

[POWER COMMANDER V]

2009 Victory Hammer / Vegas Jackpot

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

**THE IGNITION MUST BE TURNED
OFF BEFORE INSTALLATION!**

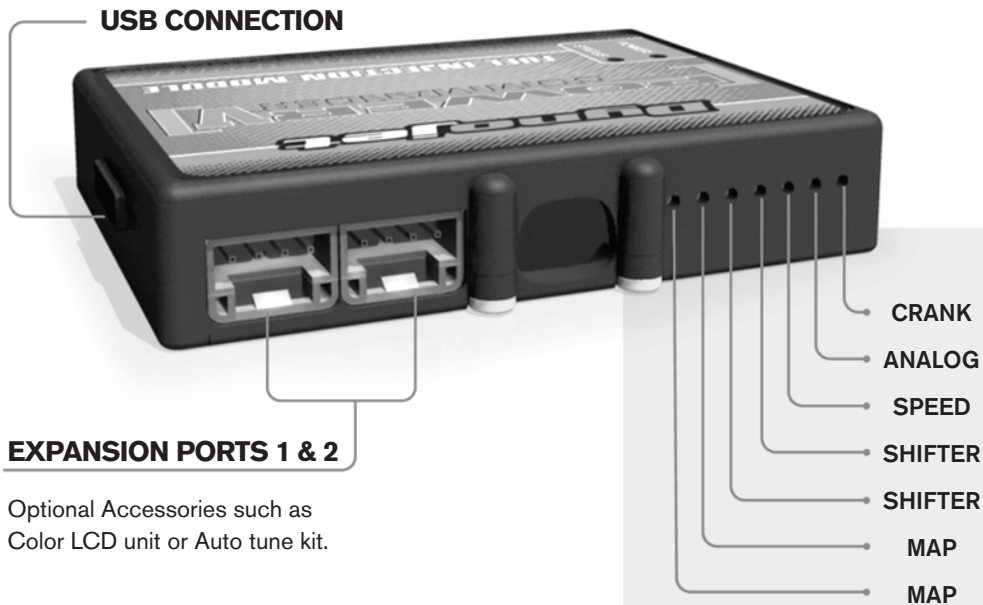
YOU CAN ALSO DOWNLOAD THE
POWER COMMANDER SOFTWARE AND
LATEST MAPS FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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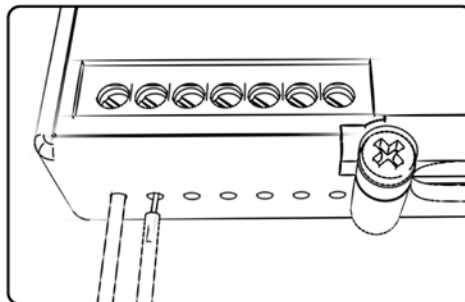
POWER COMMANDER V INPUT ACCESSORY GUIDE



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-

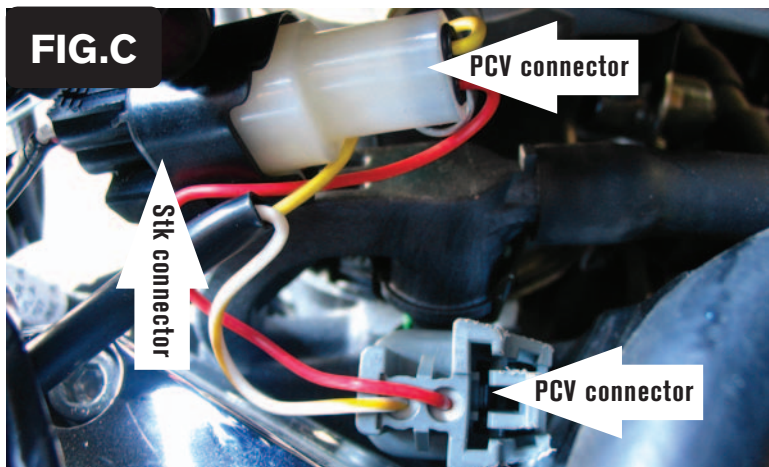
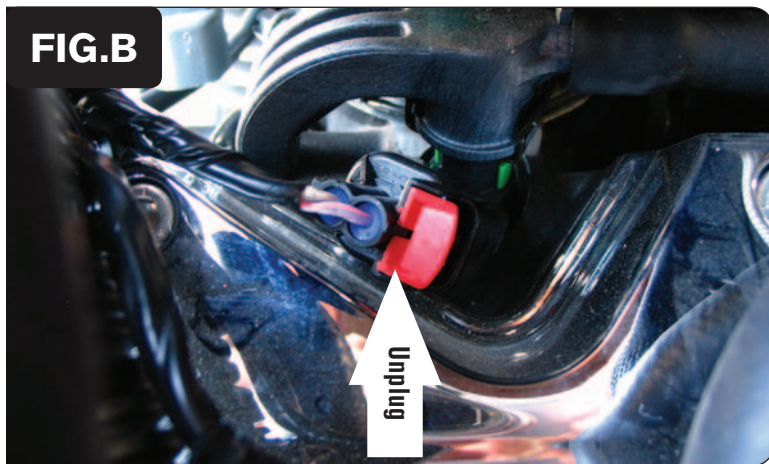
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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



