

# [POWER COMMANDER V]

## 2011-2013 Honda Crossrunner

### 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!**

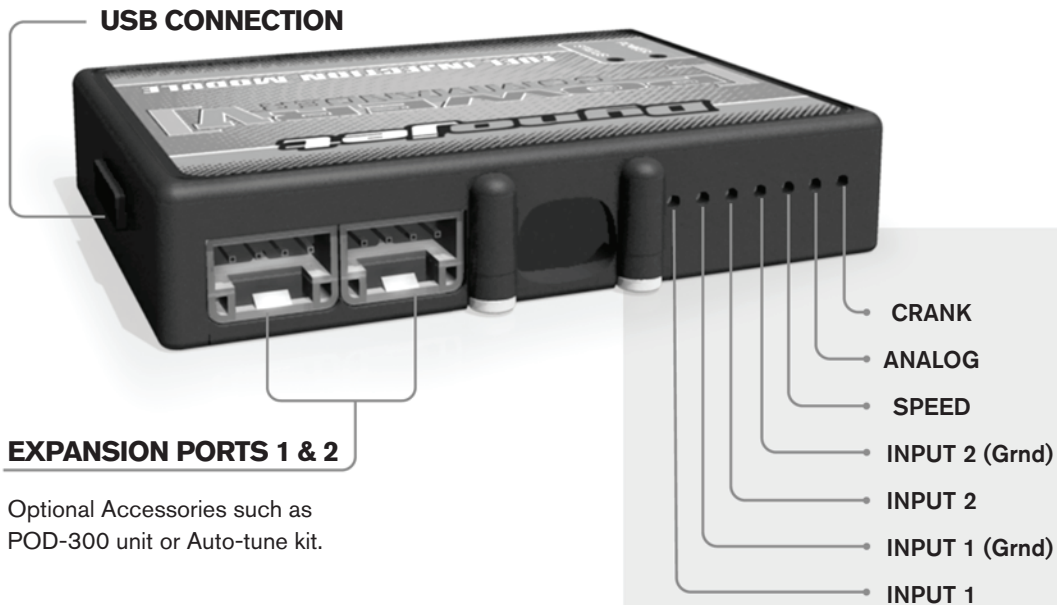
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

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# 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-

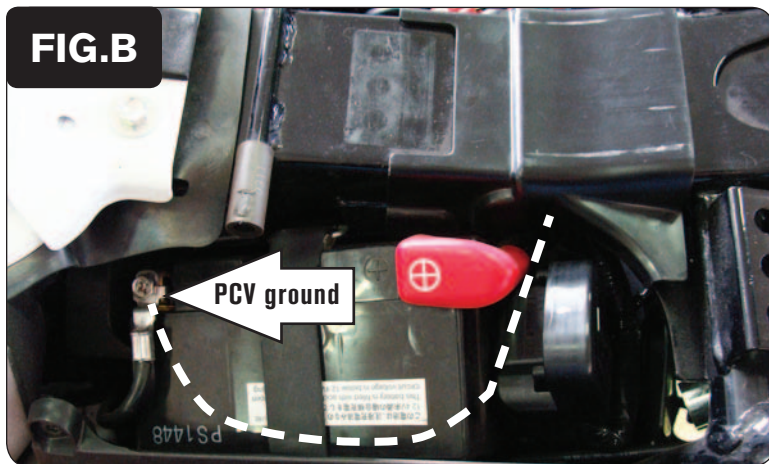
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



**FIG.A**

- 1 Remove the seat and the right hand side fairing
- 2 Install the PCV in the tail section on top of the fuse box using the supplied velcro (Fig. A).

