POWER COMMANDER V

Yamaha 03-05 R6 & 06-09 R6S

Installation Instructions

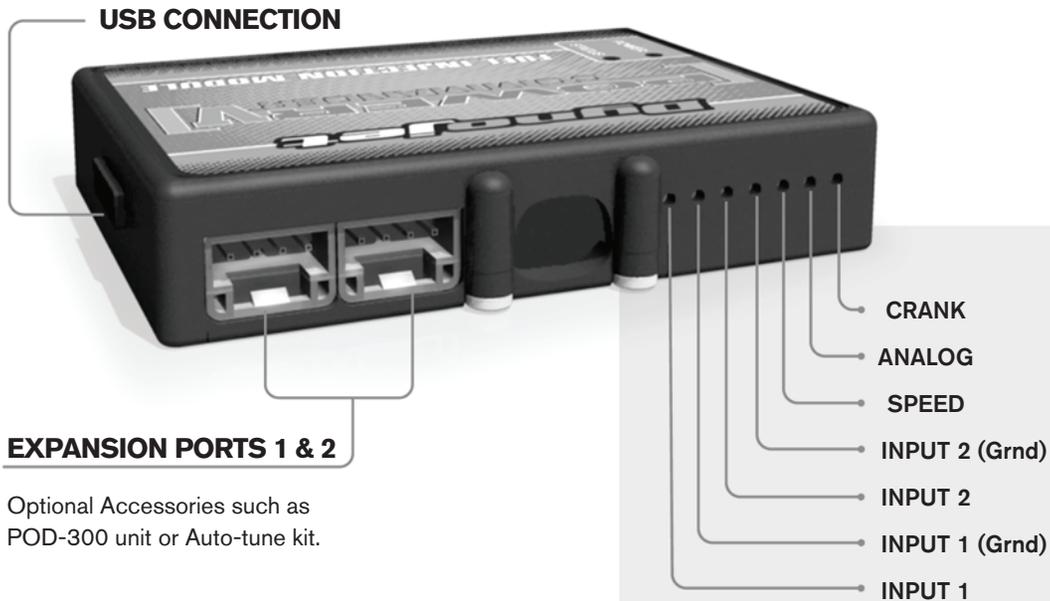**THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!**

THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT: **www.powercommander.com**

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive   North Las Vegas, NV 89081   (800) 992-4993   www.powercommander.com
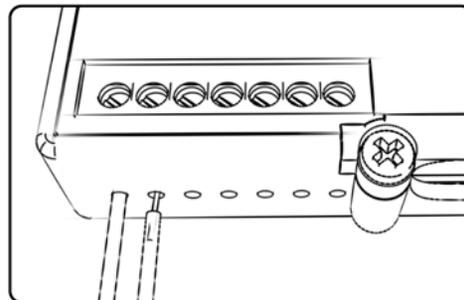
POWER COMMANDER V
INPUT ACCESSORY GUIDE

ACCESSORY INPUTS

USB CONNECTION

CRANK

ANALOG

SPEED

INPUT 2 (Grnd)

INPUT 2

INPUT 1 (Grnd)

INPUT 1

EXPANSION PORTS 1 & 2

Optional Accessories such as POD-300 unit or Auto-tune kit.

Map - (Input 1 or 2) 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. (Set to Switch Input #1 by default.)

Shifter- (Input 1 or 2) 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. (Set to Switch Input #2 by default.)
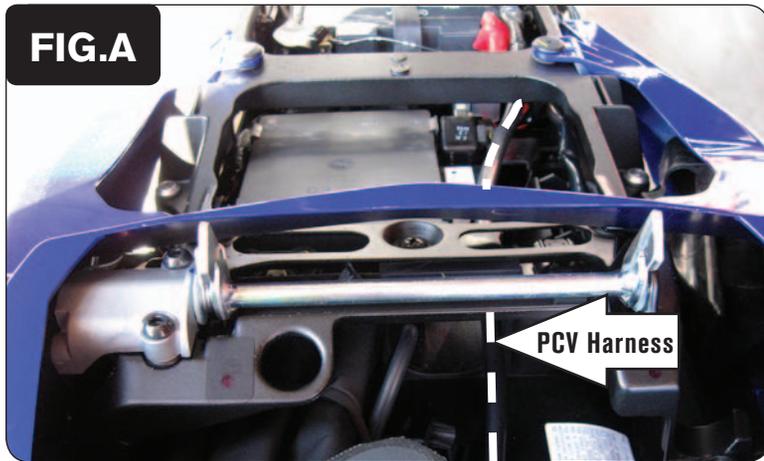
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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.

