

# POWER COMMANDER 6

Installation Guide for: PC6-15004

Model coverage: 2007-2011 Harley Davidson  
Softail models with 96" / 110" Twin Cam

## PARTS LIST



- |   |                        |   |                |
|---|------------------------|---|----------------|
| 1 | POWER COMMANDER 6      | 3 | VELCRO STRIPS  |
| 1 | INSTALLATION GUIDE     | 1 | ALCOHOL SWAB   |
| 1 | USB CABLE              | 1 | ZIP TIE        |
| 2 | DYNOJET DECALS         | 1 | EO FRAME LABEL |
| 2 | POWER COMMANDER DECALS |   |                |

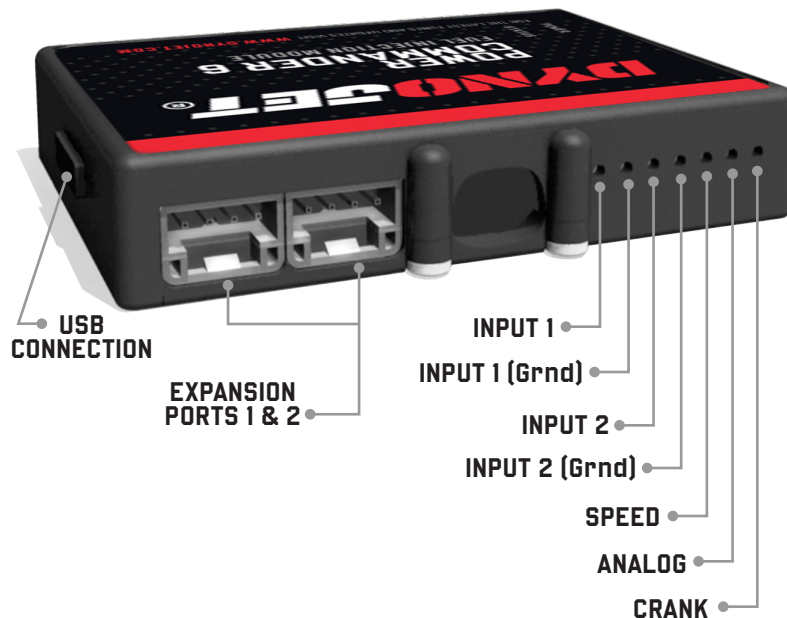
**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION.  
THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION.**



PC6-15004.02

**HARLEY  
DAVIDSON**

# INPUT ACCESSORY GUIDE



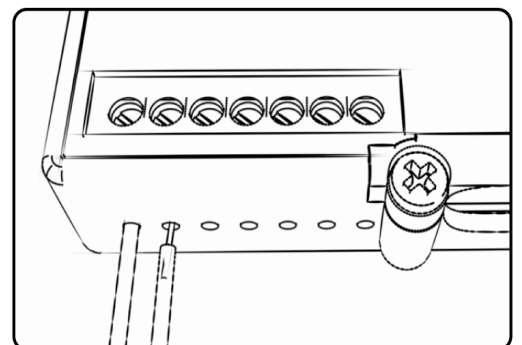
## OPTIONAL ACCESSORY INPUTS

- Map** (Input 1 or 2) The PC6 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.
- Shifter** (Input 1 or 2) Used for clutch-less full throttle upshifts. Insert the wires from the Dynojet quick shifter into either Input 1 or Input 2. The polarity of the wires is not important. Set to Input 2 by default.
- Speed** Not needed on Harley applications as the speed signal wire is built into the main wiring harness of the PC6.
- 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 Power Core software.
- Launch** You can connect a wire to either Input 1 or Input 2 and then the other end to a switch. This switch when engaged (continuity) will only allow the RPM to be raised to a certain limit (set in the software). When released, you will have full RPM.

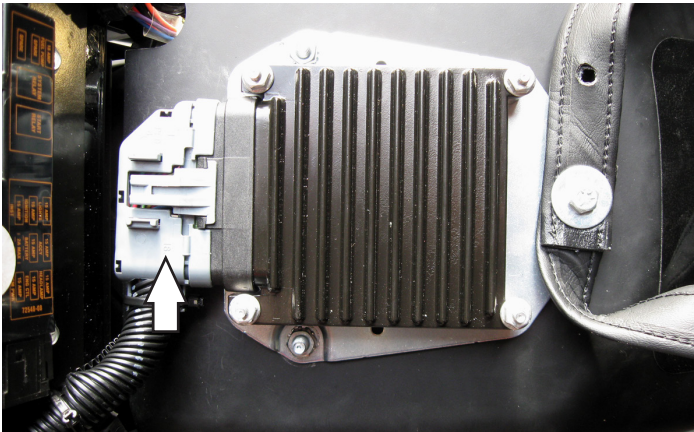
## WIRE CONNECTIONS

To input wires into the PC6 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 PC6 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.

