

# [POWER COMMANDER V]

**2008-2014 Honda CB1000R**

**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!**

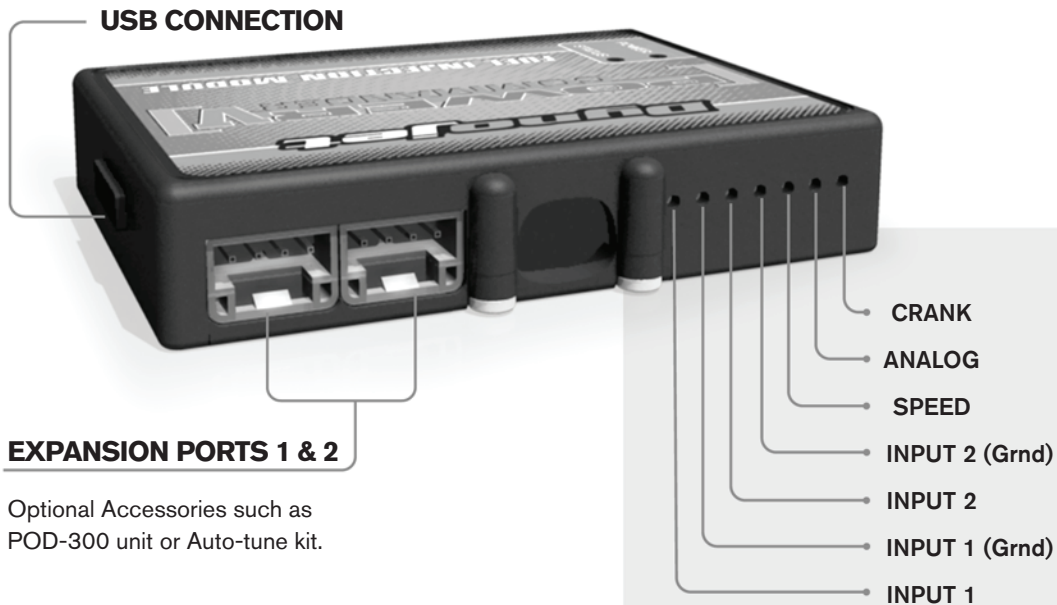
THE LATEST POWER COMMANDER  
SOFTWARE AND MAP FILES CAN BE  
DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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)

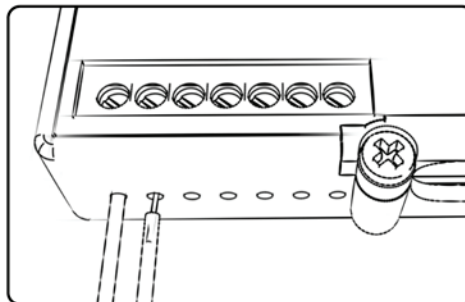
# POWER COMMANDER V INPUT ACCESSORY GUIDE



## 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.

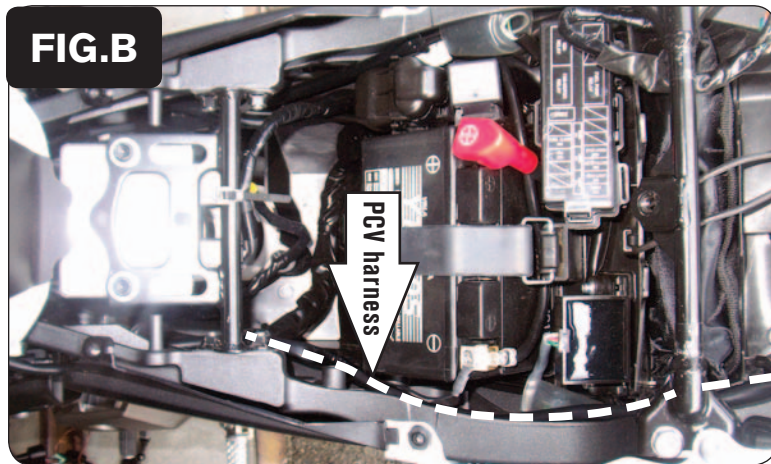
### Crank-

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.

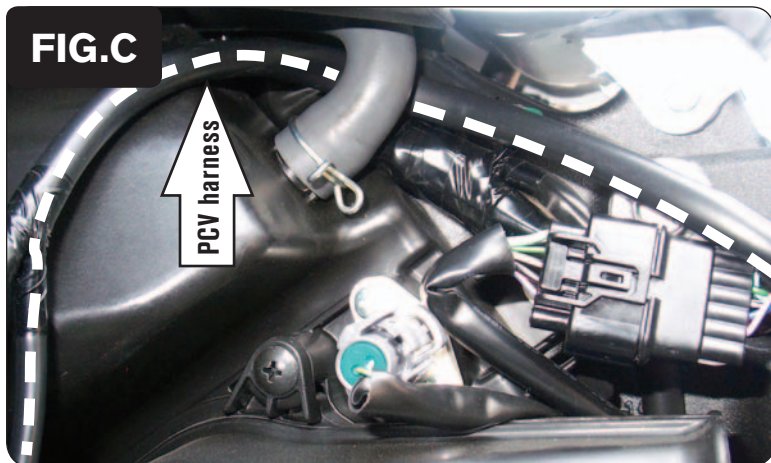


- 1 Remove the main seat and the passenger seat.
- 2 Remove the side panels over each side of the air box.
- 3 Remove the fuel tank.
- 4 Install the PCV in the tail section (Fig. A).

