

IGNITION MODULE

FOR USE WITH

**2007-2012 Honda
CB600F / CBR600F / CBF600**

Installation Instructions

PARTS LIST

- 1 Ignition Module
- 1 Installation Guide
- 2 Velcro strips
- 1 Alcohol swab
- 1 CAN link cable
- 1 USB cable



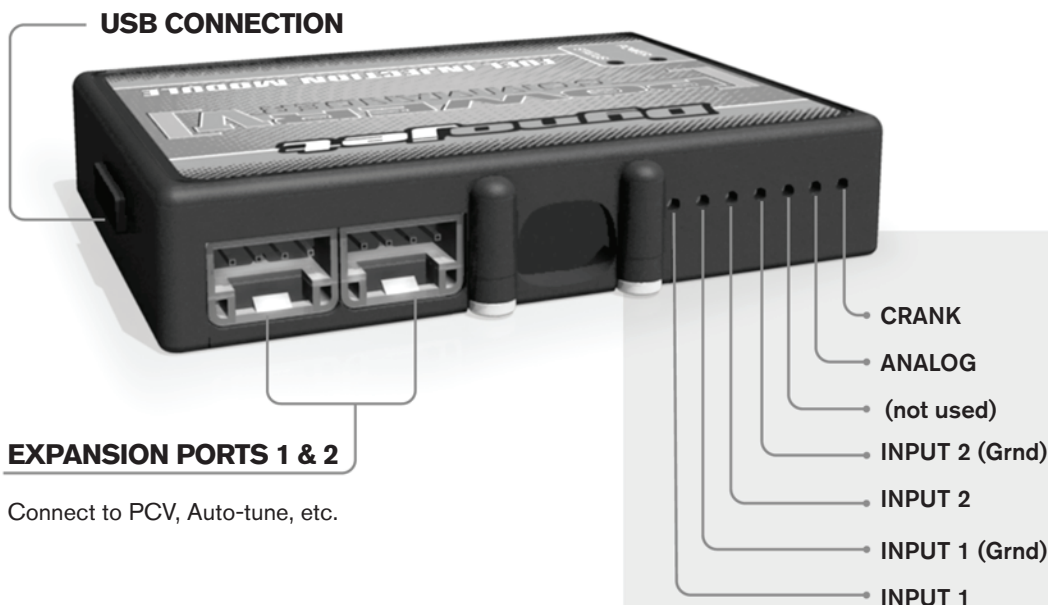
**THE VEHICLE'S IGNITION MUST BE TURNED OFF
DURING THIS INSTALLATION!
BEFORE THIS MODULE CAN BE USED THE
POWER COMMANDER 5 MAY NEED TO BE UPDATED.
(SEE INCLUDED INSTRUCTIONS.)**

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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IGNITION MODULE V INPUT ACCESSORY GUIDE



Wire connections:

To input wires into the IM 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 IM 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

Speed

The Speed Limiter feature uses Switch Input #1 or #2. This feature gives the ability to activate a limiter based on vehicle speed. This is intended to be used as a pit lane speed limiter. You can use any OPEN / CLOSED type switch to activate this feature. The feature is configured to Switch Input #1 by default.

Launch

The Launch Control feature also uses Switch Input #1 or #2. This feature is intended to be used as a two stage rev-limiter. You can set a target RPM to limit the bike to when the clutch lever is activated. Once the clutch lever is released full RPM can be achieved. This requires a wire be connected to the grounding side of the clutch switch and the other end into this input. The feature is configured to Switch Input #2 by default.