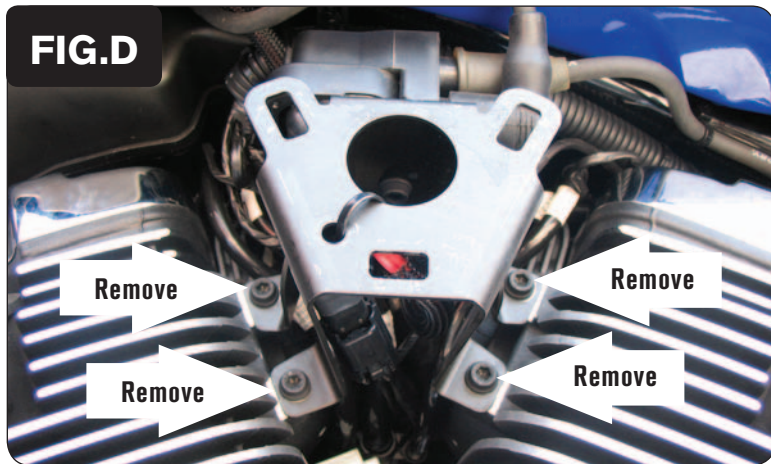
- 1 Remove the main seat and both side covers.
- 2 Prop the rear of the fuel tank up or remove the fuel tank.
- 3 Mount the PCV to the back of the stock ECU using the supplied velcro (Fig. A).
- 4 Route the PCV harness to the left side of the bike and follow the frame up to the ignition coil.

- 6 Locate the rear injector. Pull out the RED clip to remove the stock wiring harness from the injector (Fig. B).

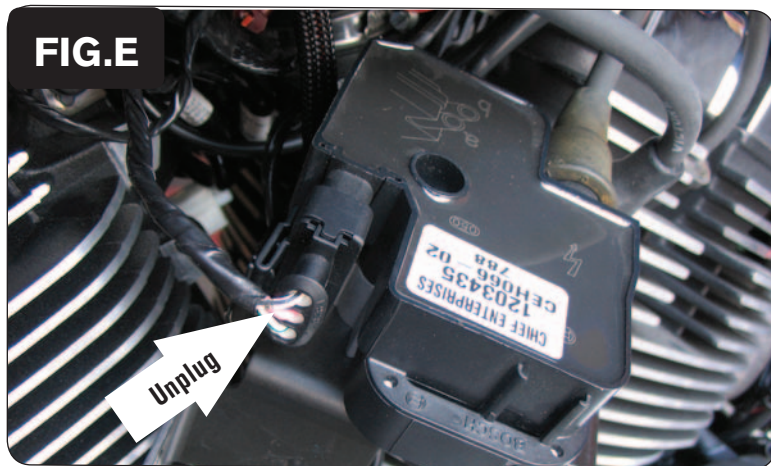
Figure B is a top view of the rear cylinder

- 7 Plug the YELLOW colored wires from the PCV in-line of the stock wiring harness and fuel injector (Fig. C)
- 8 Repeat steps 7&8 for the front injector using the ORANGE colored wires from the PCV.

