POWER COMMANDER V

FUEL AND IGNITION

2008-2010 Royal Enfield All EFI Models

Installation Instructions

PARTS LIST

1	Power Commander
1	USB Cable
1	CD-ROM
1	Installation Guide
2	Power Commander Decals
2	Dynojet Decals
1	Alcohol swab
2	Velcro
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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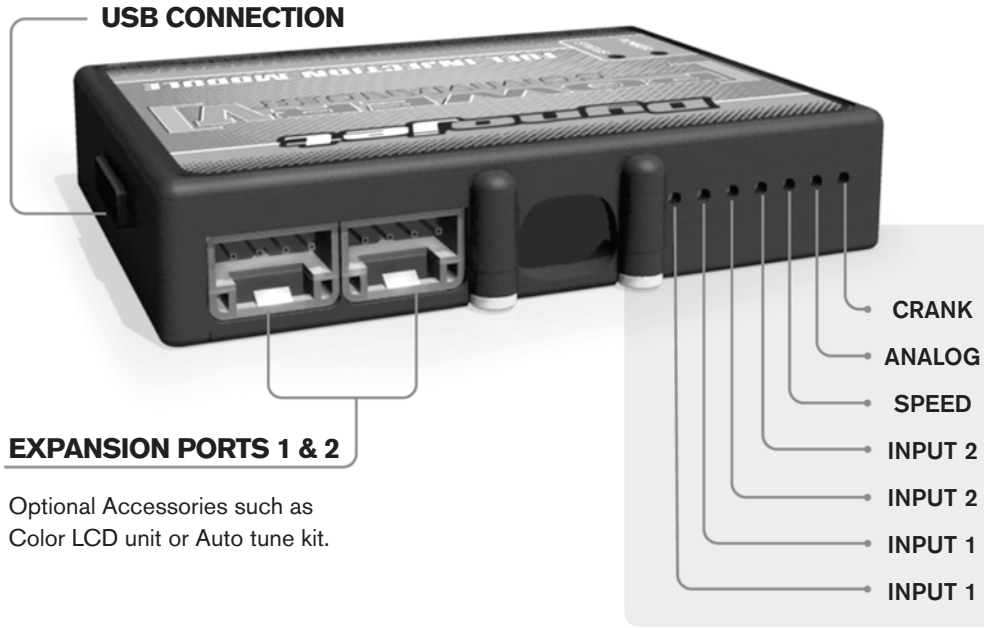
POWER COMMANDER V
INPUT ACCESSORY GUIDE

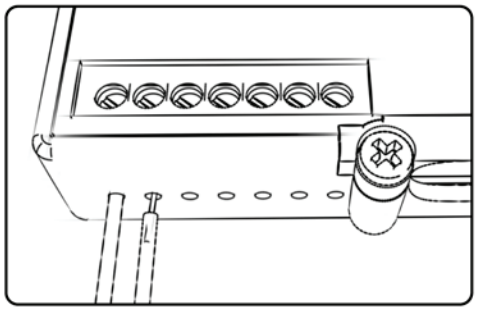


Optional Accessories such as
Color LCD unit or Auto tune kit.

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 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.

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.

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.

