

[POWER COMMANDER V]

2009-2011 Triumph Rocket III

Installation Instructions



PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 CD-ROM
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Velcro
- 1 Alcohol swab
- 1 O2 Optimizer

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

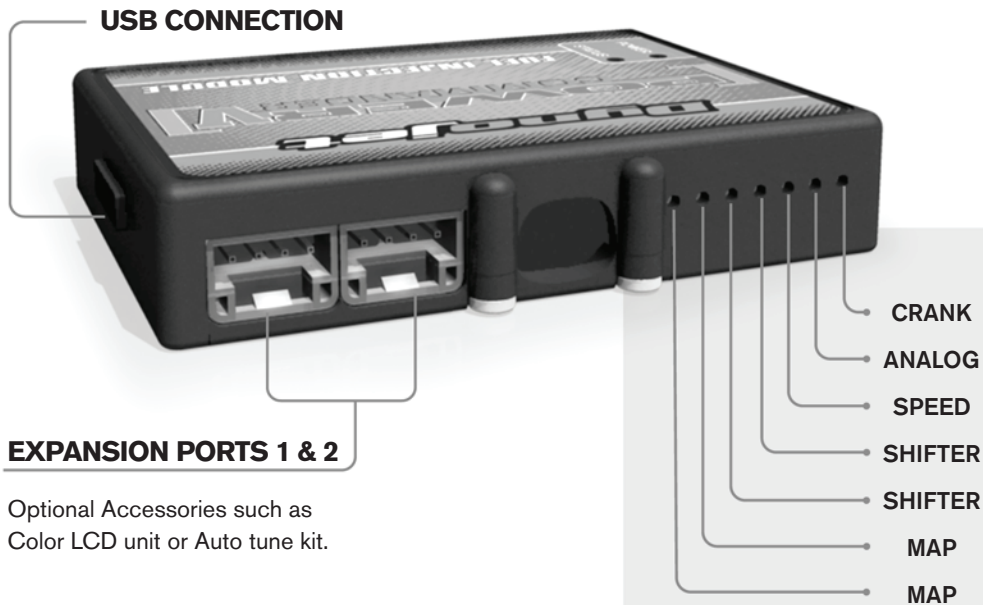
YOU CAN ALSO DOWNLOAD THE
POWER COMMANDER SOFTWARE AND
LATEST MAPS FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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POWER COMMANDER V INPUT ACCESSORY GUIDE



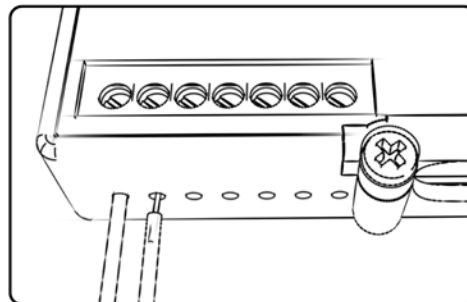
EXPANSION PORTS 1 & 2

Optional Accessories such as Color LCD 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 it 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 -

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-

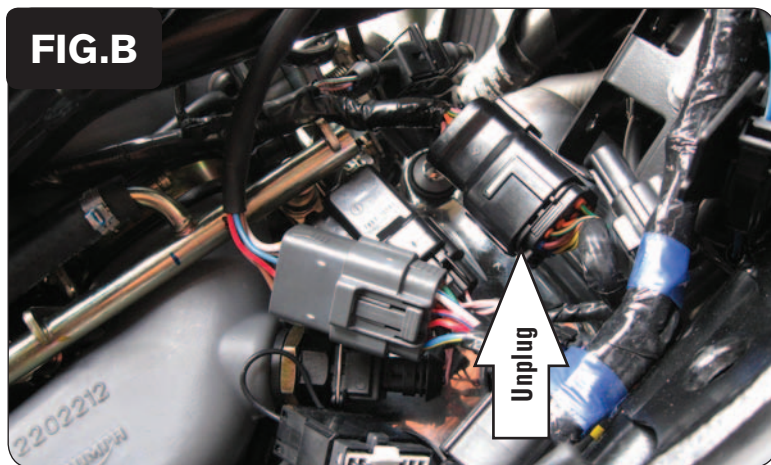
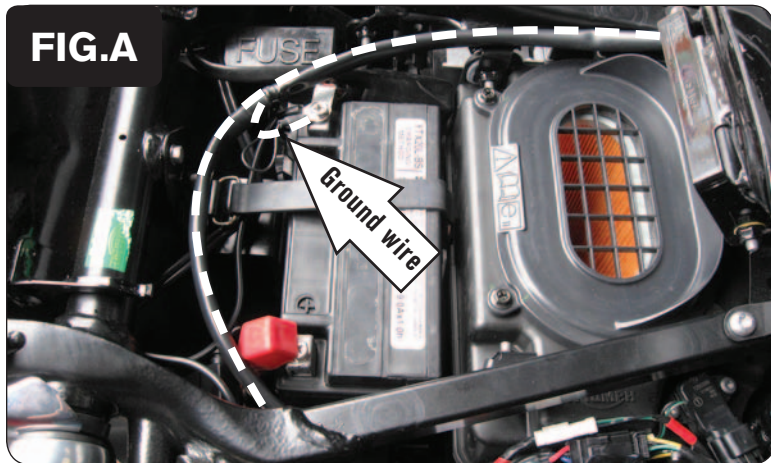
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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



