

# Autotune

Wideband O2 Controller for Power Commander 6  
Single Channel Module Installation Guide

**POWER**  
**COMMANDER**

## PARTS LIST



- |   |                              |   |                |
|---|------------------------------|---|----------------|
| 1 | AUTOTUNE MODULE              | 2 | DYNOJET DECALS |
| 1 | INSTALLATION GUIDE           | 2 | VELCRO STRIPS  |
| 1 | WIDEBAND O2 SENSOR AND CABLE | 1 | ALCOHOL SWAB   |
| 1 | CAN CABLE                    | 3 | ZIP TIES       |
| 1 | WELD BOSS                    | 2 | POSI-TAPS      |

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**



IAT-200.07

# INSTALLATION

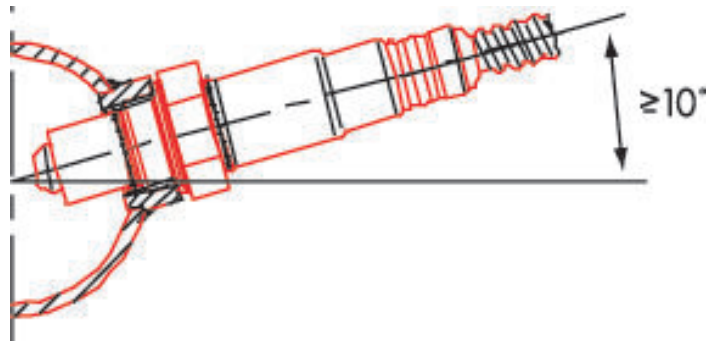
The Autotune kit is a universal product that can be utilized on any model using the PC6 and which has a 12v power source. The system is not NOT intended to disable, eliminate, or replace stock OEM O2 sensors that may or may not be present on the vehicle.

## Installing the Weld Boss

Many stock and aftermarket exhausts come equipped with an O2 sensor. If your system uses a M18x1.5mm thread then you can simply use this location for the Autotune sensor. If you have to drill a hole for a new bung (mild steel bung included), we recommend doing so before the catalytic converter (if applicable). Positioning the weld bung in a location where multiple cylinders collect is the preferred location. If your application has a “2-into-2” design, it’s recommended to position the weld bung/sensor approximately 6-inches from the exhaust port on the respective cylinder you wish to tune.

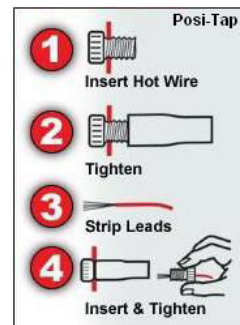
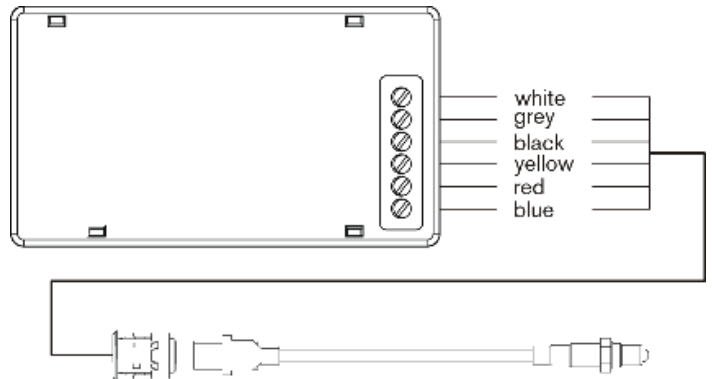
Mount the weld boss in a manner that reduces the risk of moisture contamination on the sensor. Condensation can build up in the exhaust pipes and potentially damage the sensor. Ideally, you should orient the weld boss so the sensor is between the 9 o’clock and 3 o’clock position. A 10° inclination off the horizontal plane should be considered a minimum.

Note: Verify you have adequate clearance for the sensor and wiring harness. Make sure the O2 sensor harness is as straight as possible. If you must secure the harness to keep away from danger make sure you do not squeeze the sheathing of the harness.



## Installing the Autotune Module

- 1 Install the Autotune module near the PC6.
- 2 Connect the Autotune module to the PC6 using the supplied CAN cable. It does not matter what port the cable is connected to.
- 3 Connect the O2 sensor cable to the O2 sensor and route the cable to the Autotune module ensuring the cable will not get pinched or damaged by the exhaust. The cable can be trimmed shorter if desired.
- 4 Connect the O2 sensor cable to the Autotune Module.
- 5 Connect the BLACK wire from the AT200 to a good chassis ground using either one of the supplied Posi-taps or ring lug. The negative side of the battery is a good location.
- 6 Connect the RED wire of the AT200 to a switched 12v source using the supplied Posi-tap. The power for the tail light is a good location. Most PC6 install guides will tell you the wire color for this location.
- 7 Block or disable the clean air injection system if applicable (see tech tips).

