

[POWER COMMANDER V]

FUEL AND IGNITION

2008-2011 Yamaha TMax 500

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

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

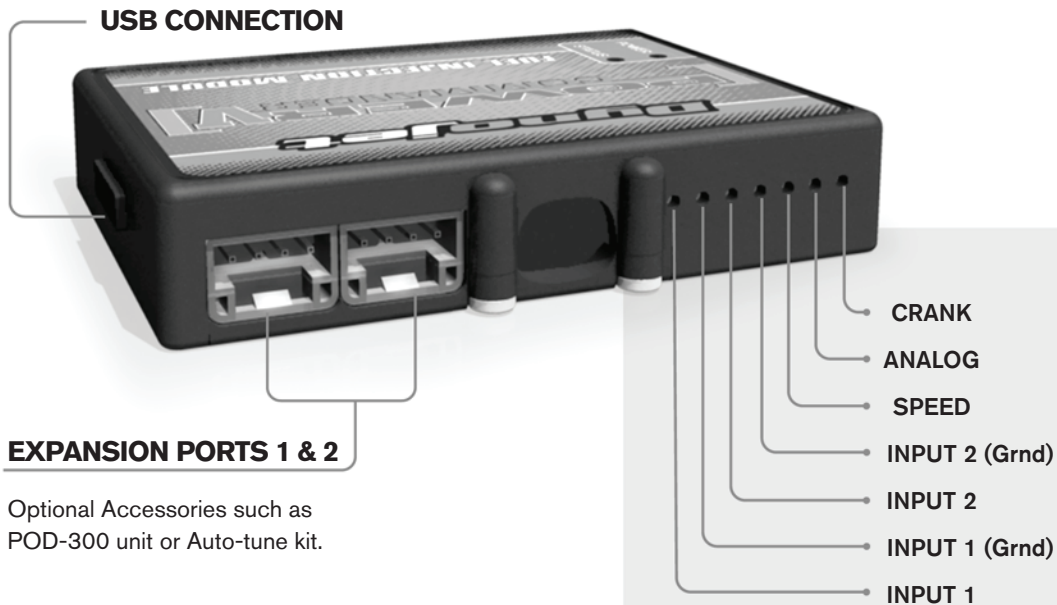
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

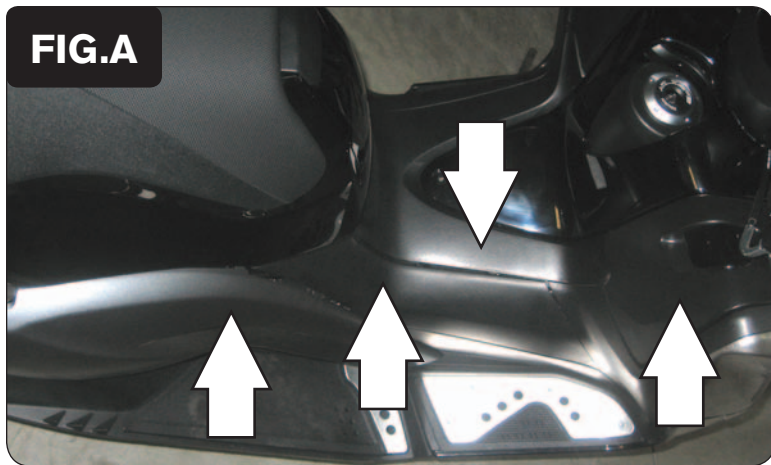
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

Analog-

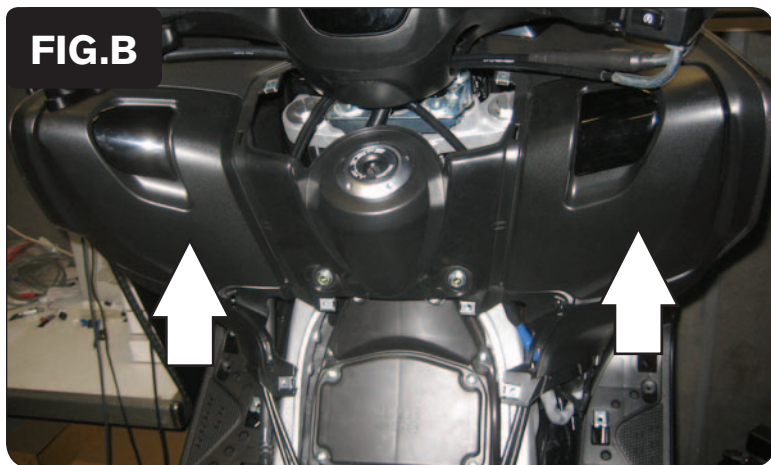
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

