

[POWER COMMANDER V]

2014 Honda CB650F / CBR650F

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!**

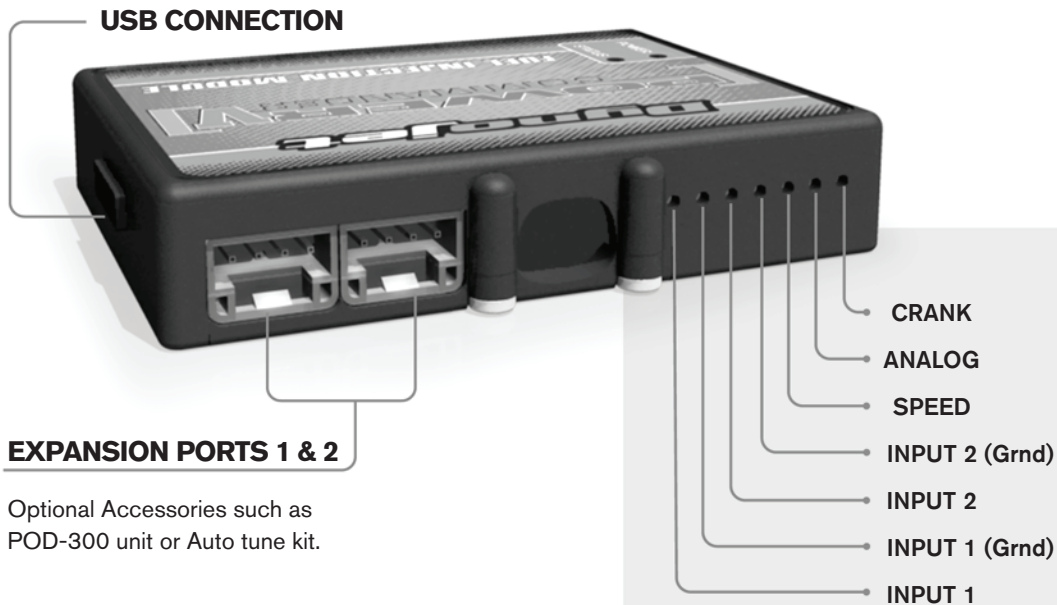
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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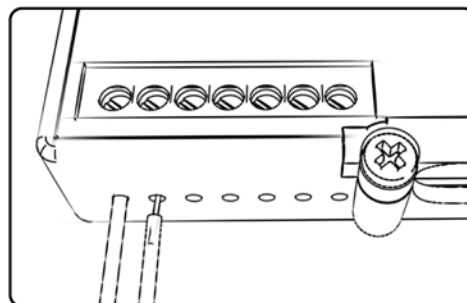
POWER COMMANDER V INPUT ACCESSORY GUIDE



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-

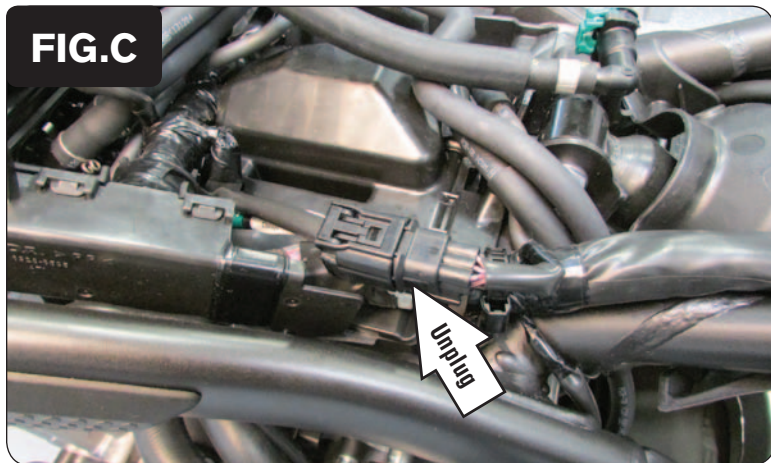
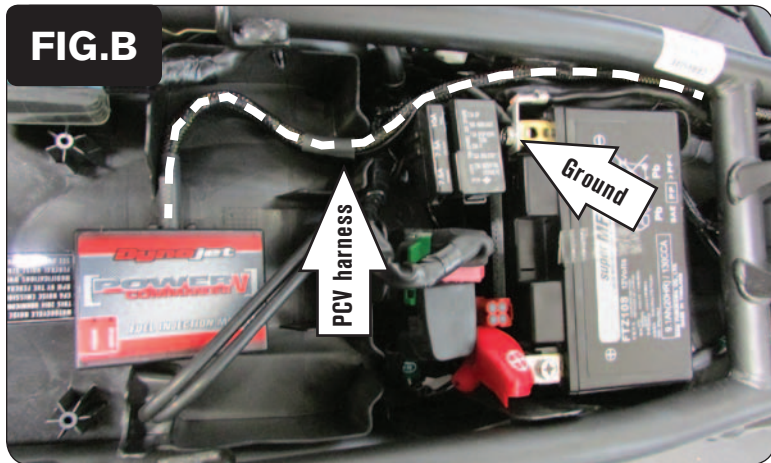
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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 seat.
- 2 Remove both side panels below the seat. Remove the mid and lower fairing panels on both sides. Remove the inner fairing panels just forward of the fuel tank on both sides (Fig. A).
- 3 Loosen the front of the fuel tank. Lift and prop the fuel tank.