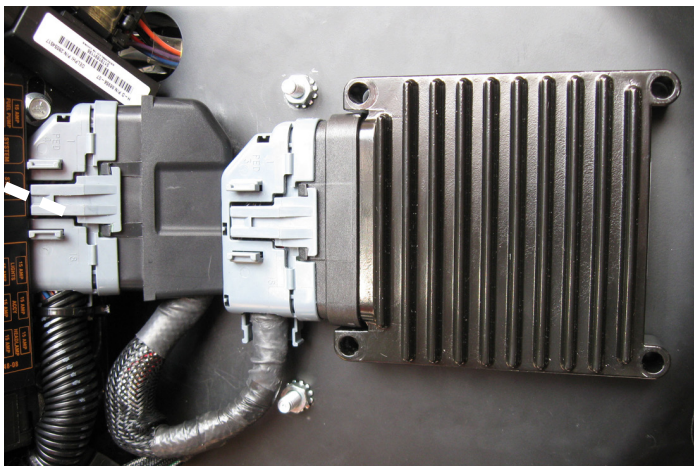


# INSTALLING THE POWER COMMANDER 6



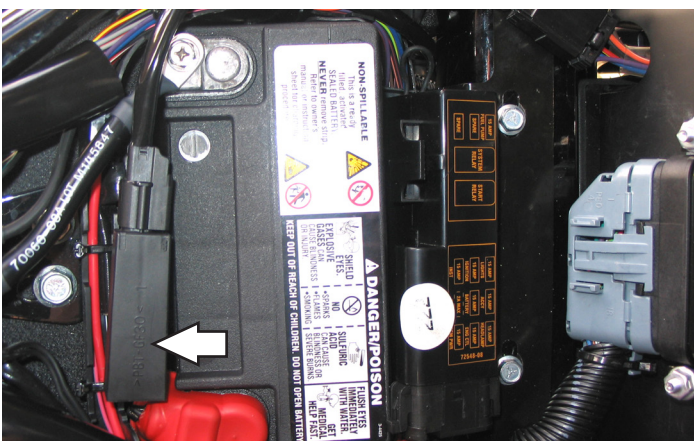
- 1 Remove the seat
- 2 Unplug the stock wiring harness from the ECM.
- 3 Remove the four nuts that hold the ECM to the bracket and remove the ECM.
- 4 Remove the bolt that holds the seat strap to the rear fender.
- 5 Remove the ECM bracket from the fender. Remove one nut at a time or the bracket will fall into the tire. Reinstall the nuts to support the inner fender bracket.

Due to the limited amount of room on this bike the seat strap and ECM bracket can NOT be re-used.



- 6 Connect the PC6 harness in-line of the stock wiring harness and ECM.
- 7 Place the BLACK PC6 to GREY stock connector as close to the fuse box as possible. This connection will NOT lay flat against the frame.
- 8 Using the supplied Velcro, secure the ECM to the rear fender. Place the ECM as far down as possible. The upper part of the ECM will just overlap the bolt hole for the seat strap. Make sure to clean both surfaces with the alcohol swab before attaching.

If using the Autotune kit offset the ECM about 1" from center to the right side of the bike.

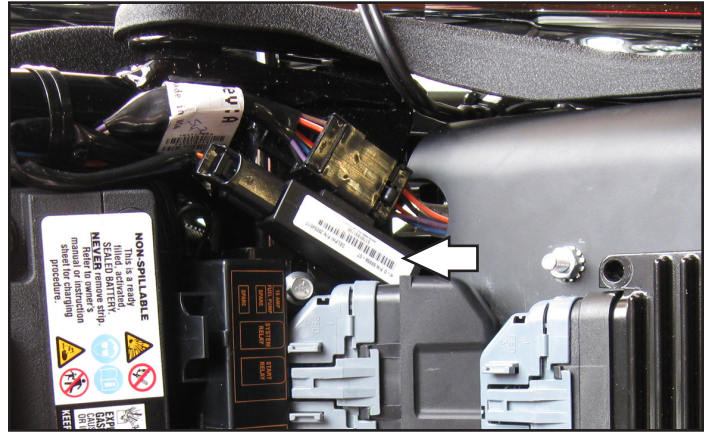


- 9 Remove the security module from the top of the battery.

This unit slides to the right of the bike.