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 is 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.

FIG.A

PCV Harness

1   Remove the main seat and the passenger seat.

2   Prop the front of fuel tank up.

3   Remove the rubber plug in the tail section near the tool kit.

4   Lay the PCV unit in the tail section and route the harness thru the hole and down the right side of the bike (Fig. A).

FIG.B

PCV Harness
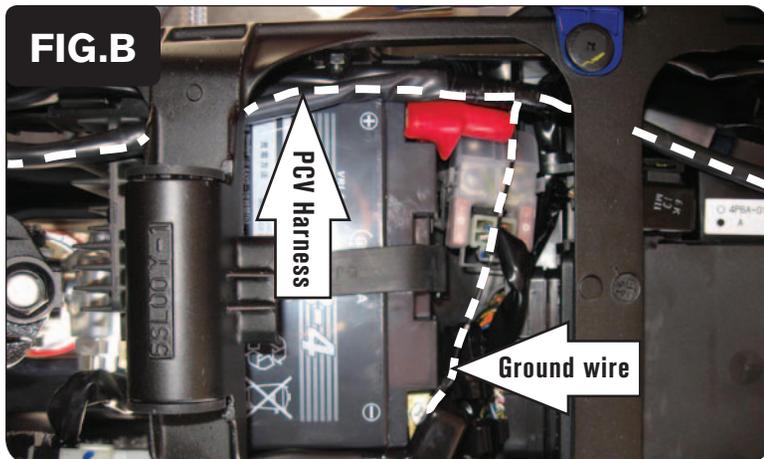
Ground wire

5   Route the PCV harness under the cross member for the subframe (Fig. B).

6   Attach the ground wire of the PCV to the negative side of the battery (Fig. B).
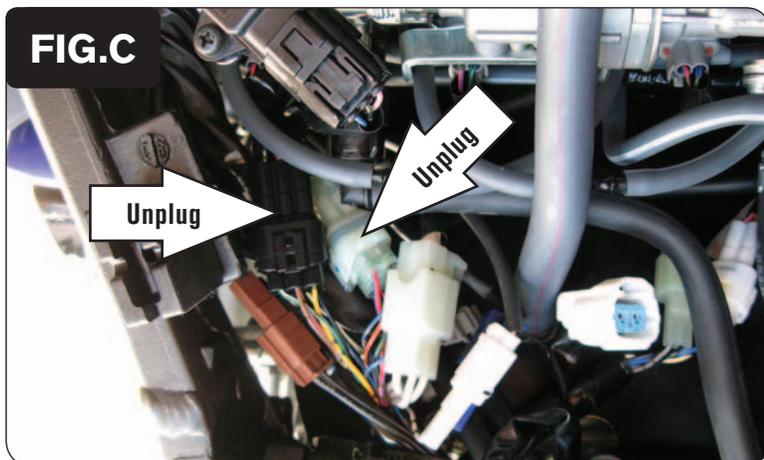
FIG.C

Unplug

Unplug

7   Unplug the 2 different 6-pin connectors from the throttle bodies (Fig. C).

One plug is BLACK and the other is CLEAR

FIG.D

8   Plug the PCV connectors in-line of the throttle bodies and main wiring harness (Fig. D). Plug the colored connectors from the PCV into the matching stock connectors.

FIG.E

9   Secure the PCV unit in the tail section using the supplied Velcro (Fig. E).

Make sure to clean both surfaces with the alcohol swab before attaching.

10   Bolt the fuel tank back into place and reinstall the seats.

Optional Inputs:

Speed - PINK wire of 3-pin speed sensor connector directly on top of the engine case. This connector has PINK, ORANGE, and BLACK/WHITE wires.

Engine Temp - GREEN/WHITE wire of BLACK 6-pin connectors in Figure C (connected to PCV).

12v source for Auto-tune - BLUE wire of the tail light connector.