Ground

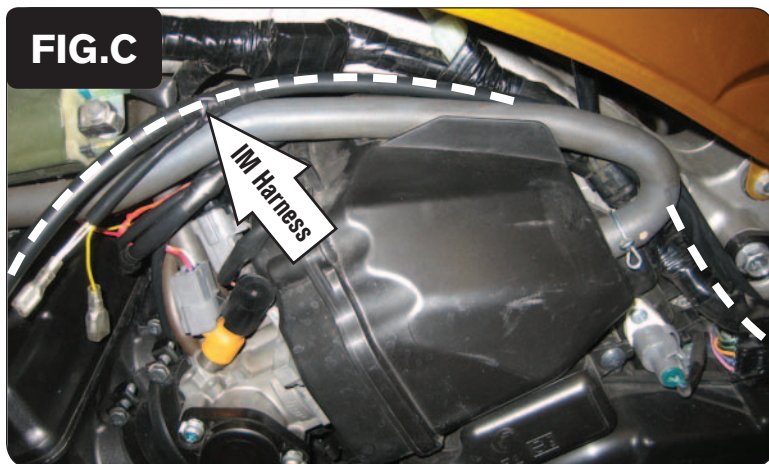
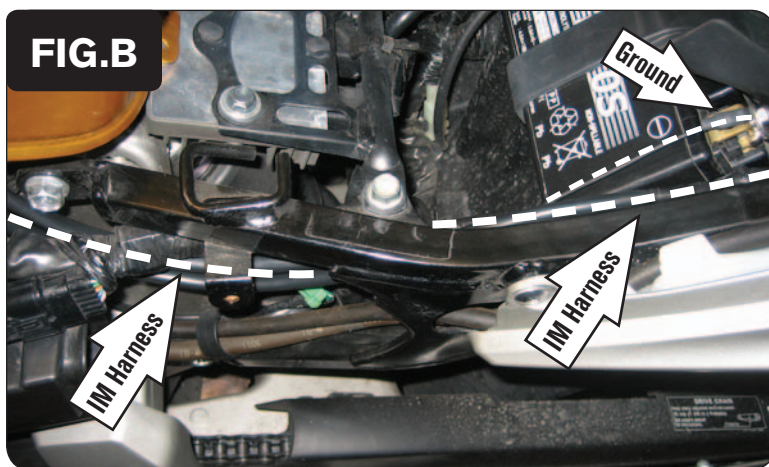
These are constant digital grounds.

Analog-

Not currently used - updates to follow

Crank-

Not used in this application

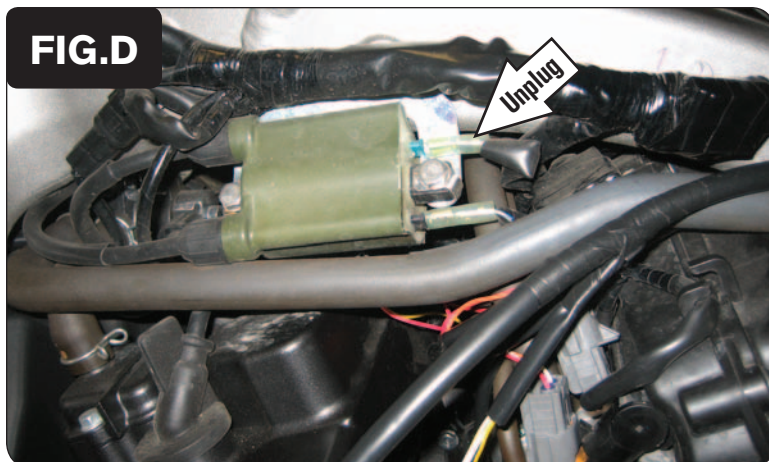


- 1 Remove the seat.
- 2 Remove both black side panels.
- 3 Prop the front of the fuel tank up.
- 4 Install the Ignition Module near the PCV. The Velcro can be used to keep the unit in place. Clean surfaces with the alcohol swab before attaching the Velcro.
- 5 Plug the CAN link cable into one of the expansion ports of the Ignition Module and the other end into one of the expansion ports of the PCV.

It doesn't matter which ports you use.

Older Ignition Modules with a serial number beginning with 14 or less might also require a CAN termination plug to be installed in an empty port. Newer Ignition Modules with a serial number starting with 15 or higher do NOT require CAN termination plugs.

