[POWER COMMANDER V]

2014-2018 Harley Davidson Sportster 1200

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

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

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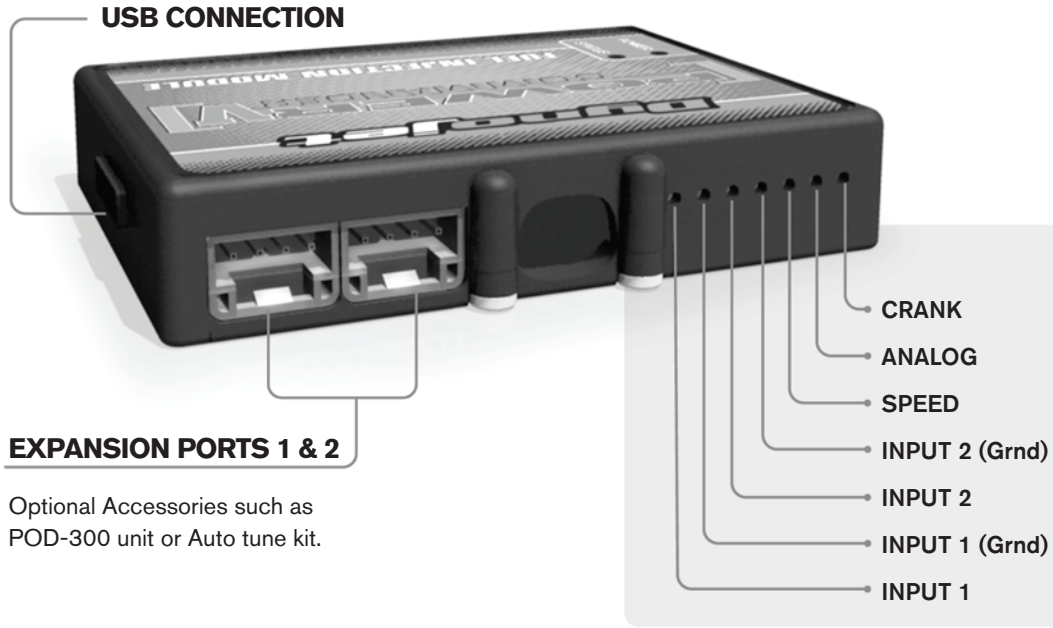
POWER COMMANDER V
INPUT ACCESSORY GUIDE

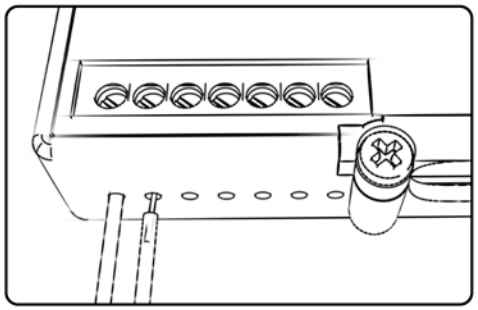


Optional Accessories such as POD-300 unit or Auto tune kit.

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) 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. NOTE: Harley Davidson models have this feature enabled internally - do NOT use this input for HD models.

