POWER COMMANDER V

FUEL AND IGNITION

2017-2018 Indian Scout Sixty

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
1	8” Zip tie
1	Posi-tap

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

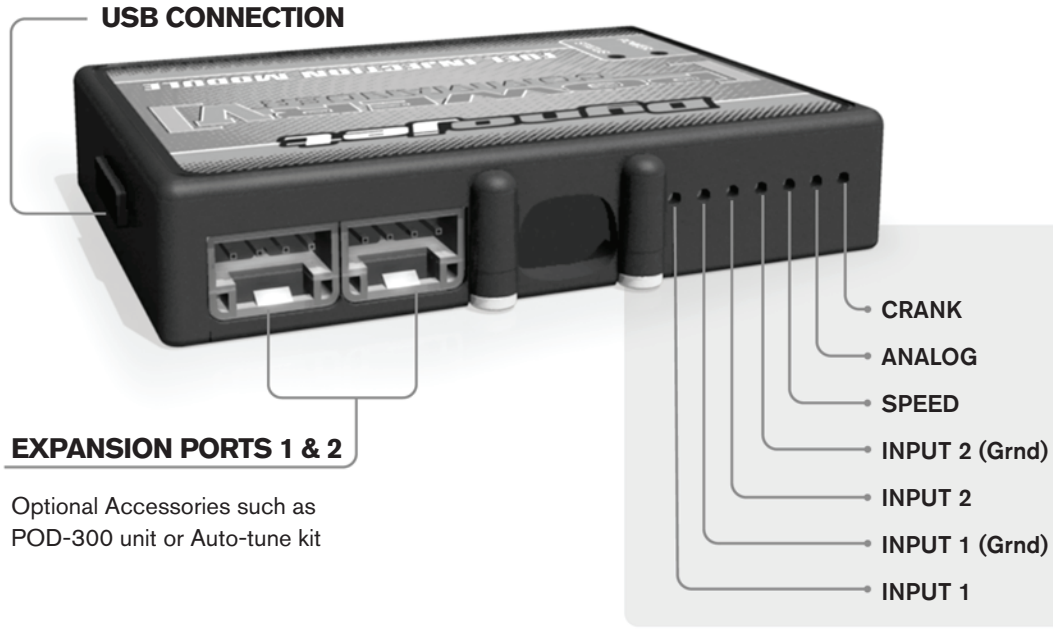
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT: www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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

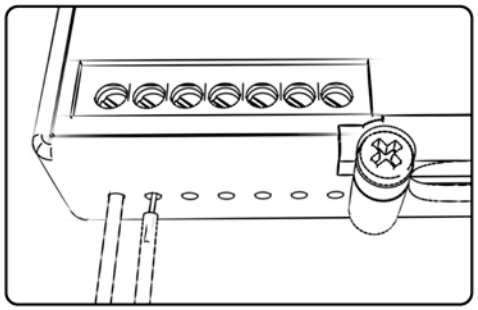
POWER COMMANDER V
INPUT ACCESSORY GUIDE



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

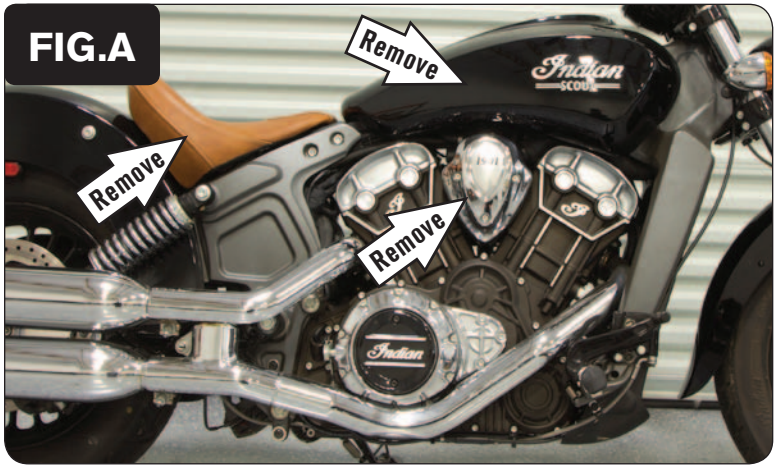
Map - (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will 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.)

