

# [POWER COMMANDER V]

## FUEL AND IGNITION

**2014 Honda Grom**

**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

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

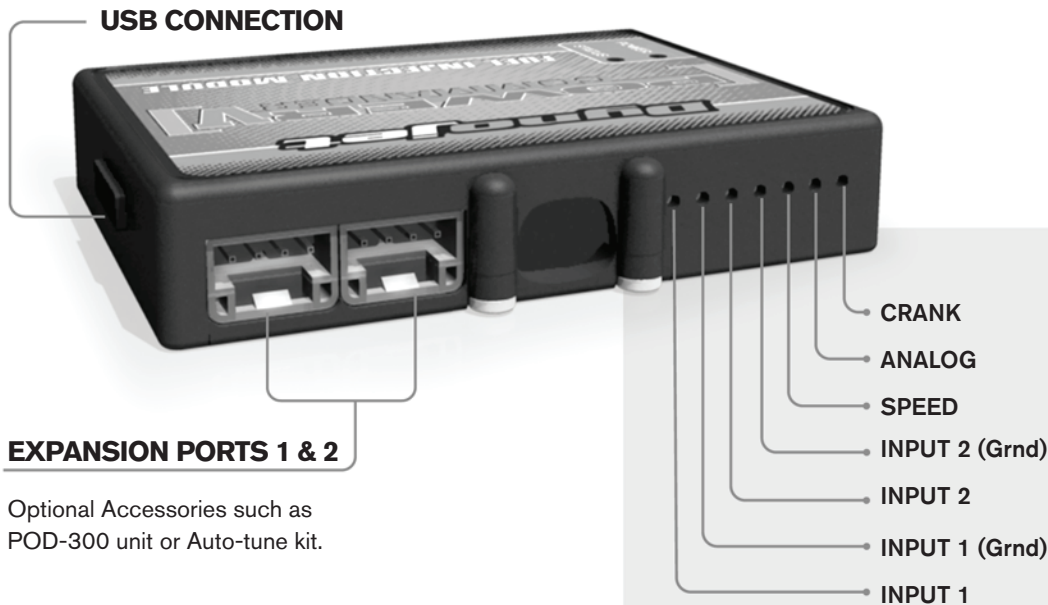
THE LATEST POWER COMMANDER  
SOFTWARE AND MAP FILES CAN BE  
DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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)

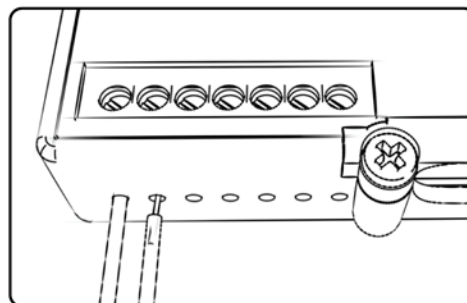
# POWER COMMANDER V INPUT ACCESSORY GUIDE



## PCV Wire Connections

1. Remove the rubber plug on the backside of the unit and loosen the screw for the corresponding unit.
2. Using a 22-24 gauge wire, strip about 10mm from its end.
3. Push the wire into the hole of the PCV until it stops and then tighten the screw.
4. 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-

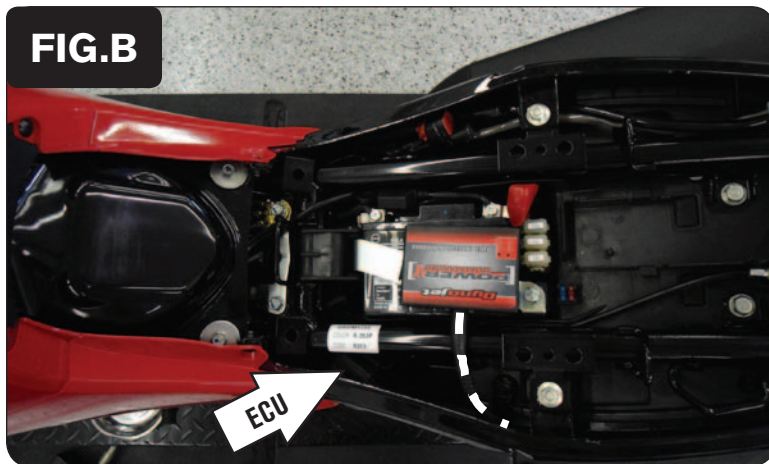
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

### 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 left and right side fairing.

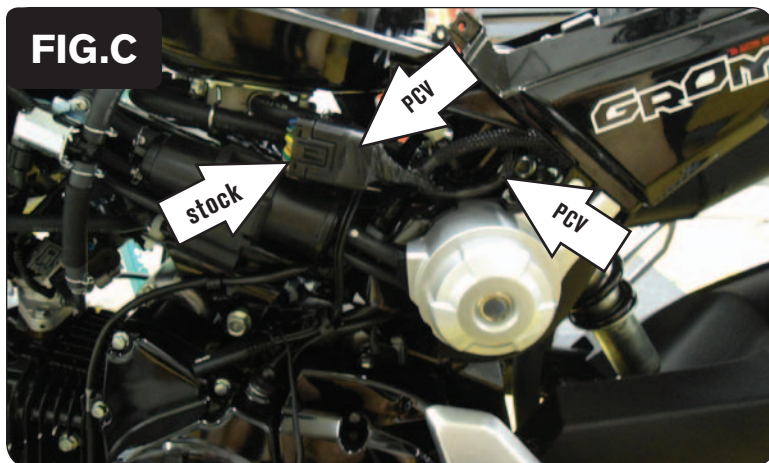


- 3 Using the supplied velcro, secure the PCV to the bracket on the top of the battery as shown in Figure B.

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

- 4 Route the PCV wiring harness towards ECU.

The ECU is located on the left hand side of the bike to the left of the battery as shown in Figure B.



- 5 Slide the ECU out of the bracket.
- 6 Unplug the ECU wiring harness.
- 7 Attach the connectors from the PCV harness to the stock wiring harness and the ECU as shown in Figure C.
- 8 Replace the ECU in the bracket.
- 9 Reinstall the left and right side fairing.
- 10 Reinstall the seat.

**FIG.D**

MAP 1 - CYLINDER 1

THROTTLE (%)

| ENGINE RPM | 2 | 5 | 10 | 15 | 20 | 40 | 60 | 80 | 100 |
|------------|---|---|----|----|----|----|----|----|-----|
| 500        | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0   |
| 750        | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0   |
| 1000       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0   |
| 1250       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0   |
| 1500       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0   |
| 1750       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0   |
| 2000       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 20 | 10  |
| 2250       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 20 | 10  |
| 2500       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 24 | 21  |
| 2750       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 24 | 21  |
| 3000       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 28  |
| 3250       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 28  |
| 3500       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20  |
| 3750       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22  |
| 4000       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20  |
| 4250       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20  |
| 4500       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20  |
| 4750       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20  |
| 5000       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19  |
| 5250       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19  |
| 5500       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14  |
| 5750       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13  |
| 6000       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13  |
| 6250       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10  |
| 6500       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10  |
| 6750       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8   |
| 7000       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7   |
| 7250       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9   |
| 7500       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11  |
| 7750       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10  |
| 8000       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10  |
| 8250       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13  |
| 8500       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11  |
| 8750       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11  |
| 9000       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12  |
| 9250       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12  |
| 9500       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12  |
| 9750       | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0   |

The area represented by the highlighted cells shown in figure D is the closed loop fuel control portion of the map for this vehicle. The stock fueling cannot be changed in this area. It is not recommended to alter the values in the highlighted area unless instructed to do so by a Dynojet technician.