

# [POWER COMMANDER V]

**2008-2009 Honda XL700V**

**Installation Instructions**



## **PARTS LIST**

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Velcro strips
- 1 Alcohol swab
- 1 O2 Optimizer

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

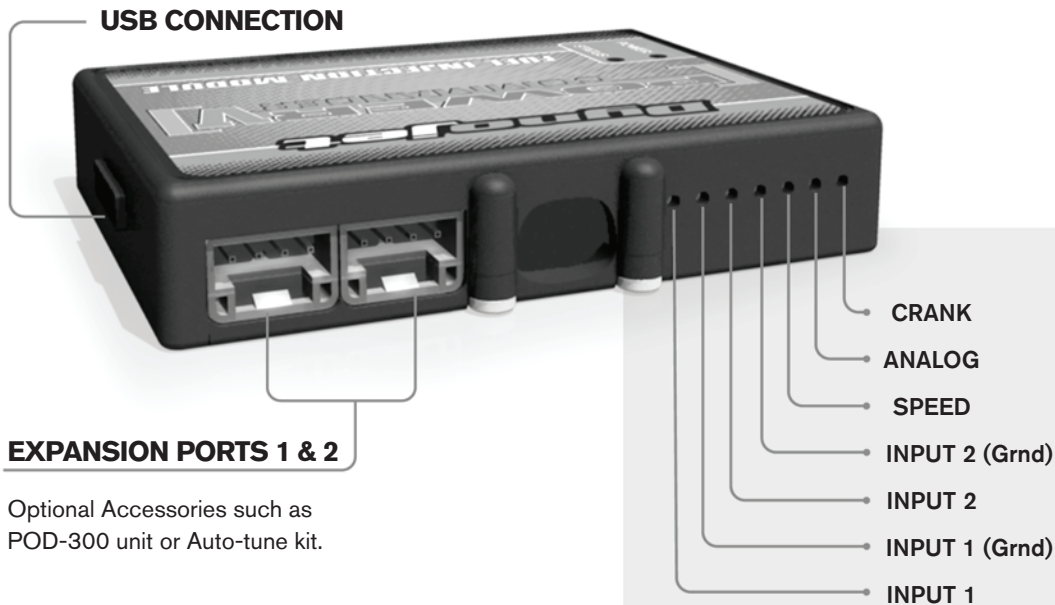
THE LATEST POWER COMMANDER  
SOFTWARE AND MAP FILES CAN BE  
DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 [www.powercommander.com](http://www.powercommander.com)

