

# [POWER COMMANDER V]

**2006-2014 Yamaha Roadliner/Stratoliner**

**Installation Instructions**



## **PARTS LIST**

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 1 O2 Optimizer
- 2 Velcro strips
- 1 Alcohol swab

**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-

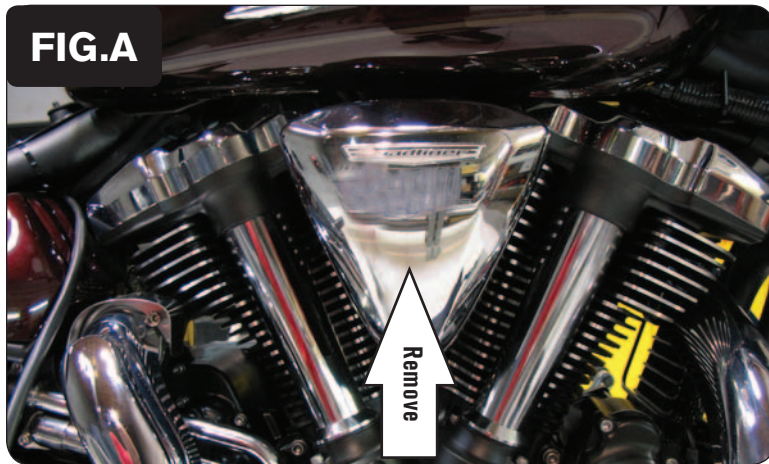
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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 right hand cosmetic engine cover (Fig. A). There is a bolt at the front and rear of this cover.

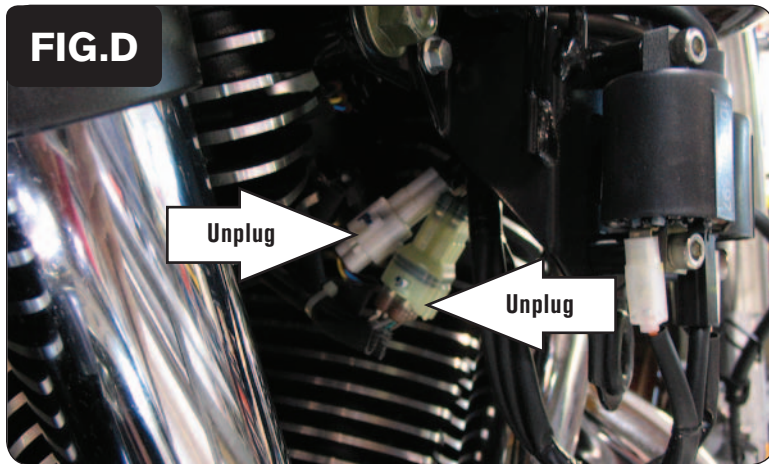


- 3 Lay the PCV in the area of the ECU.
- 4 Route the PCV harness underneath the seat latch plate and under the right hand side of the frame (Fig. B).

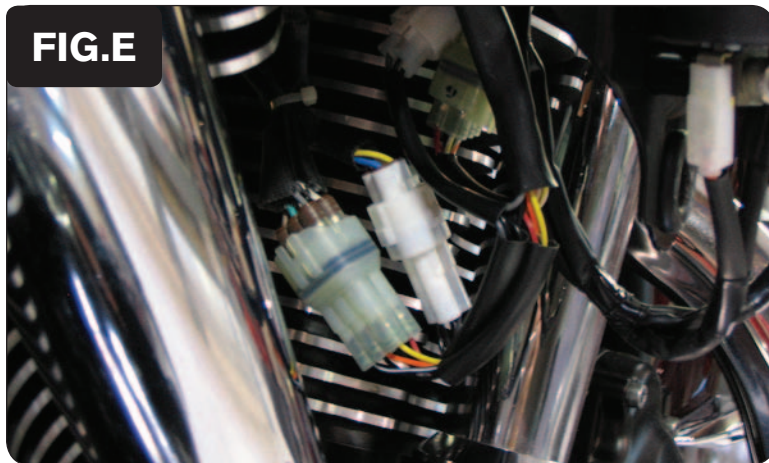


- 5 Route the PCV harness above the cylinder head following the frame. Route the PCV harness behind the engine mount bracket (Fig. C).

