POWER COMMANDER V

FUEL AND IGNITION

2012-2017 Harley Davidson Dyna

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
2	Zip ties

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

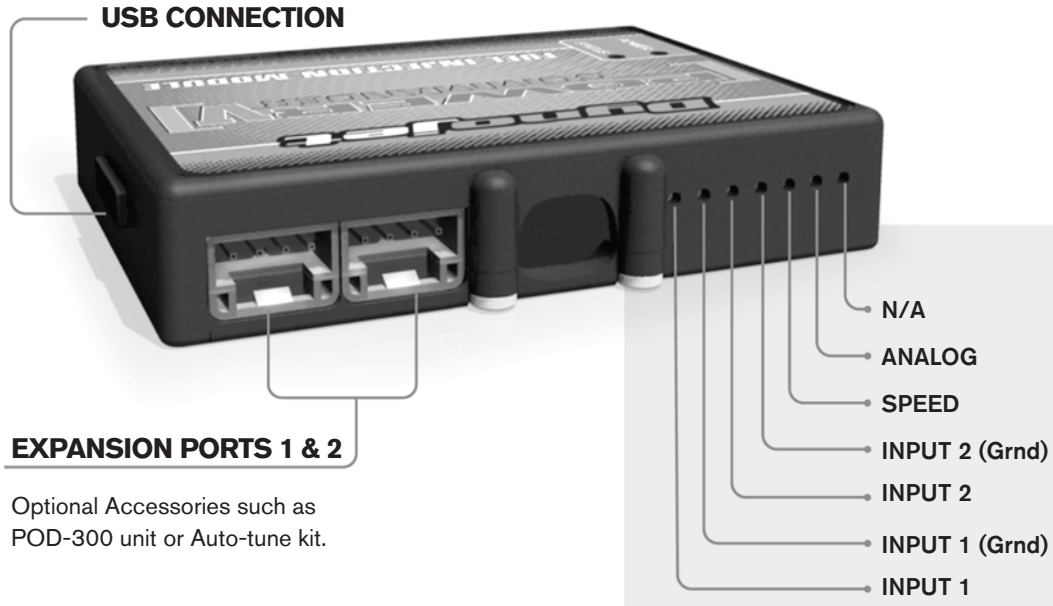
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT: www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

POWER COMMANDER V
INPUT ACCESSORY GUIDE

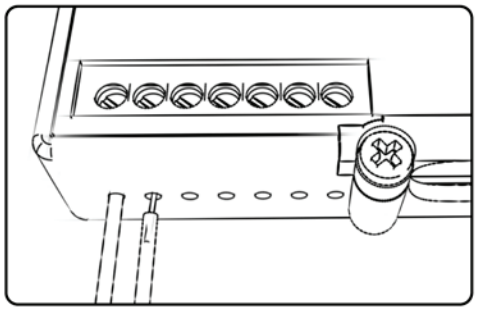


Optional Accessories such as POD-300 unit or Auto-tune kit.

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.)

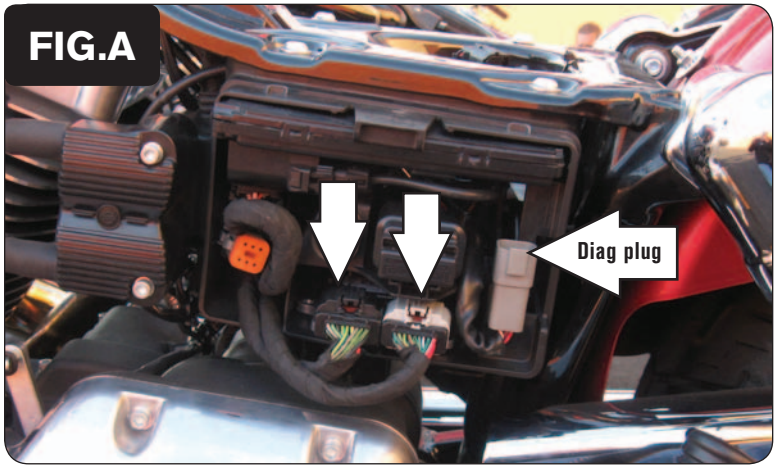
Shifter- (Input 1 or 2) Used for clutch-less full throttle upshifts. Insert the wires from the Dynojet quickshifter into either INPUT 1 or INPUT 2. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

Speed- Not needed on Harley applications as the speed signal wire is built into the main wiring harness of the PCV.

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.

Launch- You can connect a wire to either input 1 or 2 and then the other end to a switch. This switch when engaged (continuity) will only allow the RPM to be raised to a certain limit (Set in the software). When released you will have full RPM.

