POWER COMMANDER V

FUEL AND IGNITION

2015 Yamaha SR400

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	Zip tie
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

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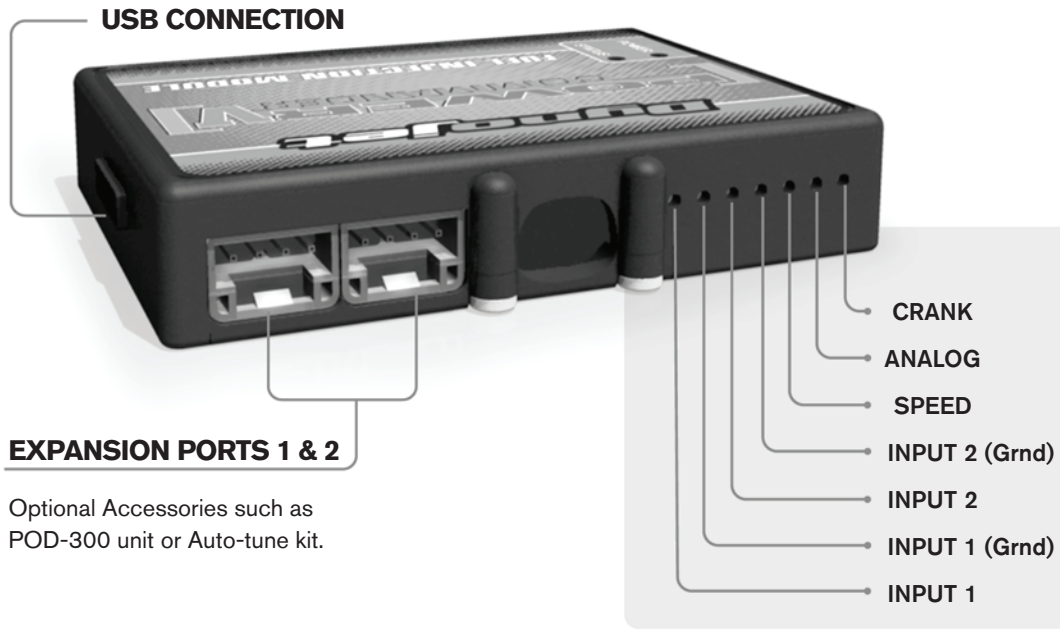
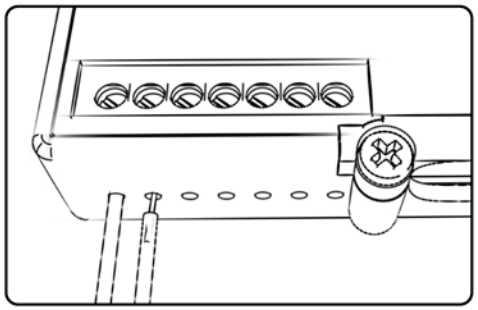
POWER COMMANDER V
INPUT ACCESSORY GUIDE



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 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.



ACCESSORY INPUTS

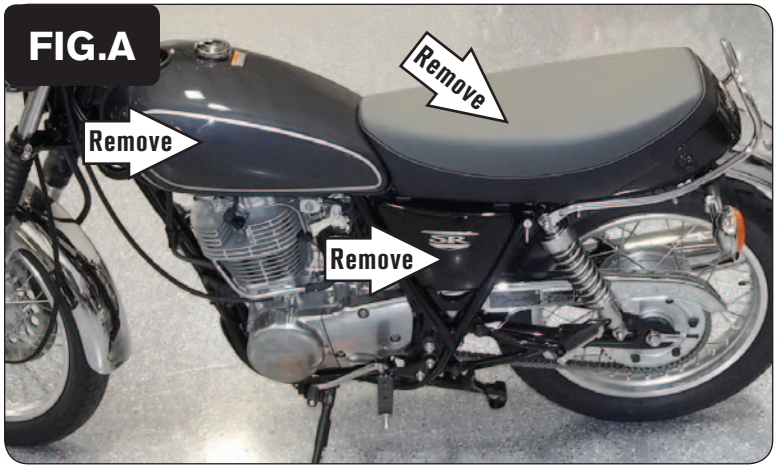
Map - (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will 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.)

