[POWER COMMANDER V]

2009 Triumph Speedmaster / America / Scrambler

### Installation Instructions

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

YOU CAN ALSO DOWNLOAD THE POWER COMMANDER SOFTWARE AND LATEST MAPS FROM OUR WEB SITE AT:
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*

POWER COMMANDER V
INPUT ACCESSORY GUIDE

ACCESSORY INPUTS

USB CONNECTION

EXPANSION PORTS 1 & 2
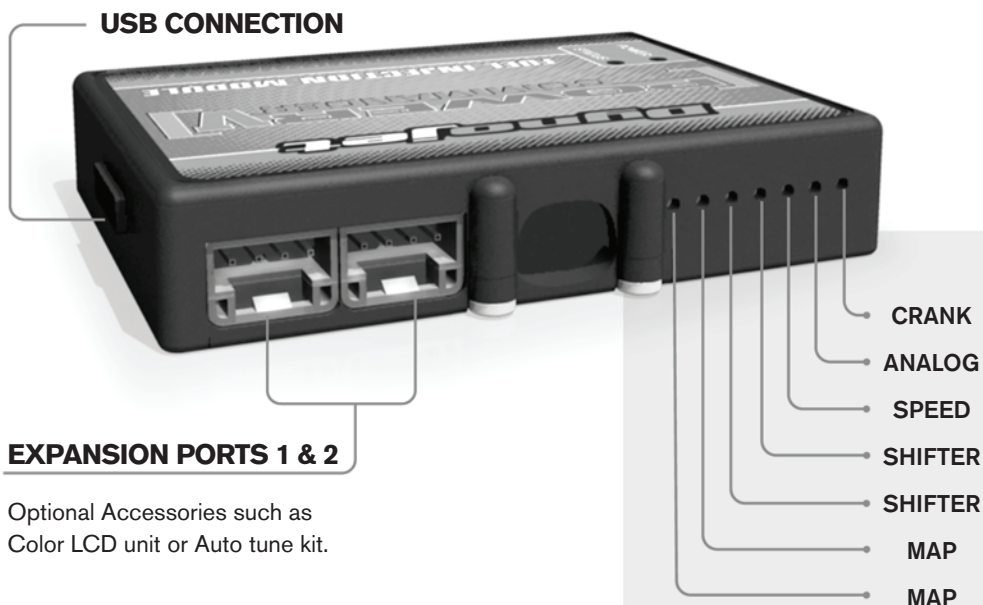
Optional Accessories such as
Color LCD unit or Auto tune kit.

CRANK

ANALOG

SPEED

SHIFTER

SHIFTER

MAP

MAP

Map - 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.

Shifter- 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.

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.

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.

FIG.A

FIG.B

FIG.C

FOLLOW THESE INSTRUCTIONS FOR THE SCRAMBLER

1   Remove the seat.

2   Using the supplied velcro secure the PCV to the rear fender (Fig. A).

   This install may only work if the owners manual is removed from the underside of the seat.

3   Use the supplied zip tie to secure the PCV harness to the frame (Fig. A).

4   Route the PCV harness down the right side of the bike.

5   Attach the PCV ground wire to the negative side of the battery (Fig. B).

6   Unbolt the fuel tank and lift it up slightly.

   The fuel tank does not need to be removed for this installation.