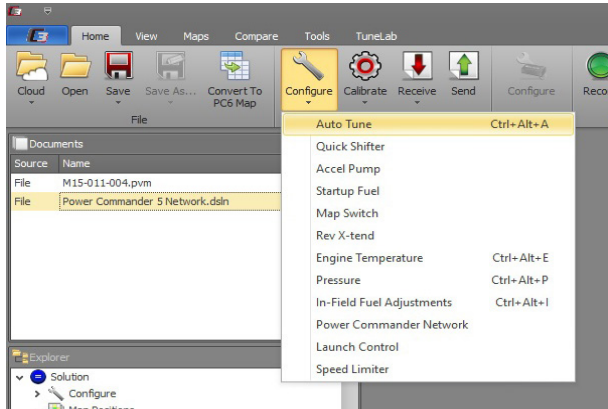


## 2 AUTOTUNE SINGLE CHANNEL MODULE

## INSTALLATION GUIDE

# USING AUTOTUNE

The Autotune kit when used in conjunction with the PC6 allows the bike to be automatically tuned to a target air/fuel ratio. To use this feature you must first enable Autotune in the PC6.



- 1 In C3 software click on the HOME tab and then click on CONFIGURE
- 2 Click on AUTO TUNE to enter the configuration menu

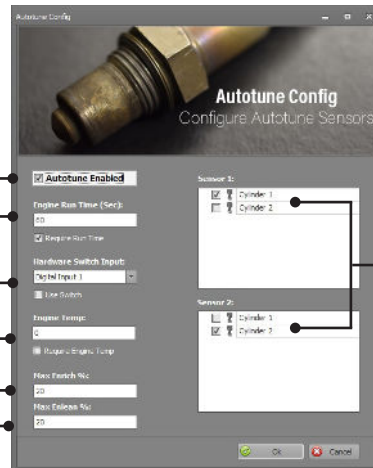
## Enable Autotune

How much time after starting the engine the software waits until it starts sampling.

A switch can be used to toggle Autotune ON/OFF (cannot be used if using map switch)

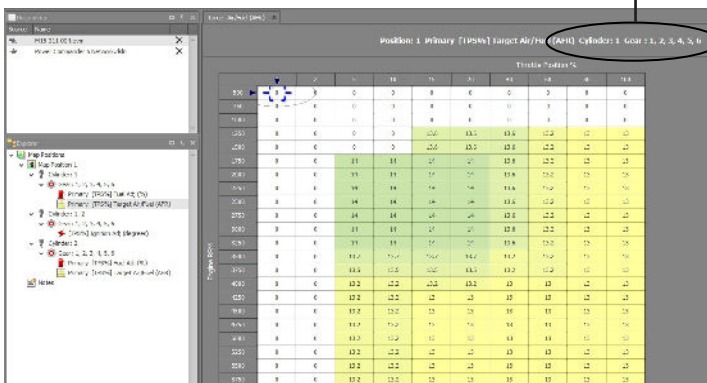
The temperature the engine needs to reach before the software starts sampling (optional wiring)

The maximum the software will trim per session.



Assign the number of sensors to the correlating cylinders

Shows current table being altered



Most maps from Dynojet will include a base Target AFR table. These settings are intended to deliver optimal performance while still maintaining decent fuel mileage in the cruise area (for most models).

- 5 To alter the AFR target click on **Target AFR** in the tree view.
- 6 Expand each cylinder and/or gear if necessary to view the corresponding table. If necessary type in different values in the cells. Multiple cells can be highlighted by using click/drag with the mouse.

It is recommended to load a base map into the PC6 that best corresponds to your bikes current configuration. This will decrease the time in which it takes for the Autotune module to achieve its target air/fuel. A switch can be wired into the PC6 to be used to toggle between your base map and learning mode. Any SPST (open/close) type switch can be used. When the switch is OPEN the PC6 will be running on the base map. When the switch is CLOSED the PC6 will go into learn mode and Autotune will start making fuel trim adjustments. You can toggle between these modes at any time. The values learned for the fuel trims will be saved if you toggle back to the base map.