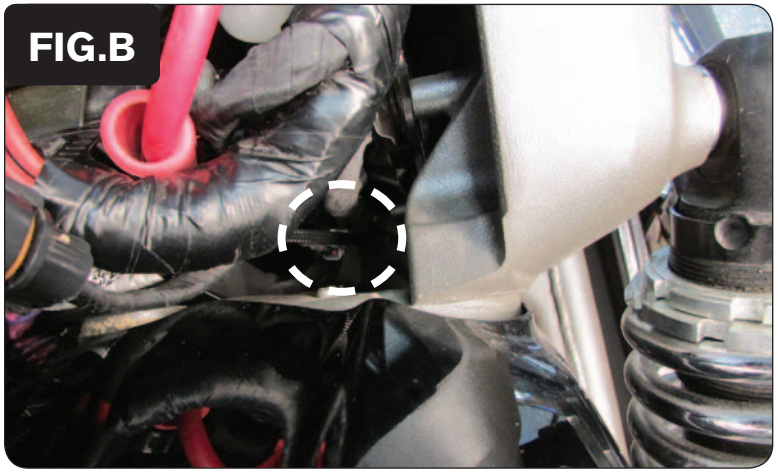
Shifter- (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

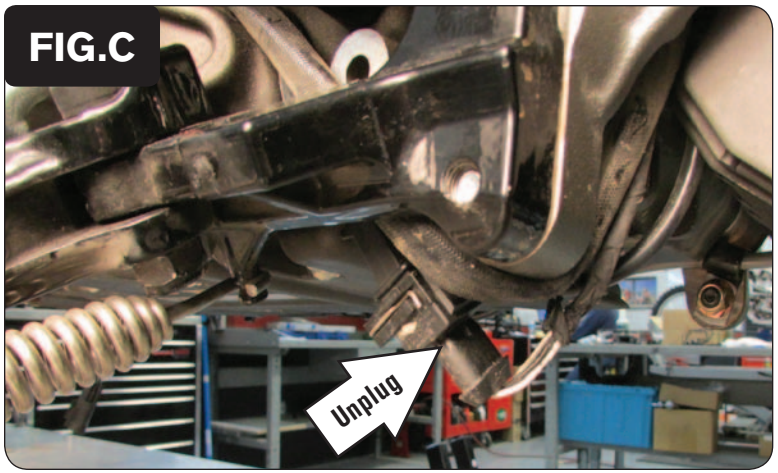
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent kill times when using a quickshifter.

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, the fuel tank, and the cosmetic chrome cover on the right side of the engine (Fig. A).

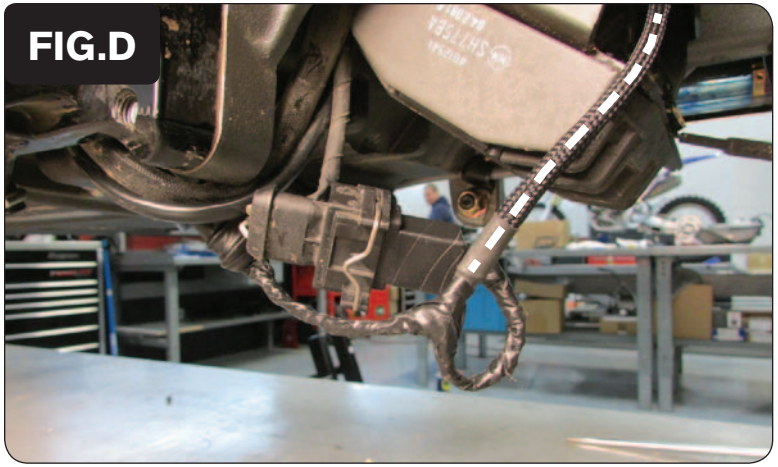
2 Remove the bracket behind the chrome cover on the right side of the engine that holds the thermostat housing.