FIG.A

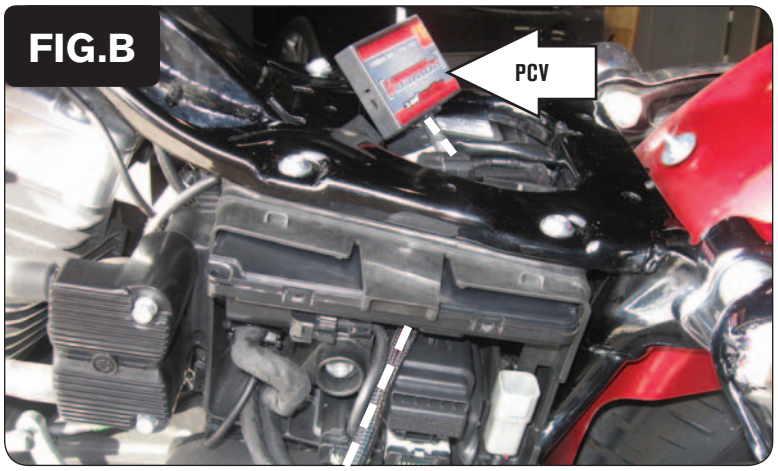


1 Remove the seat.

2 Remove the left hand side cover.

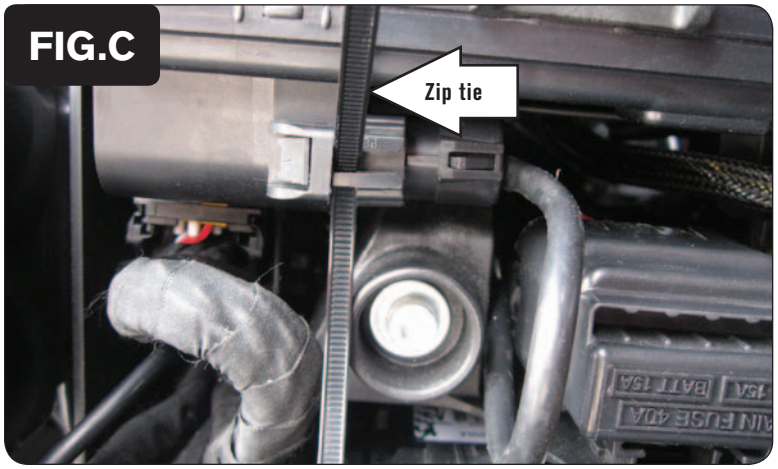
3 Unplug the stock wiring harness from the ECU (Fig. A).

FIG.B



4 Route the PCV harness from the hole in the frame under the seat, thru the left side cover area (Fig. B).

FIG.C



5 Run the long zip tie thru the connector of the body control module (Fig. C).

FIG.D

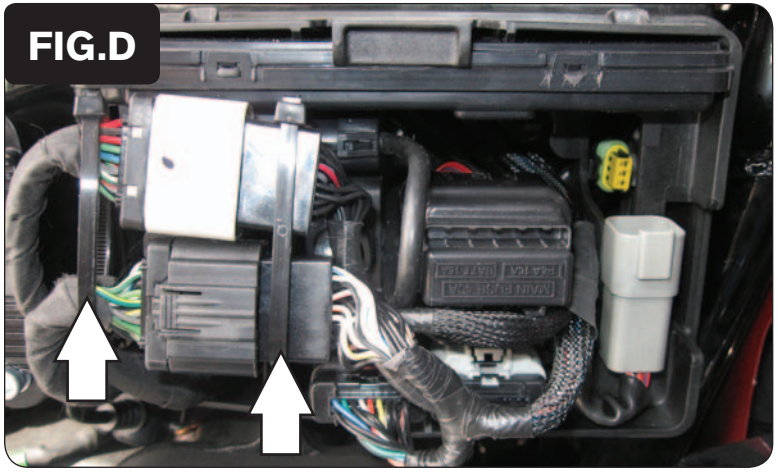


FIG.E



6 Plug the PCV connectors in-line of the stock ECM and wiring harness (Fig. D).

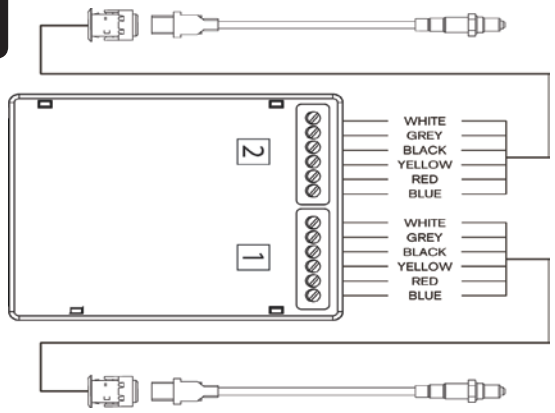
7 Use the supplied zip ties to secure the connectors in place (Fig. D).

8 Install the PCV in the opening of the frame under the seat (Fig. E).

FIG.F



FIG.G



IF INSTALLING THE AUTO-TUNE KIT FOLLOW THESE STEPS:

9 Install the O2 sensors into the exhaust (see Auto-tune install guide).

The stock O2 sensors will remain installed and actively working. The 18mm O2 sensor bungs provided in the Auto-tune kit will need to welded in to the exhaust.

10 Plug the wiring harnesses from the kit into each sensor and route the wires into the backside of the left box assembly (Fig. F).

11 Connect the CAN cable to the Auto-tune module.

12 Connect the wires from the O2 sensors into the Auto-tune module (Fig. G).

Make sure to wire the front O2 sensor into #1.

13 Route the CAN cable up to the PCV and connect into one of the ports.

14 Connect the power harness from the Auto-tune to the diagnostic port.

15 Slide the Auto-tune module into the cavity below the Body Control Module.

16 Reinstall side cover and seat.