7   Unplug the BLACK 3 pin connector on the left side of the frame behind the left throttle body (Fig. C)
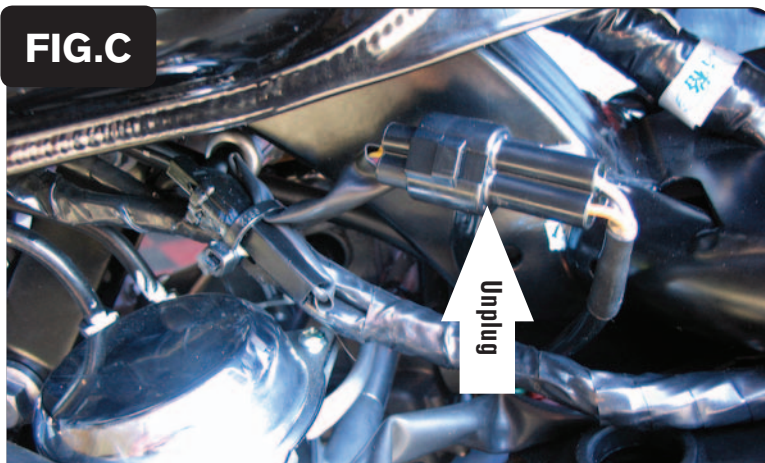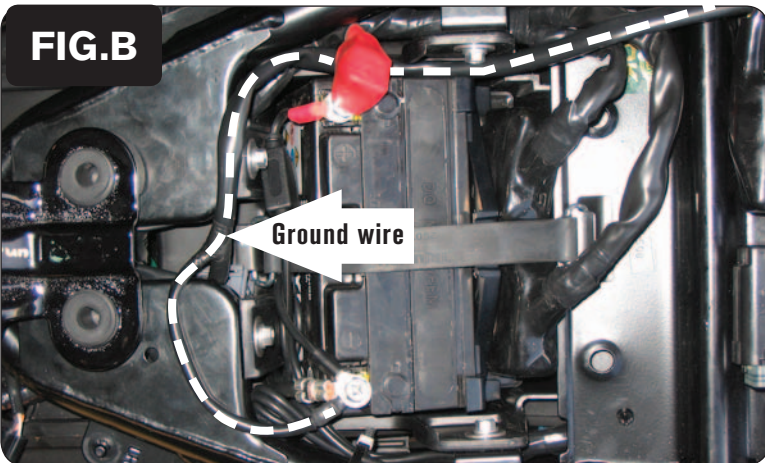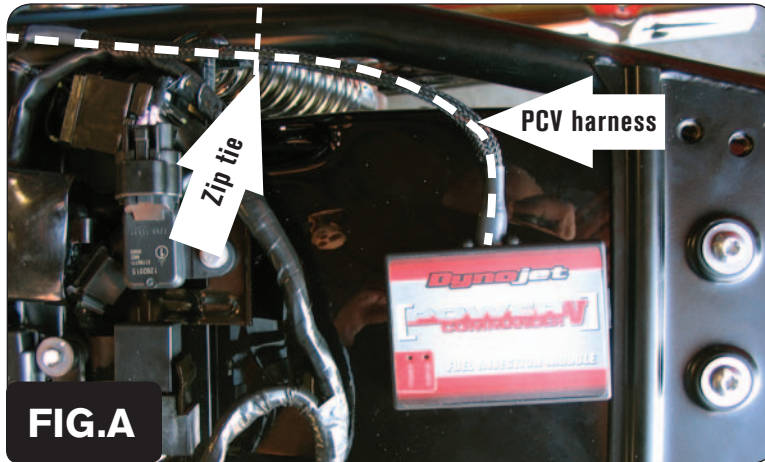
FIG.D

8   Plug the PCV harness in-line of the stock connectors (Fig. D)

FIG.E
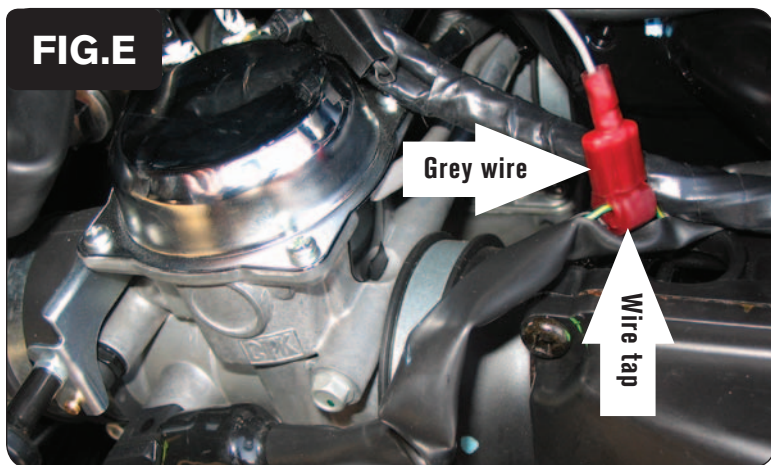
Grey wire →

Wire tap

9   Using the supplied wire tap crimp it onto the GREEN/YELLOW wire of the stock Throttle Position Harness (Fig. E).

For a clean install cut thru the sheathing of the TPS harness to access the wire.