This will help you access the fuel injector for the front cylinder.

3 From under the seat, route the PCV wiring harness branch with the pair of 3-pin connectors downward straight-through to the bottom of the bike. There is a space in front of the rear fender on the right side of the bike that the connectors can pass through (Fig. B). Be sure to route these connectors in front of the swingarm and all the way down to the regulator/rectifier.

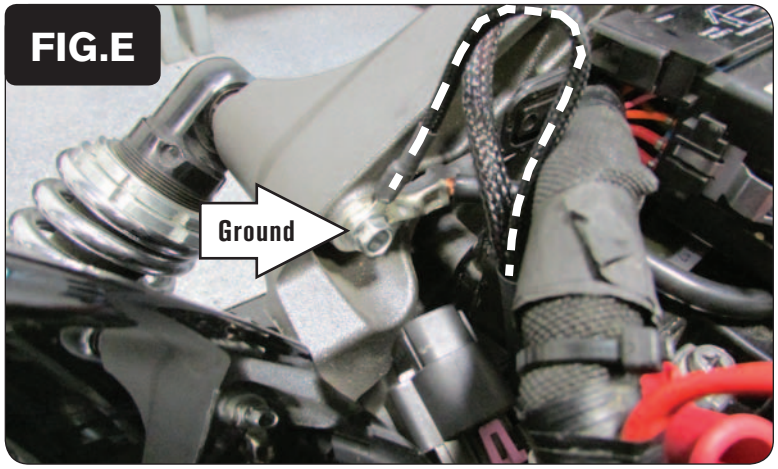
4 Locate and unplug the stock Crank Position Sensor connectors (Fig. C).

These connectors are located near the side stand at the bottom of the bike on the left side.

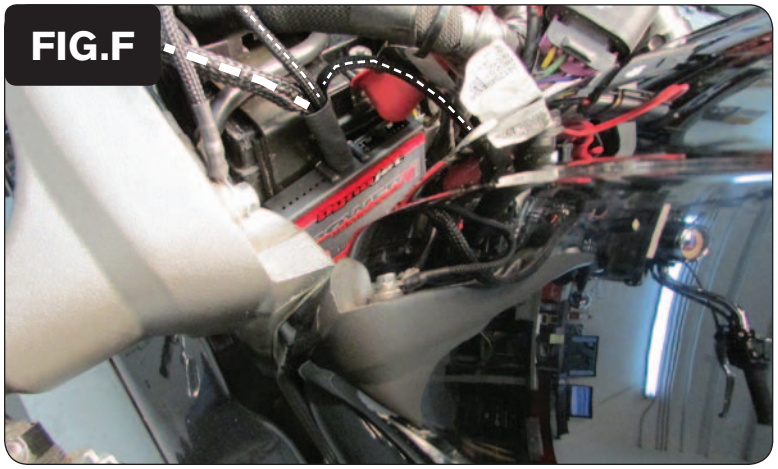


5 Plug the PCV wiring harness in-line of the stock CPS connectors (Fig. D).

6 Use the supplied zip-tie to secure these connectors to the regulator/rectifier bracket. Secure these connectors as high up as possible.



