POWER COMMANDER V

2013-2014 BMW C600 / C650 GT
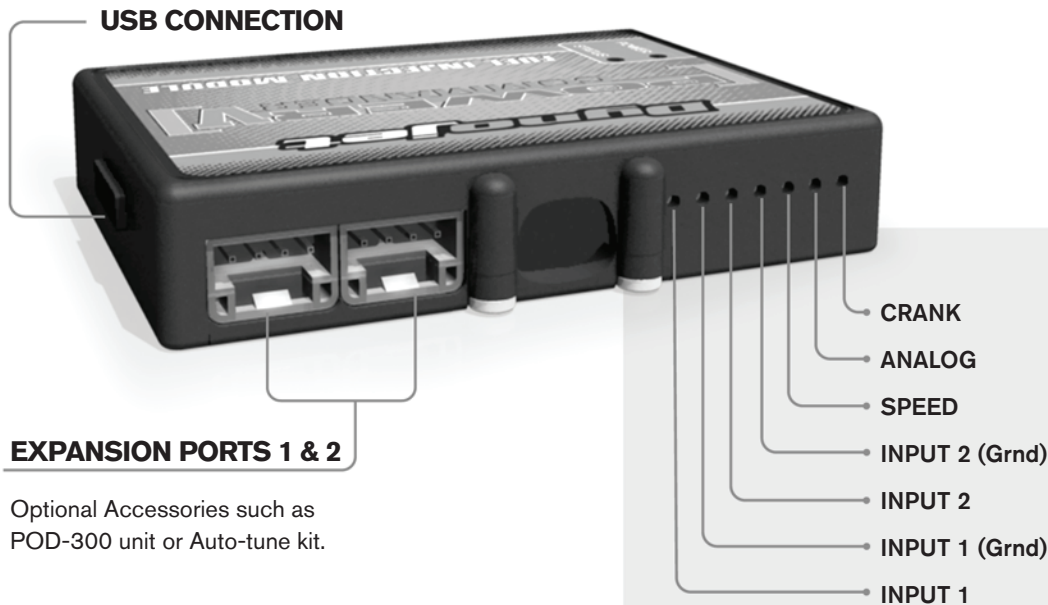
Installation Instructions

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

POWER COMMANDER V
INPUT ACCESSORY GUIDE

ACCESSORY INPUTS

USB CONNECTION

EXPANSION PORTS 1 & 2

Optional Accessories such as POD-300 unit or Auto-tune kit.

CRANK
ANALOG
SPEED
INPUT 2 (Grnd)
INPUT 2
INPUT 1 (Grnd)
INPUT 1

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.
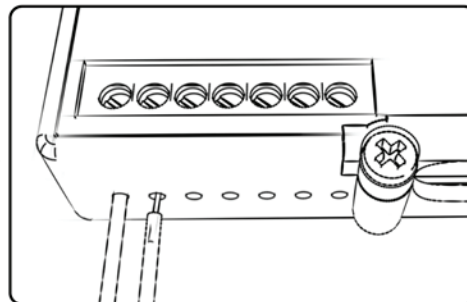
Map - (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will 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.
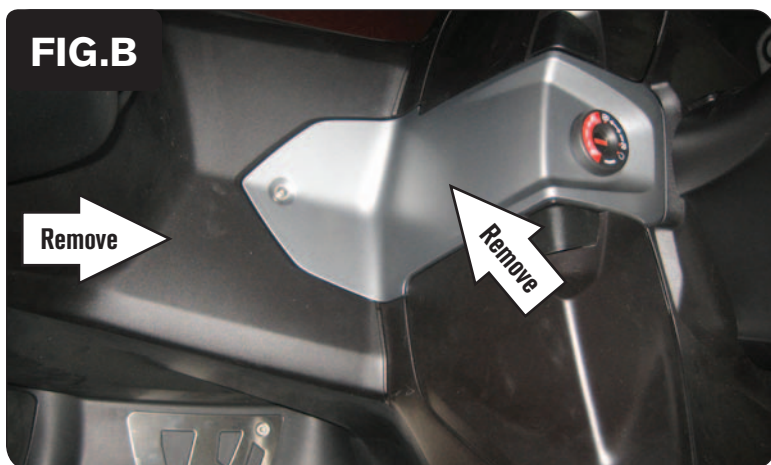
Crank- Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.

