

[POWER COMMANDER V]

2008-2010 Honda CBR125R

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 Posi-tap

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

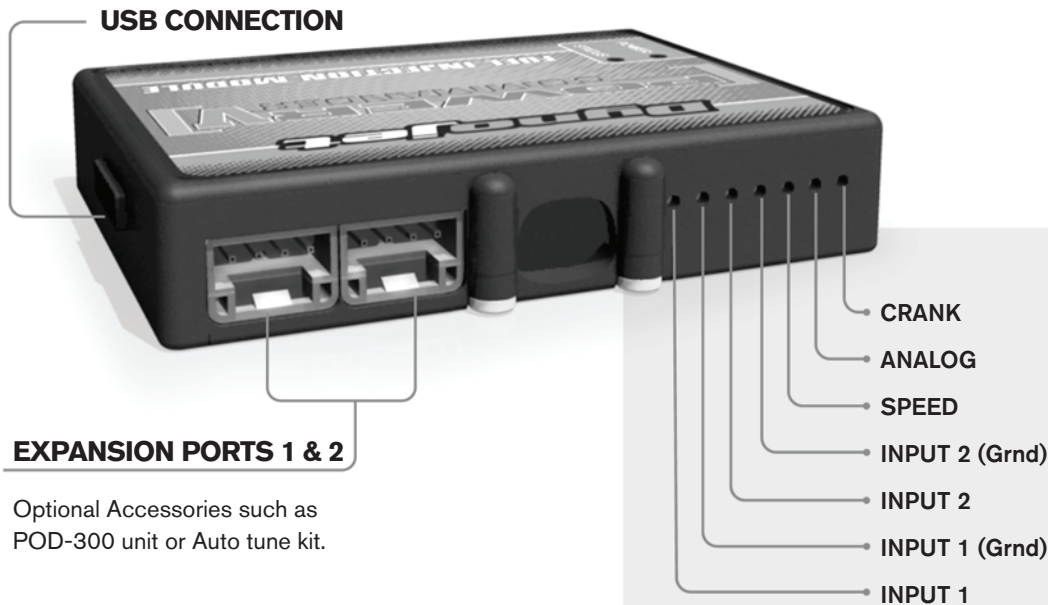
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

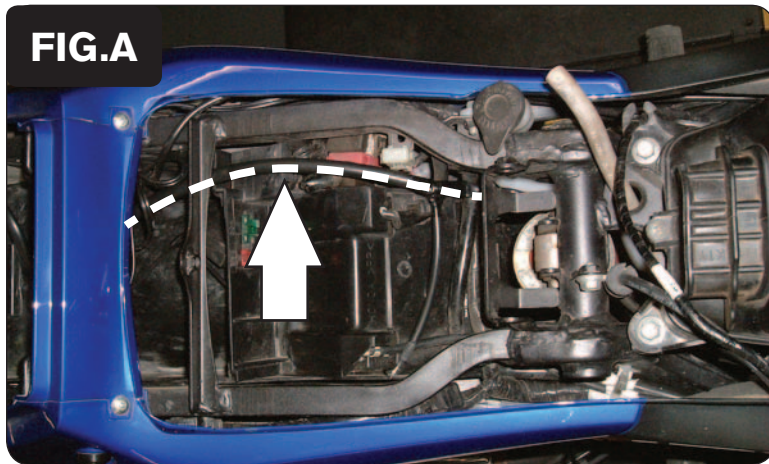
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

Analog-

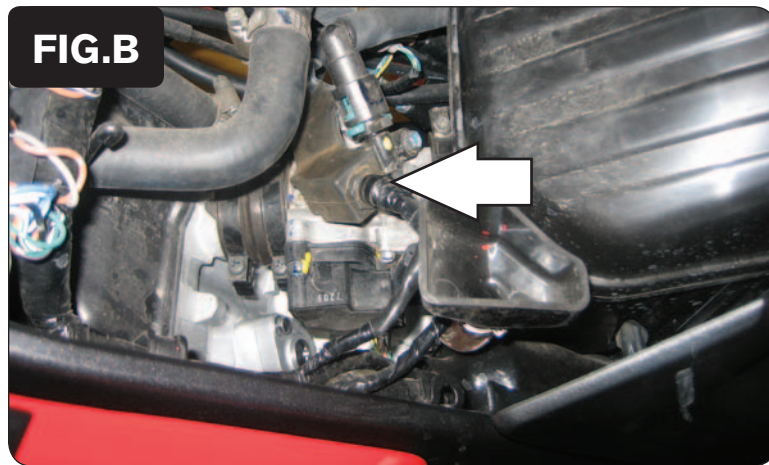
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

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.