- 10 Move the security module to the right side of the bike. Use a zip tie to secure the module to the tail light connector.



- 11 Using the supplied Velcro secure the PC6 to the top of the battery.

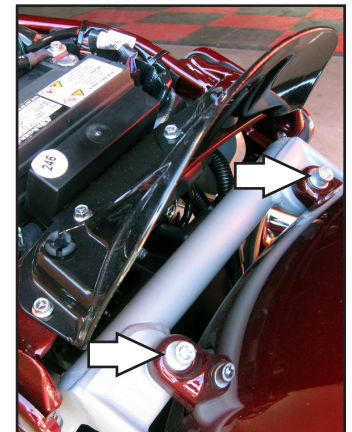
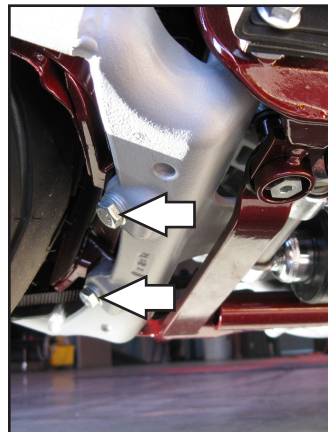
Make sure to use the supplied alcohol swab to clean both surfaces before attaching the Velcro.

Download the latest map files from our web site at [dynojet.com/tunes](http://dynojet.com/tunes).



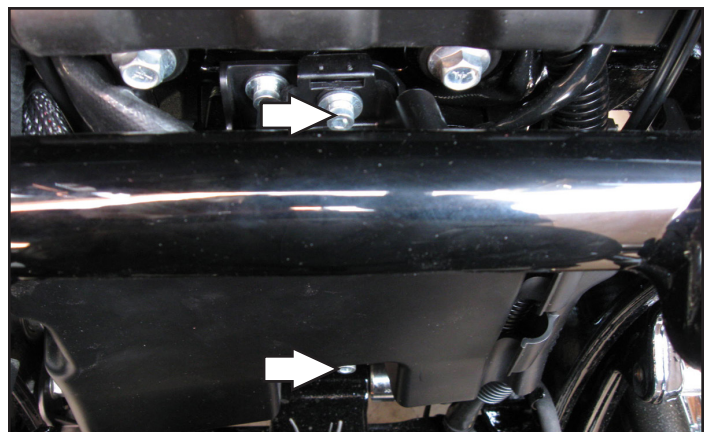
#### USE THE FOLLOWING INSTRUCTIONS FOR THE ROCKER MODELS.

- 1 Hinge the seat up or remove completely. Remove the plastic cover over the battery area.
- 2 Remove the battery and the plastic tray underneath the battery.
- 3 Remove the rear fender. There are four bolts that hold the fender in place. Unplug the taillight wiring harness from the main harness before removing bolts. This connection is the large plug to the right of the battery.

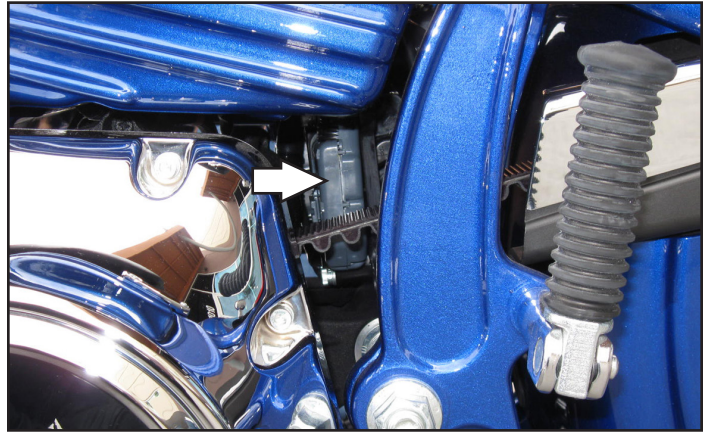


- 4 Remove the plastic cover that sits in front of the rear fender and covers the electronics by removing the two Allen head bolts.

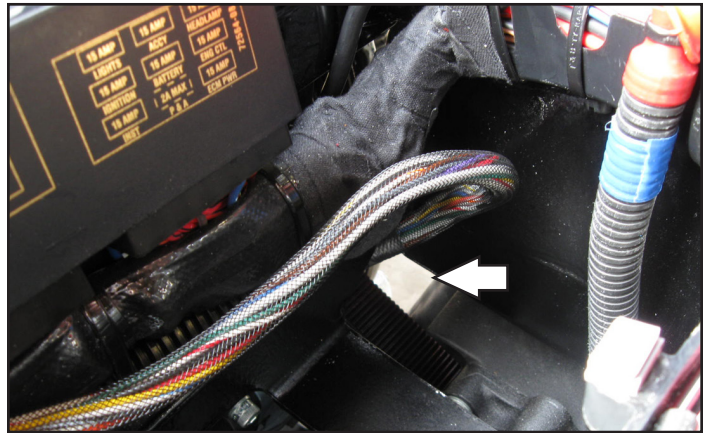
Slide the cover out the right side of the bike.



