



DYNOJET FUEL CONTROLLER



PARTS LIST

- 1 Dynojet Fuel Controller
- 1 USB Cable
- 1 CD-ROM
- 1 Installation Guide
- 2 Dynojet Decals
- 2 Velcro
- 1 Alcohol swab

2006-2009 Honda SWT400

Installation Instructions

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION



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USB Port
 HIGH RPM Dial
 MID RPM Dial
 LOW RPM Dial
 MAP Select
 STATUS Light

Selecting the Map Position

The Dynojet Fuel Controller (DFC) comes loaded with up to three maps. Using a #1 Phillips screwdriver, turn the map select dial to toggle between the loaded maps. Refer to the map position table below for the maps included in your DFC.

Using the RPM Range Dials

The Low, Mid, and High RPM Dials refer to the RPM range, in thirds, of your vehicle. Each dial allows +/- 10% fuel adjustment on top of what fuel changes are done in the map. With the dial facing straight up, there is no additional fuel change.

For example, if your vehicle revs to 6000 RPM:

- The low RPM dial will adjust 0-2000 RPM
- The mid RPM dial will adjust 2001-4000 RPM
- The high RPM dial will adjust 4001-6000 RPM

Using DFC Control Center

Take your tuning to the next level with the DFC Control Center software.

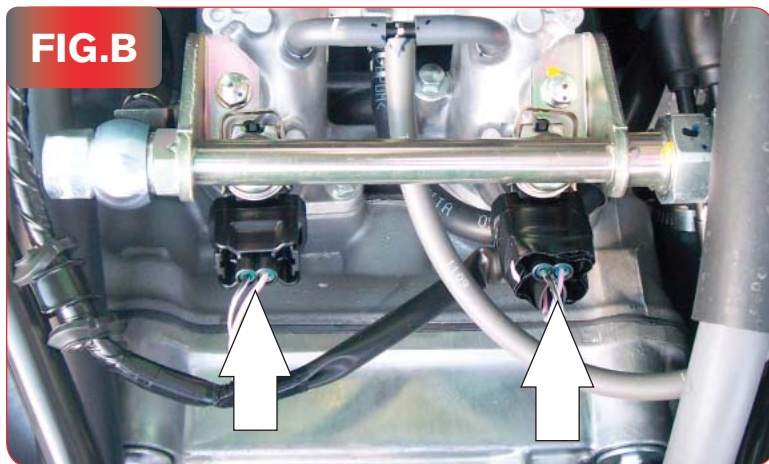
- 1 Insert the CD provided into your computer's cd-rom drive. The launch program will run automatically. If auto-run is disabled, double-click the My Computer icon then double-click the CD drive icon. Double-click DFCsetup.exe to manually start the CD.
- 2 Click Install Software and follow the on-screen instructions to install the DFC Control Center software. The DFC Control Center software and maps will be stored in C:\Program Files\DFC Control Center.
- 3 Click Map Database. All maps will automatically be installed to the C:\Program Files\DFC Control Center\maps folder.

Loading Additional Maps

- 1 Connect the USB cable from the computer to the DFC. Verify the cable is fully seated in the DFC.
- 2 Run the Control Center software by double-clicking the program icon installed on your desktop or on your start menu.
- 3 Click Open Map File and select a map file.
- 4 Click Send Map. You can send the map to any of the three map positions.

Altering Maps Using Software

The values in the map represent a percentage of fuel change over stock. A value of 10 in the map indicates at that throttle position and RPM range the vehicle will be 10% richer than stock. If the value is -10, then it would be 10% leaner than stock. You have the ability to fine tune your fuel curve by altering these values. The Control Center software allows a value of +250 to -100 in each cell.



1. Remove the seat.
It is best to completely remove the seat from the bike, although the install can be performed with the seat in the up position.
2. Remove the four screws securing the engine cover in place as shown in Figure A.
3. Remove the engine cover.
4. Unplug the stock wiring harness from the injectors as shown in Figure B.
5. Attach the DFC harness to the stock wiring harness and the injectors as shown in Figure C.
Attach the orange colored wires to the left hand cylinder.

