

[POWER COMMANDER V]

2012 Husqvarna Nuda 900

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!

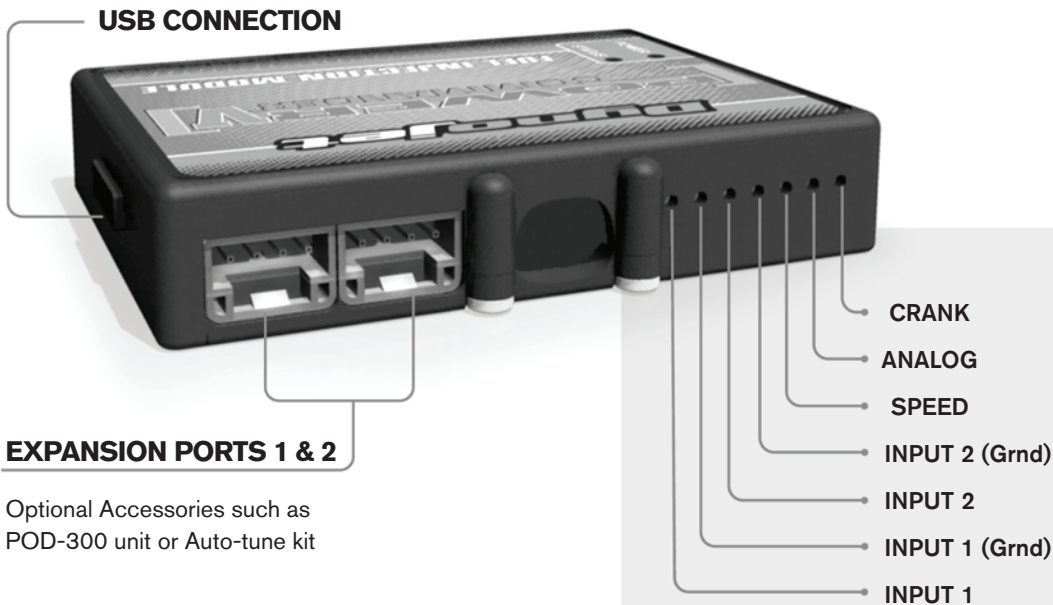
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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-

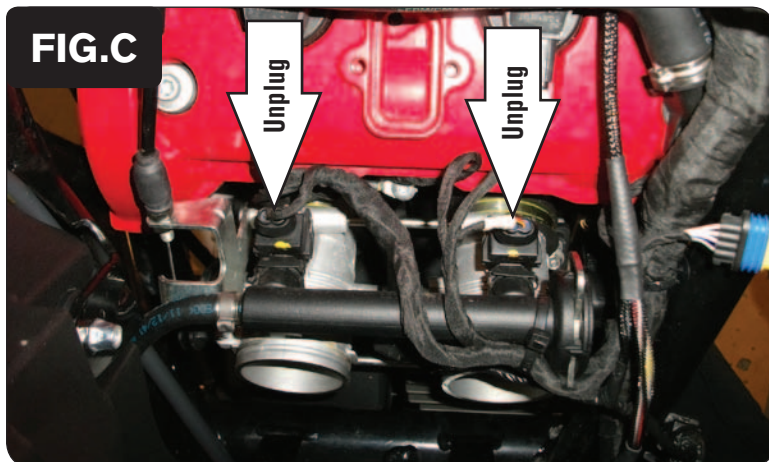
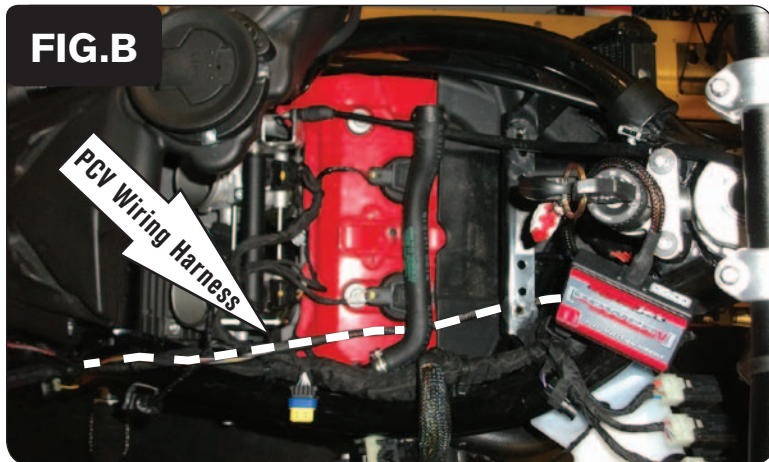
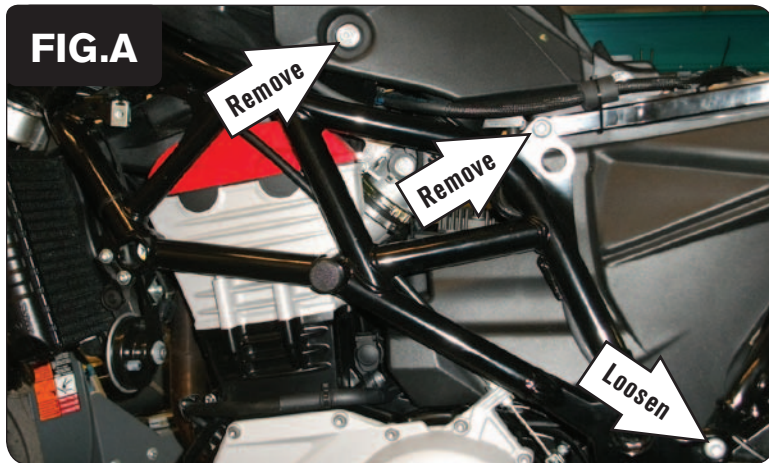
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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 center fuel tank cover.
- 2 Remove the seat and both side fairings.
- 3 Tilt back the fuel tank and rear sub-frame assembly by removing the two upper sub-frame bolts and the upper left-hand side tank bolt (Fig. A).

