

Floppy Disc Request Form

If you do not have a CD-Rom drive and would like to receive the program and the alternate maps for your model on a 3 1/2" floppy disc, please fax this form to Dynojet at 1-702-399-1431 or call 1-800-992-4993

Bike Model _____

Name _____

Street _____

Town _____

State _____ Zip _____

You can also download the Power Commander software and the latest maps from our web site at :

www.powercommander.com



Dynojet Research
 2191 Mendenhall Drive
 North Las Vegas, NV 89031
 1-800-992-4993



2002-2003 Harley Davidson
 V-Rod



Parts List

| | | |
|---|--------------------|-----------|
| 1 | Power Commander | 809-310 |
| 1 | CD-ROM | 152-23000 |
| 1 | Installation Guide | 1809-311 |

Installation Instructions for

The Harley-Davidson V-Rod Power Commander IIIr

The ignition **MUST** be turned off before installation!!

**PLEASE READ ALL THE DIRECTIONS BEFORE
STARTING INSTALLATION**

- 1 Remove the seat, air box shell, and airbox cover.
- 2 Remove the left hand side cover by removing the 5mm allen bolt (Fig. A).

Fig.A



Q: Occasionally when I start my bike the engine light comes on, then goes off, then comes back on again for a few seconds then goes out. Is this a problem?

A: This is not a problem. Disconnecting and connecting your ECU may trip a trouble code. When the check engine light comes on after start-up it means that a trouble code has been tripped, if it goes back out it means that the problem is not occurring at the moment and the code is stored as a historic trouble code. Historic trouble codes clear themselves after 20 starts.

Q: When I type in 15 in the ignition table, it changes to 11 by itself.

A: The maximum timing allowed is +/- 11 degrees. If a value is entered that is larger than +/- 11 the software automatically reduces the value to the maximum allowed.

Q: File and Power Commander version incompatible error appears when I try to load a map.

A: This message will appear if you try to load a map from a different make or model than the Power Commander II is connected to. (i.e. attempting to load a Harley map to a Suzuki).

Q: I want to alter the map in my power commander but I cannot get my computer close enough to my motorcycle.

A: We offer a power up programmer module which allows the power commander be programmed from the computer without being connected to the motorcycle. This is available direct from Dynojet for \$100. Part Number Description 76423001 110v for US 76423002 220v for Overseas's.

Q: The buttons on my Power Commander II don't feel like they are moving.

A: Because of the special compound used to seal the units, the buttons may feel like they do not move, even though they actually do. You can verify that they work by going through the "How to adjust your Power Commander II" procedure in your instruction manual.

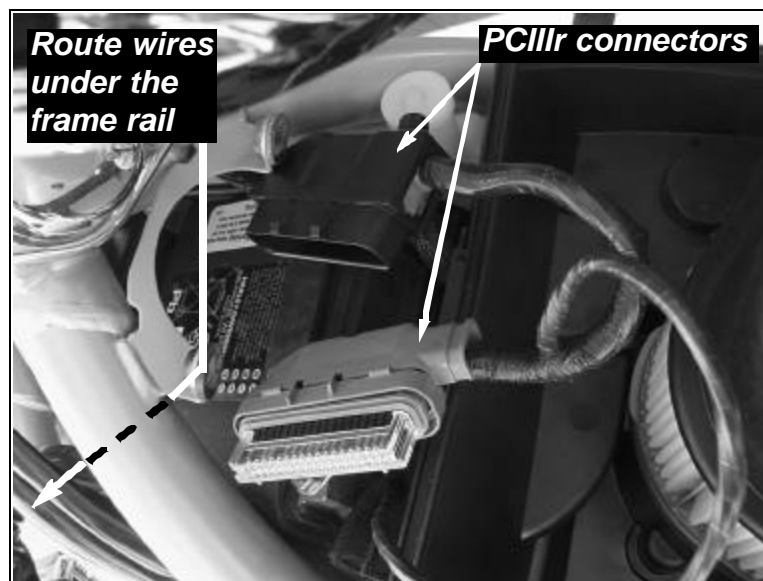
3 Unplug the stock wiring harness from the ECM (Fig. B).

