POWER COMMANDER V

2008-2011 Yamaha YZF125R

Installation Instructions

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

ACCESSORY INPUTS

USB CONNECTION

CRANK
ANALOG
SPEED
INPUT 2 (Grnd)
INPUT 2
INPUT 1 (Grnd)
INPUT 1

EXPANSION PORTS 1 & 2

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

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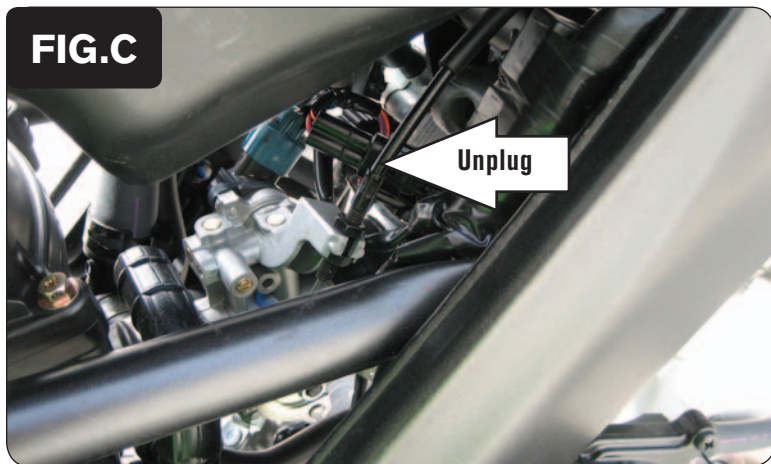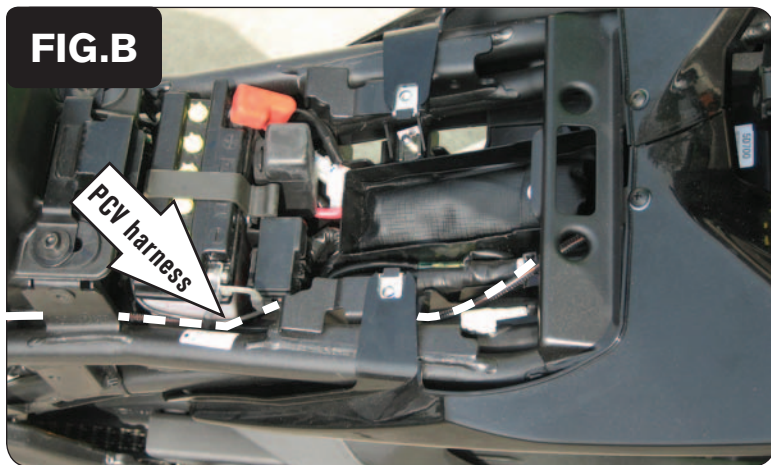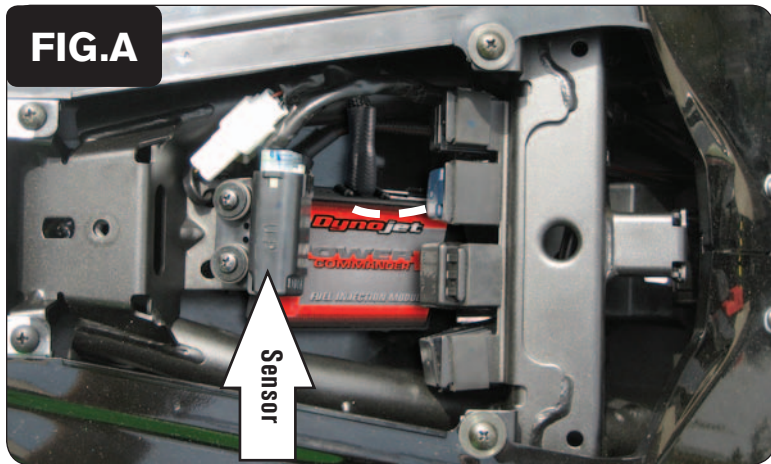
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

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.

FIG.A

Sensor


FIG.B

PCV harness

FIG.C

Unplug

1   Remove the seats.

2   Remove the fuel tank cover.

3   Remove the black side panels under the fuel tank.

4   Remove the bank angle sensor.

5   Place the PCV in the trunk using the supplied Velcro to secure the unit in place (Fig. A).

Clean both surfaces with the supplied alcohol swab prior to applying the Velcro adhesive.

6   Reinstall the bank angle sensor.

7   Route the PCV harness down the left side of the bike (Fig. B).

8   Attach the ground wire of the PCV harness with the small ring lug to the negative (-) terminal of the bike's battery.

9   Locate the 2-pin BLACK connector from the throttle body on the right hand side of the bike.

Unplug this connection (Fig. C).

FIG.D

10   Plug the connectors from the PCV in-line of the stock wiring harness and throttle body (Fig. D).

FIG.E

TPS
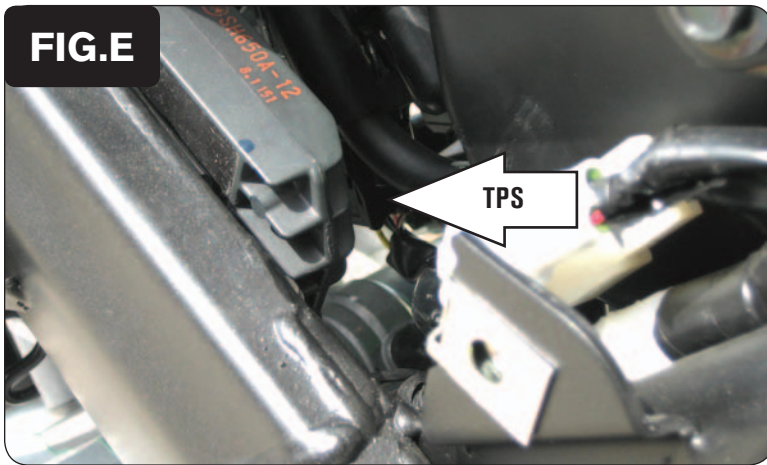
11   Locate the Throttle Position Sensor on the left side of the throttle body. Unplug the TPS connector from the throttle body (Fig. E).

This connector is to the inside of the regulator/rectifier.

This allows better access to the wiring harness.

FIG.F

Posi-Tap

1   Insert Hot Wire

2   Tighten

3   Strip Leads

4   Insert & Tighten

12   Use the supplied posi-tap to connect the GREY wire of the PCV to the YELLOW wire of the TPS harness (Fig. F).

14   Plug the TPS harness back onto the throttle body.

15   Reinstall the bodywork and seats.