By loosening the lower sub-frame bolts you can then gently rotate the assembly backwards to gain access to the bike's airbox.

You may need to cut the zip-ties securing the fuel line and stock wiring harness to the sub-frame to allow for full movement of this entire assembly.

- 4 Remove the bike's airbox.

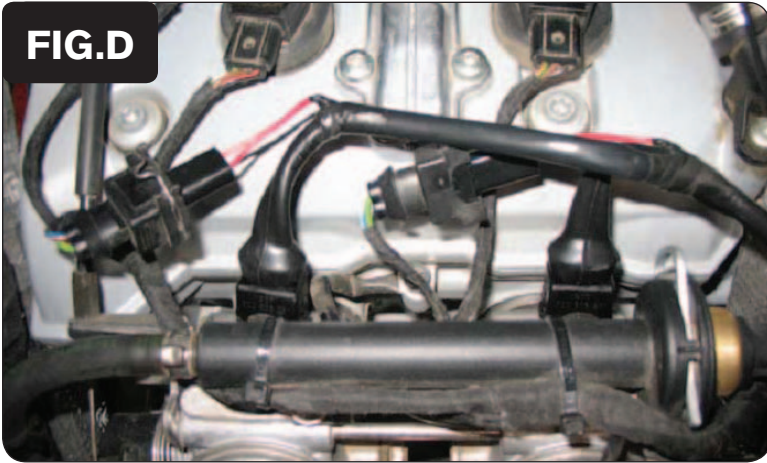
The airbox is secured by two T25 Torx bolts at the front of the airbox and two 8mm nuts at the rear.

To remove the airbox you must disconnect the stock wiring harness from the intake air temperature sensor and the idle air control valve. You must also disconnect the crankcase ventilation hose and the two vacuum lines from the rear of the throttle bodies.

- 5 Temporarily place the PCV module near the ignition switch and route the PCV wiring harness beneath the frame rail, towards the throttle bodies, and down the right-hand side of the frame rail (Fig. B).

- 6 Locate and unplug the stock wiring harness from both of the bike's fuel injectors (Fig. C).

FIG.D

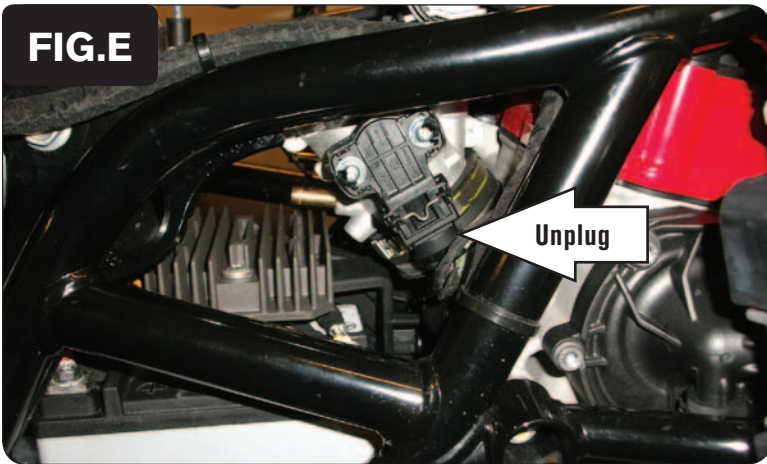


- 7 Plug the PCV wiring harness in-line of the bike's fuel injectors and the stock wiring harness (Fig. D).