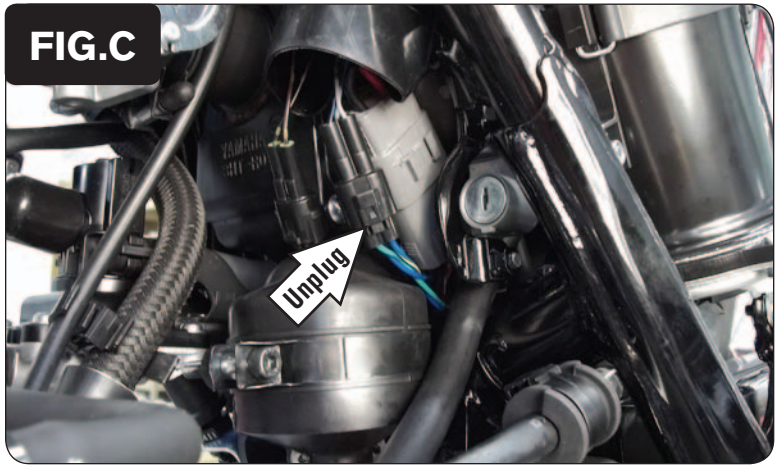
Shifter- (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

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.

There are 2 bolts going through the frame rails below the seat on both sides.

2 Remove the left side cover.

Use the bike's key to unlock this side cover. The key latch is just forward of the side cover.

3 Remove the fuel tank (Fig. A).

4 Using the supplied zip-tie, secure the PCV module behind the left side cover just rear of the fuel pump at the location shown in Figure B.

5 Route the PCV wiring harness.

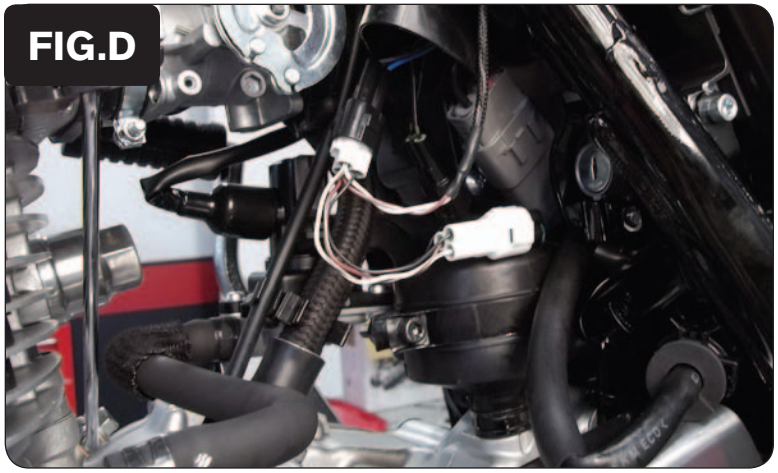
Route the wiring harness branch with the pair of WHITE 3-pin connectors under frame rail and towards the stock electrical connector bundle inside of the BLACK rubber boot located just rear of the engine on the left side of the bike.

Route the main wiring harness branch with several connectors under the upper frame rail towards the throttle body. Then route the wires with spade connectors out to the left side of the bike and forward alongside the stock wiring harness to the bike's ignition coil.

6 Inside of the BLACK rubber boot on the left side of the bike, locate and unplug the stock Crank Position Sensor connectors (Fig. C).

This is a pair of BLACK 3-pin connectors.

