# [POWER COMMANDER V]

## 2019 Triumph Scrambler 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!**

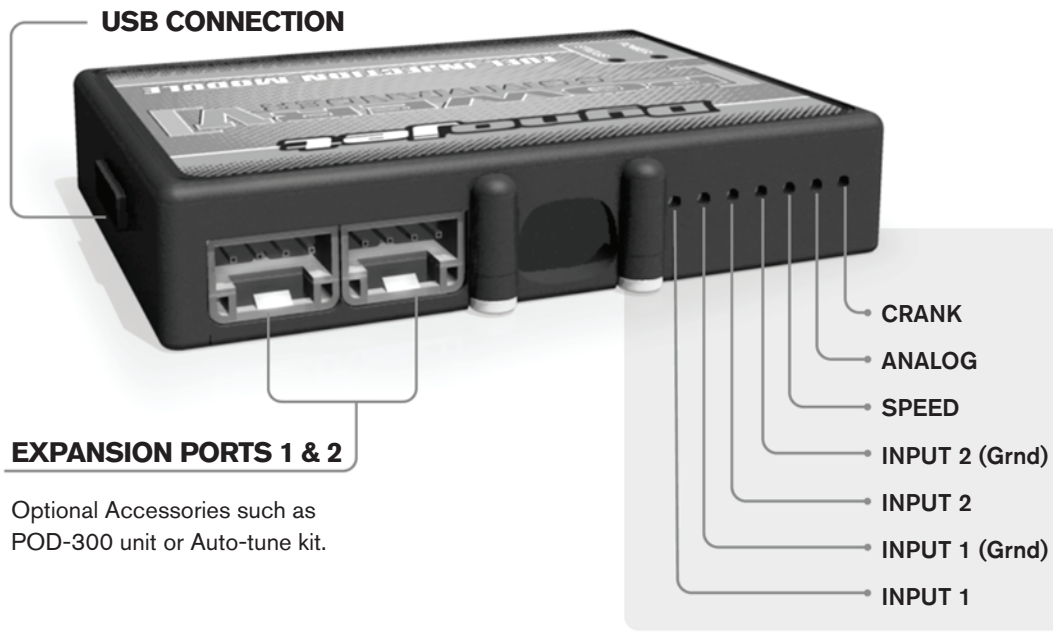
**YOU CAN ALSO DOWNLOAD THE POWER COMMANDER SOFTWARE AND LATEST MAPS FROM OUR WEB SITE AT: www.powercommander.com**

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

Dynojet

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

# POWER COMMANDER V
# INPUT ACCESSORY GUIDE

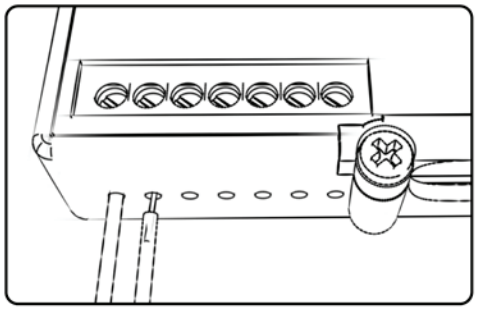



Optional Accessories such as
POD-300 unit or Auto-tune kit.

