

[POWER COMMANDER V]

2008-2012 Suzuki B-King

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
- 1 O2 Optimizer
- 1 Posi-tap

**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-

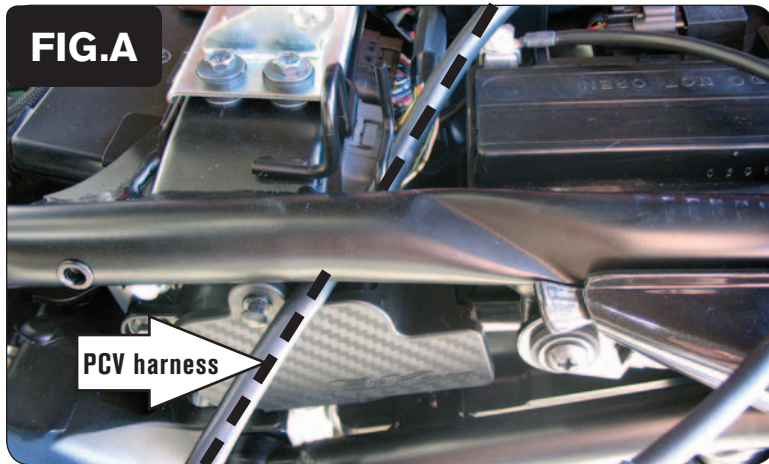
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

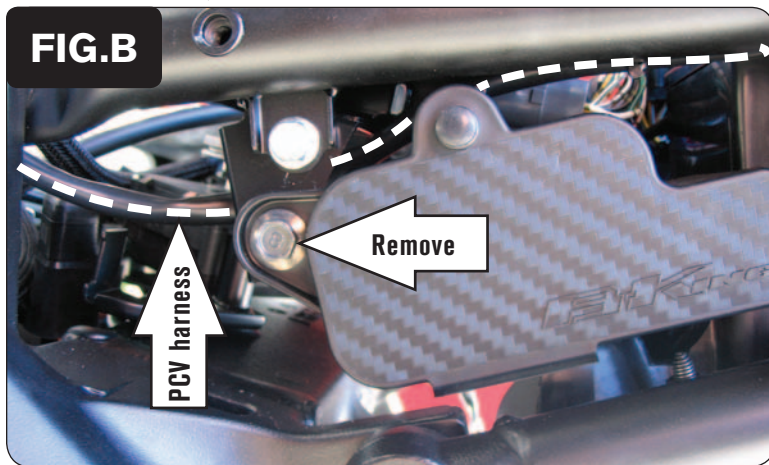
Crank-

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.



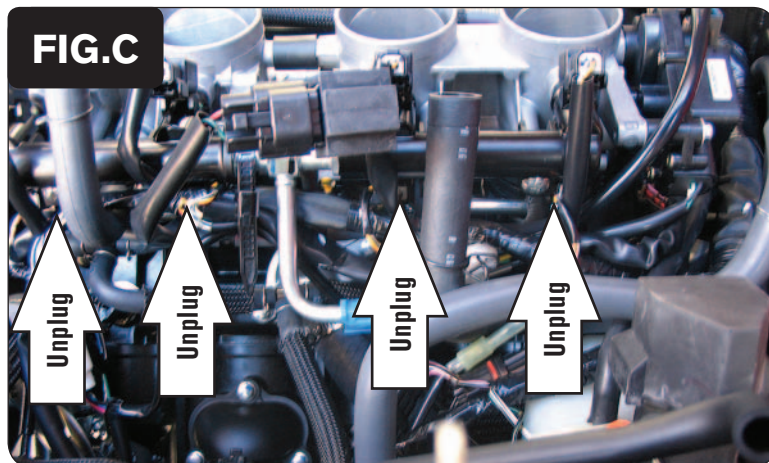
- 1 Remove the main seat and the passenger seat.
- 2 Hold the front of the fuel tank up using the prop rod located in the trunk area.
- 3 Lay the PCV in the tail section and route the PCV harness down the left hand side of the bike towards the throttle bodies (Fig. A).

At the ECU route the PCV harness underneath the left hand frame spar as in Figure A.

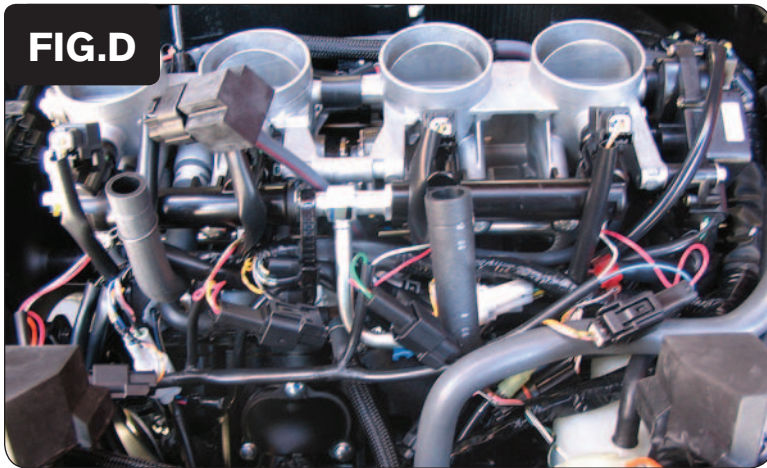


- 4 Remove the bolt that holds the tool kit box to the frame (Fig. B).

This allows the PCV harness to be routed behind this bracket.



- 5 Unplug the stock wiring harness from each fuel injector (Fig. C).