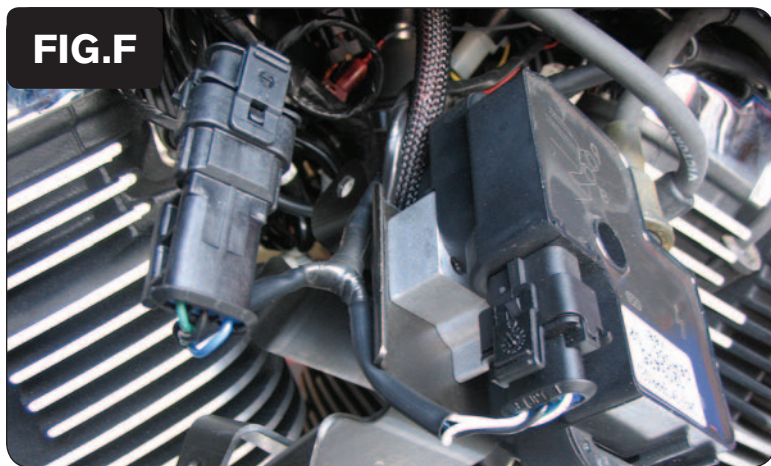
The front injector is very difficult to access but it can be done without removing the air box. Using a set of long hemostats aids in this process.



- 9 Remove the 4 bolts that hold the Ignition coil bracket to the engine (Fig. D).



- 10 Unplug the stock wiring harness from the Ignition coil (Fig. E).



- 11 Plug the PCV wiring harness in-line of the stock wiring harness and Ignition coil (Fig. F).

FIG.G



- 12 Locate the Throttle Position Sensor wiring harness on the left hand side of the throttle bodies.

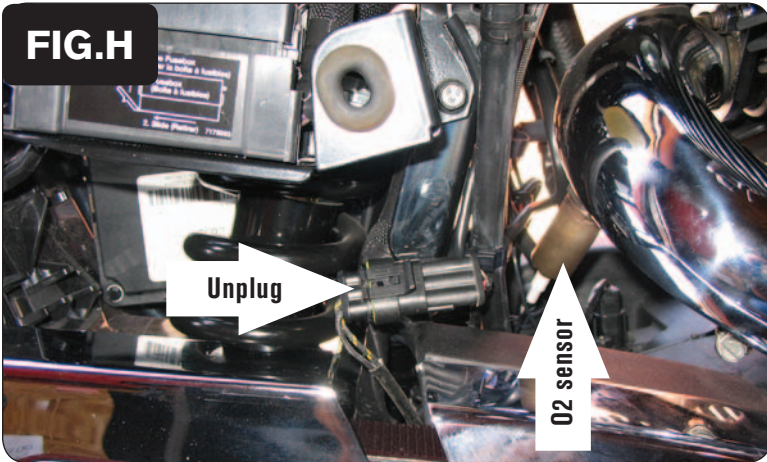
This is located behind the Ignition coil.

- 13 Crimp the supplied wire tap to the ORANGE wire. Plug the GREY wire from the PCV to the wire tap (Fig. G)

It is recommended to use dielectric grease on these connections.

- 14 Reinstall the Ignition coil bracket.

FIG.H



- 15 Locate the crank pickup coil connector on the right hand side of the bike near the rear shock (Fig. H).

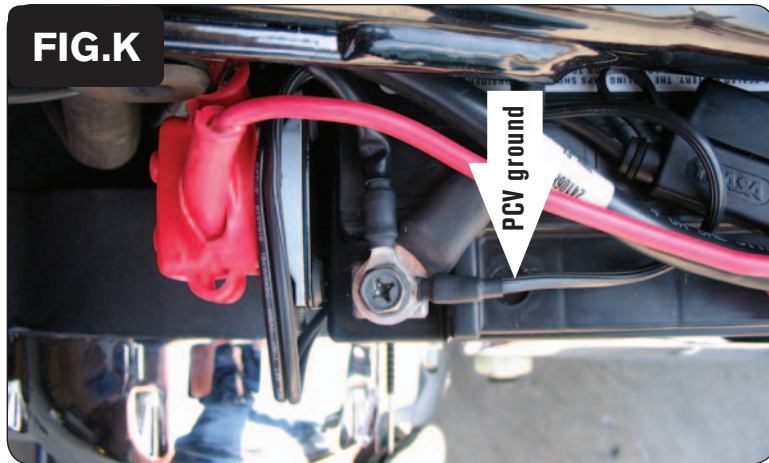
This is a BLACK 3 pin connector

- 16 Unplug this connector.

FIG.J



- 17 Plug the PCV harness in-line of the stock wiring harness and crank pickup coil connector (Fig. J).



- 18 Attach the ground wire from the PCV to the negative side of the battery (Fig. K).

- 19 To get the full potential out the bike and PCV the stock O2 sensors need to be disconnected from the wiring harness. Locate the O2 sensor in each exhaust and follow the wire to the main wiring harness. Unplug the sensor from the harness. The rear O2 sensor can be seen in Figure H.

- 20 Reinstall all bodywork.