FIG.A

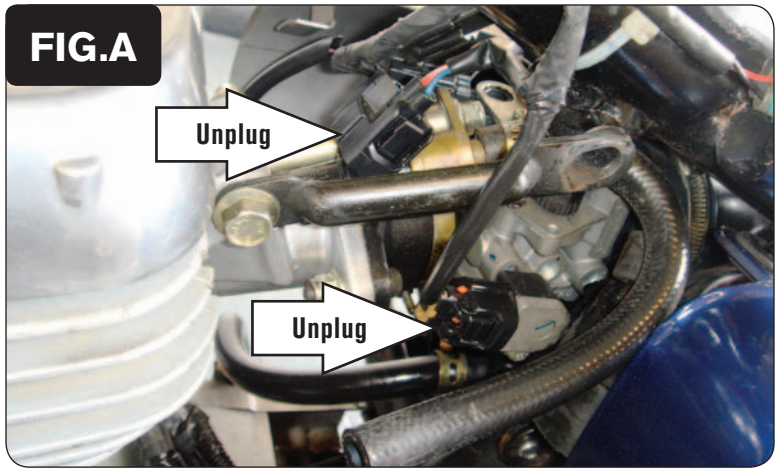


FIG.B

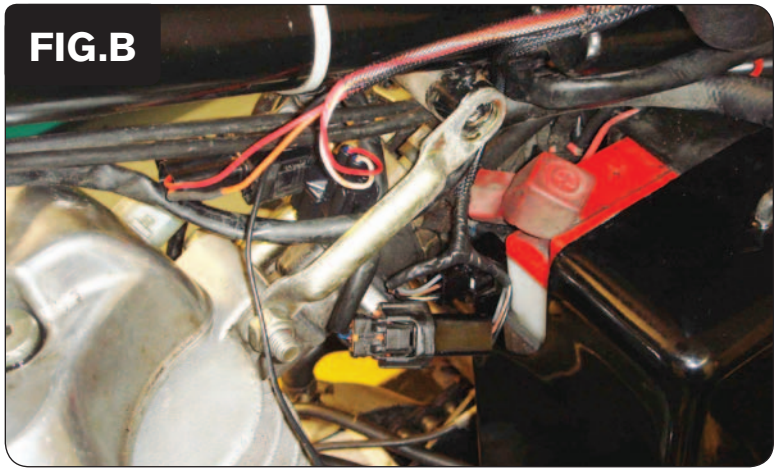
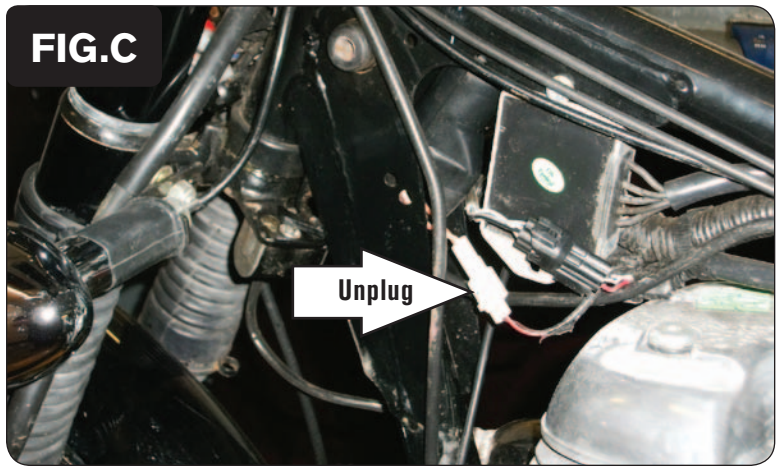


FIG.C



1 Remove the seat and the left hand side cover.

2 Remove the fuel tank.

This unit can be installed without completely removing the fuel tank, but it does make access much easier.

3 Choose the best location to mount the PCV module.

This location will vary dependent of the model. Good locations include the side of the battery or beneath the seat.

4 Secure the PCV with supplied Velcro strips.

Use the supplied alcohol swab to clean both surfaces prior to applying the Velcro.

5 Route the PCV wiring harness along the upper frame rail.

6 Locate and unplug the stock wiring harness from the bike's Fuel Injector and Throttle Position Sensor (Fig. A).

7 Plug the PCV wiring harness in-line of the Fuel Injector and the stock wiring harness.

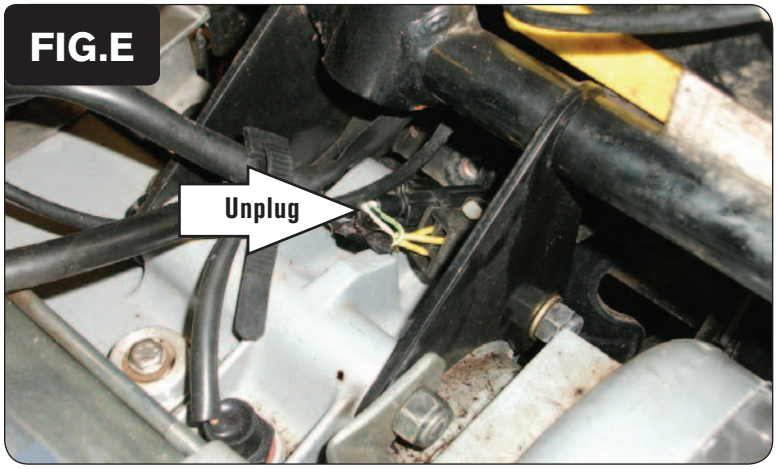
8 Plug the PCV wiring harness in-line of the Throttle Position Sensor and the stock wiring harness (Fig. B).