- 4 Using the supplied Velcro, secure the PCV module in the tail section just rear of the bike's battery (Fig. B).

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

- 5 Route the PCV wiring harness forward along the left side frame rail and under any frame cross-members.
- 6 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery.

- 7 Locate and unplug the Fuel Injector sub-harness connector just below the fuel tank on the left side of the bike (Fig. C).

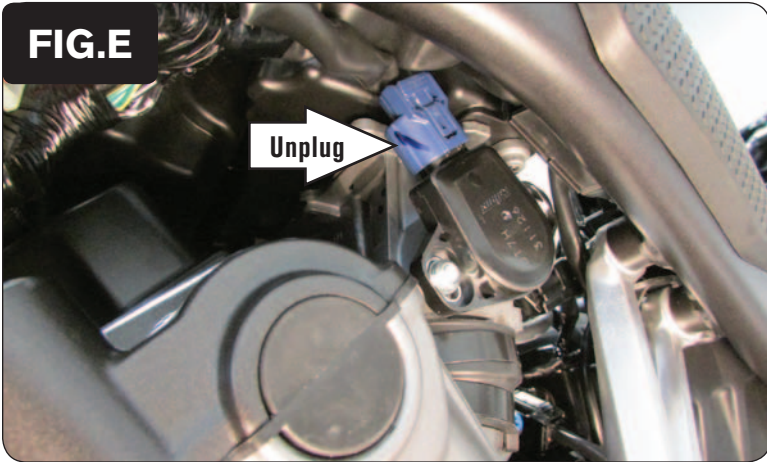
This is a BLACK 6-pin connector.

FIG.D



- 8 Plug the PCV wiring harness in-line of the stock Fuel Injector sub-harness connectors (Fig. D).
- 9 Route the pair of 3-pin PCV wiring harness connectors along the left side of the airbox, between the airbox and the frame, and to the bike's Throttle Position Sensor on the left hand side of the throttle bodies.
- 10 Route the pair of 2-pin PCV wiring harness connectors towards the clutch cover on the right hand side of the engine.

FIG.E

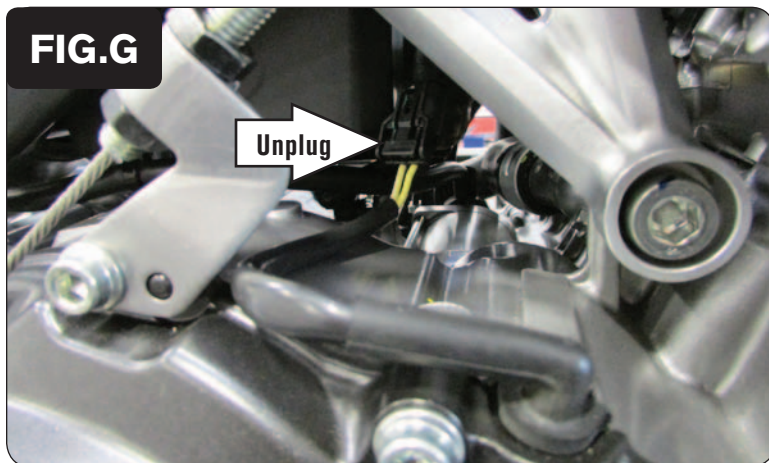


- 11 At the left hand side of the throttle bodies, unplug the stock wiring harness from the bike's Throttle Position Sensor (Fig. E).