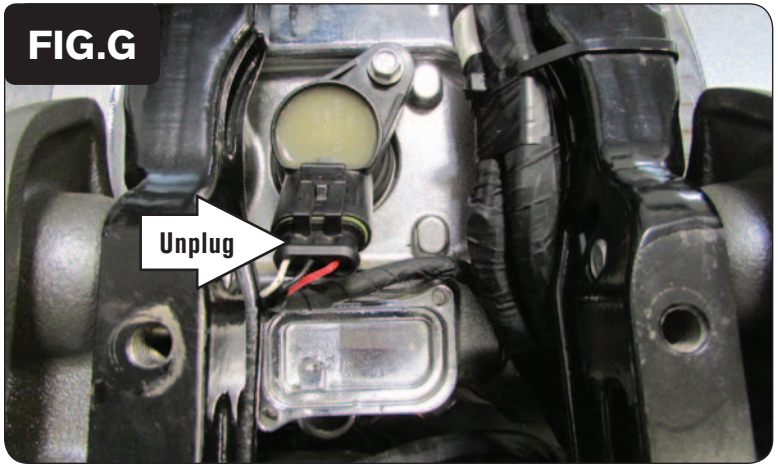
7 Back under the seat, secure the PCV ground wire with the small ring lug to the common ground bolt inside the left frame rail (Fig. E).



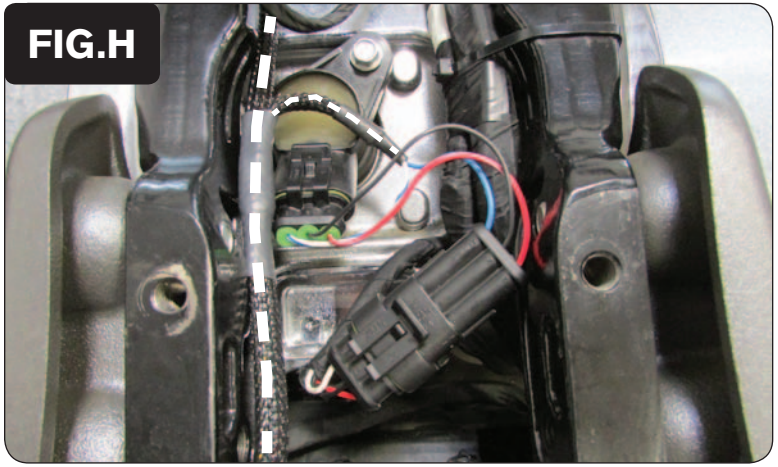
8 Use the supplied Velcro to secure the PCV module under the seat to the back side of the bike's battery (Fig. F).

Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.

9 Route the main wiring harness branch of the PCV forward towards the engine following inside the left frame rail.



10 At the top of the rear cylinder head, unplug the stock wiring harness from the REAR Ignition Coil (Fig. G).



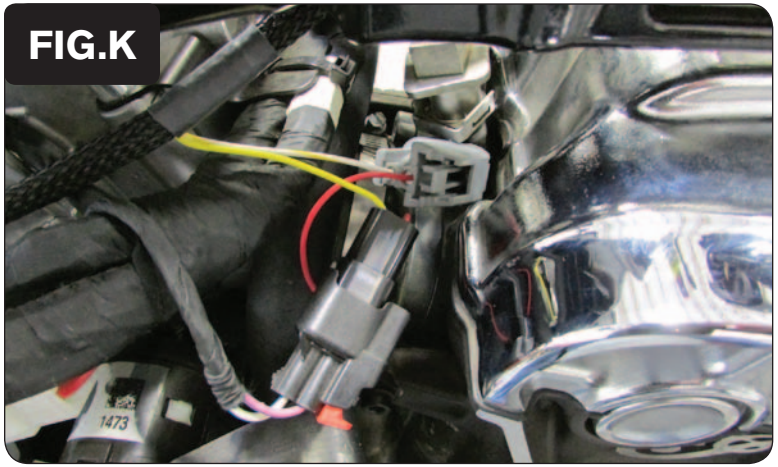
11 Plug the pair of PCV leads with the BLUE colored wires in-line of the REAR Ignition Coil and the stock wiring harness (Fig. H).