Fig.B



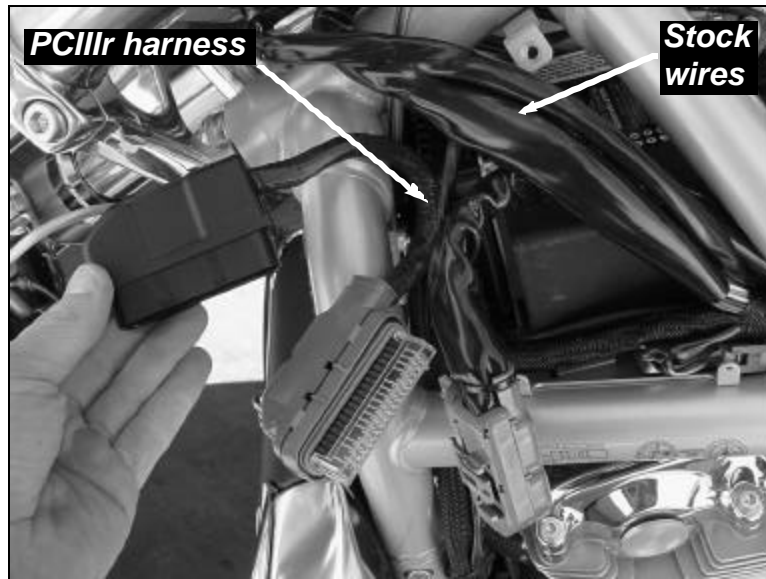
4 Route the PCIIIr harness under the frame rail and go towards the location of the ECM (Fig. C).

Fig.C



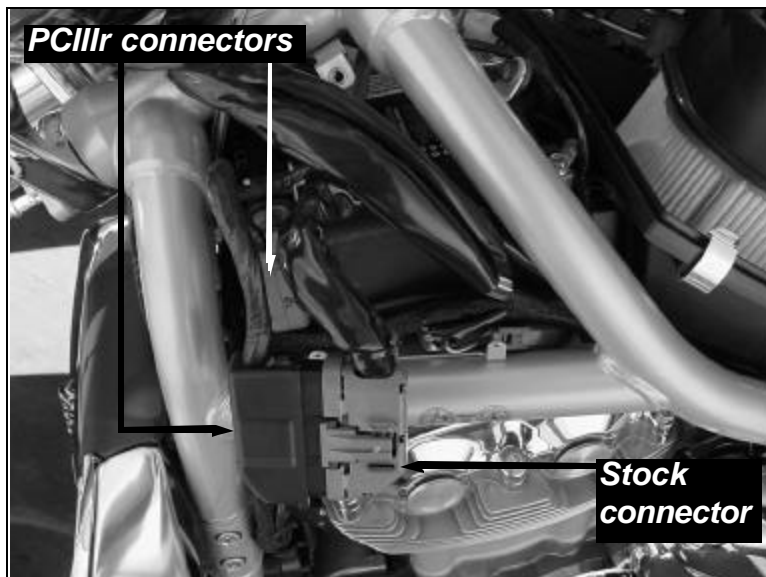
- 5 Route the PCIIIr harness behind the stock wires (Fig. D).

Fig.D



- 6 Plug the connectors from the PCIIIr in line of the stock wiring harness and ECM (Fig E).

Fig.E



Frequently asked questions:

Q: When I try to communicate with my Power Commander I receive the error "File and Power Commander versions incompatible". I know that I have chosen the correct map for my bike, so why is this happening?

A: The main reason for this error is having the incorrect "Com" port selected. On Power Commander software versions prior to 2.7.7.3 it was possible for the software to auto select the "Com" port that the modem is on. The software would then try to communicate. Since there is not actually a Power Commander attached to that port the "incompatible" error is displayed.

On the latest version of software this has been addressed. You can download it at <http://www.powercommander.com/suppsft.shtml>

To correct this problem in previous versions of software do the following.

- 1) Connect the cable to the Power Commander and to the computer
- 2) Switch the bike's ignition on and make sure the kill switch is in the "run" position. The light on the Power Commander should be lit. (as a side note, GSXR1000/600, Triumph, and Aprilia models must either be running or have the "power up adapter" installed in order to communicate with the software).
- 3) Make sure that any other software that uses the 9 pin serial port, such as Palm Pilot, is shutdown.
- 4) Open the Power Commander software.
- 5) Click "ports" then select "Com1".
- 6) You should now have communication. If not, do step 5 again but select "Com2" through "Com4".

Q: Occasionally when I start my bike the engine light comes on, then goes off, then comes back on again for a few seconds then goes out. Is this a problem?