**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) 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.

**FIG.A**

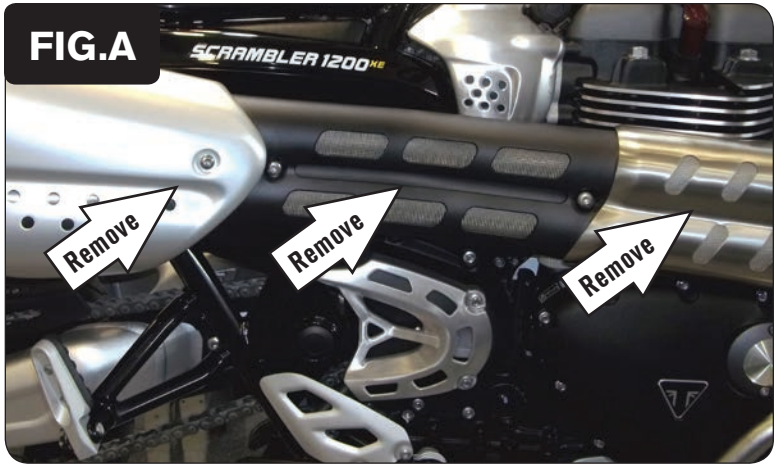
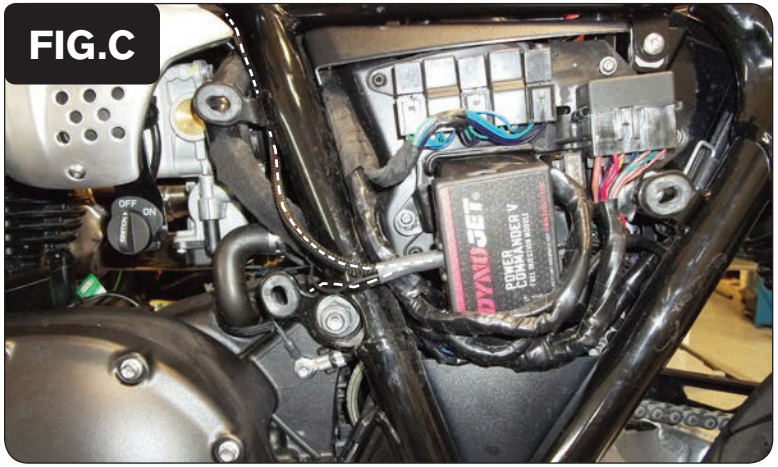



**FIG.B**


**FIG.C**




1 Remove the seat and side covers.

2 Remove the fuel tank.

3 Remove the exhaust shields (Fig. A).

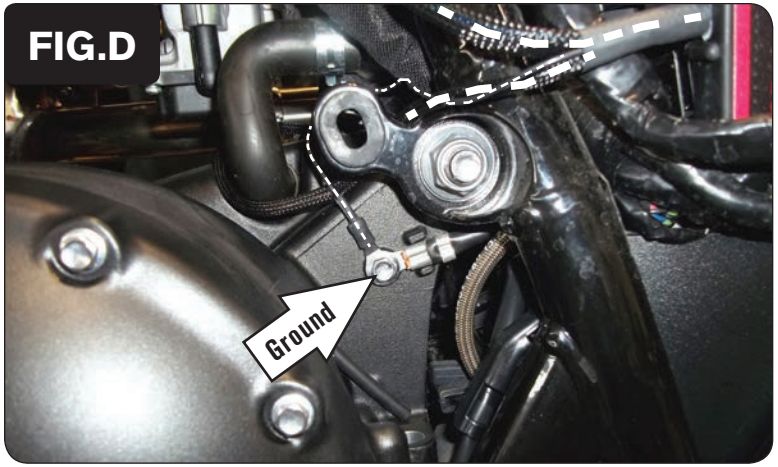
4 Remove the muffler and mid-pipe.

5 Remove the right side cover (Fig. B).

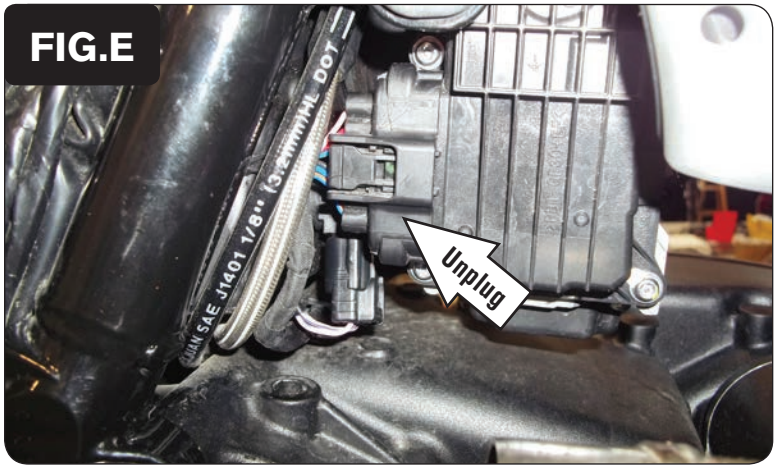
6 Install the PCV module behind the left side cover (Fig. C).