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



**FIG.B**

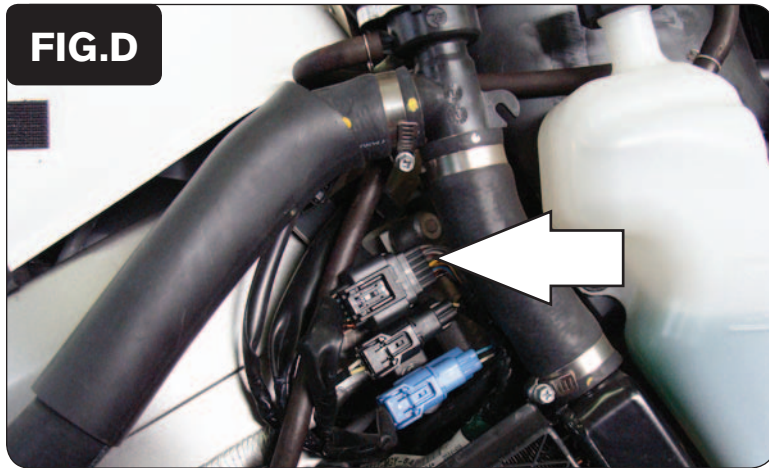
- 4 Route the ground wire from the PCV underneath the frame and attach to the negative side of the battery (Fig. B).



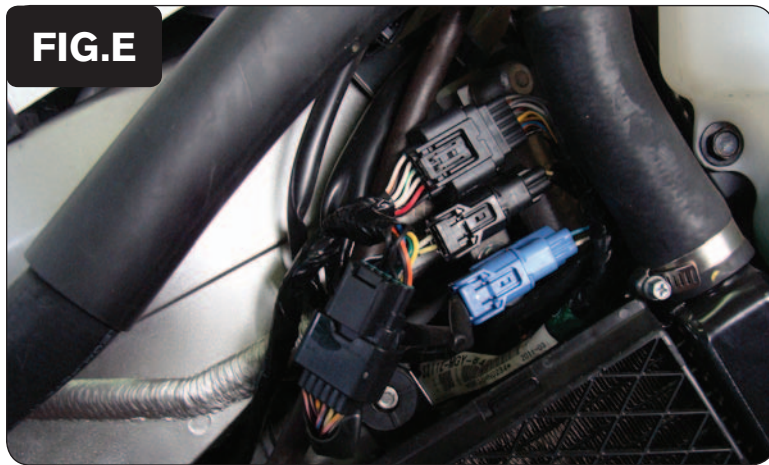
**FIG.C**

- 5 Route the PCV harness down the right side of the frame. Stay to the inside of the frame and then come out near the RH radiator (Fig. C).

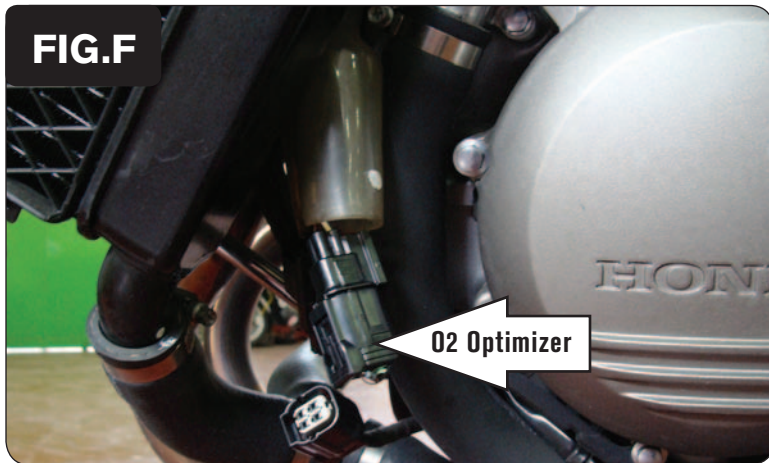




- 6 Unplug the BLACK 12-pin connector on the right hand side of the bike near the coolant fill neck (Fig. D).



- 7 Plug the PCV harness in-line of the stock wiring harness (Fig. E).



- 8 Remove the left hand lower fairing.
- 9 Unplug the stock O2 sensor and plug the Dynojet Optimizer into the stock wiring harness (Fig. F).

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

#### Optional inputs:

**Speed** - PINK wire of 3-pin clear connector located behind L.H. fairing  
PINK-GREEN-BLACK

**Engine Temperature** - YELLOW/BLUE wire of 6-pin clear connector located behind L.H. fairing.

**12v source for Auto-tune** - BROWN wire of tail light connector