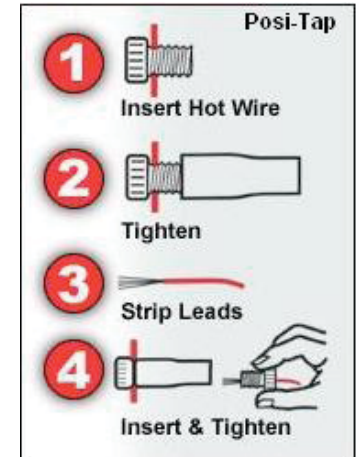


6. Locate the Throttle Position Sensor (TPS) connector.

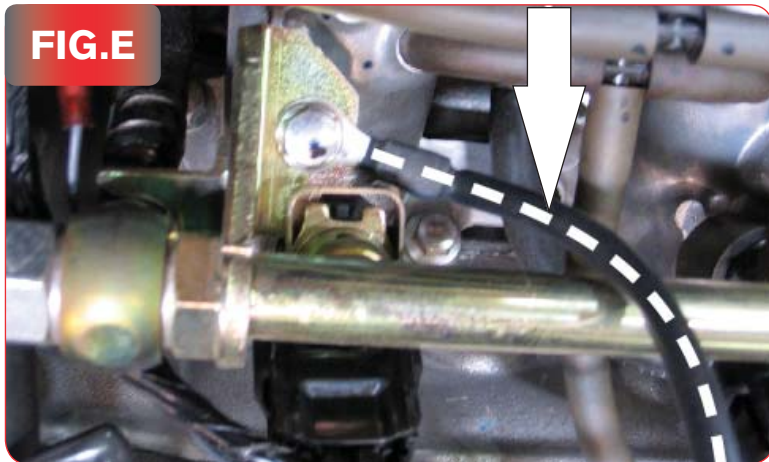
The TPS connector is located on the right hand side of the throttle bodies as shown in Figure D.

7. Using the supplied posi-tap, connect the grey wire from the DFC to the red/yellow wire.

It is recommended to use dielectric grease on these connections.



8. Attach the ground wire from the DFC to the fuel mounting bolt as shown in Figure E.



9. Reinstall the engine cover.

10. Route the DFC harness out the left hand side of the cover where the cut-away is located as shown in Figure F.

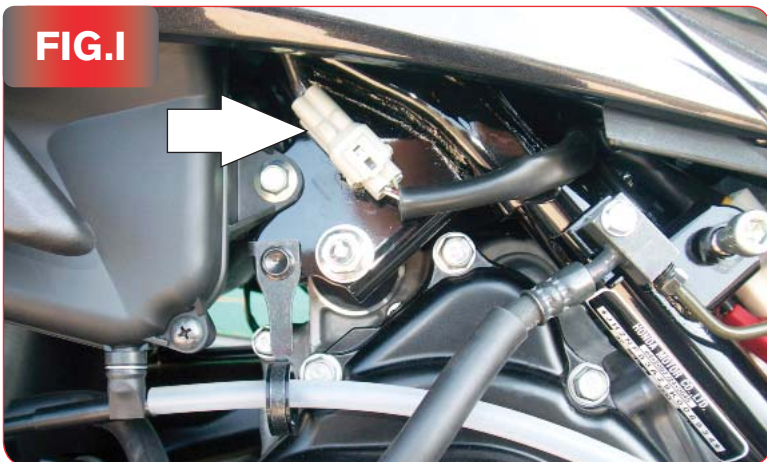




11. Install the DFC in the location of the stock tool kit as shown in Figure G.
12. Reinstall the seat.



13. Remove the cover shown in Figure H.



14. Locate the O2 sensor connection.
15. Unplug the stock O2 sensor harness from the main wiring harness.



16. Plug the 4-pin connectors from the DFC to the stock O2 sensor and wiring harness as shown in Figure J.

| ENGINE RPM | 0 | 2 | 5 | 10 | 15 | 20 | 40 | 60 | 80 | 100 |
|------------|---|---|---|----|----|----|----|----|----|-----|
| 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

The DFC for this model controls the stock closed loop area. This area is represented by the highlighted cells shown in Figure K. The DFC is designed to achieve a target AFR of 13.6:1. To use this DFC you must retain your stock O2 sensor.

It is not recommended to alter the values in the highlighted area unless instructed to do so by a DFC technician.