

# [POWER COMMANDER V]

**2010-2013 Honda VFR1200**

**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
- 2 O2 Optimizers
- 1 Posi-tap

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

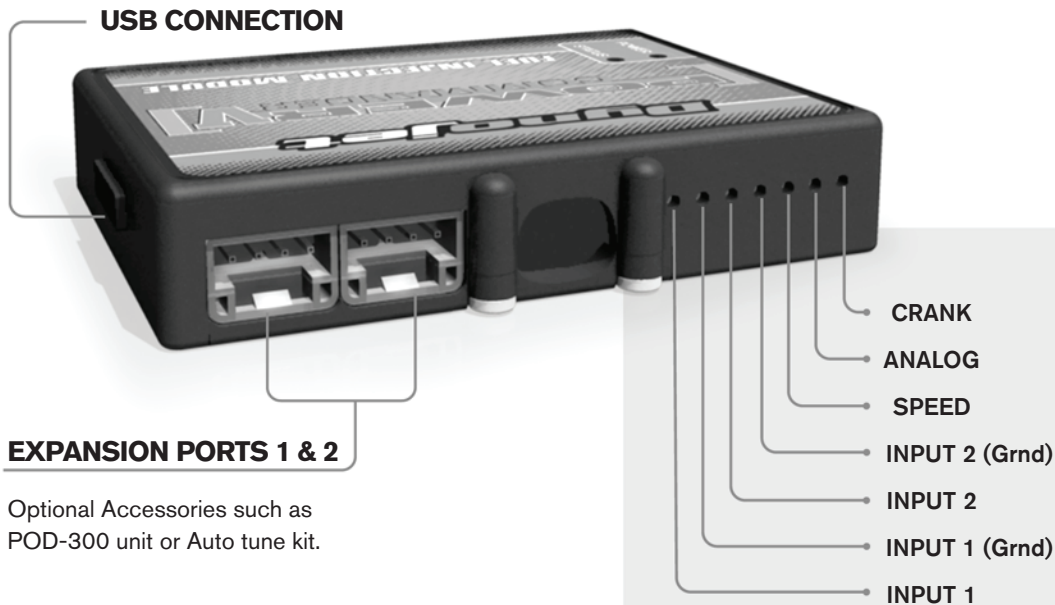
THE LATEST POWER COMMANDER  
SOFTWARE AND MAP FILES CAN BE  
DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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)

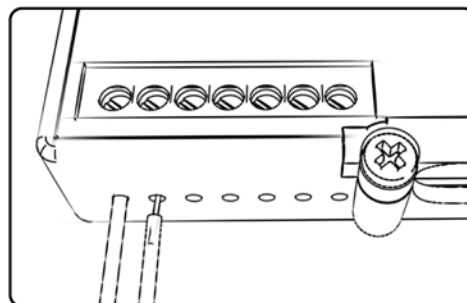
# POWER COMMANDER V INPUT ACCESSORY GUIDE



## 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-

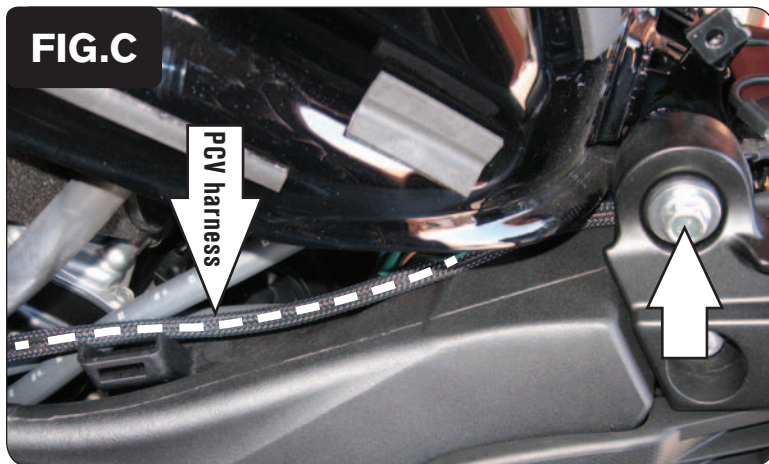
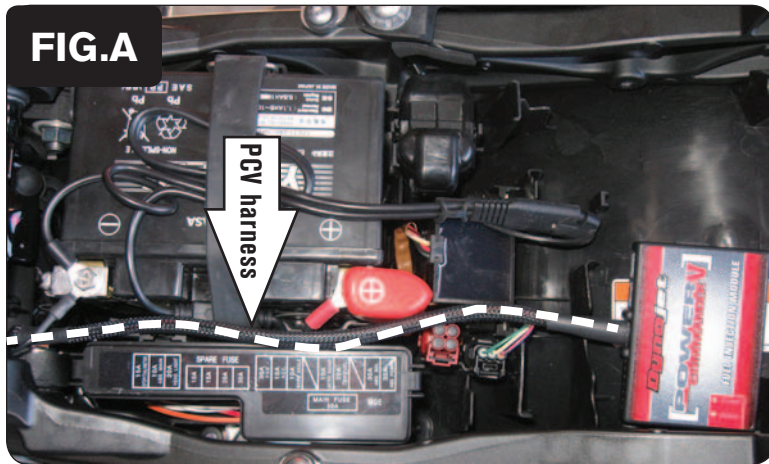
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