FIG.A

Remove
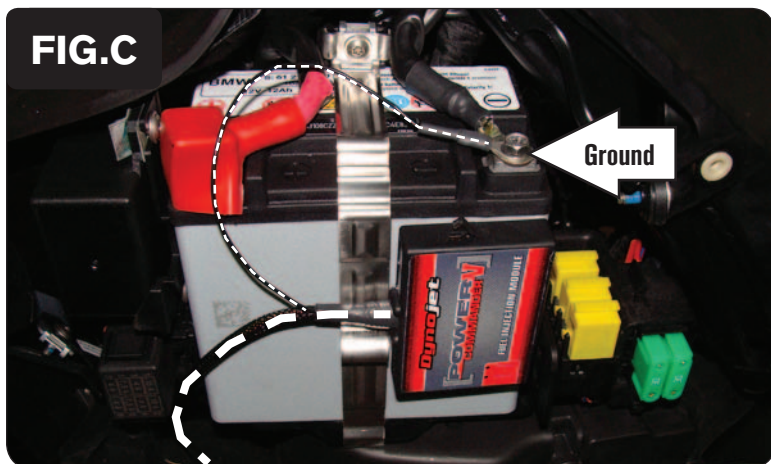
FIG.B

Remove

Remove

FIG.C

Ground

1   Remove the right hand fairing (Fig. A).

   *There are 3 screws holding this fairing on. You will need to open the RH storage
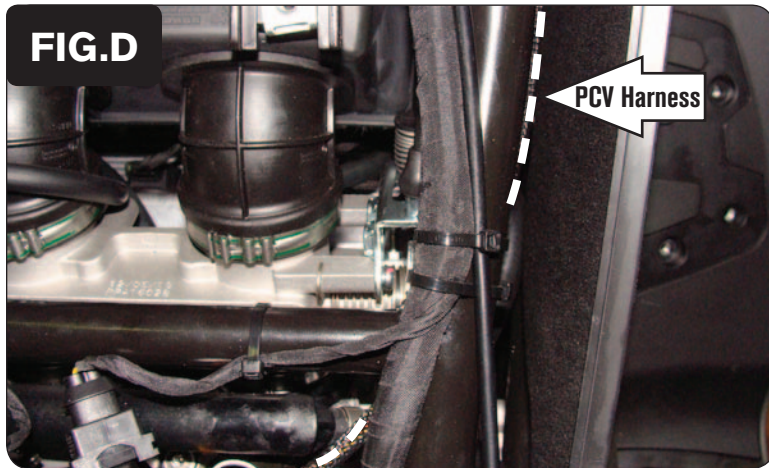   compartment to access one of the screws.*