10   Plug the GREY wire from the PCV to the wire tap (Fig. E).

It is recommended to use dielectric grease on these connections.

FIG.F

11   Using the supplied zip tie secure the PCV harness to the main wiring harness (Fig. F).

12   Bolt the fuel tank back into place making sure the PCV harness does not get pinched.
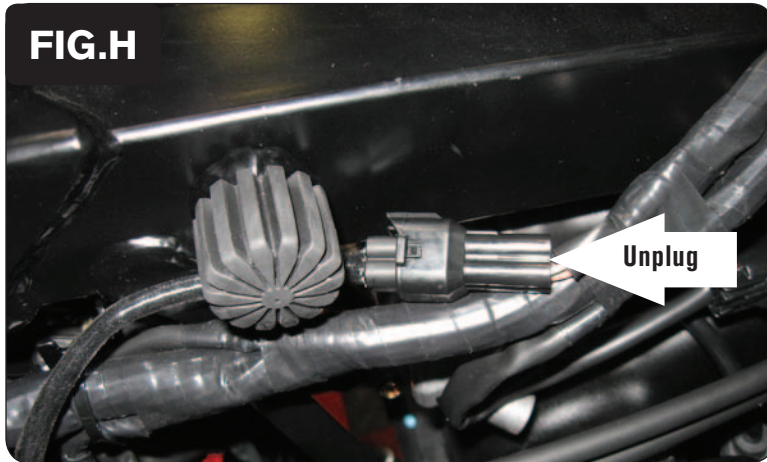
FIG.G
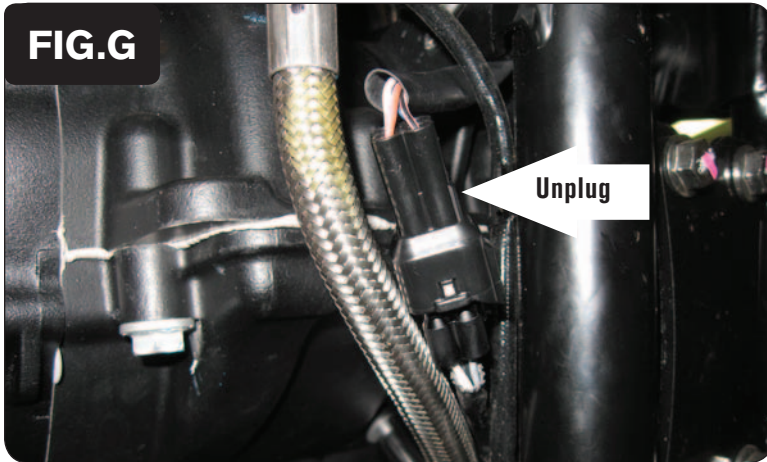
Unplug

13 Locate the O2 sensor connection in front of the engine (Fig G).

This is a BLACK 4 pin connector. You can follow the wire from the O2 sensor in the exhaust to this location.

14 Unplug the O2 sensor.

15 Plug the Dynojet O2 eliminator into the wiring harness.

FIG.H

Unplug

16 Locate the O2 sensor connection in under the fuel tank to the right side of the frame backbone (Fig H).

This is a BLACK 4 pin connector. You can follow the wire from the O2 sensor in the exhaust to this location.

