

[POWER COMMANDER V]

2014 Suzuki DL1000 (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
- 2 O2 Optimizers

**THE IGNITION MUST BE TURNED
OFF BEFORE INSTALLATION!**

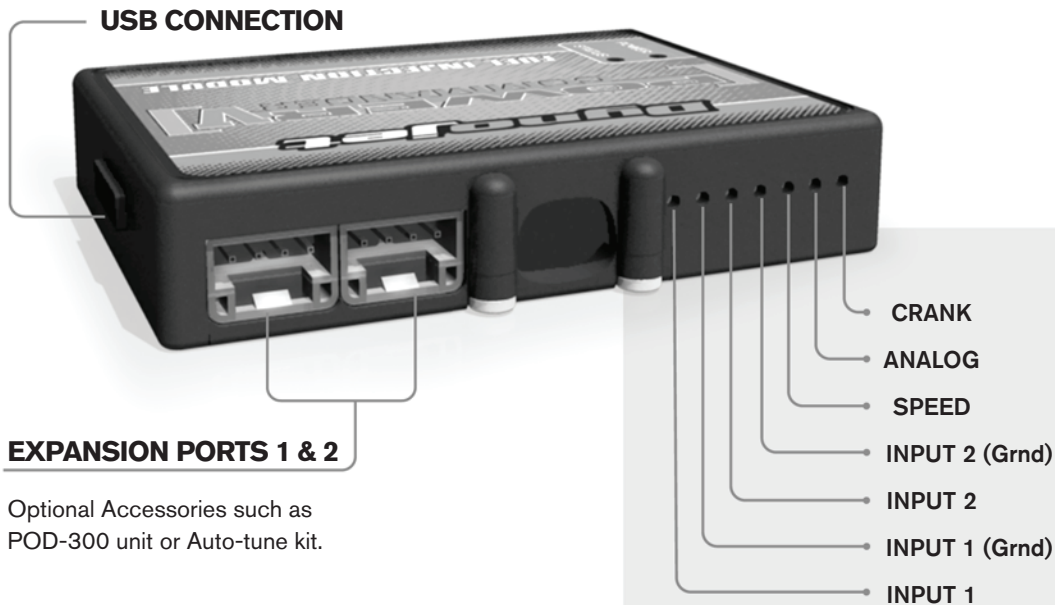
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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

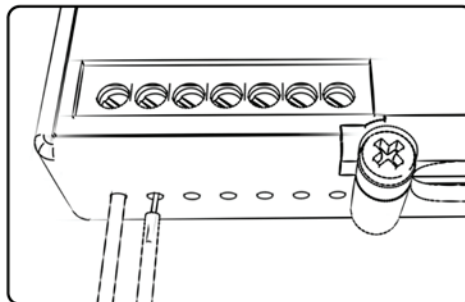


Optional Accessories such as
POD-300 unit or Auto-tune kit.

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-

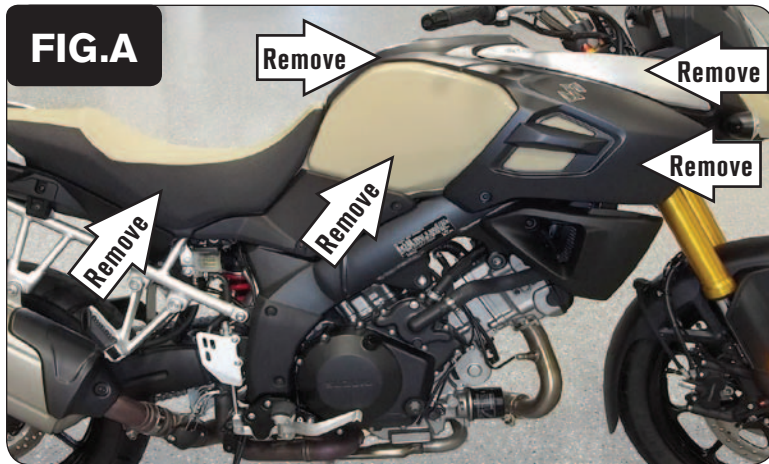
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

Analog-

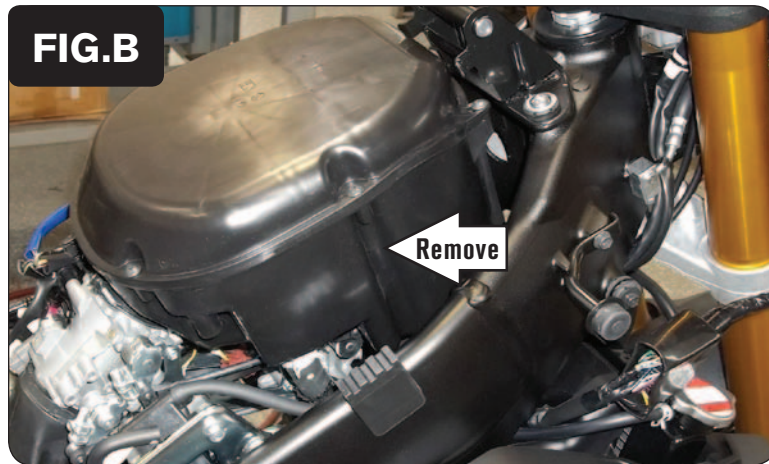
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

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.