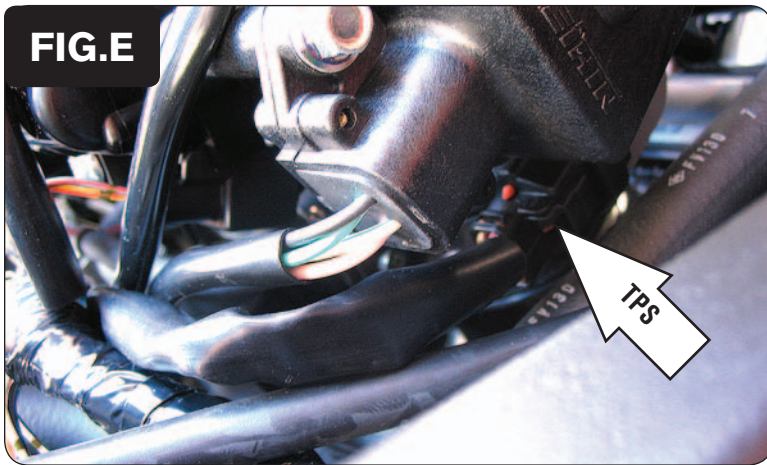
- 6 Plug the PCV wiring harness in-line of the stock wiring harness and the fuel injectors (Fig. D).

Cylinder 1 - ORANGE

Cylinder 2 - YELLOW

Cylinder 3 - GREEN

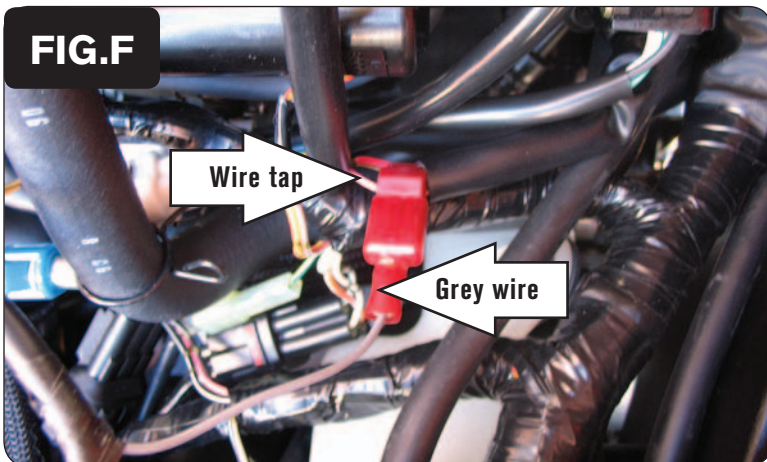
Cylinder 4 - BLUE



- 7 Locate the Throttle Position Sensor connector (Fig. E).

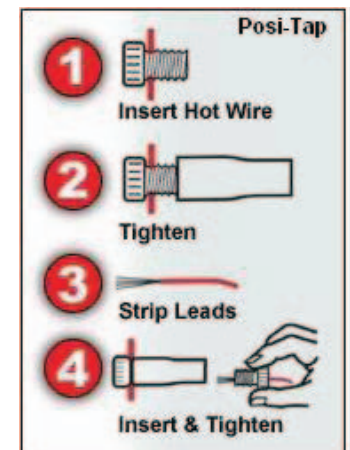
This connector is located on the right hand side of the throttle bodies.

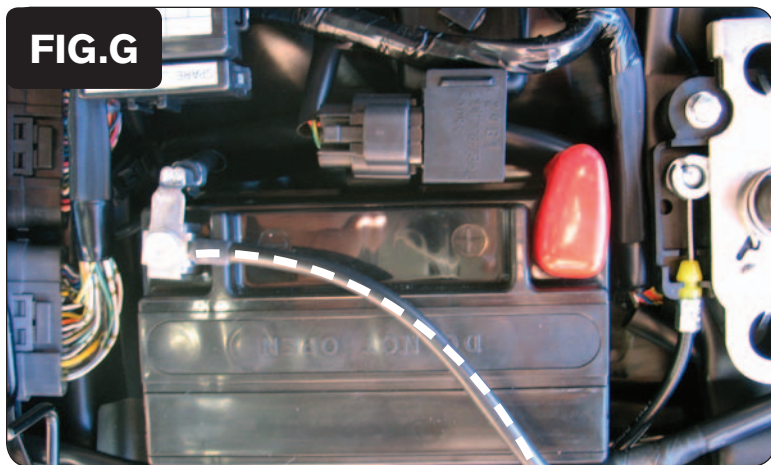
Follow the wiring harness of this connector back to where it joins the main wiring harness.



- 8 Using the supplied Posi-tap, attach the GREY wire of the PCV wiring harness to the stock PINK/BLACK wire of the bike's TPS (Fig. F).

It is recommended to use dielectric grease on these connections.





- 9 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).



- 10 Install the PCV in the tail section using the supplied Velcro (Fig. H).
Make sure to clean both surfaces with the supplied alcohol swab before applying the Velcro adhesive.
- 11 Locate the stock O2 sensor connection.
- 12 Plug the Dynojet O2 Optimizer into the stock wiring harness.
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 left in the exhaust.
- 13 Bolt fuel tank back into place.

Optional inputs:

Speed input - PINK wire of BLACK 3-pin connector under the fuel tank.

Temperature input - BLACK/BLUE wire of temperature sensor near #1 throttle body

12v source for Auto-tune - BROWN wire of 6-pin connector for tail light.