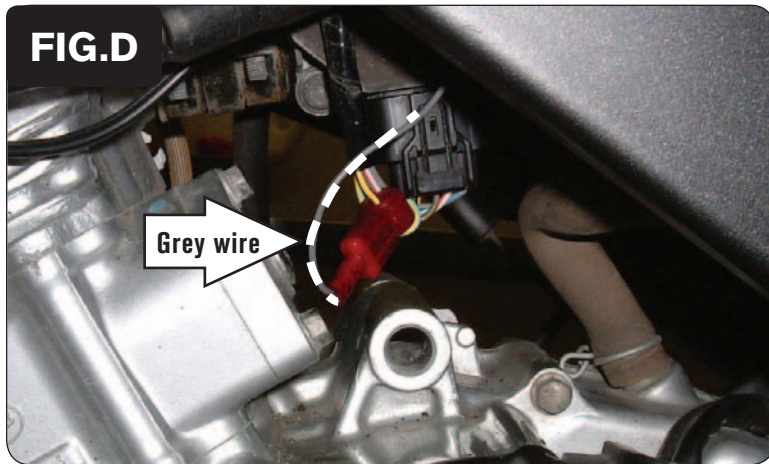
- 1 Remove both seats.
- 2 Prop the front of the fuel tank up.
- 3 Lay the PCV in the tail section and route the cable along the frame (Fig. A).



- 4 Disconnect the stock connector from the bikes fuel injector, this connector is covered by a rubber boot (Fig B).



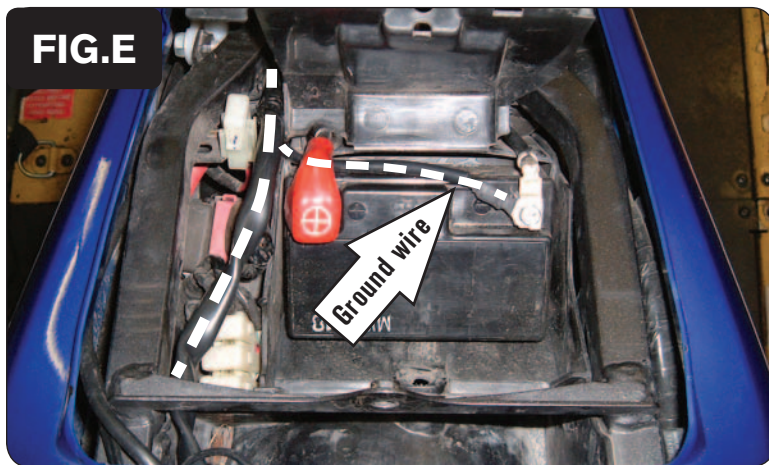
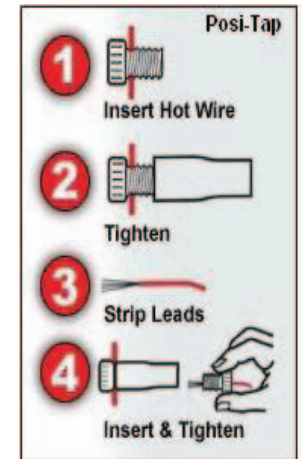
- 5 Plug the PCV connectors in-line with the stock wiring harness and the fuel injector (Fig C).



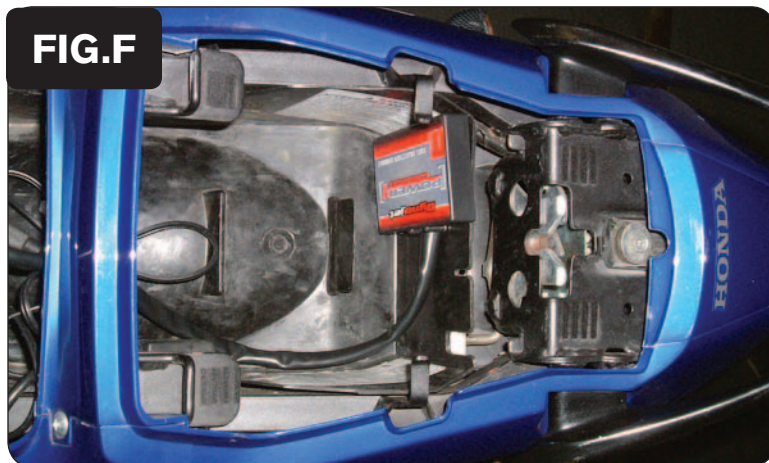
- 6 Locate the TPS on the left side of the bike (Fig D).
- 7 Using the supplied Posi-tap, attach the unterminated GREY wire of the PCV wiring harness to the stock YELLOW/BLACK wire of the TPS (Fig. E).

It is recommended to use dielectric grease on these connections.

The wire-tap used in this picture is not a Posi-tap. This is an older crimp-on style wire-tap.



- 8 Remove the battery cover and attach the PCV ground wire to the negative side of the battery (Fig F).



- 9 Secure the PCV in the tail section using the supplied velcro (Fig. F).
Make sure to use the alcohol swab to clean both surfaces before attaching.
- 10 Bolt the fuel tank back into place. Reinstall the seats.