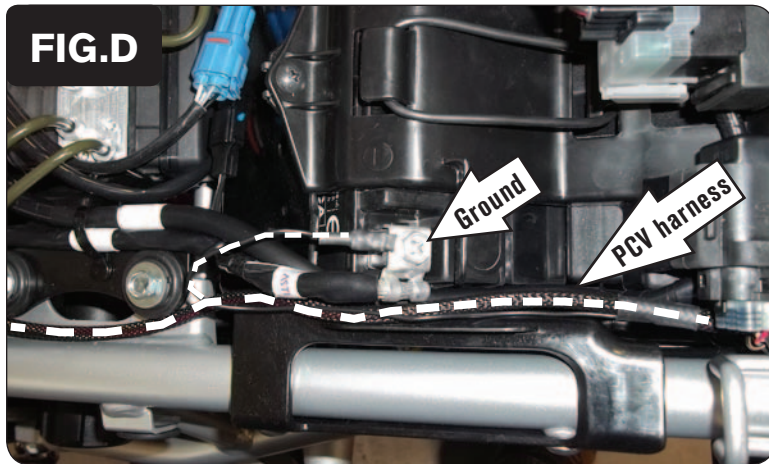
- 1 Remove the seat, the body panels surrounding the fuel tank, and remove the fuel tank (Fig. A).



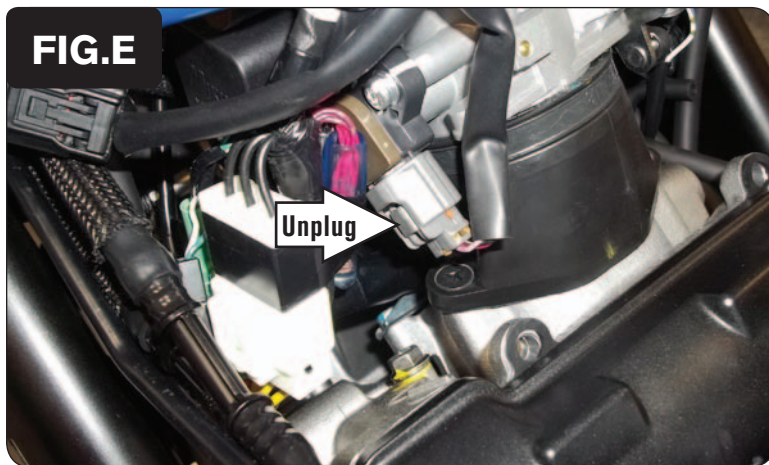
- 2 Remove the airbox (Fig. B).



- 3 Using the supplied Velcro, secure the PCV module in the tail section (Fig. C).
Clean both surfaces with the supplied alcohol swab prior to applying the Velcro adhesive.
- 4 Route the PCV wiring harness forward towards the engine following along the left side frame rail.



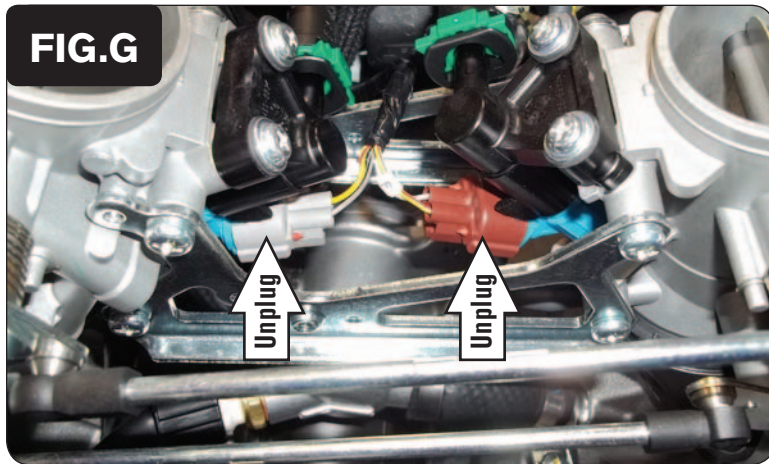
- 5 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery (Fig. D).



- 6 On the left side of the rear cylinder throttle body, locate and unplug the bike's Throttle Position Sensor (Fig. E).