Crank-

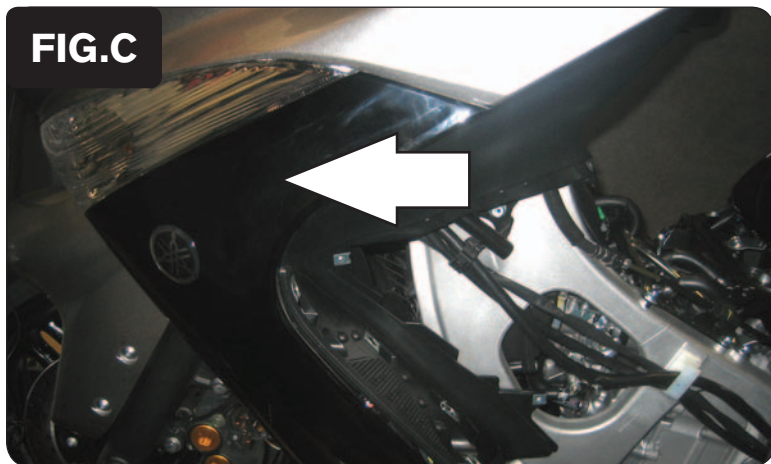
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



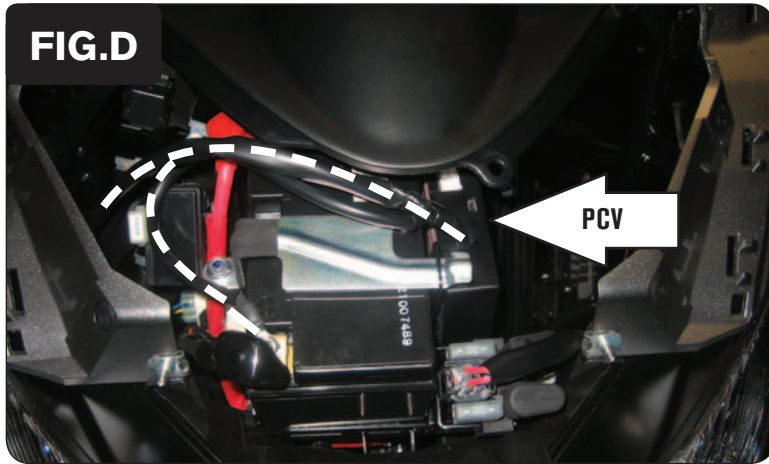
- 1 Remove the bodywork panels shown in Figure A.
- 2 Remove the front fairing panel to access the battery.



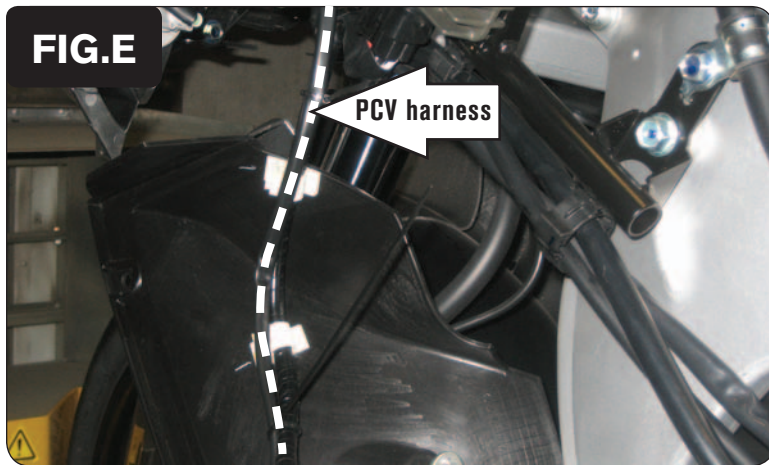
- 3 Remove the panel shown in Figure B.