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

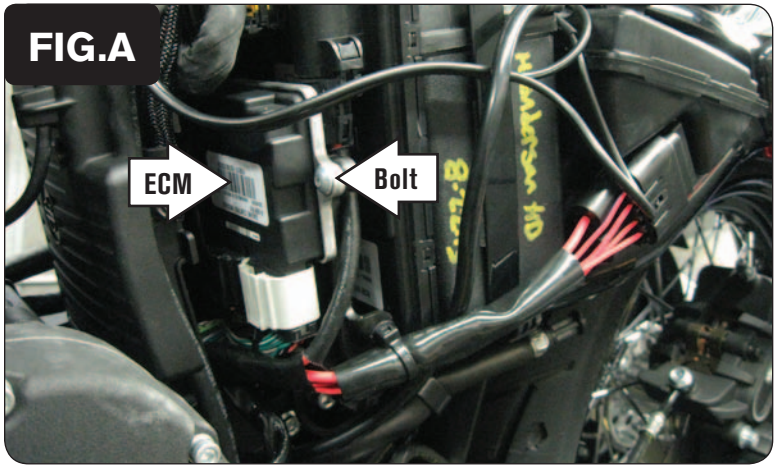


FIG.B

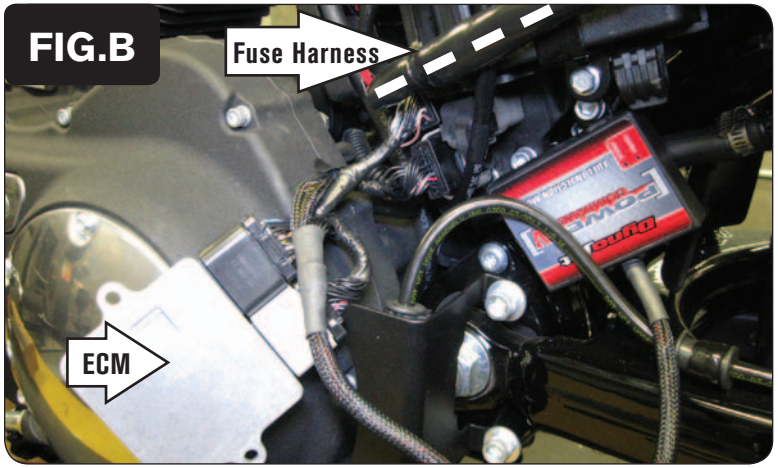
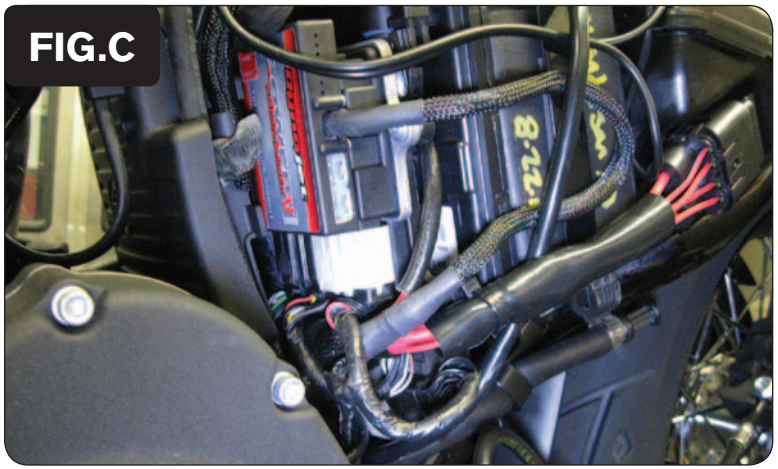


FIG.C



1 Remove the left side cover.

2 Remove the single bolt holding the ECM in place.

3 Unplug and remove the ECM (Fig. A).

4 Push the stock ECM connectors below the stock fuse harness.

5 Plug the PCV wiring harness in-line of the ECM and the stock wiring harness (Fig. B).

6 Bolt the ECM back into place.

7 Using the supplied Velcro, secure the PCV module to the ECM (Fig. C).

Clean the surface with the supplied alcohol swab prior to applying the Velcro.

8 Reinstall the left side cover (unless you are installing Auto-tune).

FIG.Da

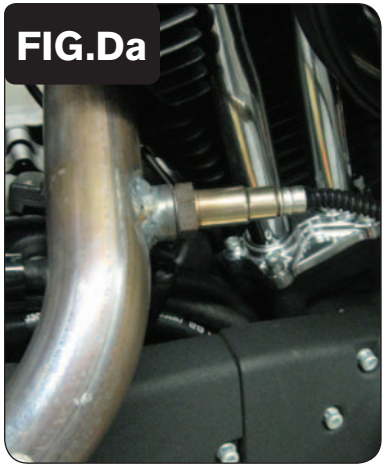


FIG.Db

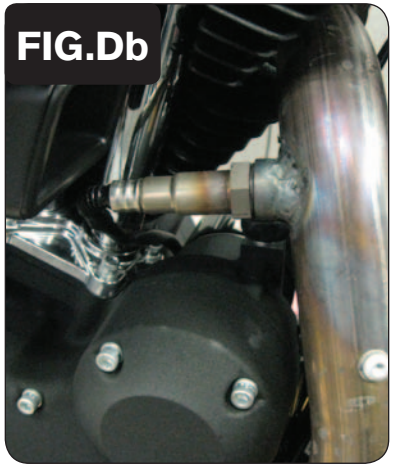
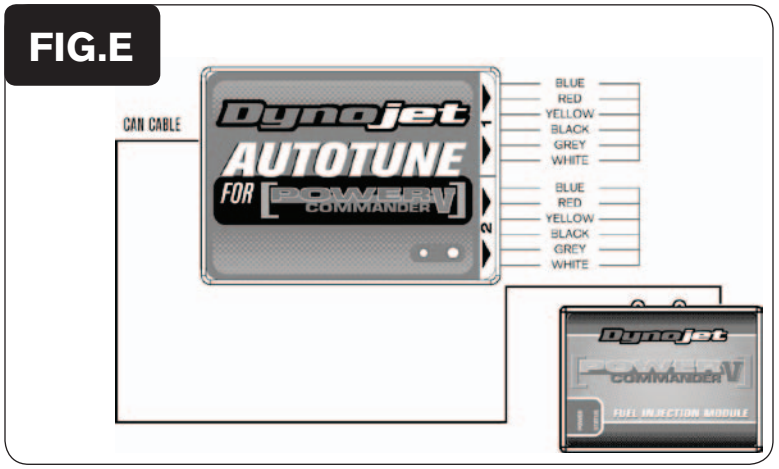