- 7 After a riding session you can view the Trim table by clicking on the respective table in the tree view and clicking **Get Table**.
- 8 Click the **Map** tab and **Accept All Trims** to accept these trims and transfer them into the Fuel table. This will zero out the trim table(s) and add the trim values to the base map(s).

The PC6 is configured to only allow the software to trim +/- 15% until you manually accept the trims. You can alter these limits in the Auto Tune configuration. The more the PC6 learns the lower you can make this value. By lowering this value it will work as a safety net so if something should go wrong in the unit or bike it will not cause the bike to run poorly.

## TECH TIPS

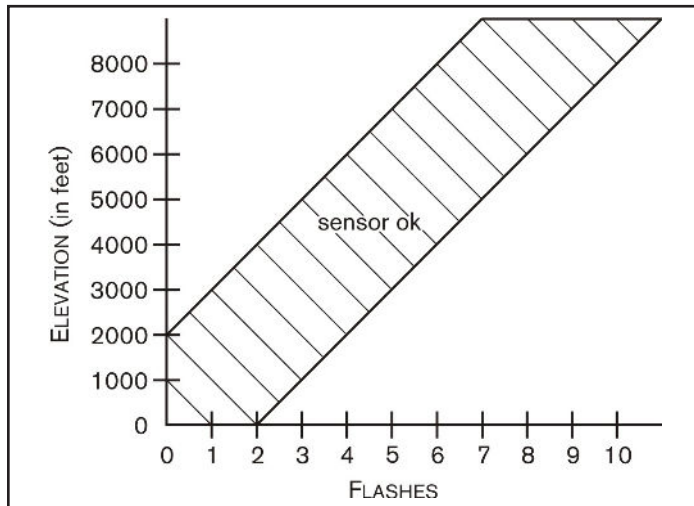
---

If you should see abnormally high values in the trim tables (max enrichment or max enleanment) then check the following:

- Intake leaks
  - Exhaust leaks - check at all exhaust junctions
  - Sensor condition - (see sensor test )
  - Make sure the clean air system is blocked (if applicable). Also called the PAIR valve, the clean air system draws fresh air out of the air box and dumps into the exhaust port to help ignite any unburnt fuel in the exhaust. This extra air will skew the AFR readings of the Autotune module.
- 
- Dynojet does not recommend inputting values in the 0-2% columns of the Target AFR tables. If you should need to tune the 0-2% columns to combat popping on deceleration input values directly in the Fuel tables.
  - If fuel mileage is a concern then you can alter the Target AFR values in the cruise range. Dynojet considers the cruise range to be around 5-20% throttle. Dynojet does not recommend making the bike any leaner than 14.7 in the Target AFR cells.
    - Dynojet has found that for the best compromise of fuel mileage and throttle response to set the cruise range to 13.7-14.0.
    - For all other ranges 12.8-13.4 seems to work best. For the best results it is recommended to bring the bike to an Authorized Tuning Center to have them verify the AFR values.
  - Make sure the sensor is not dropped or subjected to wet conditions. The O2 sensors used in this kit are a Bosch unit and do not come with any warranty.
  - To verify that Autotune is working, you should see a real time AFR reading in the lower right hand corner of the C3 software after the engine has been running for at least a minute.
    - An AFR value of 9.99 could indicate a faulty sensor or the sensor is wired incorrectly to the module. It is normal to see an AFR value of 9.99 for about the first 30 seconds of run time, while the sensor is being heated up.
    - An AFR value of 0.00 could indicate a firmware problem, or that Autotune has not been enabled in the software, or that Autotune configurations are not currently allowing Autotune to sample. This could also indicate a problem in the CAN bus, such as a damaged or loose CAN link cable.

# 02 SENSOR TEST

The Autotune kit has a built in circuit which allows you to test the sensor accuracy and condition.



- 1 Remove the sensor from the exhaust system and hold in ambient air.
- 2 Verify the Autotune kit has been powered up for at least one minute.
- 3 Press and hold the function button on the front of the corresponding Autotune kit for three seconds and release the button.

The LED light will blink rapidly, pause for a moment, and then begin to flash.

- 4 Count the number of flashes and refer to the chart.
- 5 Retest the sensor if there is any question as to the purity of the air during the test.

A value of 0.00 could indicate that the Autotune has not been enabled in the software.



# **PUSH THE LIMIT**

**2191 MENDENHALL DRIVE, NORTH LAS VEGAS, NV 89081 - 800-992-4993 - DYNOJET.COM**

**© 2012-2020 DYNOJET RESEARCH ALL RIGHTS RESERVED**