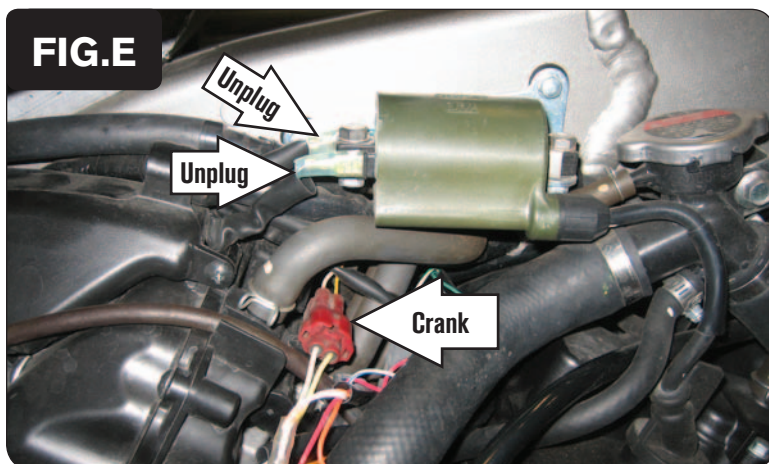
- 6 Route the wiring harness from the Ignition Module towards the engine.
Route the harness underneath the cross member of the subframe and continue routing along the left hand side of the frame (Fig. B).
- 7 Attach the ground wire of the Ignition Module to the negative side of the battery.
- 8 Continue routing the Ignition Module harness along the left side of the engine going up and over the airbox (Fig. C).



- 9 Unplug the BLUE/YELLOW wire from the ignition coil for cylinders 2 & 3 (Fig. D).

This coil is located on the left side of the frame.

- 10 Connect the YELLOW colored wires from the Ignition Module in-line of the stock wiring harness and ignition coil.

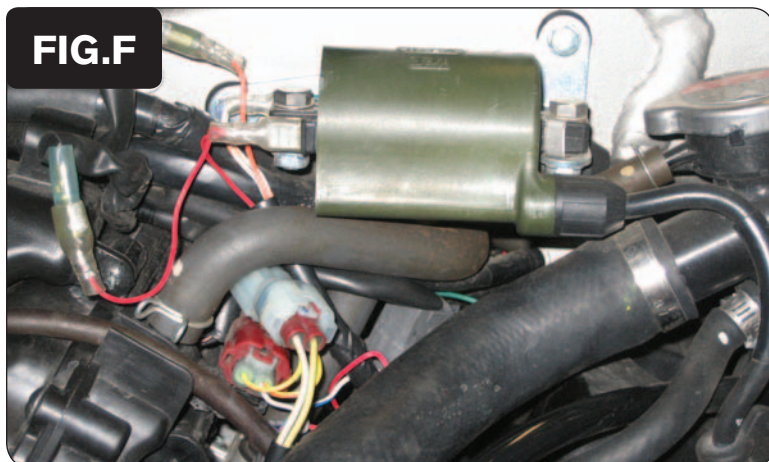


- 11 Unplug the YELLOW/BLUE wire from the ignition coil for cylinders 1 & 4.

- 12 Unplug the BLACK/WHITE wire from the ignition coil for cylinders 1 & 4.

This coil is on the right side of the frame. Take note as to the orientation of these wires.

- 13 Unplug the RED 2-pin connector for the Crank Position Sensor (Fig. E).



- 14 Plug the ORANGE colored wires from the Ignition Module in-line of the stock YELLOW/BLUE wire and the ignition coil.

- 15 Plug the RED colored wires from the Ignition Module in-line of the stock BLACK/WHITE wire and the ignition coil.

- 16 Plug the pair white 2-pin connectors from the Ignition Module in-line of the stock Crank Position Sensor connectors (Fig. F).

- 17 Reinstall the fuel tank, side panels, and the seat.

