POWER COMMANDER V

FUEL AND IGNITION

2017-2018 Suzuki DL650 (V-Strom)

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

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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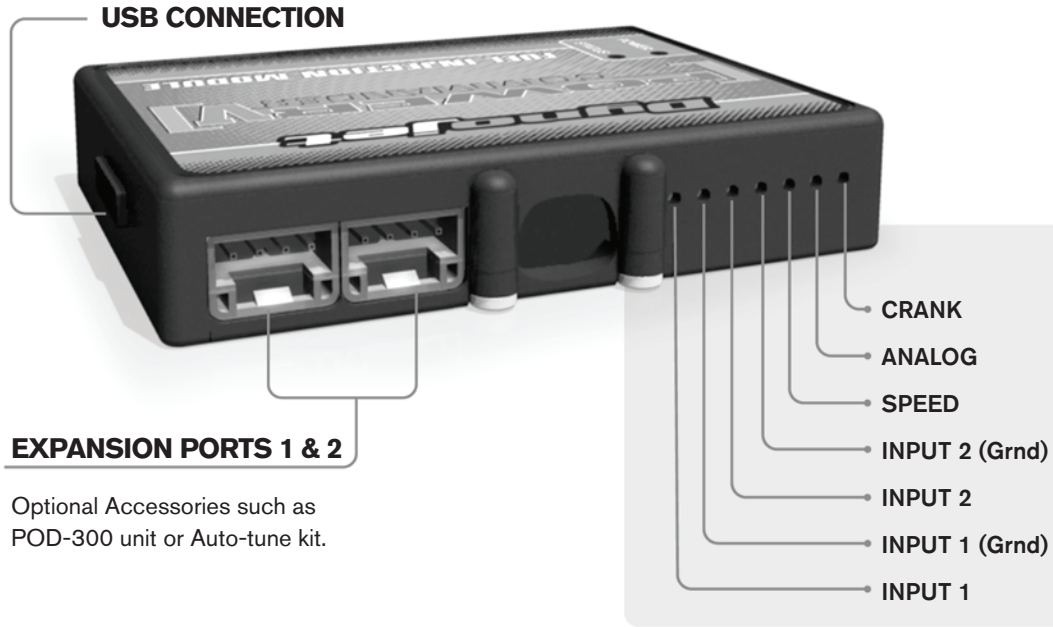
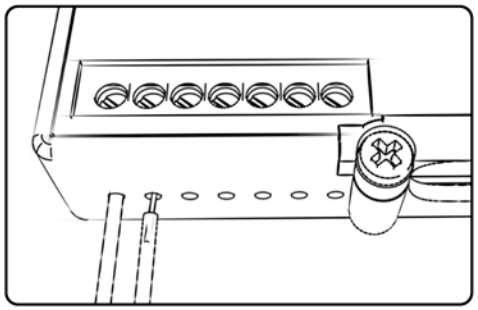
POWER COMMANDER V
INPUT ACCESSORY GUIDE



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 is 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

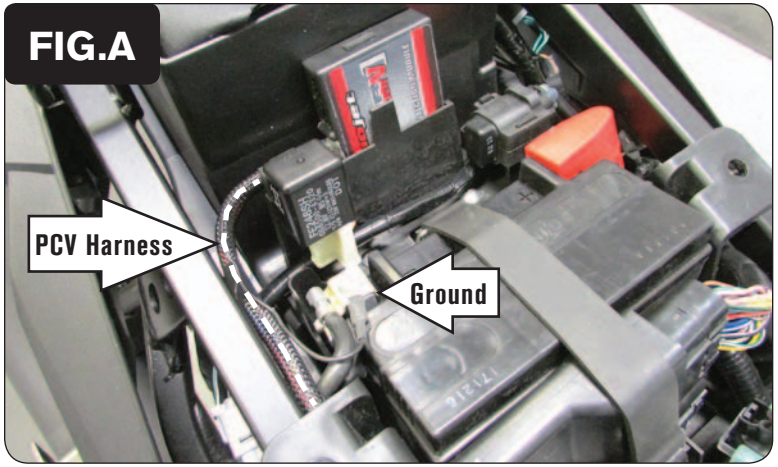
Map - (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will 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.)

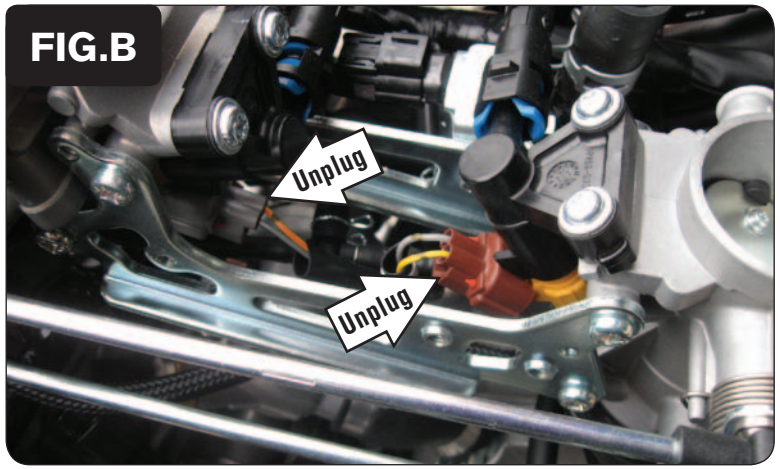
Shifter- (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