9 Locate and unplug the stock wiring harness from the bike's Ignition Coil, located in front of the engine head (Fig. C).

FIG.D

10 Plug the pair of PCV wiring harness leads with the GREEN colored wires in-line of the bike's Ignition Coil and stock wiring harness (Fig. D).

FIG.E



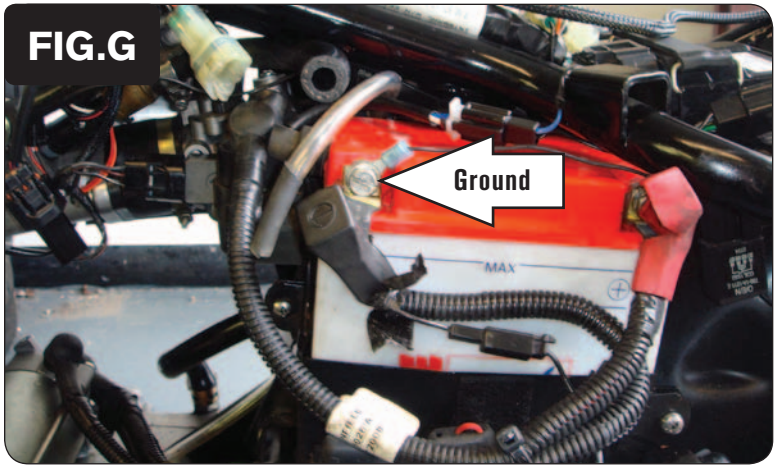
11 Locate and unplug the bike's Crank Position Sensor connector (Fig. E).

This is a 2-pin connector, located rear of the gearbox inside the frame rail.

FIG.F

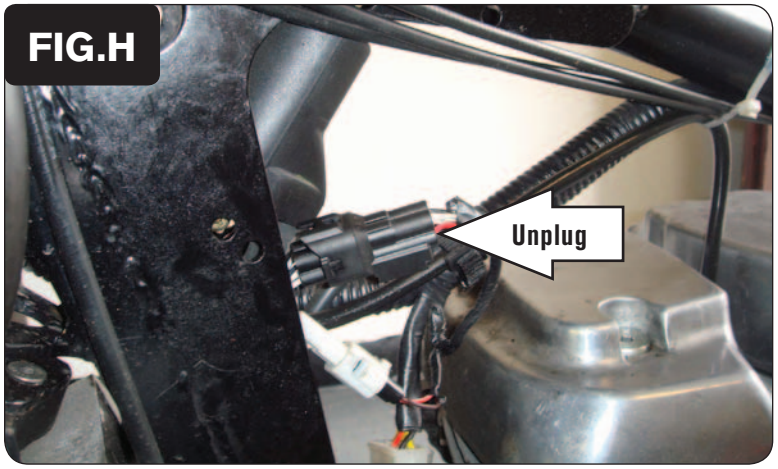
12 Plug the pair of PCV wiring harness leads with BROWN colored wires in-line of the stock Crank Position Sensor connectors (Fig. F).

FIG.G



13 Secure the ground wire of the PCV wiring harness with the 6mm ring terminal to the negative terminal of the bike's battery (Fig. G).

FIG.H



14 Locate the bike's stock O2 sensor in the exhaust header pipe and trace the wiring harness from it back to the first 4-pin connector.

15 Unplug the stock O2 sensor from the bike's wiring harness (Fig. H).

FIG.I

16 Plug the supplied O2 Optimizer into the bike's wiring harness, in place of the stock O2 sensor (Fig. I).

The stock O2 sensor is no longer being used. It can be removed from the exhaust, if desired. If not, be sure to tie up and secure the unused connector.

17 Make sure all wires are free and clear of any hot or moving parts and are free from any binding, pinching, cuts, etc.

18 Reinstall the seat, left hand side cover, and the fuel tank.