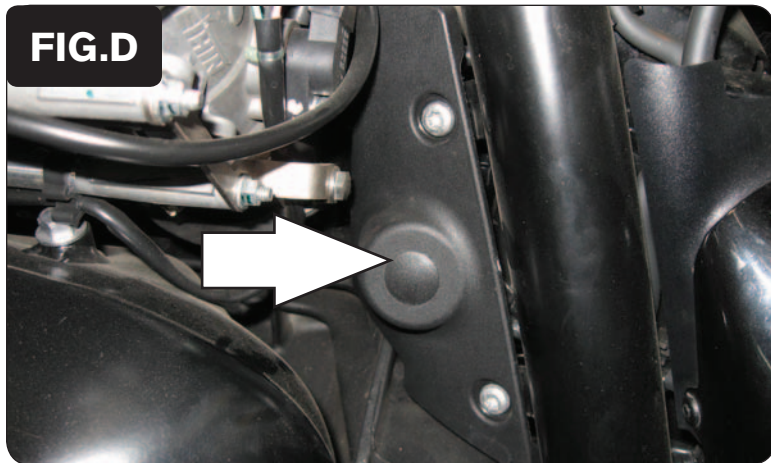
- 1 Remove the seat.
- 2 Prop the fuel tank up using the stock prop rod.
- 3 Remove the right hand side cover.
- 4 Route the PCV harness from the right hand side of the bike under the frame rail, down the left side of the bike and ro towards the front of the bike (Fig. A).
- 5 Attach the ground wire from the PCV to the negative side of the battery (Fig. A).

- 6 Unplug the BLACK connector from the throttle bodies to the main wiring harness (Fig.B).

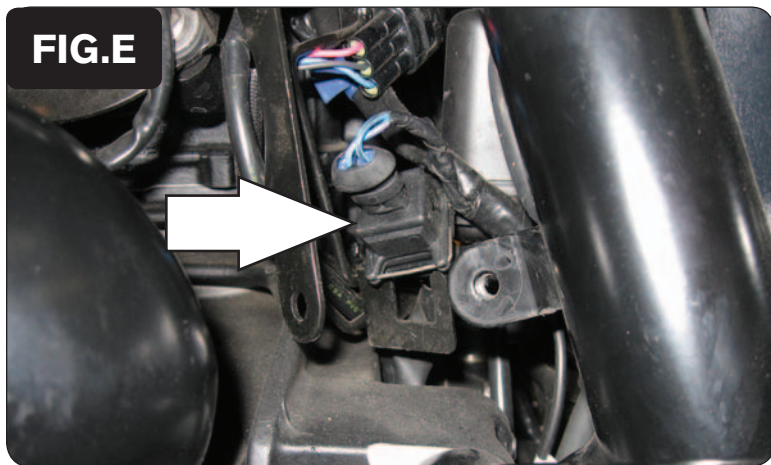
This connector is located under the fuel tank towards the front of the bike.

- 7 Plug the connectors from the PCV in-line of the stock wiring harness and throttle bodies (Fig. C).

Tuck the connectors towards the front of the bike and down as far as possible to clear the fuel tank.