*Use the Velcro to secure the module. Clean surfaces with the alcohol swab before attaching the Velcro.*

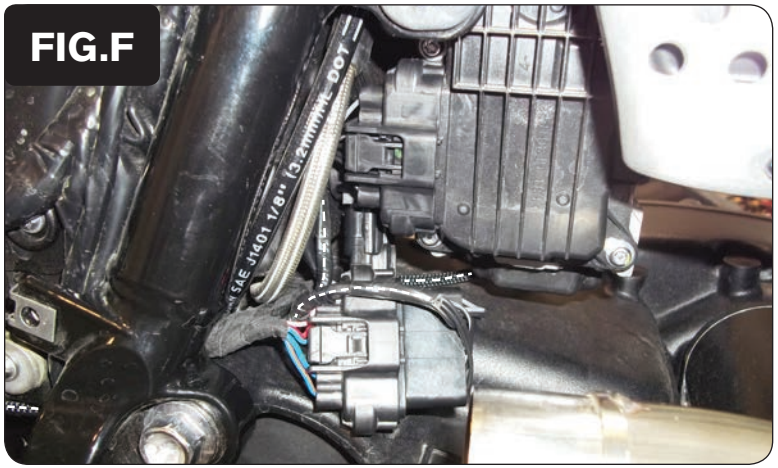
7 Route the PCV wiring harness as shown. The longer branch goes up and towards the top of the engine along the left side of the frame. The shorter branch goes through the bike to the right hand side. The pair of two pin connectors will go under the air box and under the frame spar towards the removed right side over.



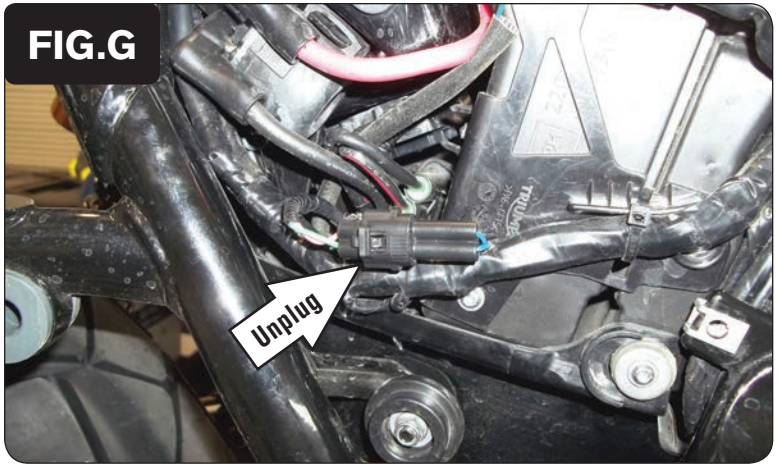

8 Use the stock common ground bolt on the left side of the engine case to secure the PCV ground wire with the small ring terminal (Fig. D).



