

[POWER COMMANDER V]

2014 Honda CTX1300

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 Posi-taps
- 2 O2 Optimizers

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

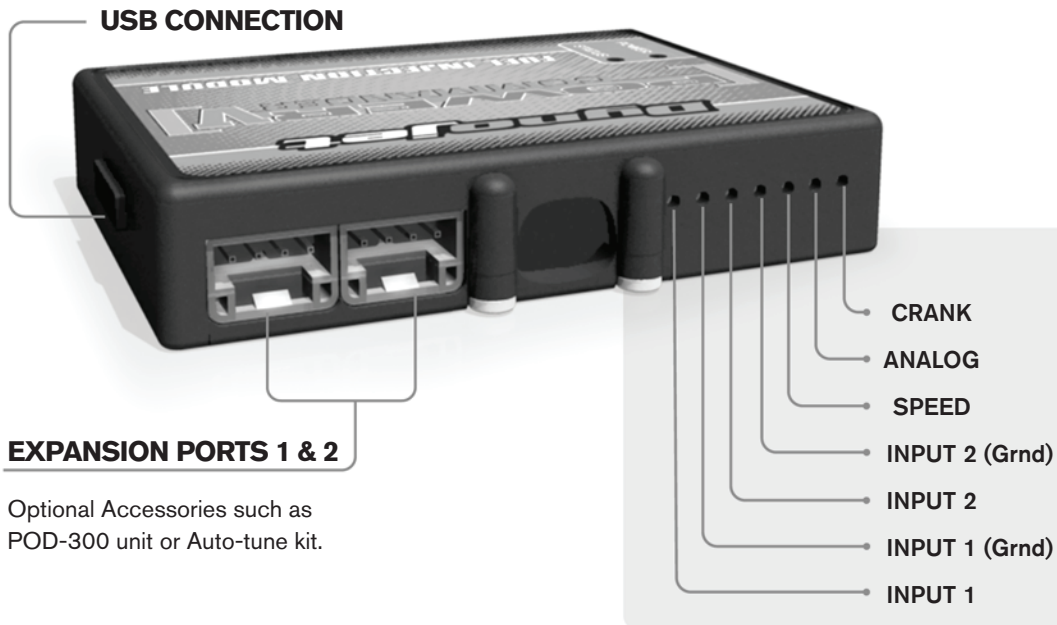
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

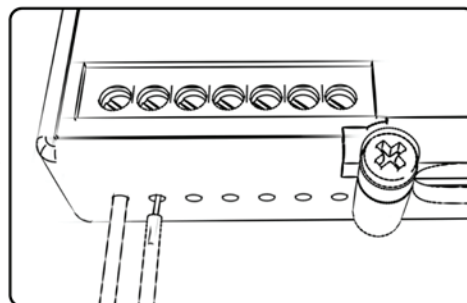
POWER COMMANDER V INPUT ACCESSORY GUIDE



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-

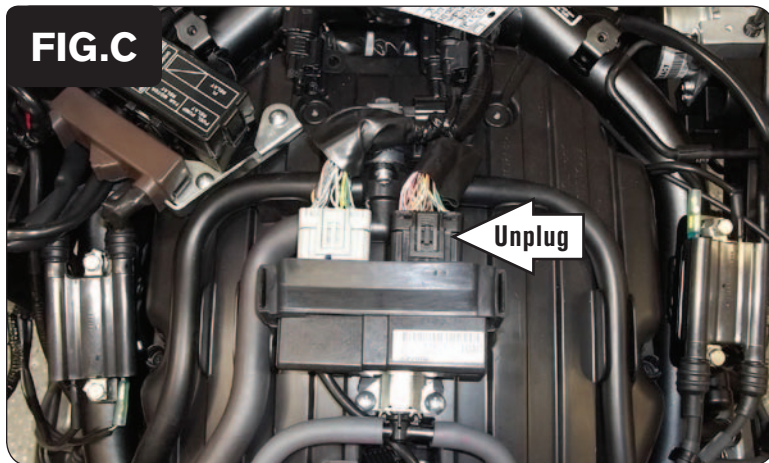
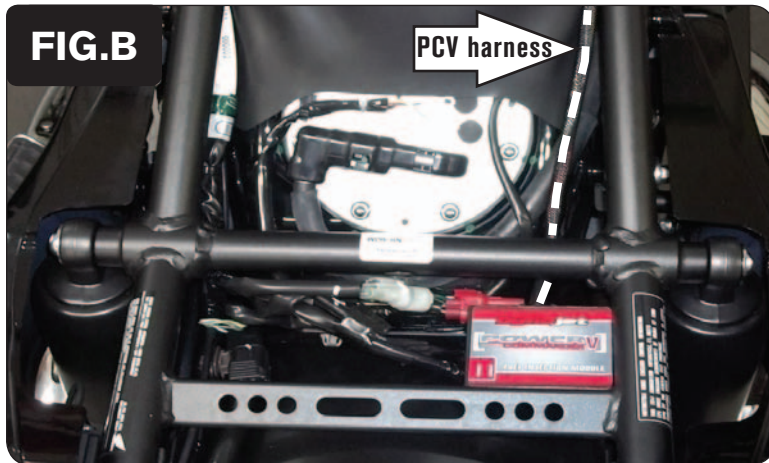
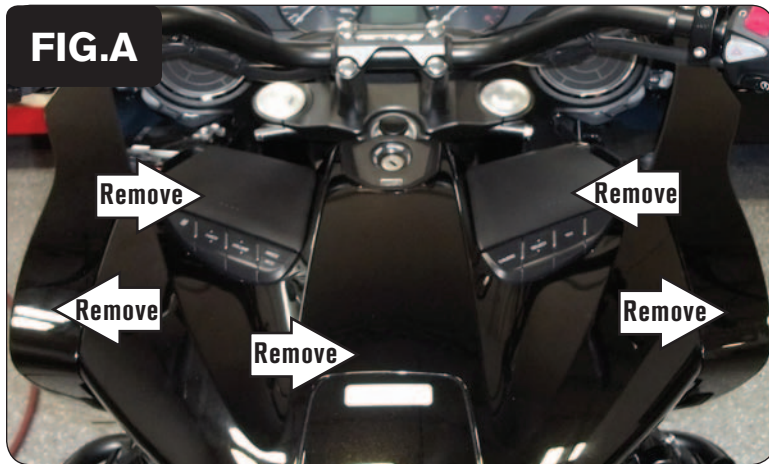
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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



