

# [POWER COMMANDER V]

## 2014 Honda VFR 800

### 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!**

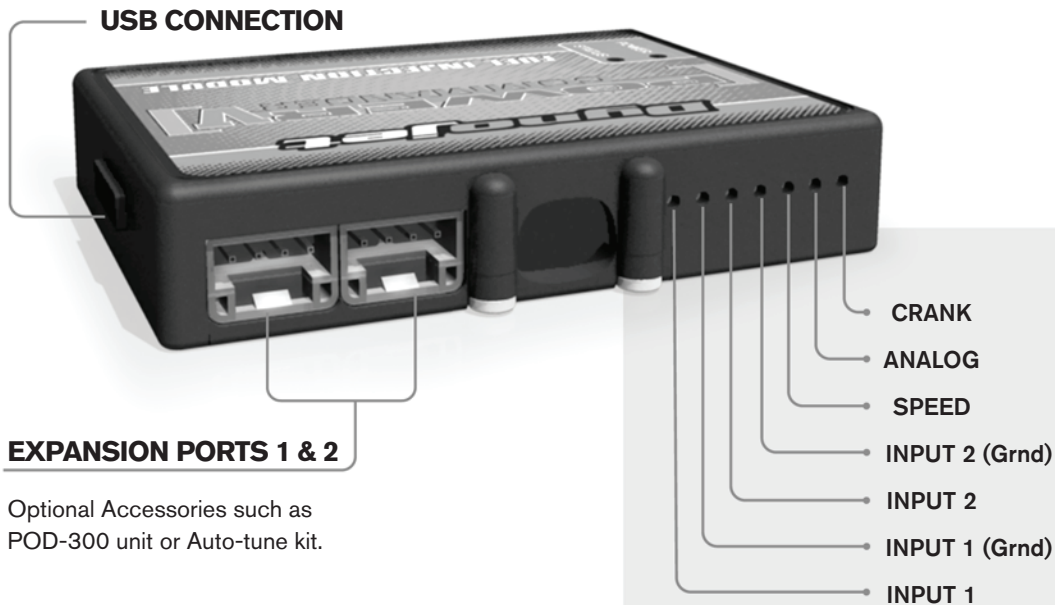
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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-

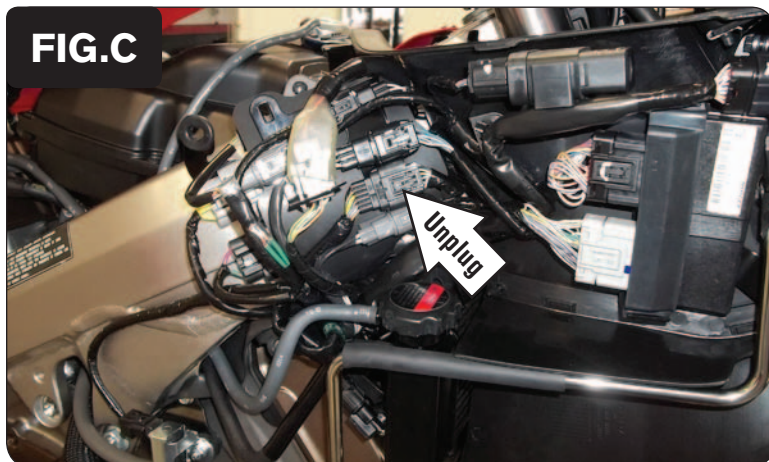
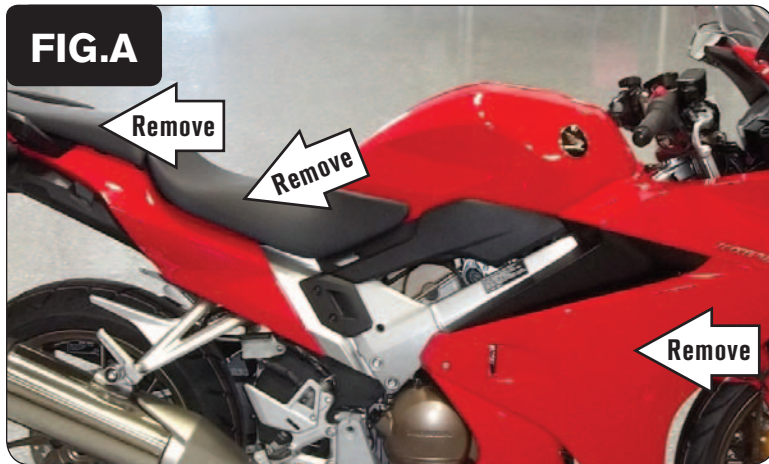
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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