2   Remove the covers shown in Figure B.

3   Using the supplied Velcro attach the PCV to the side of the battery.

4   Attach the ground wire of the PCV to the negative (-) terminal of the bike's
     battery (Fig. C).

5   Route the PCV harness down the right side of the inner fairing and go towards
     the engine.

FIG.D

PCV Harness

FIG.E

Unplug   Unplug

FIG.F

6   Route the PCV along the frame tube (Fig. C).

7   Use the supplied zip tie to secure the PCV harness to the frame.

Make sure the PCV harness does not interfere with the throttle linkage.
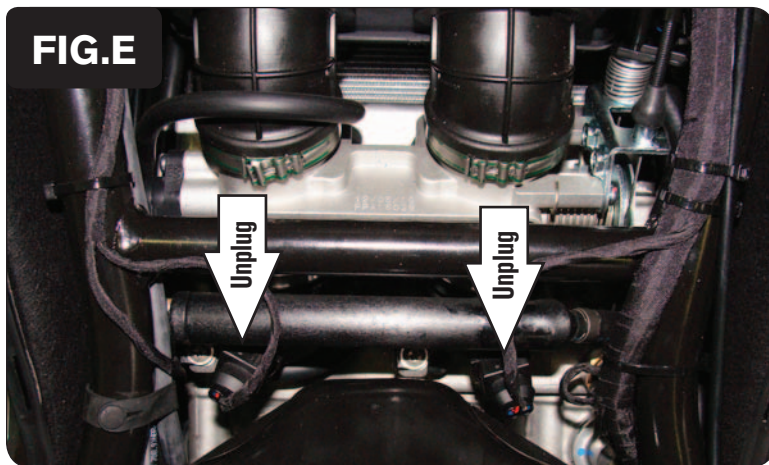
8   Unplug the stock wiring harness from both fuel injectors (Fig. E).
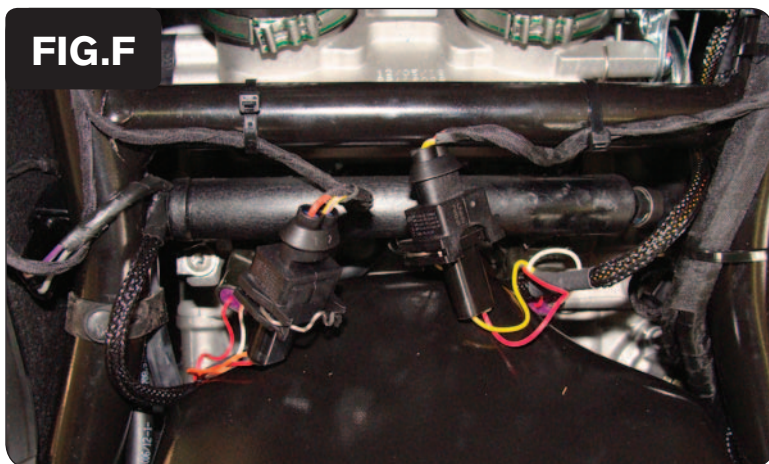
9   Plug the PCV wiring harness in-line of the stock wiring harness and both fuel injectors (Fig. F).

The pair of PCV leads with ORANGE colored wires go to the #1 cylinder (left).

The pair of PCV leads with YELLOW colored wires go to the #2 cylinder (right).
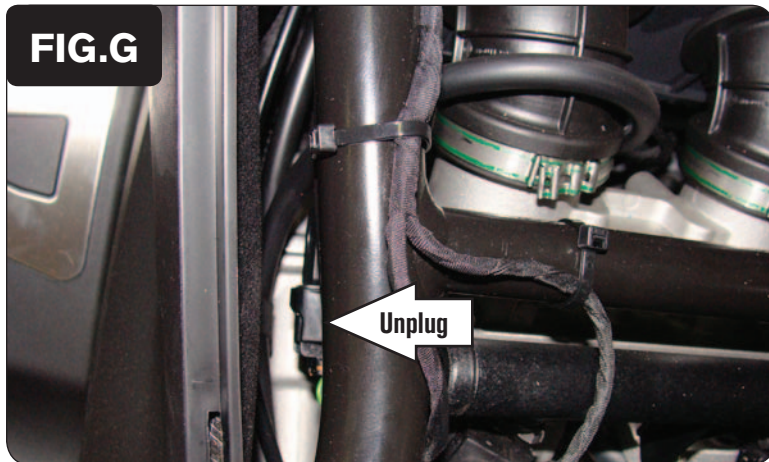
FIG.G

Unplug

10 Unplug the stock wiring harness from the Throttle Position Sensor (Fig. G).

This sensor is located on the left side of the throttle bodies.

FIG.H

PCV

PCV
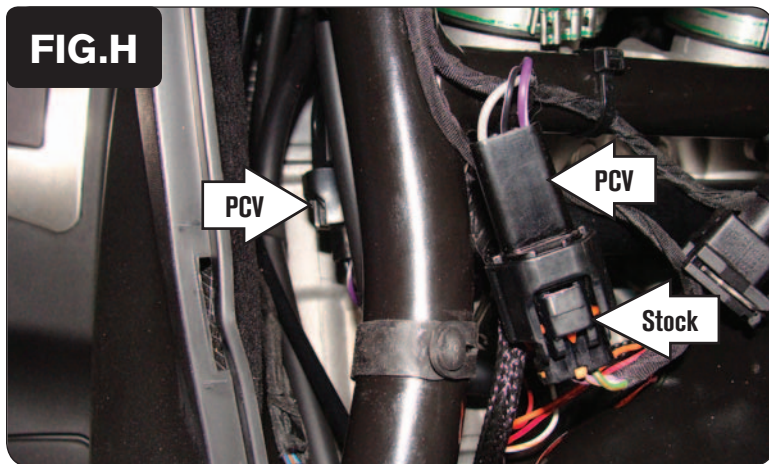
Stock

11 Plug the pair of 3-pin PCV connectors in-line of the stock wiring harness and the TPS (Fig. H).

12 Reinstall the bodywork.