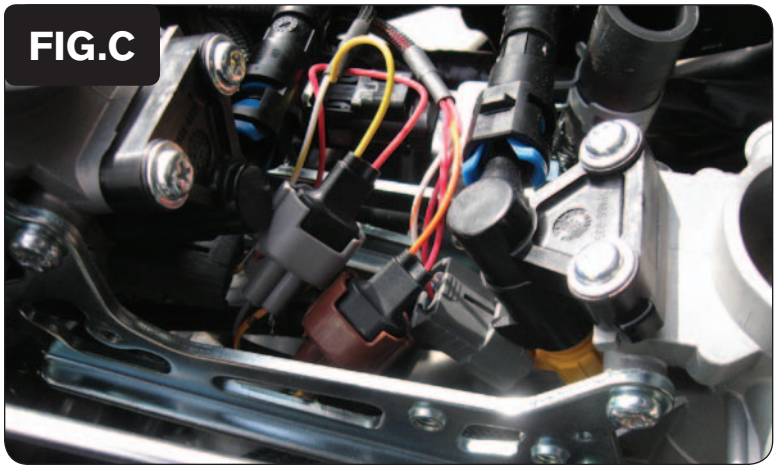
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

2 Remove the airbox.

3 Secure the PCV module in front of the compartment under the seat (Fig. A).

Use the supplied Velcro to secure the module. Clean both surfaces with the supplied alcohol swab prior to applying the velcro.

4 Route the PCV harness from the tail section towards the engine following the right side frame rail.

5 Secure the ground (BLACK) wire with the ring lug to the negative terminal of the bike's battery.

6 Route the PCV wiring harness up to the throttle bodies. Locate and unplug the stock wiring harness from the fuel injectors (Fig. B).

The FRONT cylinder fuel injector has a stock BROWN connector.

The REAR cylinder fuel injector has a stock GREY connector.

7 Plug the pair of PCV wiring harness connectors with ORANGE colored wires in-line of the FRONT cylinder fuel injector and the stock BROWN wiring harness connector.

8 Plug the pair of PCV wiring harness connectors with YELLOW colored wires in-line of the REAR cylinder fuel injector and the stock GREY wiring harness connector (Fig. C).

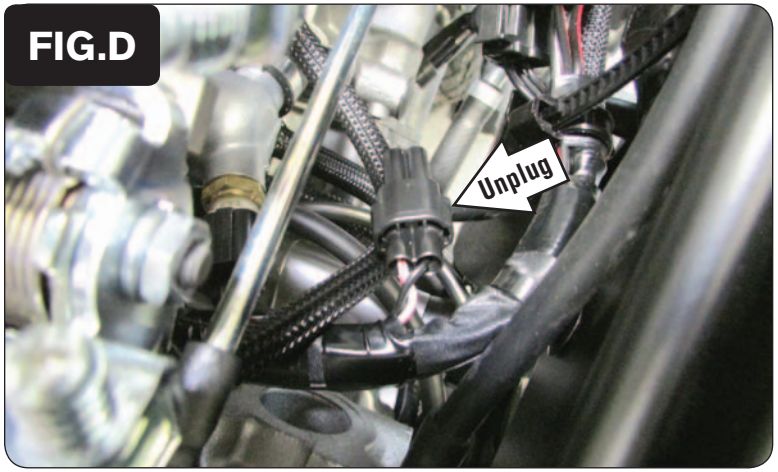


FIG.D

9 Locate the REAR cylinder ignition coil connectors on the right hand side of the bike. Trace the stock wiring harness from the REAR ignition coil to its connectors. Unplug the connectors for the REAR cylinder ignition coil. (Fig. D).

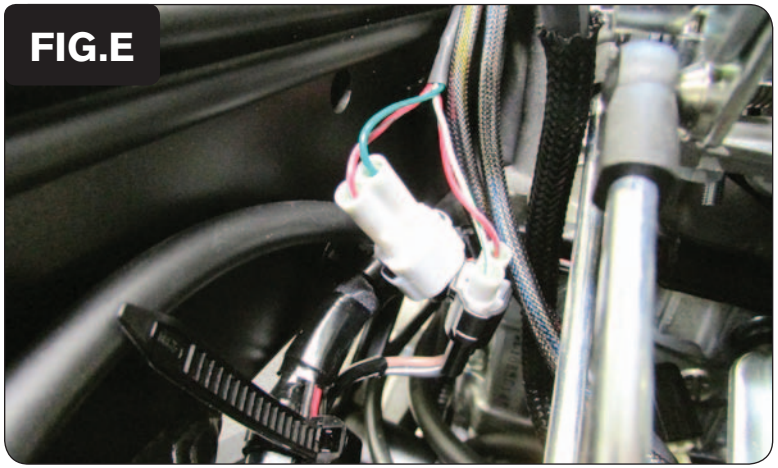


FIG.E

10 Plug the pair of PCV wiring harness leads with BLUE colored wires in-line of the FRONT coil and the stock wiring harness (Fig. E).