Plug the pair of PCV wiring harness connectors with ORANGE colored wires in-line of the left cylinder (cylinder #1).

Plug the pair of PCV wiring harness connectors with YELLOW colored wires in-line of the right cylinder (cylinder #2).

FIG.E



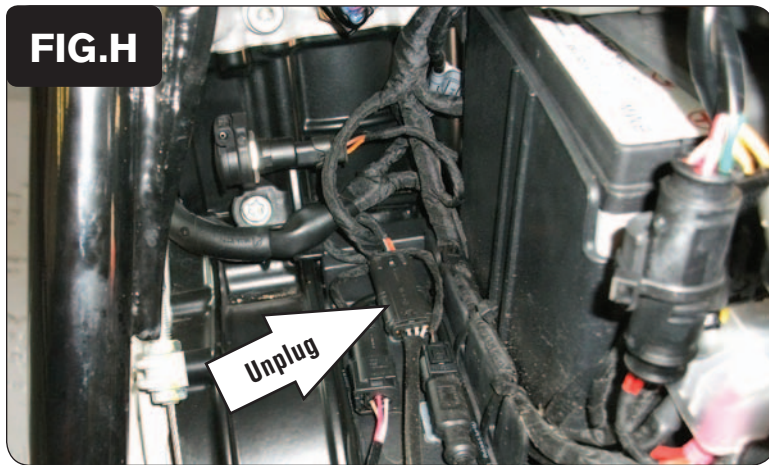
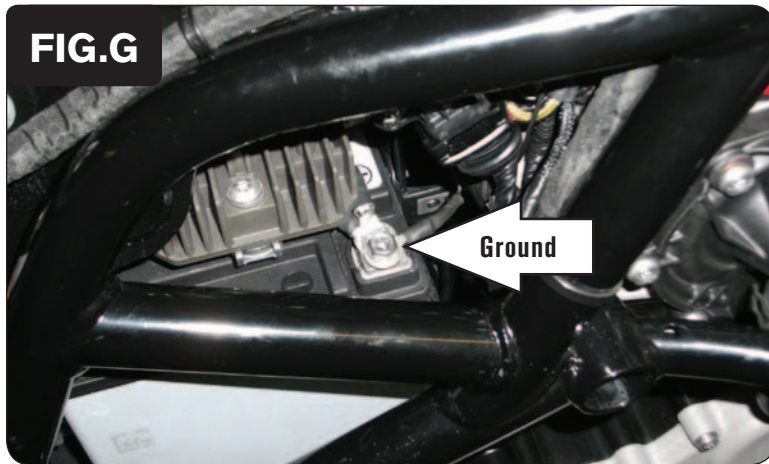
- 8 Locate and unplug the stock wiring harness from the bike's throttle position sensor (Fig. E).

The throttle position sensor is located on the right-hand side of the throttle bodies.

FIG.F



- 9 Plug the PCV wiring harness in-line of the bike's throttle position sensor and stock wiring harness (Fig. F).



- 10 Remove the battery cover
- 11 Secure the ground wire of the PCV wiring harness with the small ring lug to the negative (-) terminal of the bike's battery (Fig. G).
- 12 Reinstall the battery cover.

- 13 Locate and unplug the stock wiring harness from the bike's O2 sensor (Fig H).
This connector is located under the fuel tank on the left-hand side of the bike. Trace the wiring harness back from the O2 sensor in the exhaust, if you are unable to locate this connector.
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.
- 14 Reinstall the airbox, making sure all connections are reconnected properly and that the PCV wiring harness is free and clear of any binding, pinching, hot, or moving parts.

- 15 Reinstall the fuel tank and rear sub-frame assembly.
- 16 Using the supplied Velcro, secure the PCV module to the front of the airbox, behind the ECU (Fig. J).
Be sure to clean both surfaces with the supplied alcohol swab prior to applying the Velcro.
- 17 Reinstall the side fairings and the center fuel tank cover.