### Analog-

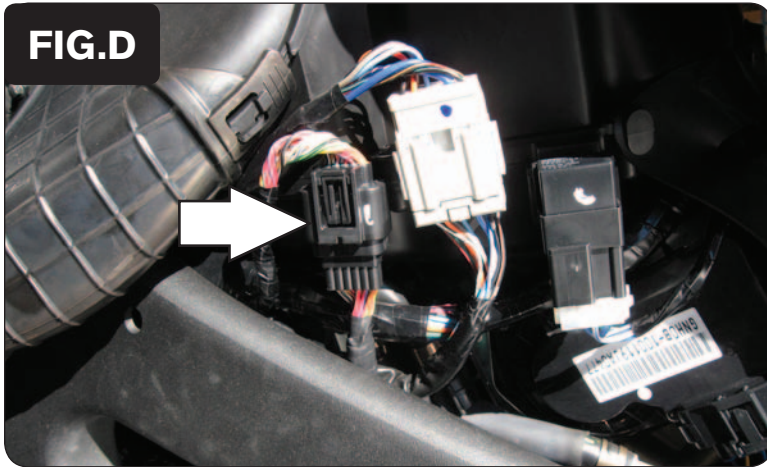
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

### 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 and side fairings.
- 2 Remove the cosmetic covers around the fuel tank. Prop the front of the fuel tank up.
- 3 Place the PCV in the trunk area using the supplied Velcro (Fig. A).  
*Make sure to clean both surfaces with the alcohol swab before attaching.*
- 4 Route the PCV harness towards the airbox going along the left side of the bike.
- 5 Attach the ground wire from the PCV to the negative side of the battery (Fig. B).
- 6 Remove the rear fuel tank bolt and route the PCV harness to the inside of the frame mount (Fig. C).
- 7 Reinstall tank bolt.



- 8 Locate the BLACK 12-pin connector on the left side of the airbox (Fig. D). Unplug this connector.



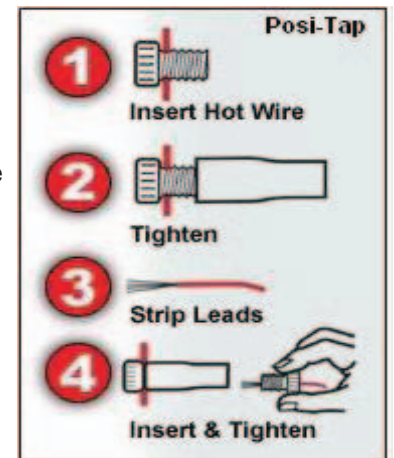
- 9 Plug the PCV connectors in-line of the stock connectors (Fig. E).

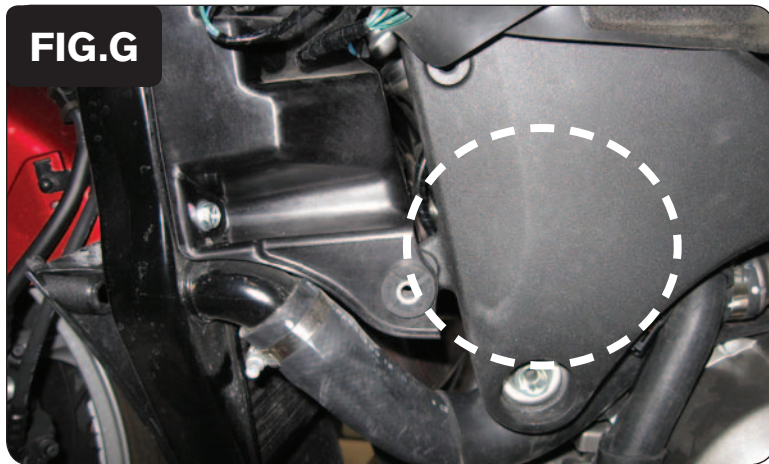


- 10 Using the supplied posi-tap attach the GREY wire of the PCV to the BLUE/BLACK wire of the stock Throttle Position Sensor harness.

*The TPS is shown in Figure E.*

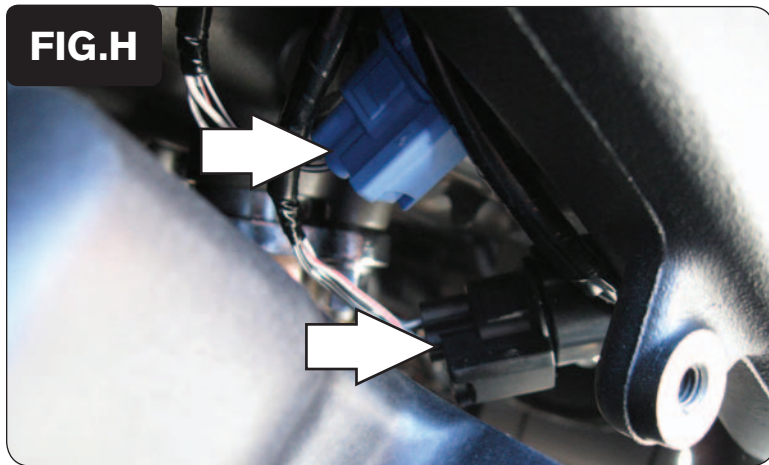
*This is in the far left position shown in Figure F.*





- 11 Locate the stock O2 sensor connectors.

*These connectors are located to the inside of the frame on the left side of the bike (Fig. G). It may make it easier to remove the radiator mounting bolts to access these connections.*



- 12 Unplug the stock O2 sensors from the stock wiring harness (Fig. H).

*There is a BLUE connection and a BLACK connection.*

- 13 Using the supplied Dynojet O2 Optimizers plug them into the stock wiring harness.

*The stock O2 sensors will no longer be connected to anything.*