8 Remove the cover on the left hand side of the bike near the frame (Fig. D).



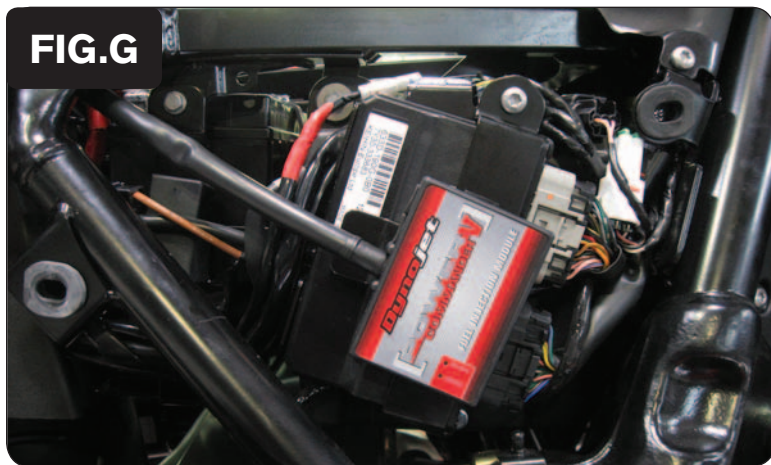
9 Locate the crank pickup coil sensor. This is a BLACK 2 pin connector.

10 Unplug the crank connector (Fig. E).

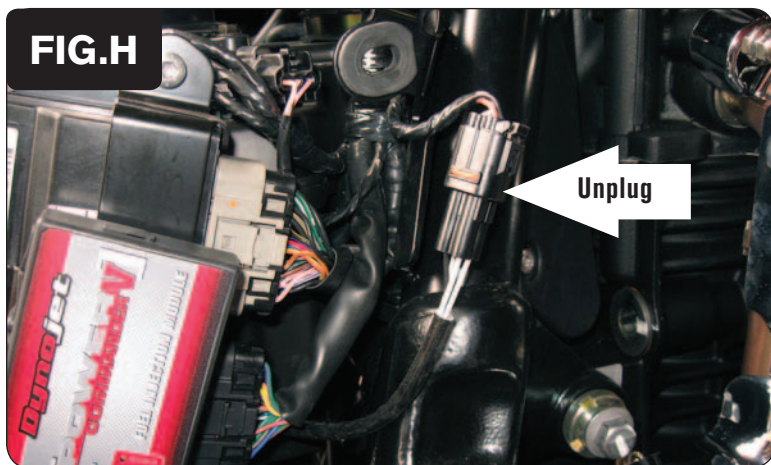


11 Plug the 2 pin connectors from the PCV in-line of the stock crank sensor connector and wiring harness (Fig. F).

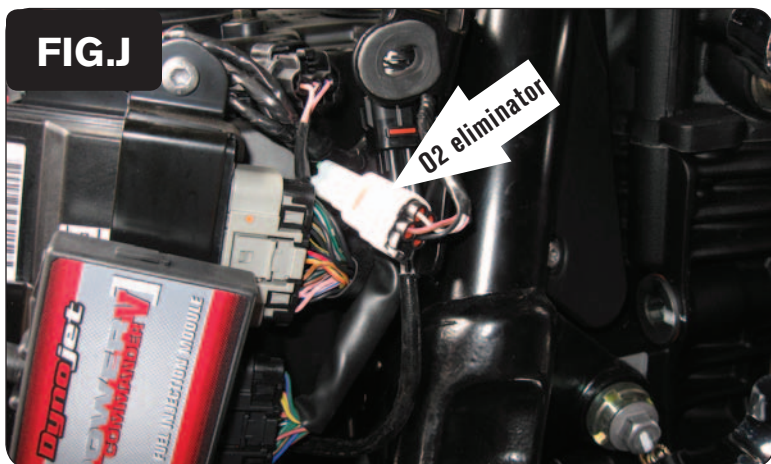
12 Reinstall the plastic cover.



- 13 Mount the PCV unit to the side of the ECU using the supplied velcro (Fig. G).
- 14 Bolt the fuel tank back into place.



- 15 Unplug the stock O2 sensor from the main wiring harness.
This connection is under the right hand side cover in front of the ECU



- 16 Plug the Dynojet O2 Optimizer into the stock wiring harness (Fig. J).
The O2 optimizer allows you to get the full potential out of the bike and the Power Commander. The stock bike has a closed loop area that is controlled by the O2 sensor. Without the O2 optimizer the fuel curve can NOT be adjusted below 40% throttle or 3500rpm.

Speed input - PINK wire of sensor - sensor is located on right side of oil tank

Temperature input - PINK/GRN wire of 2 pin BLACK connector behind coolant overflow bottle.

12v source for Auto tune - YELLOW wire of tail light connector located near ECU