17 Unplug the O2 sensor.

18 Plug the Dynojet O2 eliminator into the wiring harness.

The O2 sensors will not be connected to anything at this time. They can be removed from the exhaust if desired.
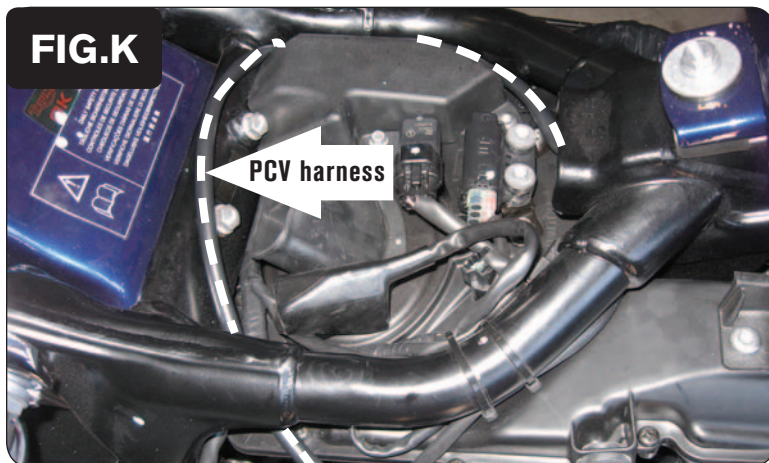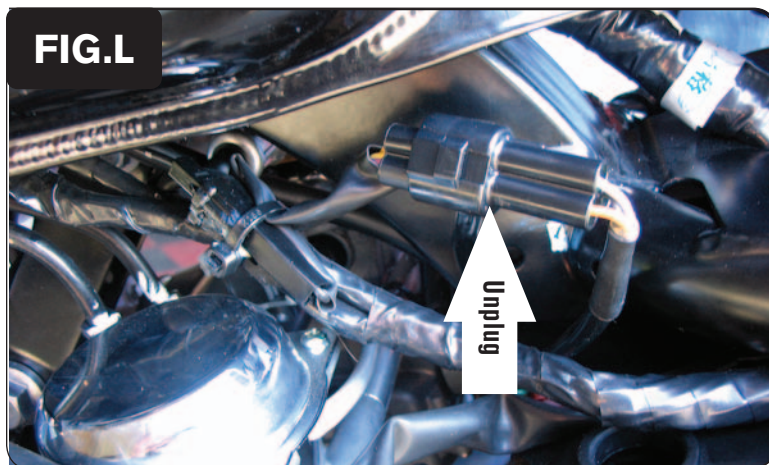
FIG.J
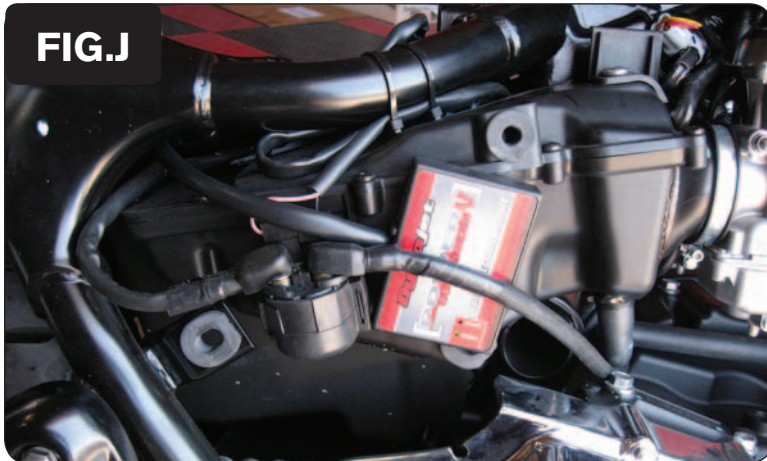
FOLLOW THESE INSTRUCTIONS FOR THE SPEEDMASTER AND AMERICA

1 Remove the seat.

2 Using the supplied velcro secure the PCV to the right side of the air box (Fig. J).

FIG.K

PCV harness

3 Route the PCV harness to the left side of the bike and follow the frame tube towards the front of the bike (Fig. K).

4 Attach the PCV ground wire to the negative side of the battery.

FIG.L

Unplug

5 Unbolt the fuel tank and lift it up slightly.

The fuel tank does not need to be removed for this installation.