12 Locate the REAR Fuel Injector and unplug the stock wiring harness from it (Fig. J).

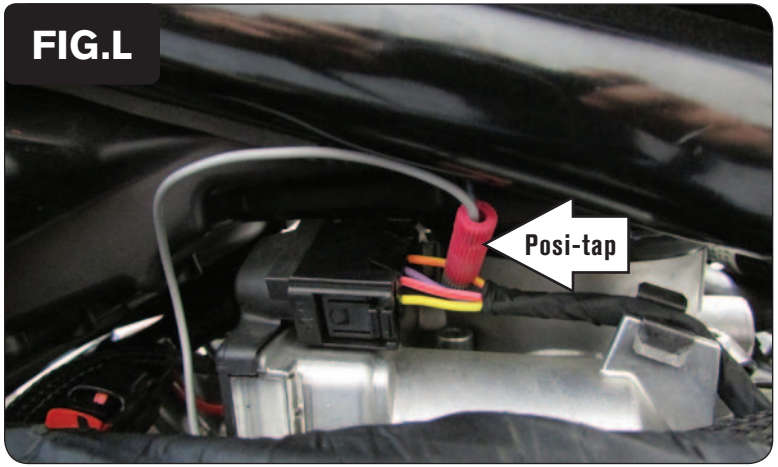
To unplug it, first lift up on the small red tab. Then squeeze the connector beneath the red tab while pulling it off of the injector.

FIG.K



13 Plug the pair of PCV leads with the YELLOW colored wires in-line of the REAR Fuel Injector and the stock wiring harness (Fig. K).

FIG.L



14 Using the supplied Posi-tap, attach the single unterminated GREY wire of the PCV wiring harness to the stock ORANGE/YELLOW wire of the Throttle Body Servo connector (Fig. L).

This connector is located on the left side of the throttle body. Temporarily unplugging this connector might make it easier to attach the PCV GREY wire.

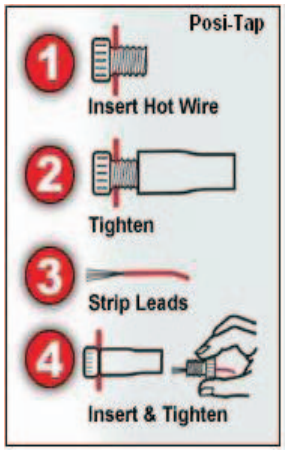
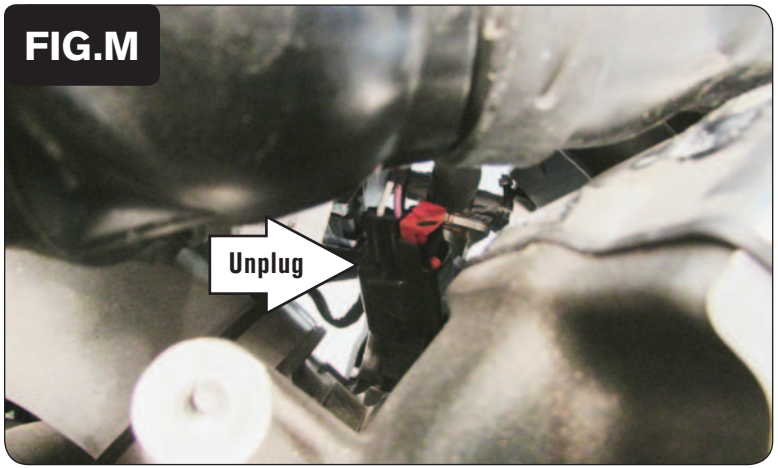