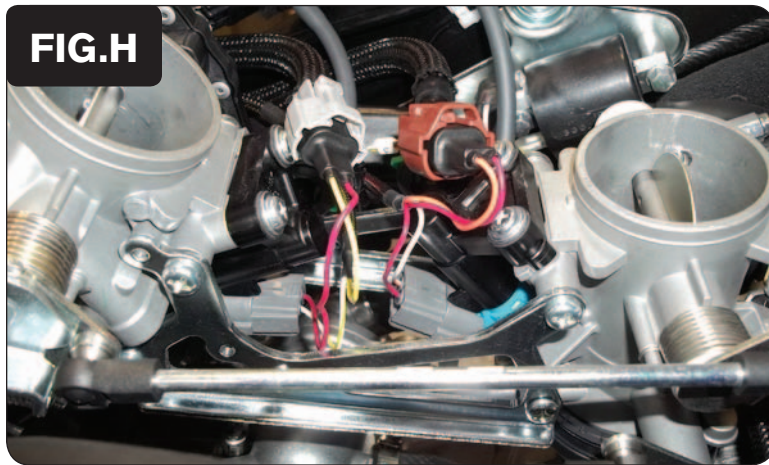
- 7 Plug the pair of the 3-pin connectors on the PCV wiring harness in-line of the bike's TPS and the stock wiring harness (Fig. F).



- 8 Locate and unplug the stock Fuel Injectors, which are located between the throttle bodies (Fig. G).

The front cylinder Fuel Injector has a stock BROWN connector.

The rear cylinder Fuel Injector has a stock GREY connector.



- 9 Plug the pair of leads on the PCV wiring harness with ORANGE colored wires in-line of the front cylinder Fuel Injector and the stock BROWN connector.
- 10 Plug the pair of leads on the PCV wiring harness with YELLOW colored wires in-line of the rear cylinder Fuel Injector and the stock GREY connector (Fig. H).

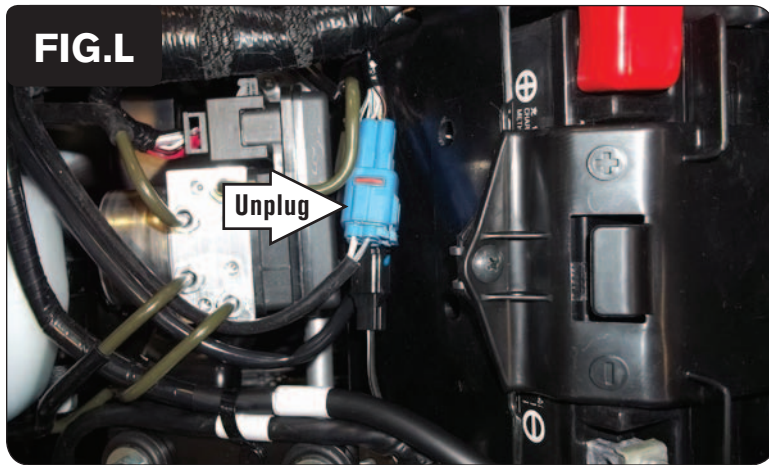


- 11 Locate and unplug the stock connector for the bike's Front O2 Sensor (Fig. J).

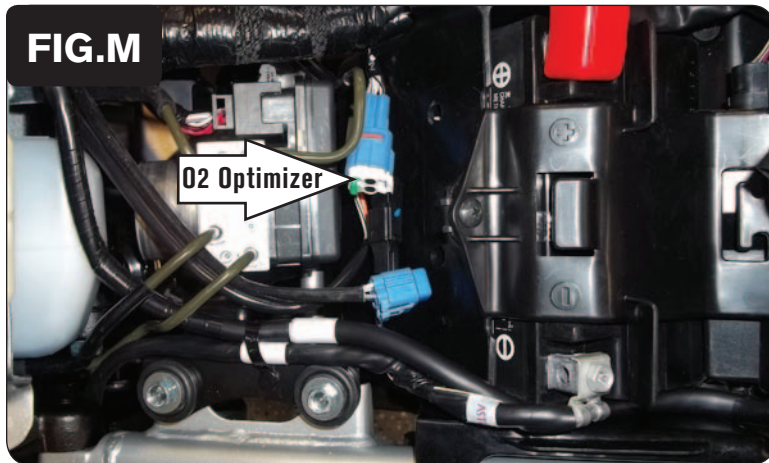
This connector is located on the right hand side of the bike near the frame. The cable coming from the stock O2 sensor in the front cylinder head pipe can be traced to this connector.



- 12 Plug one of the supplied O2 Optimizers into the bike's wiring harness in-place of the stock Front O2 Sensor (Fig. K).



- 13 Locate and unplug the stock connector for the bike's Rear O2 Sensor (Fig. L).
This is a BLUE 4-pin connector located just forward of the bike's battery.



- 14 Plug the other supplied O2 Optimizer into the bike's wiring harness in-place of the stock Rear O2 Sensor (Fig. M).

The stock O2 sensors will no longer be used. They can be removed from the exhaust if desired and if you have a way to plug the holes in the exhaust (12mm x 1.25). This stock bung size will not accommodate wideband O2 sensors for Auto-tune.

- 15 Reinstall the airbox, fuel tank, body work, and seat.

Optional Inputs:

Speed - PINK/WHITE wire on the ECM

Engine temp - BLACK/BLUE wire on ECM

12v source for Auto-tune - BROWN wire from the tail light connector