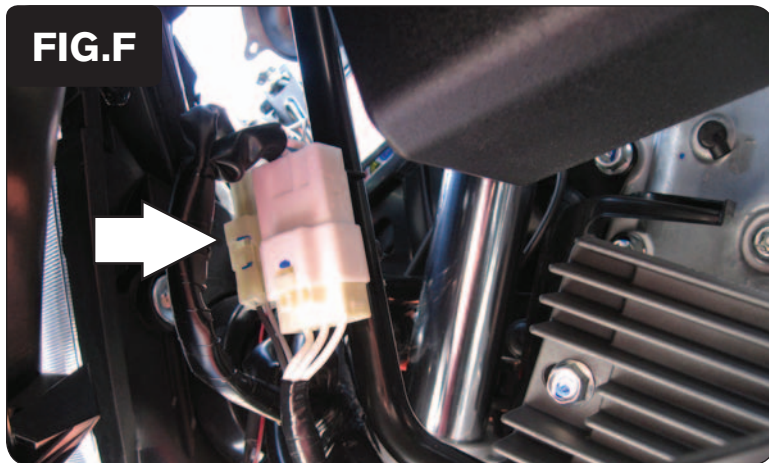
- 4 Remove the left side front fairing (Fig. C).



- 5 Install the PCV next to the battery (Fig. D).
- 6 Attach the ground wire of the PCV to the negative side of the battery.



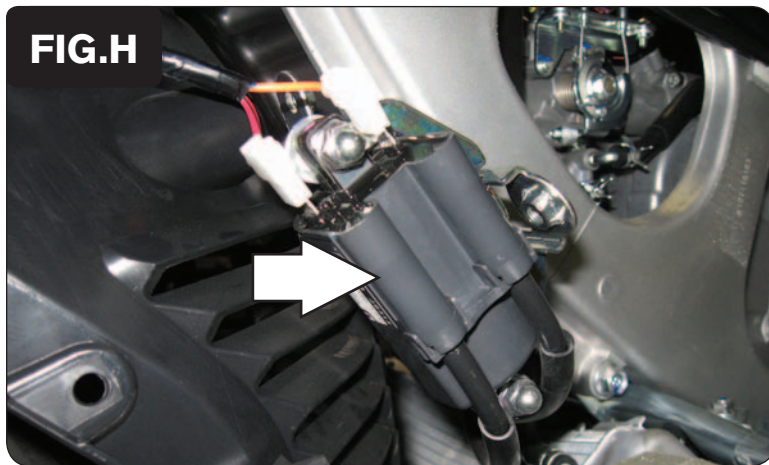
- 7 Route the Ignition half of the PCV harness down to the left side of the scooter following the fairing frame support.
- 8 Use the supplied plastic ties to secure the PCV ignition harness to the fairing frame support.
- 9 Continue to route the PCV ignition harness down the left side of the scooter and go towards the ignition coil.
- 10 Secure the PCV ignition harness to the stock wiring harness using the supplied zip ties (Fig. E).



- 11 Locate the clear 2-pin crank pickup coil connector. It is located near the big white 3-pin connector of the regulator/rectifier on the left side of the scooter (Fig. F).



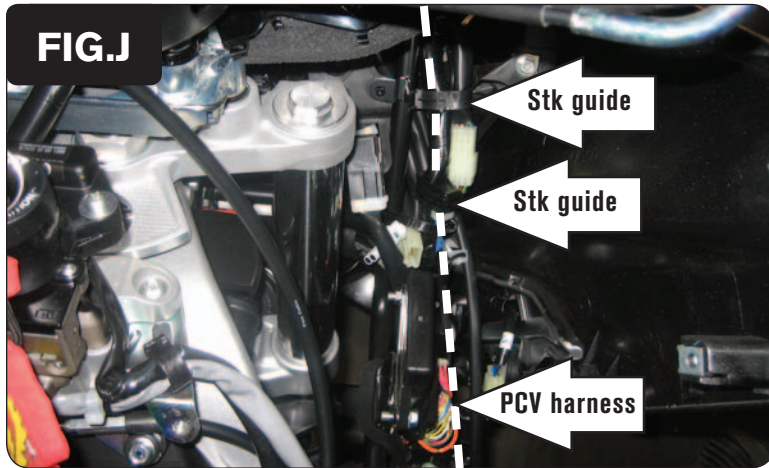
- 12 Plug the PCV in-line of the stock crank pick-up coil connectors (Fig. G).



- 13 Locate the Ignition Coil on the left side of the scooter (Fig. H).