11 Route the remaining connectors between the throttle bodies to the left side of the bike. Be sure to keep the wiring harness routing clear of the moving parts of the throttle body linkage.

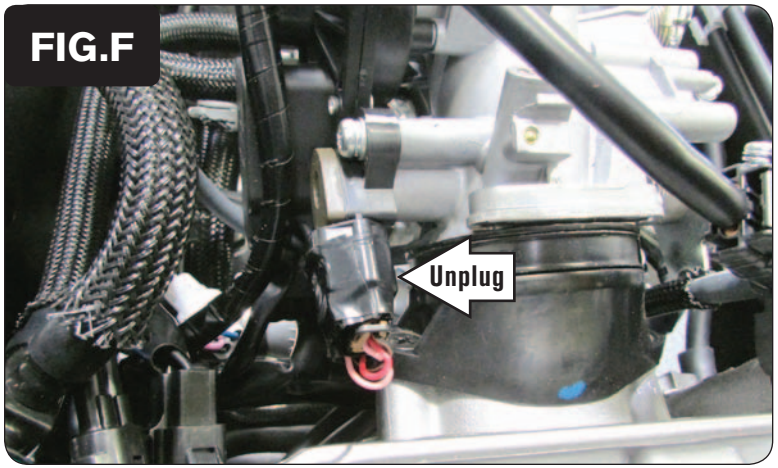
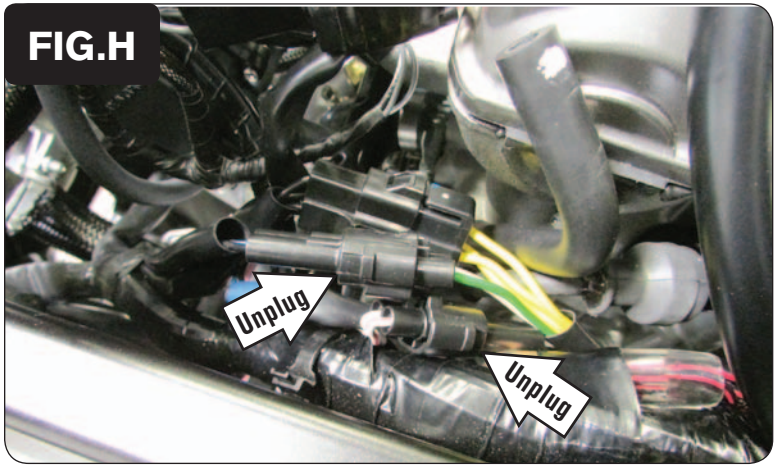


FIG.F

12 Locate the lower (primary) Throttle Position Sensor on the left side of the rear throttle body. Unplug the stock wiring harness from the TPS (Fig. F).

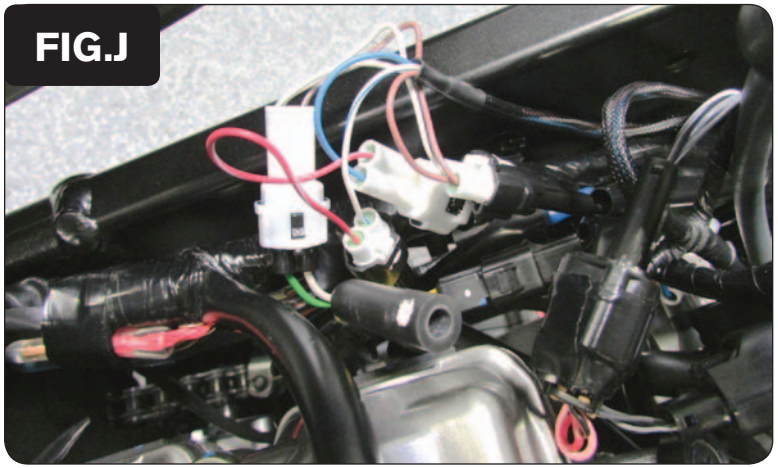
There is a similar upper (secondary) TPS here, also. Be sure to connect the PCV only to the lower (primary) TPS.

13 Plug the pair of PCV wiring harness leads with 3-pin connectors in-line of the bike's TPS and the stock wiring harness (Fig. G).



14 Locate the FRONT cylinder ignition coil connectors on the left hand side of the bike. Trace the stock wiring harness from the FRONT cylinder ignition coil to these connectors. Unplug the connectors for the FRONT cylinder ignition coil.

15 Also unplug the connectors for the Crank Position Sensor that are found in this same location (Fig. H).



16 Plug the pair of PCV wiring harness leads with GREEN colored wires in-line of the FRONT cylinder ignition coil connectors.

17 Plug the pair of PCV wiring harness leads with BROWN colored wires in-line of the stock CPS connectors (Fig. J).

18 Reinstall the airbox, fuel tank, body panels, and seat.