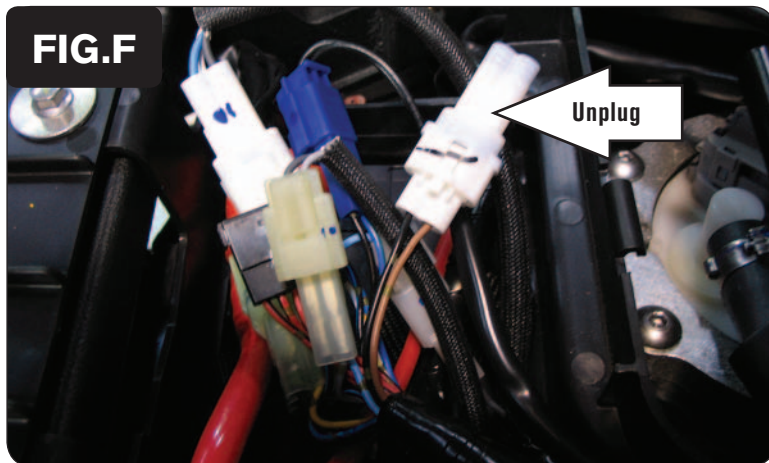




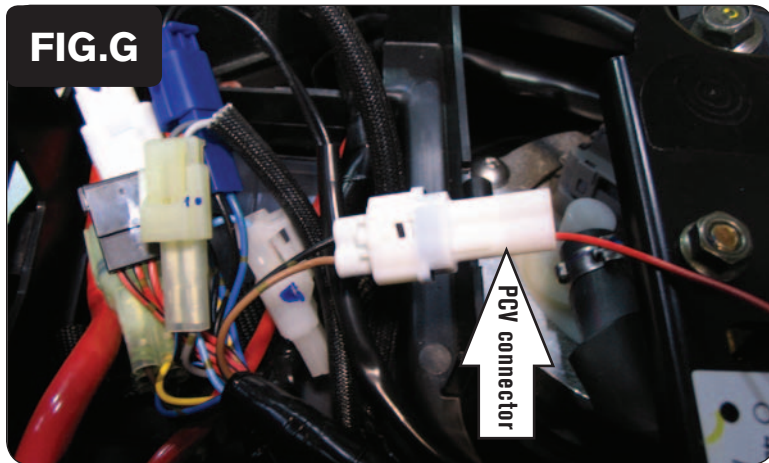
- 6 Unplug the WHITE 3-pin connector and the CLEAR 6-pin connector (Fig. D). These connectors are located behind the ignition coils and lead to the throttle bodies.



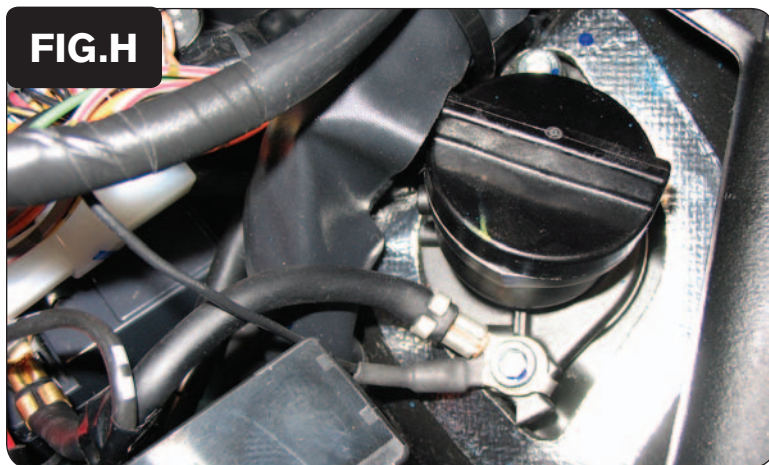
- 7 Plug the connectors from the PCV in-line of the stock wiring harness and the throttle bodies (Fig. E).



- 8 Remove the strap from the ECU and move the ECU out of the way to access the wires underneath.
- 9 Locate the WHITE 2-pin connector that has a BROWN and a BLACK wire. Remove the blank end of this connection (Fig. F).



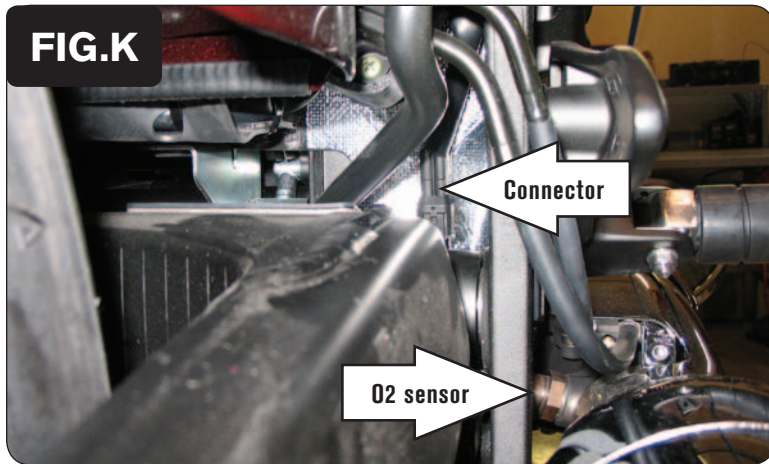
- 10 Plug the RED wire from the PCV to the stock wiring harness (Fig. G).
- 11 Reinstall the ECU back into its stock position.



- 12 Locate the stock ground. Follow the negative battery cable to the frame.  
Remove the allen bolt that secures the ground cable to the frame. Reinstall the allen bolt thru the stock ground cable, then thru the ground wire for the PCV into the frame (Fig. H)



- 13 Use the supplied velcro to attach the PCV on top of the ECU (Fig. J).  
*Make sure to clean both surfaces with the supplied alcohol swab before applying the Velcro adhesive.*



14 Follow the wire harness from the O2 sensor to the connection behind the frame and disconnect it (Fig. K).

15 Connect the Dynojet O2 Optimizer to the stock wiring harness.

*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.*

16 Reinstall the cover and the seat.

**Optional inputs:**

**Speed input** - WHITE wire of WHITE 3-pin connector under ECU. Colors of the wires in this connector are WHITE/BLUE/BLACK.