6 Unplug the BLACK 3 pin connector on the left side of the frame behind the left throttle body (Fig. L)

FIG.M

7 Plug the PCV harness in-line of the stock connectors (Fig. M)

FIG.N

Grey wire

Wire tap

FIG.O

Unplug

FIG.P

Unplug
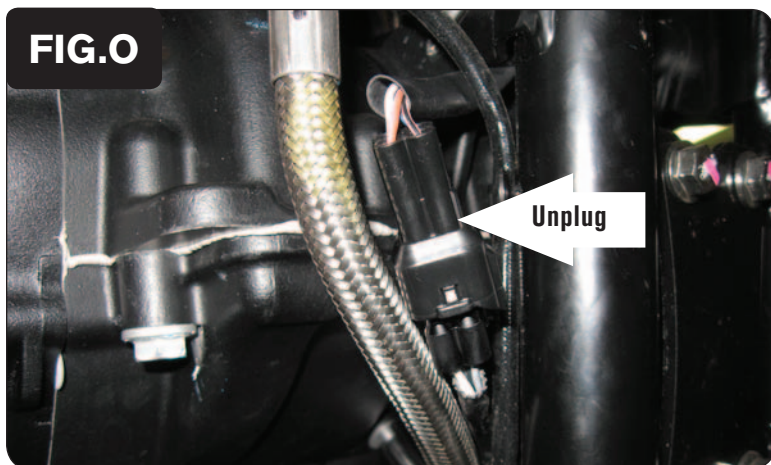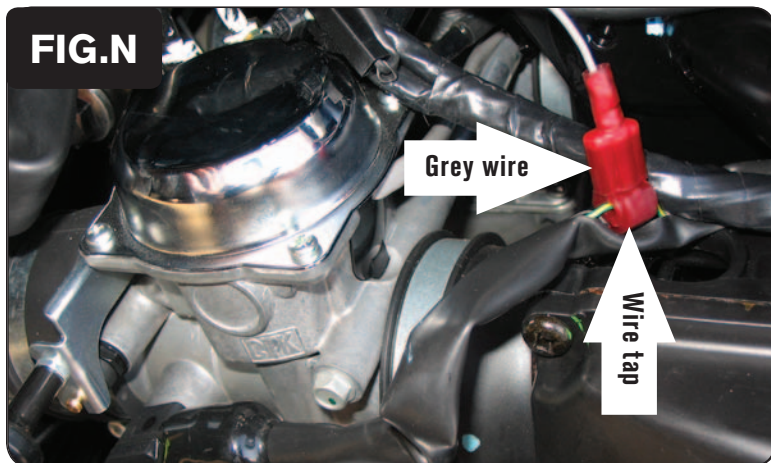
8   Using the supplied wire tap crimp it onto the GREEN/YELLOW wire of the stock Throttle Position Harness (Fig. N).

For a clean install cut thru the sheathing of the TPS harness to access the wire.

9   Plug the GREY wire from the PCV to the wire tap (Fig. N).

It is recommended to use dielectric grease on these connections.

10   Bolt the fuel tank back into place making sure the PCV harness does not get pinched.

11   Locate the O2 sensor connection in front of the engine (Fig O).

This is a BLACK 4 pin connector. You can follow the wire from the O2 sensor in the exhaust to this location.

12   Unplug the O2 sensor.

13   Plug the Dynojet O2 eliminator into the wiring harness.

14   Locate the O2 sensor connection under the fuel tank to the right side of the frame backbone (Fig P).

This is a BLACK 4 pin connector. You can follow the wire from the O2 sensor in the exhaust to this location.

15   Unplug the O2 sensor.

16   Plug the Dynojet O2 eliminator into the wiring harness.

The O2 sensors will not be connected to anything at this time. They can be removed from the exhaust if desired.