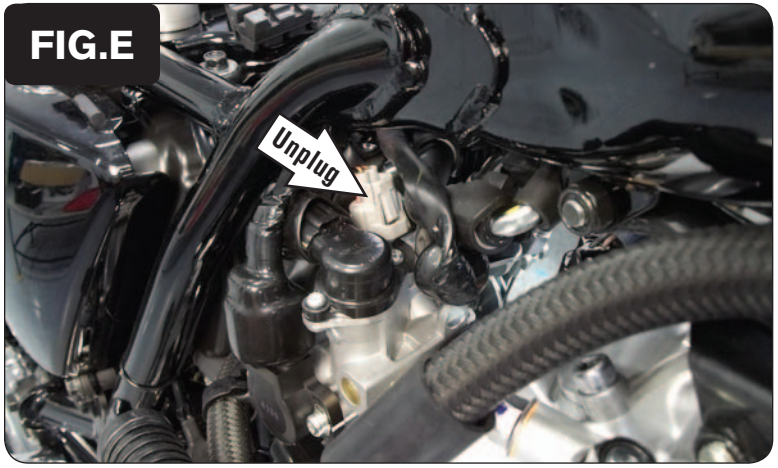
FIG.D



7 Plug the pair of WHITE 3-pin connectors of the PCV in-line of the stock Crank Position Sensor connectors (Fig. D).

Tuck all of the connectors in this location back into the stock rubber boot.

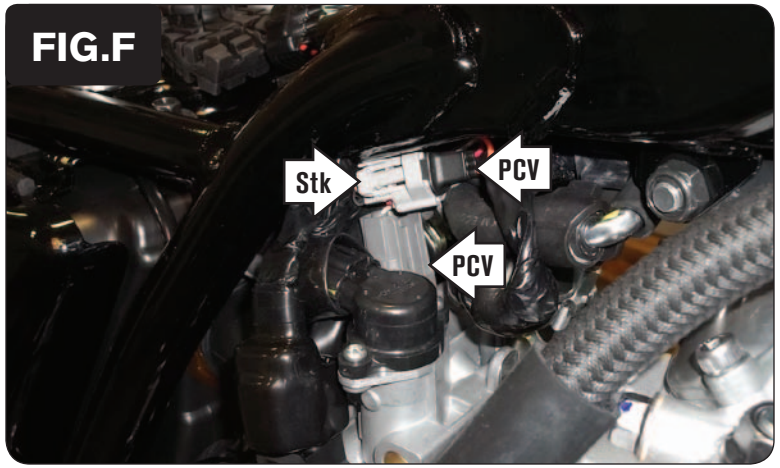
FIG.E



8 At the top of the throttle body unplug the Fuel Injector (Fig. E).

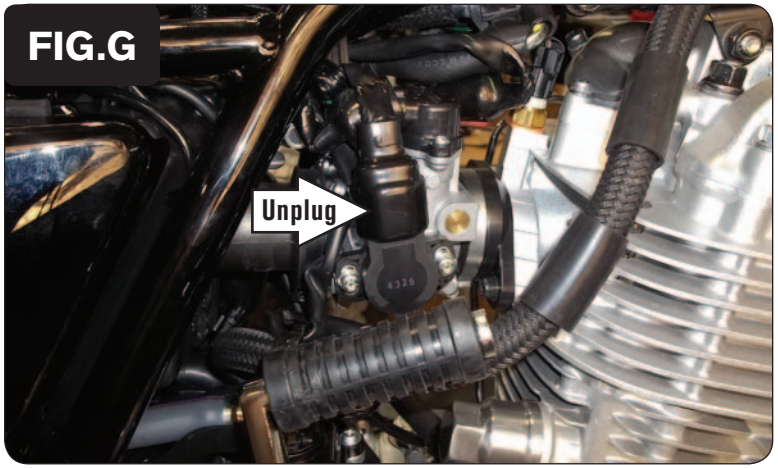
This is a GREY 2-pin connector.