# POWER COMMANDER V INPUT ACCESSORY GUIDE



## 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 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.



## ACCESSORY INPUTS

### 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-

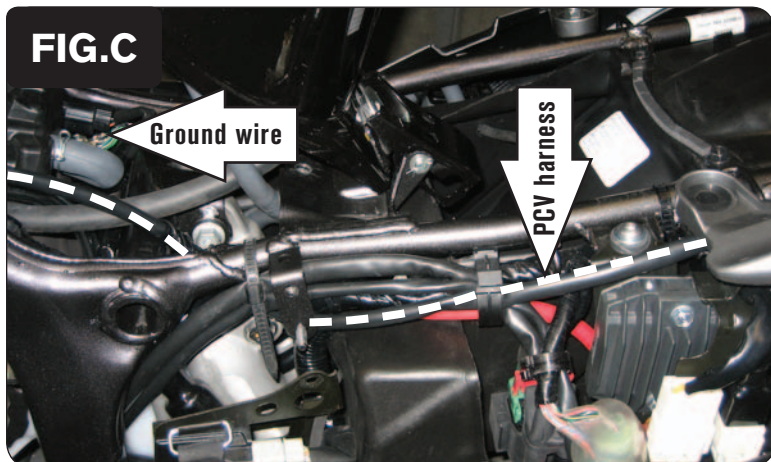
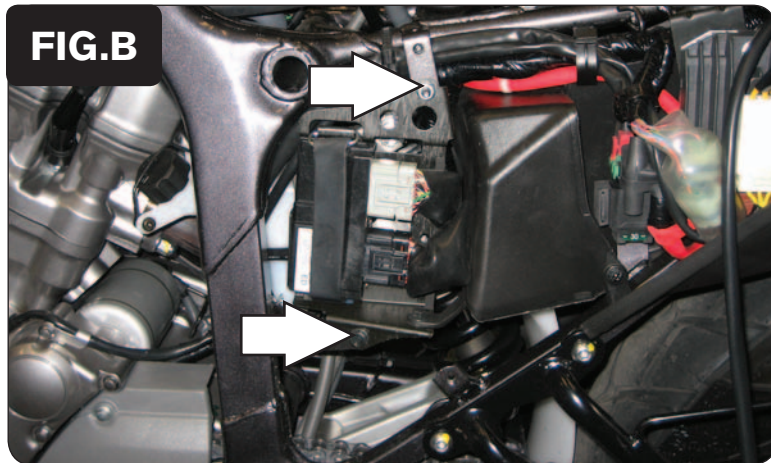
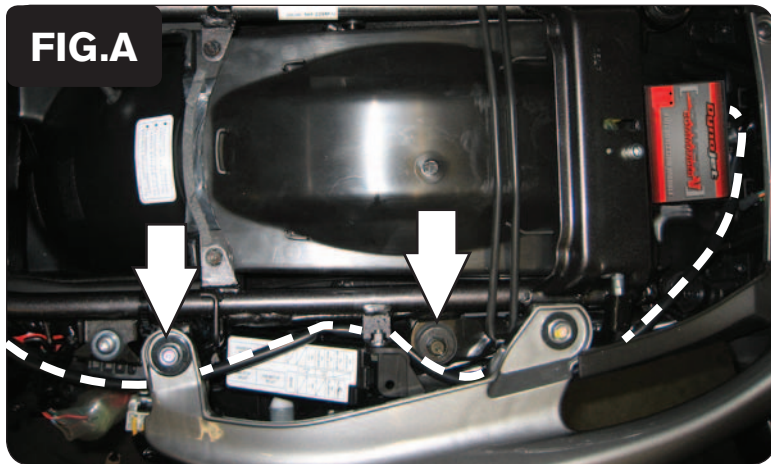
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent kill times when using a quickshifter.

### Analog-

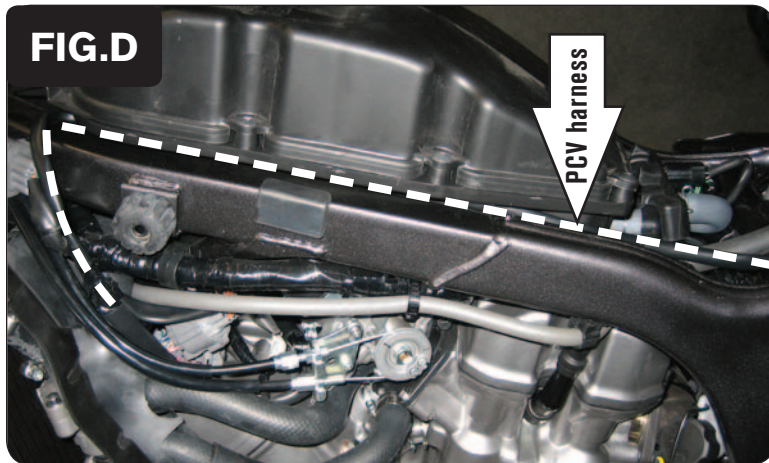
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

### 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.



- 1 Remove the seat
- 2 Remove the front screen, the front fairing and the complete fairing.
- 3 Remove the left side fairing under the seat.
- 4 Lift the fuel tank up
- 5 Remove the 2 bolts that hold the grab rail and the bolt near the fuse box (Fig. A)
- 6 Place the PCV in the tail section and route the harness down the left side of the bike
  
- 7 Remove the bolt and the nut that hold the ECU in its position (Fig. B).  
*This allows the PCV harness to be routed behind the bracket.*
  
- 8 Route the harness under the subframe to the inner of it and then over the frame crossover (Fig. C). Use the stock zip ties to secure the PCV harness to the frame.  
  
Reinstall ECU bracket
- 9 Connect the ground wire from PCV to the common ground (Fig. C)



- 10 Route the PCV harness along the left side of the airbox up to the front of the bike (Fig. D).



- 11 Locate the throttle body connector (Fig. E).