FIG.E



IF INSTALLING THE AUTO-TUNE KIT (PN: AT-101B) FOLLOW THESE STEPS

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

The stock O2 sensors will remain installed and actively working. You will need to weld the supplied bungs into the exhaust to use Auto-tune (Fig D a&b).

10 Plug the O2 sensor cables from the kit into each O2 sensor and route the cables towards the PCV module.

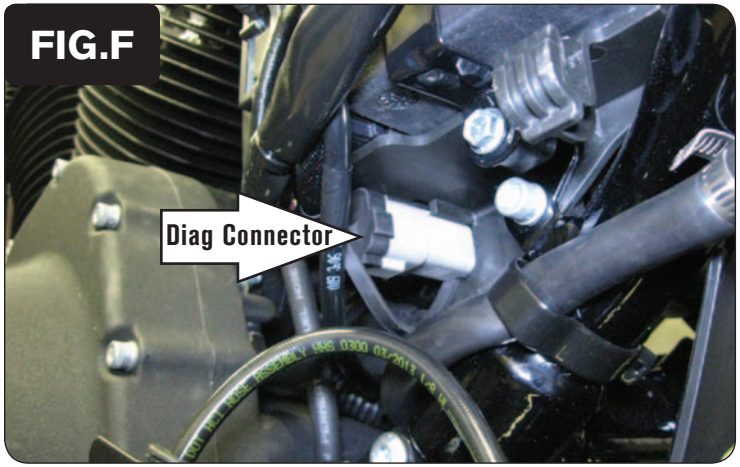
Preferred sensor harness routing can vary, depending on exhaust type and sensor location. The front sensor cable can be routed along the backbone of the frame under the tank. Then route both cables under the seat before going behind the side cover. This makes it easier to reinstall the side cover afterwards.

11 Insert the CAN link cable into the other expansion port of the Auto-tune module and either of the available expansion ports on the PCV module.

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

Make sure to wire the front O2 sensor to input #1 on the Auto-tune module. Likewise, the rear O2 sensor to input #2.

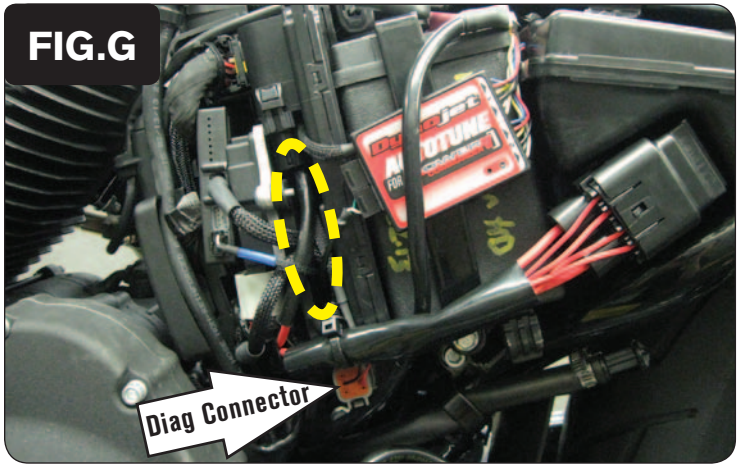
FIG.F



13 Plug the 12-volt power supply cable from the Auto-tune module into the bike's diagnostic connector (Fig. F).

The bike's diagnostic connector is located directly below the ECM. It has a rubber dust cover.

FIG.G



14 Use the supplied Velcro to secure the Auto-tune module to the side of the battery (Fig. G).

Clean the surface with the supplied alcohol swab prior to applying the Velcro.

All of the excess cable can be tucked in the area highlighted in Figure G between the ECM and BCM.

15 Reinstall the side cover.