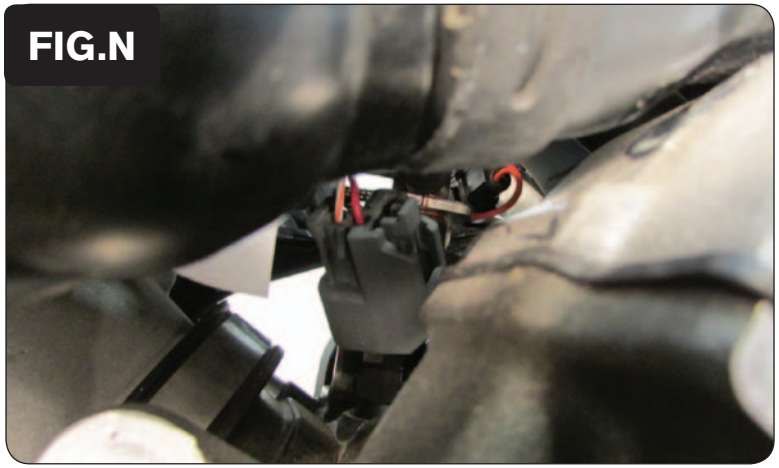
FIG.M



15 Locate and unplug the stock wiring harness from the FRONT Fuel Injector (Fig. M).

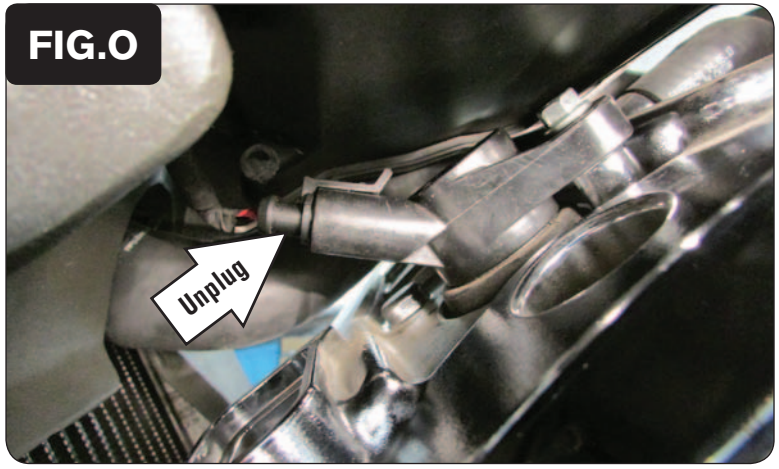
This injector might be difficult to access. From the right side of the bike, pull the thermostat housing and the radiator hose that routes over the top of the front cylinder head downward. This will make access to it much easier.

FIG.N



16 Plug the pair of PCV leads with ORANGE colored wires in-line of the FRONT Fuel Injector and the stock wiring harness (Fig. N).

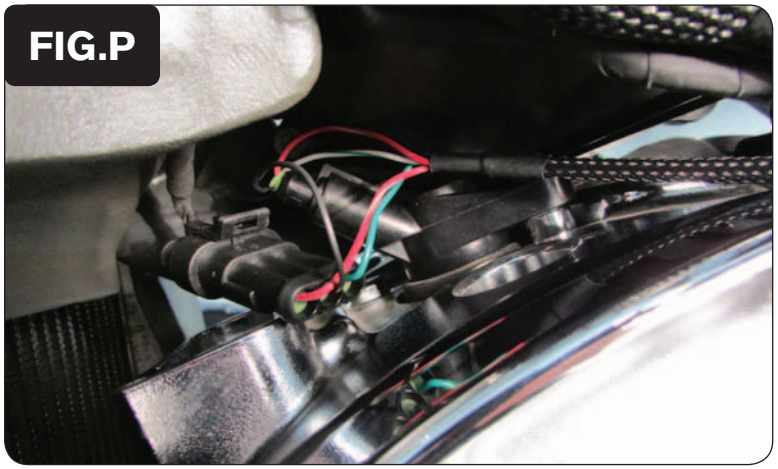
FIG.O



17 At the top of the front cylinder head, unplug the FRONT Ignition Coil (Fig. O).

This coil is most easily accessed from the left side of the bike. There is a rubber hose routed over the top of the valve cover on the left side of the front cylinder head. Pull it outward to gain access to this coil connection.

FIG.P



18 Plug the pair of PCV leads with GREEN colored wires in-line of the FRONT Ignition Coil and the stock wiring harness (Fig. P).

19 Reinstall the mounting bracket for the thermostat housing, the chrome cover, the fuel tank, and the seat.