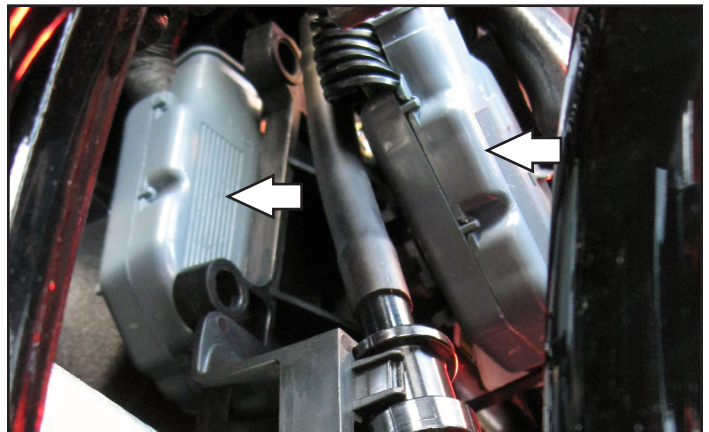
- 5 Unplug the stock wiring harness from the ECM.  
This connector can be accessed from the left side of the bike.



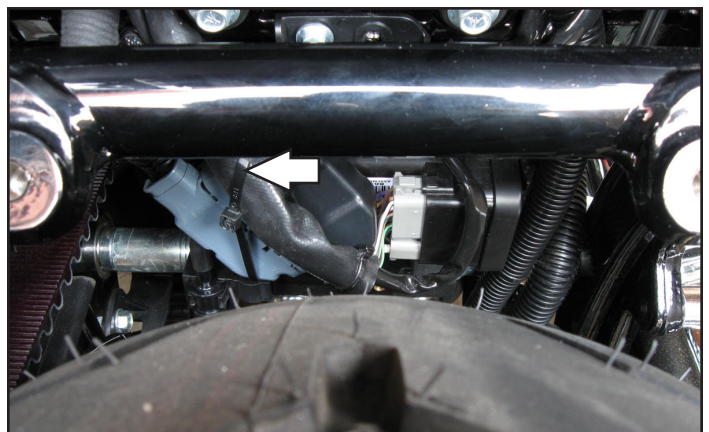
- 6 Route the PC6 harness through the hole in the battery box on the left side of the bike.



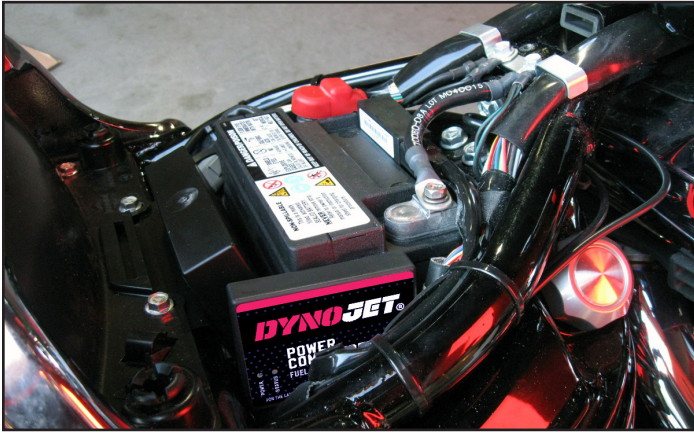
- 7 Plug the GREY connector of the PC6 into the ECM. Route the stock connector to the backside of the ECM.



- 8 Plug the BLACK connector of the PC6 into the stock wiring harness.  
9 Using a supplied zip tie secure the PC6/stock harness connection to the electrical components.








- 10 Reinstall the battery tray and battery. Make sure the PC6 harness stays underneath the stock relay assembly.
- 11 Using the supplied Velcro, secure the PC6 to the right side of the battery.

**Make sure to use the supplied alcohol swab to clean both surfaces before attaching the Velcro.**

- 12 Affix the supplied CARB E.O label to a conspicuous area. The best location is next to the stock emissions label. Make sure to clean the surface before attaching.



# **TRUTH IN PERFORMANCE**

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