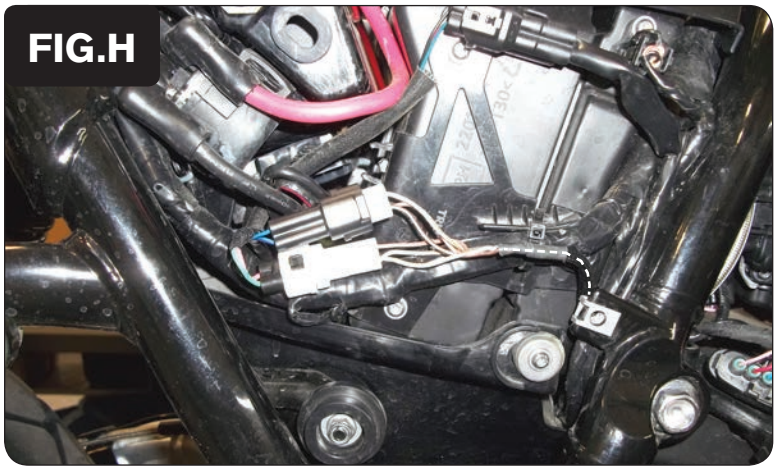

9 Unplug the throttle body servo connector on the right side of the bike (Fig. E).



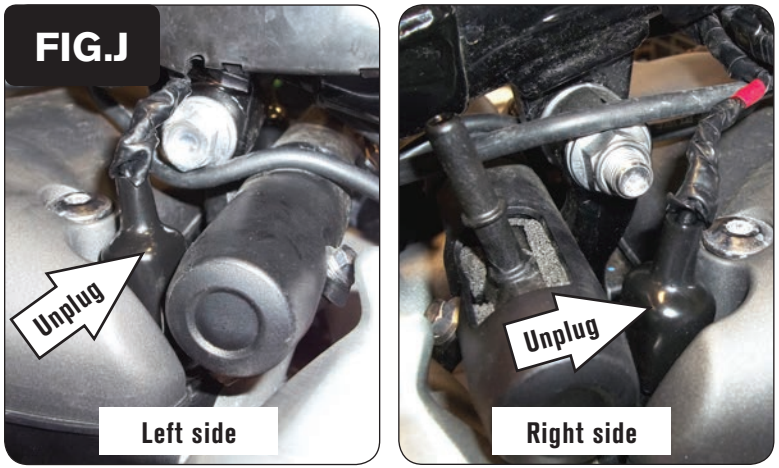

10 Plug the PCV wiring harness in-line of the throttle body servo and stock wiring harness (Fig. F).




11 Unplug the crank position sensor connectors on the right side of the bike (Fig. G).




12 Plug the PCV wiring harness in-line of the stock crank position sensor connectors (Fig. H).



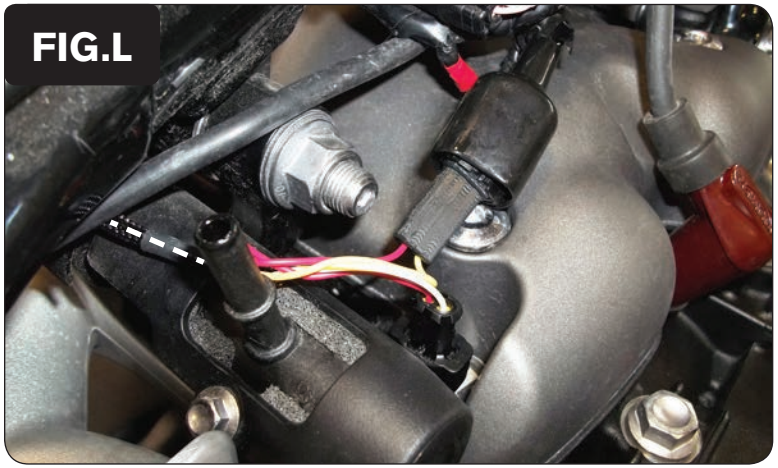

13 Unplug both fuel injectors (Fig. J).

FIG.K

14 Plug the pair of PCV connectors with ORANGE colored wires in-line of the left fuel injector and the stock connector (Fig. K).

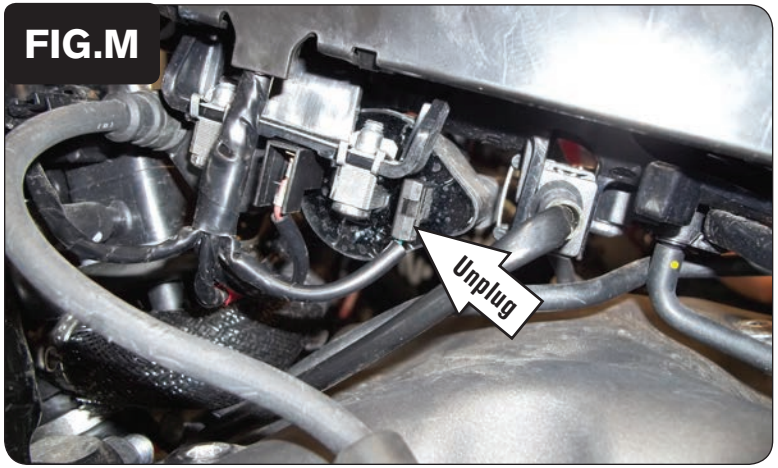
15 Route the pair of connectors with YELLOW colored wires to the right fuel injector. Route the wires with spade connectors forward towards the ignition coils.