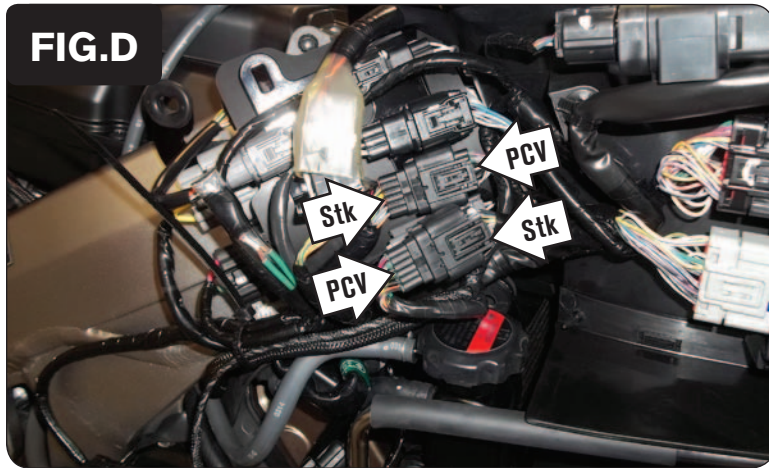
1 Remove the seats, the plastic panel below the rider's seat that covers the top of the battery, and remove the right and left side mid-fairings (Fig. A).

2 Loosen the front of the fuel tank. Lift and prop the fuel tank in an upright position.

3 Lay the PCV module on top of the battery and route the wiring harness forward. Go beneath the fuel tank, between the engine and right side frame spar, and towards the bike's stock ECU and electrical connectors on the right side of the frame (Fig. B).

4 Locate and unplug the stock fuel injector sub-harness connectors (Fig. C).

*This is a BLACK 12-pin connector pair on the right side of the frame just rear of the bike's ECU.*



- 5 Plug the mating pair of 12-pin PCV connectors in-line of the stock fuel injector sub-harness connectors (Fig. D).



- 6 Locate and unplug the stock Crank Position Sensor connectors (Fig. E).  
*This is a BLACK 2-pin connector pair located on a small bracket just rear of the radiator on the right hand side.*



- 7 Plug the pair of 2-pin PCV connectors in-line of the stock Crank Position Sensor connectors (Fig. F).

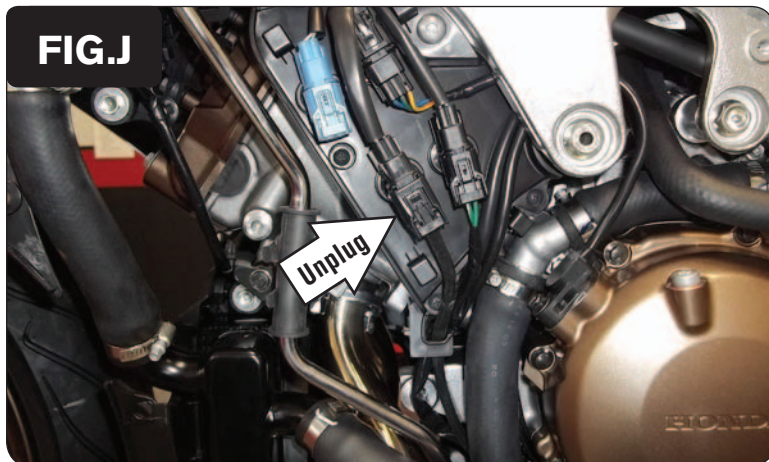


- 8 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery (Fig. G).



- 9 Reinstall the battery cover.
- 10 Use the supplied Velcro, to secure the PCV module to the top of the battery cover (Fig. H).

*Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.*



- 11 Locate and unplug the stock O2 sensor connector (Fig. H).  
*This is a black 4-pin connector behind the left side mid fairing. You can trace the cable from the bike's O2 sensor in the exhaust to this connection.*
- 12 Plug the supplied O2 Optimizer into the bike's wiring harness in place of the stock O2 sensor.  
*The stock O2 sensor will no longer be used. It can be removed from the exhaust if desired and if you have a way to plug the hole in the exhaust.*
- 13 Lower the fuel tank. Bolt it back into place. Reinstall both mid-fairings and the seats.