FIG.F



- 12 Plug the PCV wiring harness in-line of the bike's TPS and the stock wiring harness (Fig. F).

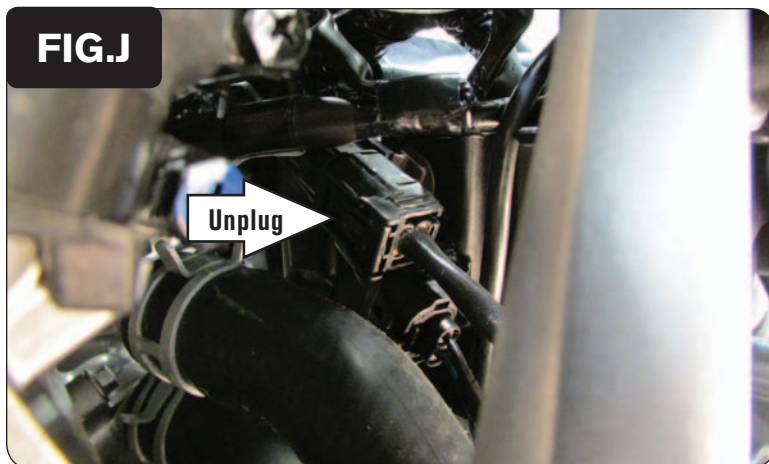


- 13 From the right hand side of the bike, locate and unplug the stock Crank Position Sensor connectors (Fig. G).

This is a BLACK 2-pin connector pair. This connector pair is attached to the outside of the small plastic compartment just rear of the engine. The connectors are dislodged from their original location in this picture. You can find them by tracing the stock wiring harness coming out of the top of the right side engine cover (clutch cover).



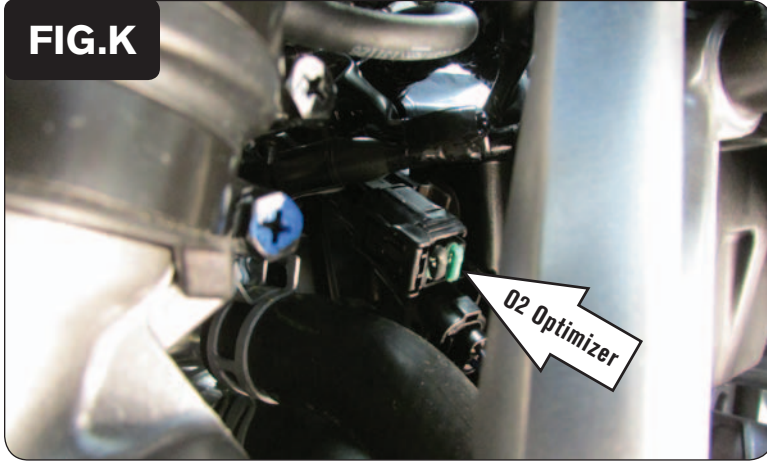
- 14 Plug the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. H).



- 15 From the left hand side of the bike, locate and unplug the stock connector for the bike's O2 sensor (Fig. J).

This is a BLACK 4-pin connector. It is rear of the engine. You can trace the cable from the stock O2 sensor in the exhaust to it.

FIG.K



- 16 Plug the supplied O2 Optimizer into the bike's wiring harness in-place of the stock O2 sensor (Fig. K).

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.

- 17 Lower and secure the fuel tank. Reinstall the bodywork and seats.

Optional input:

Speed - PINK/GREEN wire of the vehicle speed sensor located on top of the gearbox just above the output shaft (front sprocket)