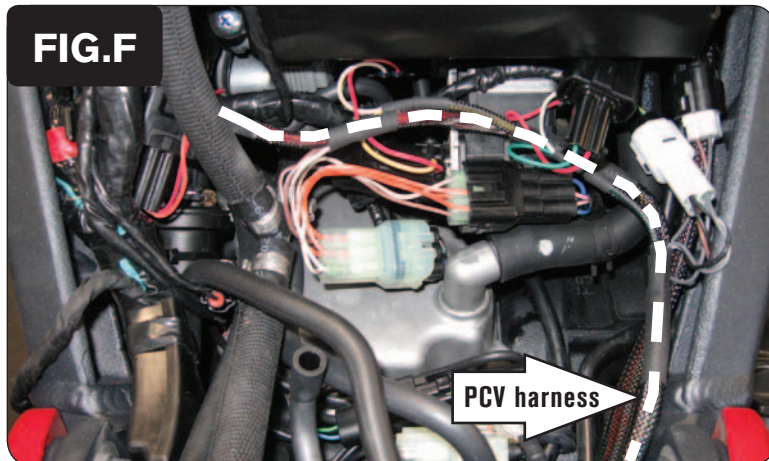
*These TPS connectors are located at the right rear corner of the airbox.*



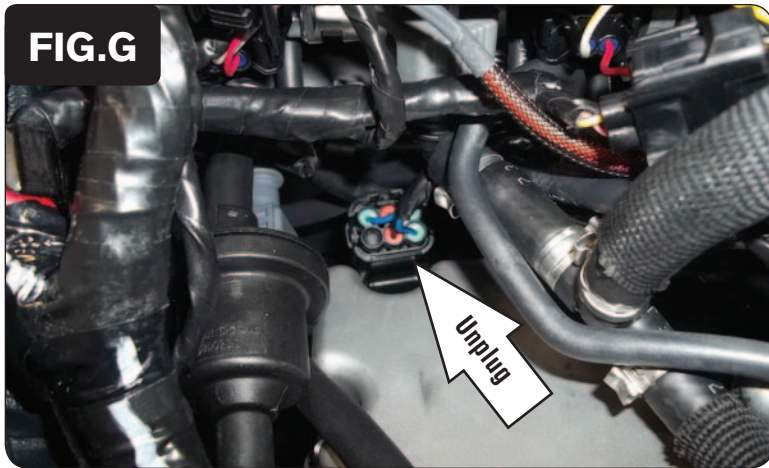
- 7 Plug the pair of 3-pin PCV wiring harness leads in-line of the TPS and the stock wiring harness (Fig. D).



- 8 Locate and unplug the stock wiring harness from the LOWER primary fuel injectors (Fig. E).



- 9 Plug the PCV wiring harness in-line of each fuel injector and the stock wiring harness connector for each injector (Fig. F).
  - The pair of PCV wiring harness leads with the ORANGE colored wires will go in-line of the cylinder #1 (left most) fuel injector.*
  - The pair of PCV wiring harness leads with the YELLOW colored wires will go in-line of the cylinder #2 (center) fuel injector.*
  - The pair of PCV wiring harness leads with the GREEN colored wires will go in-line of the cylinder #3 (right most) fuel injector.*



- 10 Locate and unplug the pair of BLACK 6-pin connectors from the bike's Crank Position Sensor (Fig. G).

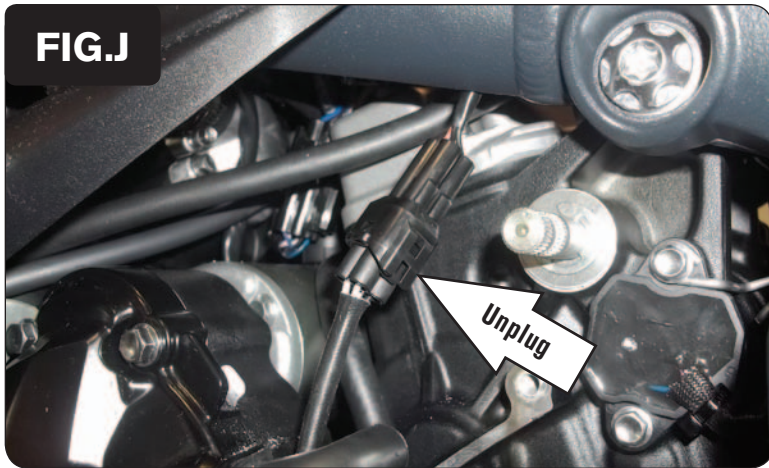
*These stock CPS connectors are located just under primary fuel injector #2.*



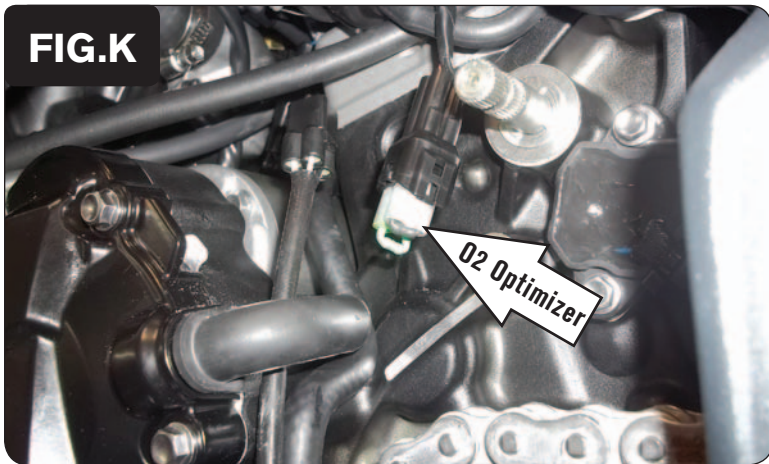
- 11 Plug the pair of 6-pin connectors of the PCV wiring harness in-line of the stock CPS connectors (Fig. H).



- 12 Remove the lever arm from the gear shift pivot shaft on the gearbox; and remove the counter shaft sprocket cover (Fig. I).



- 13 Unplug the connector for the stock O2 sensor (Fig. J).



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

*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.*

- 15 Reinstall the counter shaft sprocket cover, shift lever arm, fuel tank, body work, and seats.

*NOTE: The bike's engine temperature signal is already preconfigured and prewired in the main wiring harness of the PCV.*