FIG.F



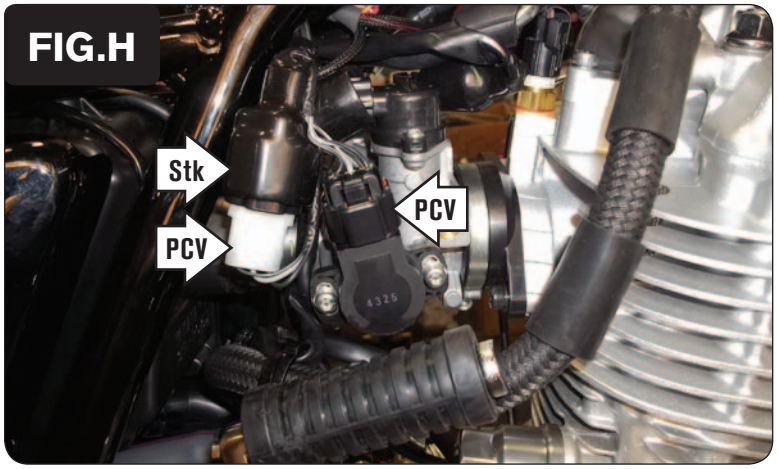
9 Plug the pair of 2-pin connectors on the PCV wiring harness in-line of the Fuel Injector and the stock wiring harness (Fig. F).

FIG.G



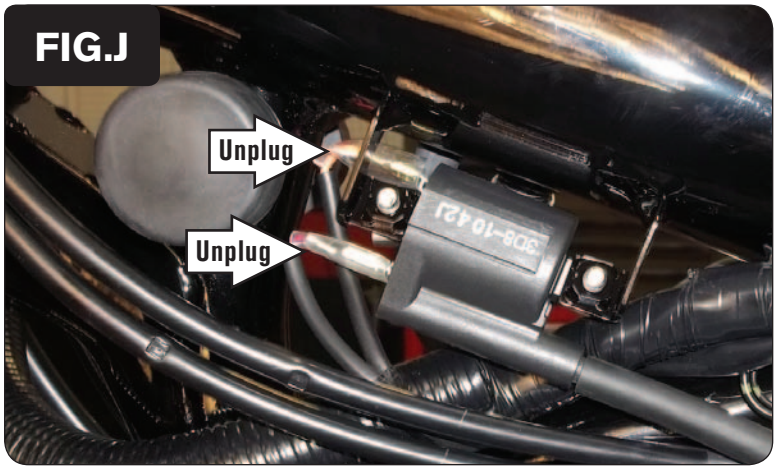
10 Unplug the stock BLACK 3-pin connector from the bike's Throttle Position Sensor on the right hand side of the throttle body (Fig. G).

FIG.H



11 Plug the PCV wiring harness in-line of the bike's Throttle Position Sensor and stock wiring harness (Fig. H).

FIG.J



12 Unplug the stock ORANGE wire from the Ignition Coil.

13 Unplug the stock RED/WHITE wire from the Ignition Coil (Fig. J).

The Ignition Coil is located on the left side of the frame near the steering stem.