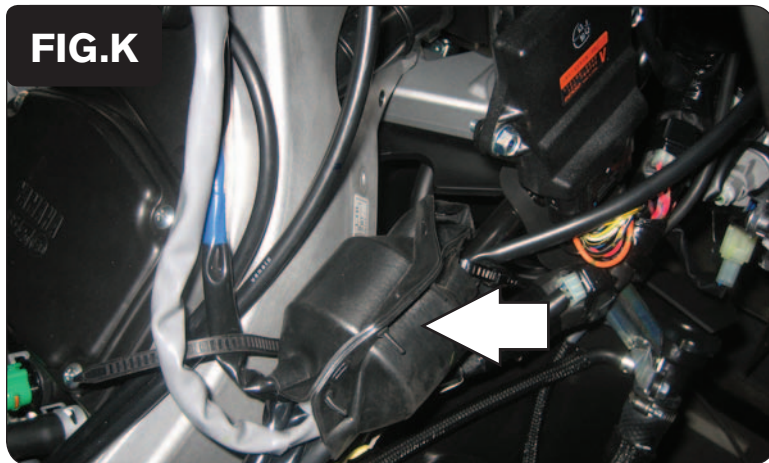


- 14 Unplug the ORANGE wire from the ignition coil and plug the set of GREEN colored wires from the PCV in-line of the stock wiring harness and coil.
- 15 Unplug the RED/BLACK wire from the ignition coil and plug the set of RED colored wires from the PCV in-line of the stock wiring harness and coil (Fig. I).

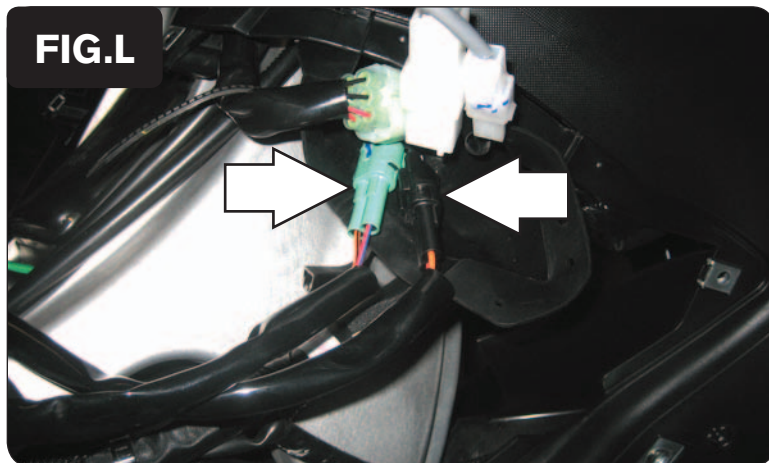


- 16 Route the fuel side of the PCV harness down the right side following the stock wiring harness.

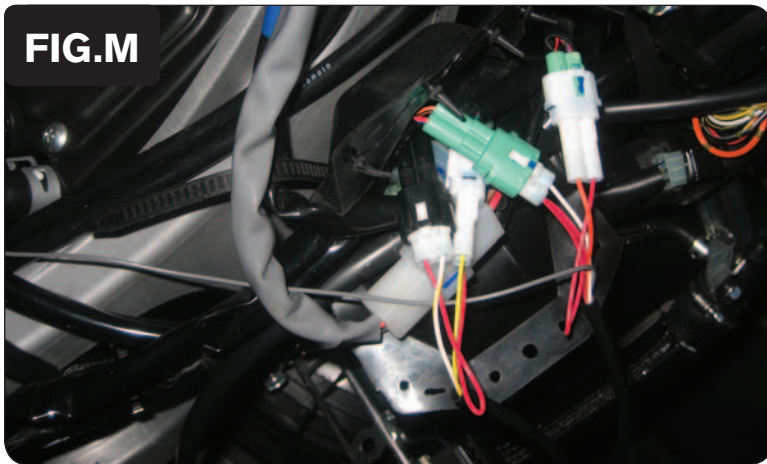
Use the 2 stock plastic ties to secure the PCV harness (Fig. J).