FIG.L



16 Plug the pair of PCV connectors with YELLOW colored wires in-line of the right fuel injector and the stock connector (Fig. L).

FIG.M

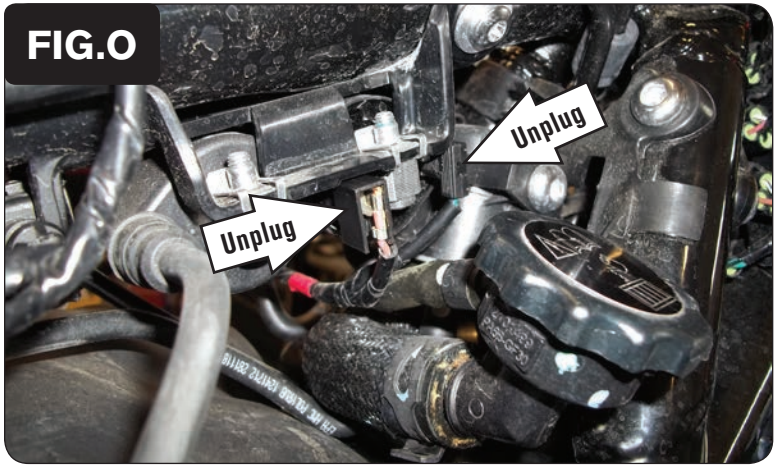



17 From the left side of the frame, unplug the GREEN/RED (signal) wire from the right cylinder ignition coil (Fig. M).

FIG.N

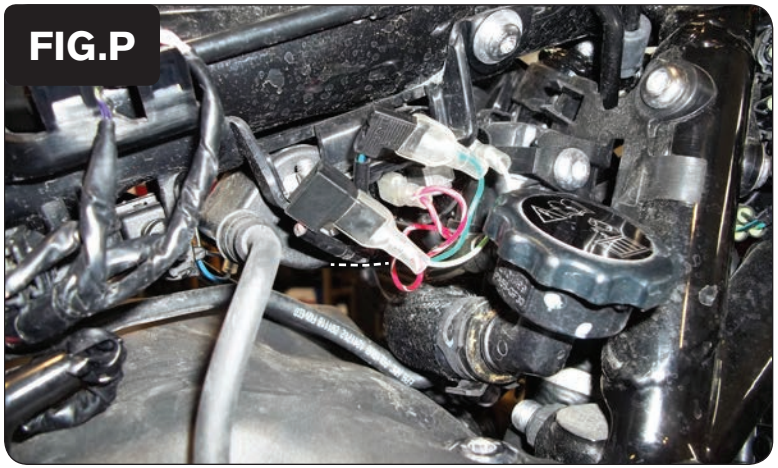
18 Plug the pair of PCV wires with spade connectors (BLUE and WHITE/BLUE wires) in-line of the right cylinder ignition coil and the stock GREEN/RED wire (Fig. N).

FIG.O




19. From the right side of the bike, unplug the BROWN (power) wire and the GREEN/BLUE (signal) wire from the left cylinder ignition coil (Fig. O).

FIG.P



20 Plug the pair of PCV wires with spade connectors (RED/WHITE wires) in-line of the left cylinder ignition coil and the stock BROWN wire.

21 Plug the pair of PCV wires with spade connectors (GREEN and WHITE/GREEN wires) in-line of the left cylinder ignition coil and the stock GREEN/BLUE wire (Fig. P).

*Make sure all spade terminals are properly seated and all insulators are well placed and secure. Keeping all metal well covered at these connections is critical.*

22 Re-assemble the bike.