FIG.K

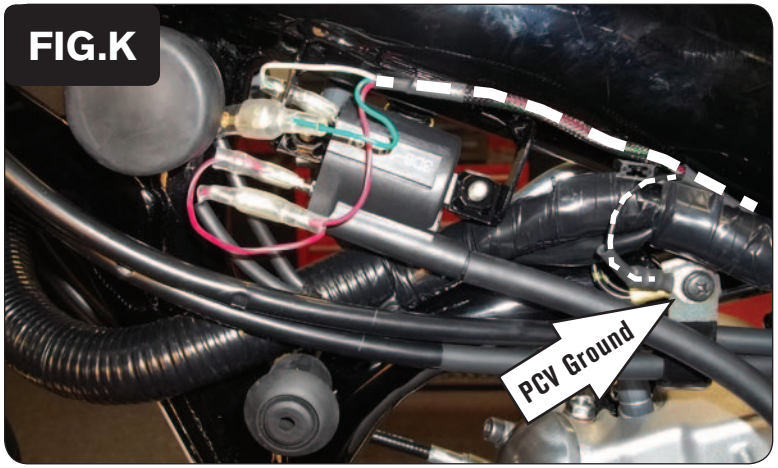


FIG.L

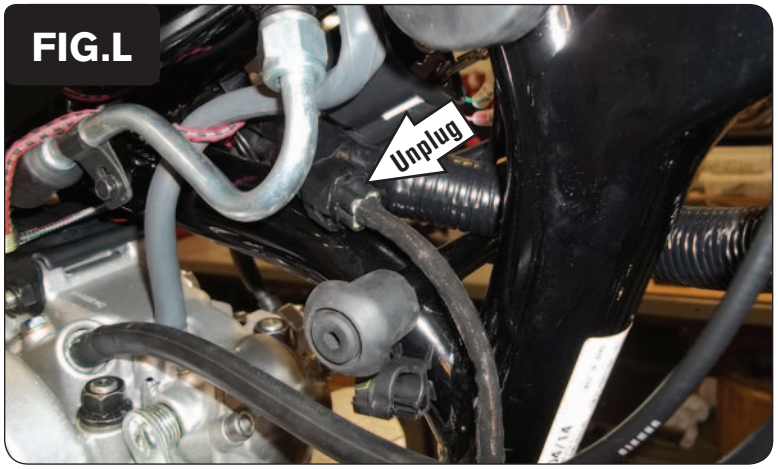
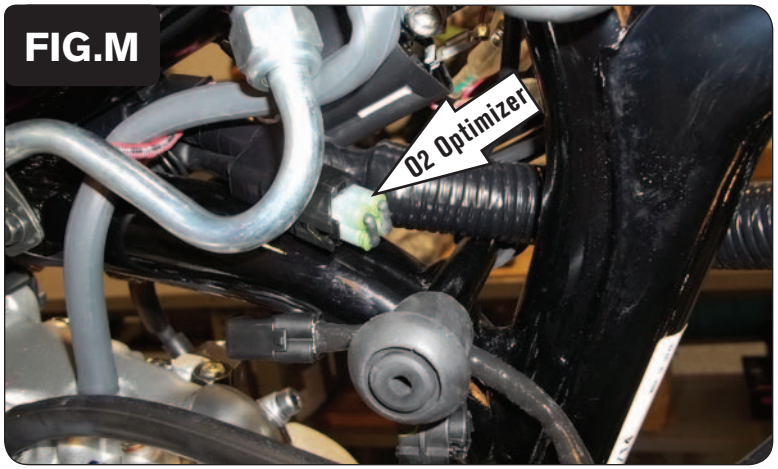


FIG.M



14 Plug the stock ORANGE wire to the PCV GREEN wire.

15 Plug the PCV WHITE/GREEN wire to the upper tab on the Ignition Coil.

16 Plug the RED/WHITE PCV wires in-line of the stock RED/WHITE wire and the lower tab on the Ignition Coil.

Be sure to slide the insulators over any exposed metal at all of these connections.

17 Secure the PCV ground wire with the small ring lug to the common ground used for the throttle cable holder on the left side of the frame (Fig. K).

18 Trace the cable from the bike's stock O2 sensor in the exhaust to a BLACK 4-pin connector located on the right side of the frame and unplug this connector (Fig. L).

19 Plug the supplied O2 Optimizer into the bike's wiring harness in-place of the stock O2 sensor.

The stock O2 sensor will no longer be used and can be removed from the exhaust if desired and if you have a way to plug the hole in the exhaust.

20 Reinstall the fuel tank, left side cover, and the seat.

Optional inputs:

Speed - WHITE wire in the headlight shell (front wheel speed)

12v source for Auto-tune - BLUE wire of the tail light connector under the seat.

To see a video demonstration of this install visit our channel (DynojetResearch) on YouTube.com