*Use the supplied velcro to secure the unit in place. Make sure to clean both surfaces before attaching with the alcohol swab.*



- 5 Route the PCV wiring harness down the left hand side of the bike going underneath each of the frame crossovers (Fig. B).
- 6 Attach the ground wire from the PCV harness to the negative side of the battery.

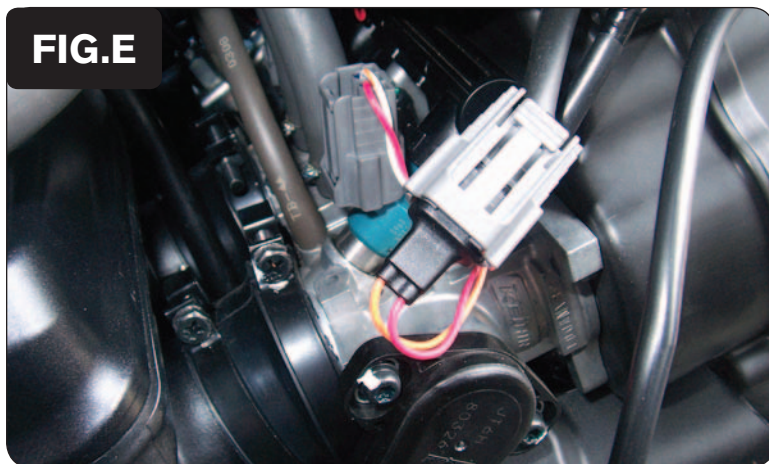


- 7 Continue routing the PCV harness along the left hand side of the airbox (Fig. C).



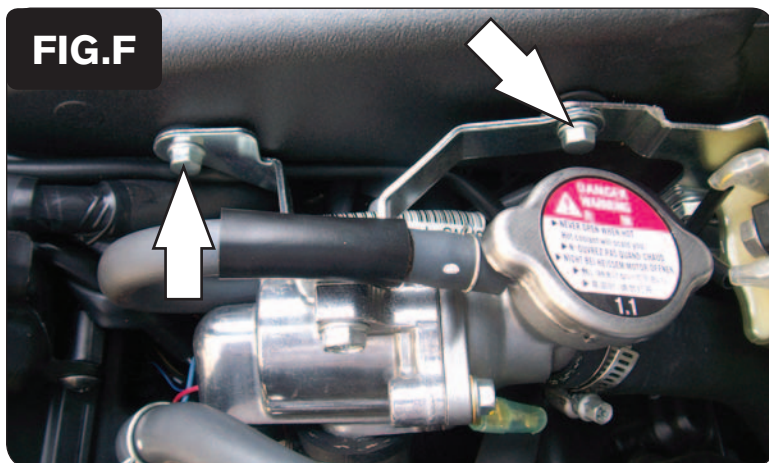


8 Locate the #1 injector connector (Fig. D). Unplug this connector.



9 Plug the ORANGE colored wires of the PCV in-line of stock wiring harness and injector #1 (Fig. E).

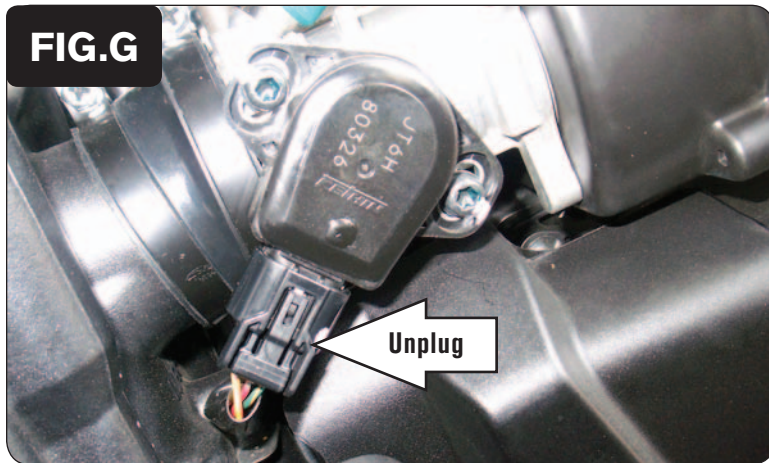
10 Repeat steps 7&8 for the #2 injector using the YELLOW colored wires from the PCV.



11 Remove the bolts that hold the thermostat housing to the right side of the frame (Fig. F).

12 Repeat steps 7&8 for the #3 and #4 injectors.

13 Reinstall the thermostat housing.



- 14 Unplug the stock wiring harness from the Throttle Position Sensor (Fig. G).  
*This connector is located on the left hand side of the throttle bodies*



- 15 Plug the PCV harness in-line of the stock wiring harness and TPS (Fig. H).



- 16 Locate the stock O2 sensor connection.  
*To access this connection it is easiest to remove the right hand foot rest assembly.*
- 17 Unplug the stock O2 sensor and plug the Dynojet O2 Optimizer into the stock wiring harness.  
*The stock O2 sensor can be removed from the exhaust if desired and if you have a way to cap the hole in the exhaust*
- 18 Reinstall the fuel tank and bodywork.