A: This is not a problem. Disconnecting and connecting your ECU may trip a trouble code. When the check engine light comes on after start-up it means that a trouble code has been tripped, if it goes back out it means that the problem is not occurring at the moment and the code is stored as a historic trouble code. Historic trouble codes clear themselves after 20 starts.

Q: The message "Com port opened, but Power Commander not found" comes up on my interface. What does that mean?

A: The software is not communicating with the Power Commander. Make sure that the ignition switch is on, the kill switch is in the run position, and the serial cable is firmly connected to both the Power Commander II and the computer.

Trouble Shooting

If you feel that you are having any problems at all with the Power Commander III, disconnect it from your motorcycle. This will allow the motorcycle to run directly off of the stock ECU.

The lights don't come on when I turn the ignition switch on.

Check to make sure connectors are seated and the kill switch is in the "run" position.

The on-board adjustment buttons do not hold their settings.

Be sure to wait 20-30 seconds after making adjustments before starting or turning off the bike.

Can not upload to or download from the Power Commander III.

Check to see that the serial cable is firmly in place. Verify that ignition switch is on and the kill switch is in the "run" position.

My mouse uses the same serial port.

If your computer has a PS/2 port purchase a DB9 to PS/2 adapter for your mouse.

I get a "verify failed...." message when I upload a map to the Power Commander III.

Programs running in the background or fluctuations in supply voltage (from outlet) can sometimes cause this error. In most cases, the information was sent properly to the Power Commander II. Pushing the "upload all" button again should produce a "tables sent and verified" message.

I typed in notes, but they didn't save.

You need to first push the "accept" button in the notes window and then the "save file" button.

- 7 Tuck the two connectors in the lower right corner of the frame (Fig. F).

Fig.F



- 8 Place the connectors and wires as shown in Fig. G. The cover will not fit unless laid out as shown.

Fig.G



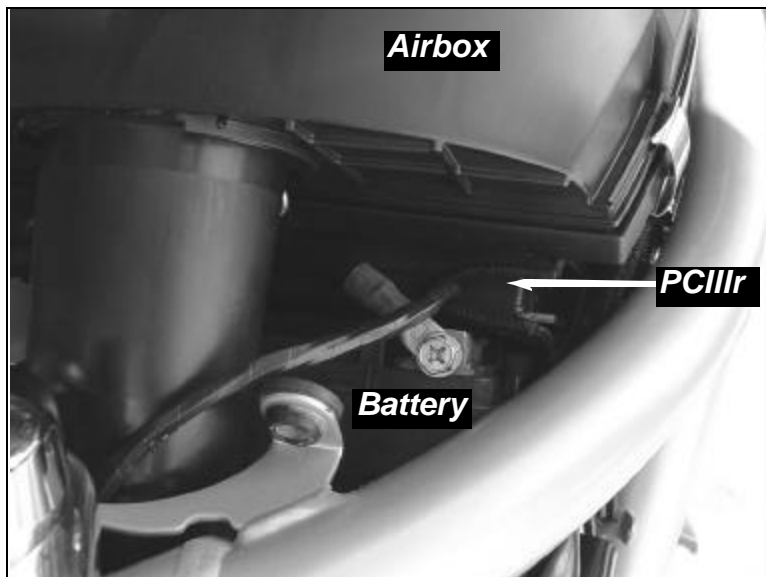
- 9 Install the PCIIIr into the provided foam sock (Fig. H).

Fig.H



- 10 Install the PCIIIr between the battery and the airbox (Fig. I).

Fig.I



Adjusting Your Power Commander

Your Power Commander has been programmed with a base map for your application. You can adjust the base map or install an alternate map using your Computer. Please refer to the supplied CD-Rom for more information.

You can also adjust your Power Commander using the face plate buttons as described below.

1. With the ignition off, hold down all three buttons on the Power Commander unit.
2. While still holding down the buttons, turn the ignition on.
3. Release buttons.
4. Select the range you wish to adjust: Low, Med, High, by pushing the corresponding button once.
5. At this point holding that button down will move the lights down (leaning out the mixture).
6. Pushing the button repeatedly will move the light up (richening the mixture).
7. When the two center light are lit up this is the "0" setting.

After making your adjustments wait 20 seconds before starting the bike or turning it off. This allows the settings to be saved to memory. To verify that it is safe to start the bike, move the throttle and watch to see if the lights move up and down the scale. If they do, you may start or turn off the bike.