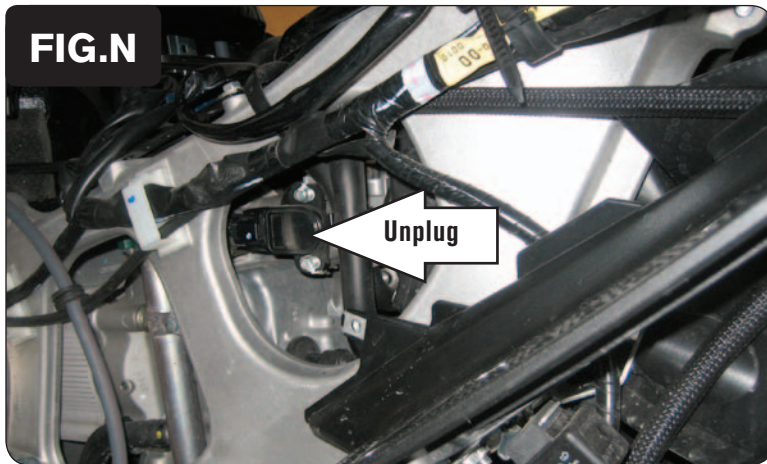
- 17 Remove the black rubber cover on the right hand side of the scooter that contains the injector connectors (Fig. K).



- 18 Unplug the 2-pin GREEN connector and the 2-pin BLACK connector (Fig. L).



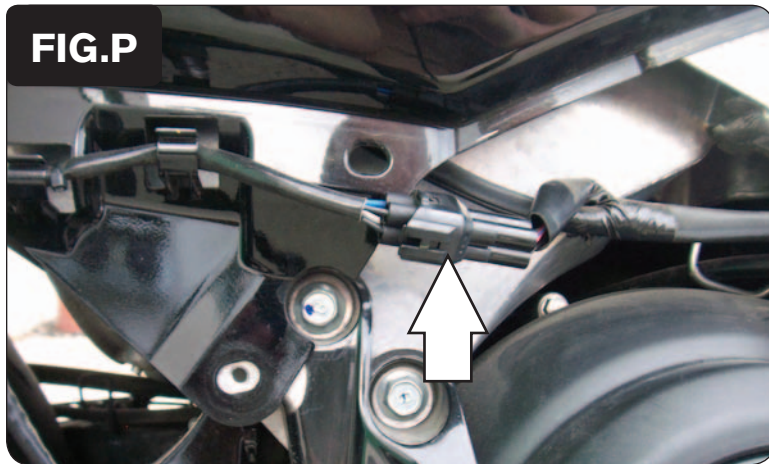
- 19 Plug the PCV connectors in line with the stock injector connectors (Fig. M).
The PCV ORANGE wires go to the GREEN connector for cylinder #1.
The PCV YELLOW wires go to the BLACK connector for cylinder #2.



- 20 Locate the Throttle Position Sensor on the right side of the throttle body, below the air filter cover (Fig. N).
- 21 Unplug the stock wiring harness from the TPS.

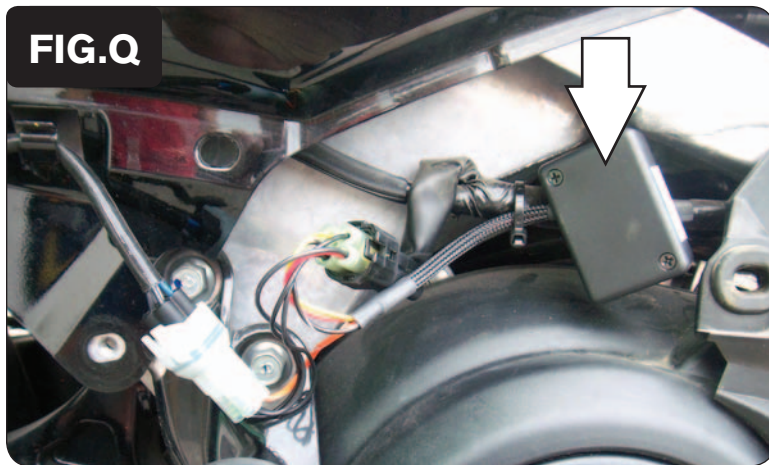


- 22 Plug the PCV wiring harness in-line of the stock harness and TPS (Fig. O).



- 24 Locate the stock O2 sensor connection and unplug it.

This is a BLACK 4-pin connector. You can follow the wires coming out of the exhaust to this location.



- 25 Plug the O2 Optimizer in-line of the stock O2 sensor and wiring harness (Fig. Q).

To use this O2 Optimizer you must retain your stock O2 sensor (even if using Auto-tune).

- 26 Using a zip tie, secure the O2 Optimizer harness to the stock harness.
27 Reinstall all bodywork.