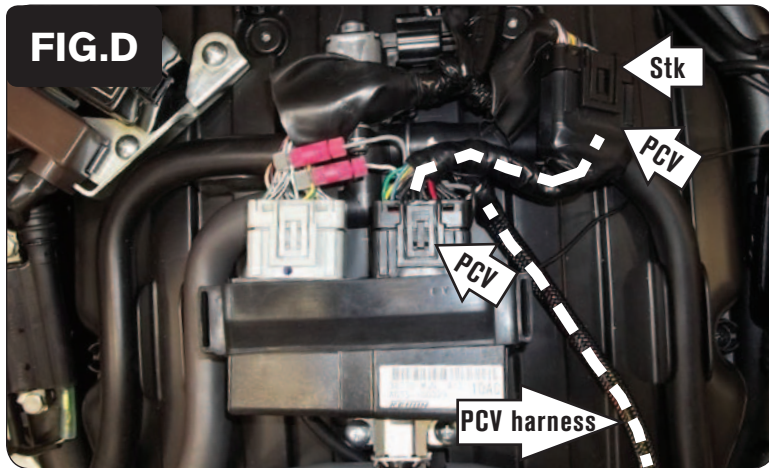
- 1 Remove the seat.
- 2 Remove the overhead valve covers on both sides of the bike.
- 3 Remove both side covers, both inner panels, both fairing pockets, and both middle fairings.
- 4 Remove the top shell to expose the fuel tank, airbox, and ECU (Fig. A).

- 5 Using the supplied Velcro, secure the PCV module under the seat on the right side of the bike (Fig. B).

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

- 6 Route the PCV wiring harness forward along the inside of the right frame spar and up towards the bike's ECU at the top of the airbox.

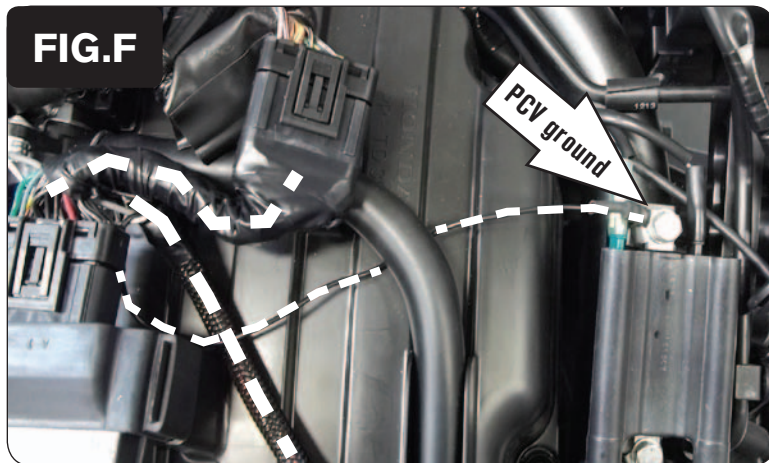
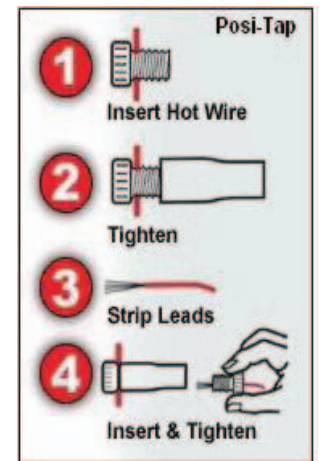
- 7 Unplug the BLACK stock ECU connector (Fig. C).



- 8 Plug the pair of large connectors of the PCV wiring harness in-line of the bike's ECU and the BLACK stock ECU connector (Fig. D).



- 9 Use one of the supplied Posi-taps to attach the PCV unterminated GREY wire to the stock LIGHT BLUE wire of the GREY stock ECU connector.
- 10 Use the other Posi-tap, to attach the PCV unterminated WHITE/BROWN wire to the stock YELLOW wire of the GREY stock ECU connector (Fig. E).



- 11 Secure the PCV ground wire with the small ring lug to the right side ignition coil mounting bolt (Fig. F).



- 12 Unplug both of the stock O2 sensor connectors on both sides of the bike just rear of the cylinder heads (Fig. G).

The left O2 sensor connector is a BLUE 4-pin connector.

The right O2 sensor connector is a BLACK 4-pin connector.

- 13 Plug the 2 supplied O2 Optimizers into the bike's wiring harness in-place of the stock O2 sensors.

The stock O2 sensors will no longer be used. They can be removed from the exhaust if desired and if you have a way to plug the holes in the exhaust.

- 14 Reassemble the bike.

Optional input:

12v source for Auto-tune - WHITE/BLACK wire of the tail light connector