

## 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](http://www.powercommander.com)



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



**1999-2001 EFI Harley Davidson Twin Cam 88  
Touring Models**



### Parts List

1	Power Commander	801-310
1	CD-ROM	152-23000
1	Installation Guide	I802-311
3	Zip Ties	

## Installation Instructions for

# The Harley-Davidson Power Commander IIIr

There are two methods of installation of the Power Commander III.

- 1) The Standard install takes about 30 minutes to accomplish, but the fit is better.
- 2) The Quick install takes about 15 minutes. While this method is easier, it may allow wiring to be visible with certain aftermarket seat assemblies.

### Standard Installation

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

- 1 Remove the seat.
- 2 Remove saddlebags if installed.
- 3 Remove left and right side covers.
- 4 Remove the battery (negative terminal first).
- 5 Loosen the two 7/16 nuts that retain the ECU (Fig. A)
- 6 From the left side (underneath the left side cover area) feed the PC III connectors in front of battery tray, and out the right side (in front of the ECU bracket)( Fig. B).
- 7 Attach PC III module to battery box. First, clean the PCII and battery box with the supplied alcohol wipe. Using the supplied velcro attach PCIII to the battery box. Also secure the unit with the included zip ties. If your bike has cruise control, attach the unit to the face of the cruise control module (Fig. C).
- 8 Disconnect the large connector from the ECU. Remove the rubber dust shield.
- 9 Install the dust shield onto the matching connector on the PC III. Zip tie the rubber dust shield to the PC III connector with zip tie provided.
- 10 Plug the PC III connector into the stock ECU.
- 11 Plug stock connector into the remaining connector fromthe PCIII(Fig. D).
- 12 Tighten the two 7/16 nuts that retain the ECU.
- 13 Route the connectors alongside the ECU and install the right side cover.
- 14 Replace the battery, the left side cover and the seat.