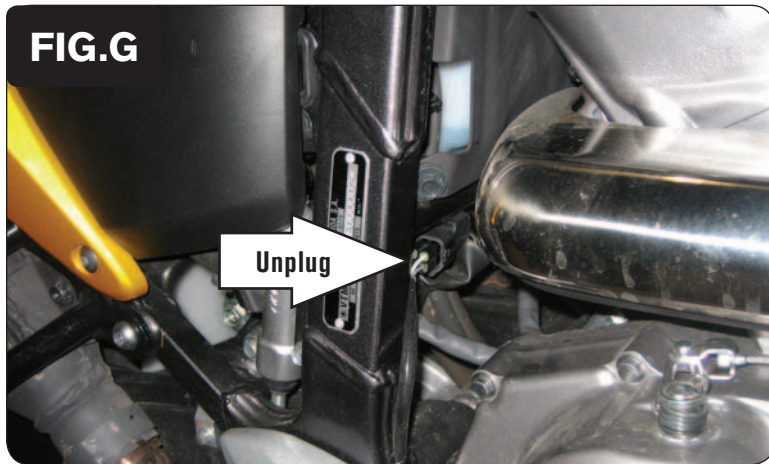
*This is a GREY 14 pin connector.*

*Remove the connector from the frame by lifting up the small plastic tab and pull it out to gain access.*

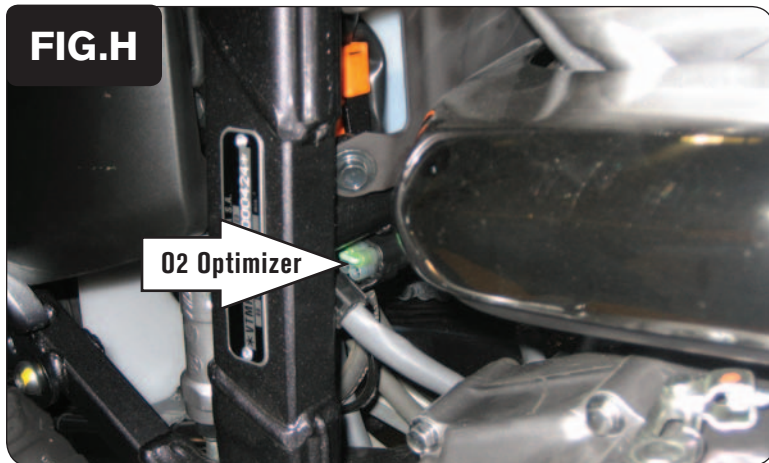
- 12 Unplug the connector between the throttle bodies and the main wiring harness.



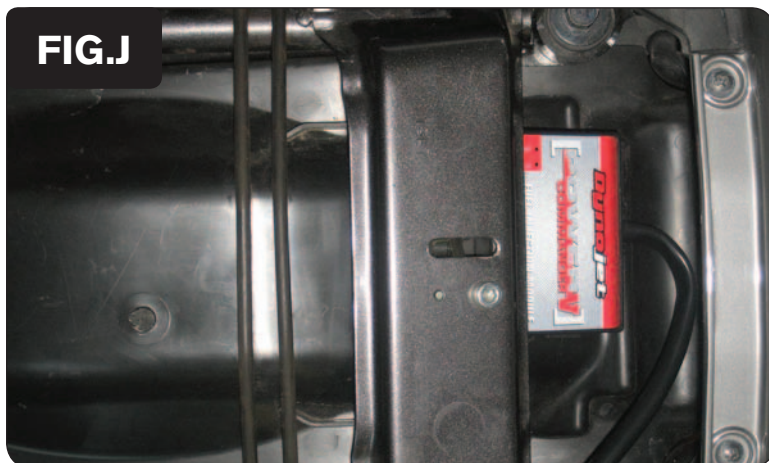
- 13 Plug the PCV connectors in-line of the stock wiring harness and throttle bodies (Fig. F)



- 14 Locate the O2 sensor on the right hand side of the bike behind the exhaust.  
Unplug the stock O2 sensor connector (Fig. G)



- 15 Plug the Dynojet O2 Optimizer into the stock wiring harness (Fig. H).  
*The stock O2 sensor will not be connected to anything at this time. You can remove the sensor from the exhaust if desired.*



- 16 Secure the PCV in the tail section using the supplied velcro. Make sure to clean both surfaces with the alcohol swab before attaching.
- 17 Bolt fuel tank back into place and reinstall all bodywork.

#### Optional inputs:

**Speed input** - Use the PINK/GREEN wire, pin #6 on low row (opposite lock pin) on GREY ECU connector.

**Temperature input** - Use the PINK/WHITE wire, pin n. 2 on central row, GREY ECU connector