Fig.D

## 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 II 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.

Power  
Commander  
Connector

Stock  
Connector



Fig.E

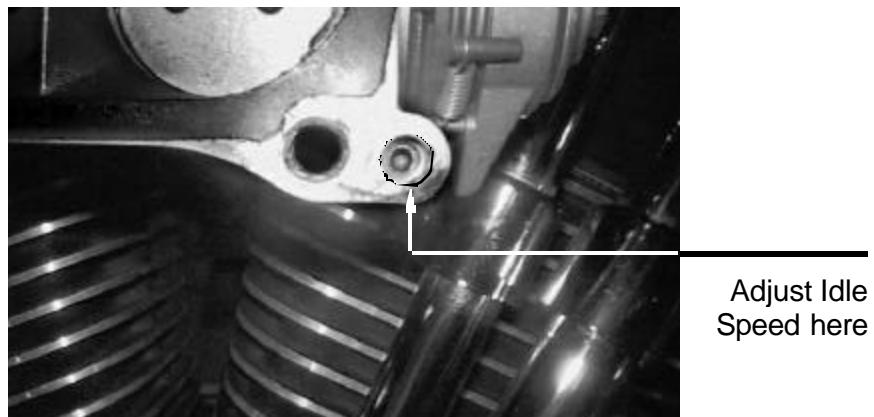


Fig.F

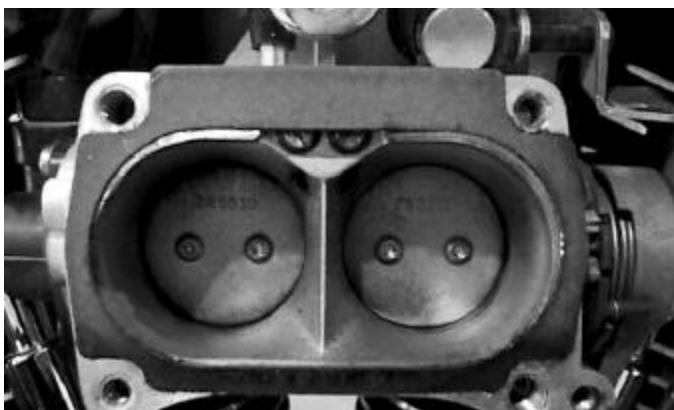
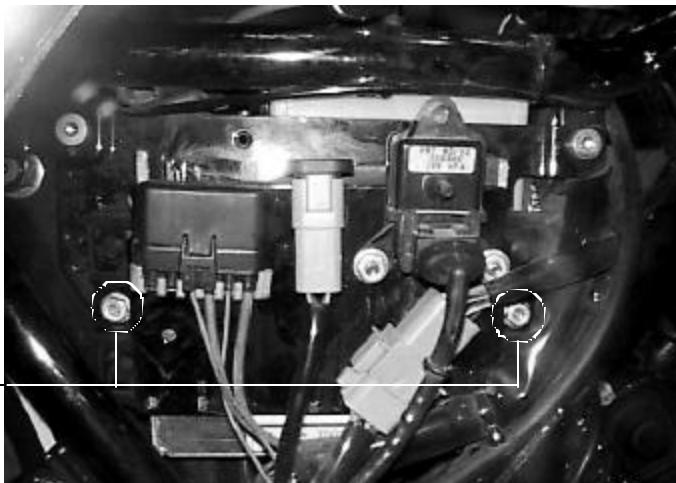


Fig.A



Remove  
these 7/16  
nuts \_\_\_\_\_

Fig.B



Fig.C



## Trouble Shooting

If you feel that you are having any problems at all with the Power Commander, 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.**

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.

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/suppssoft.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".

**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.

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. Pushing the "upload all" button again should produce a "tables sent and verified" message.

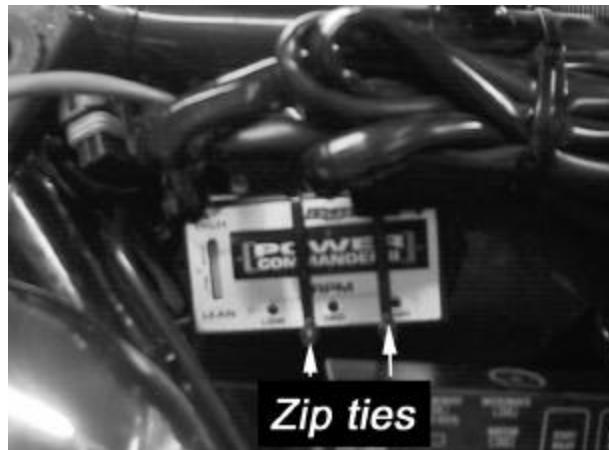
**I typed in notes, but they didn't save.**

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

## **Important installation tips when installing the Power Commander.**

When installing a Power Commander on a Harley-Davidson it is critical that the rubber boot is removed from the factory connector and installed on the Power Commander connector. It is equally critical that the boot is then installed correctly on the ECM after the connector is in place.

It is also required to attach the Power Commander using the supplied zip-ties in the fashion shown below.



6

The ECM has aluminum bosses that stick up on either side of its connector.



The boot must fit over both bosses and down around the sides of the ECM to properly keep out water.



7

## Quick Installation

### TURN THE IGNITION OFF!!

1. Remove the seat.
2. Remove the left and right side covers.
3. From the left side of the bike route the Power Commander III cable over the frame rail and under the stock wiring harness in the area of the section of the seat. Make sure the seat does not put pressure on the Power Commander III cable.
4. Loosen the two 7/16" nuts that retain the ECU (Fig. A)
5. Disconnect the large connector from the ECU. Remove the rubber dust shield and install on the male connector of the PCIII. Connect the PCIII male connector to the stock ECU.
6. Connect the female connector from the PCIII to the stock connector from the ECU (Fig. C).
7. Tighten ECU retaining nuts.
8. Attach PCII to the battery tray or cruise control box under left side cover (Fig. B).
9. Reinstall side covers and seat.

\*In some cases idle speed may need to be adjusted (Fig. D). The idle speed adjustment screw can be found behind the air filter backing plate (Fig. E).