[POWER COMMANDER V]

2013 Honda CBR600RR

Installation Instructions

PARTS LIST

1	Power Commander
1	USB Cable
1	CD-ROM
1	Installation Guide
2	Power Commander Decals
2	Dynojet Decals
2	Velcro
1	Alcohol swab
1	O2 Optimizer

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

YOU CAN ALSO DOWNLOAD THE POWER COMMANDER SOFTWARE AND LATEST MAPS FROM OUR WEB SITE AT: www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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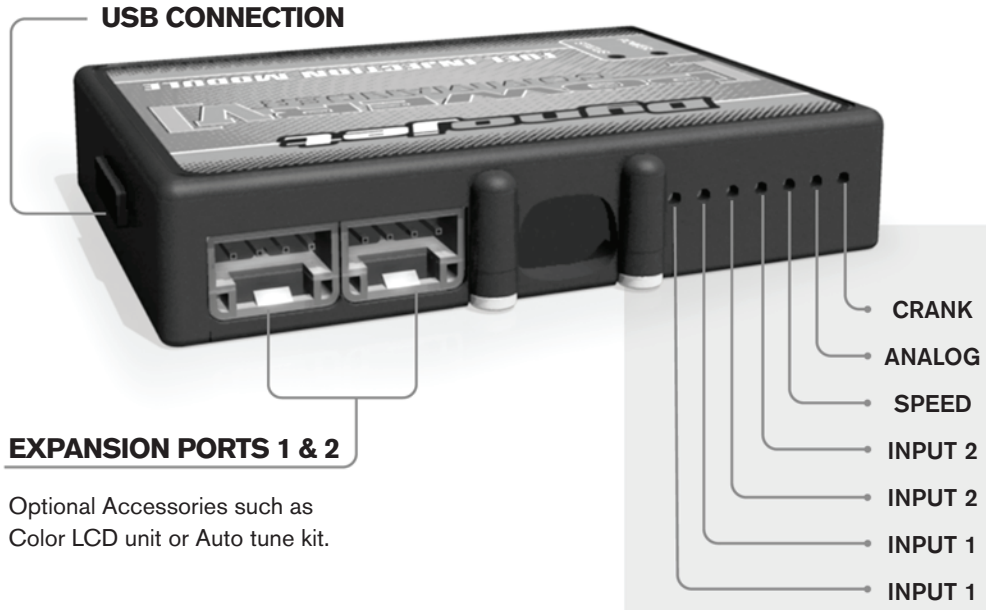
POWER COMMANDER V
INPUT ACCESSORY GUIDE

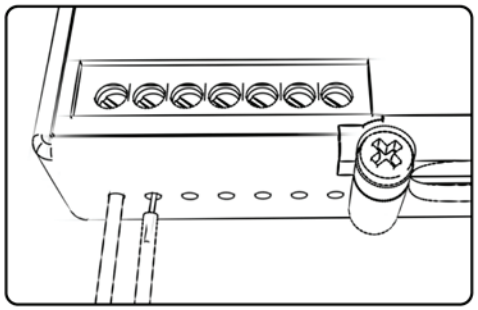


Optional Accessories such as
Color LCD unit or Auto tune kit.

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 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

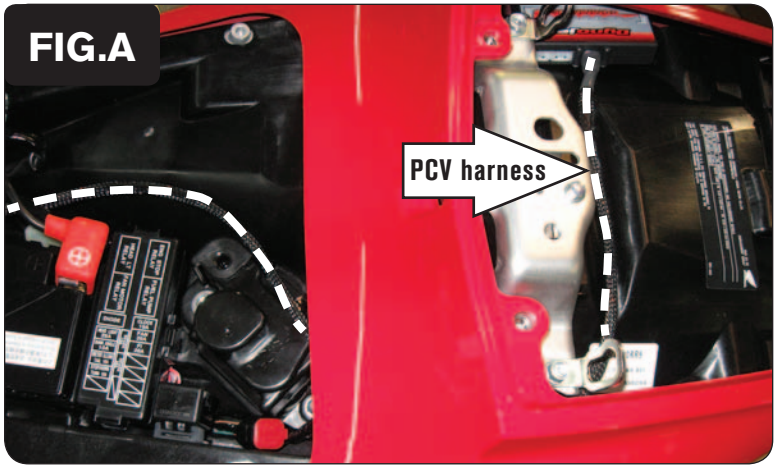
Map - (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will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

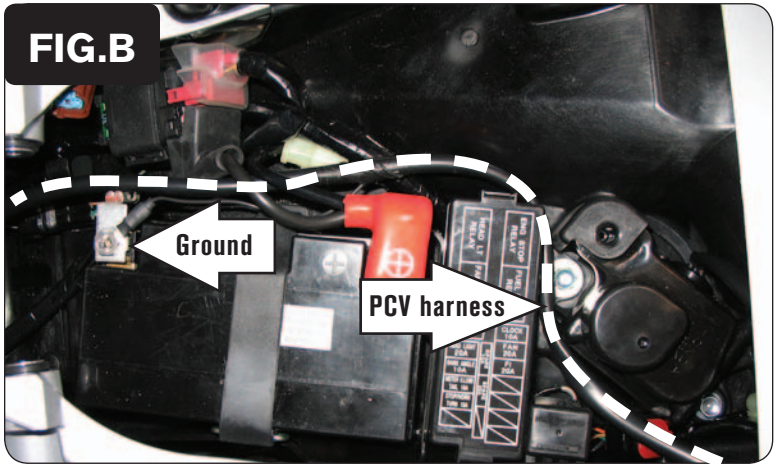
Shifter- (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important.

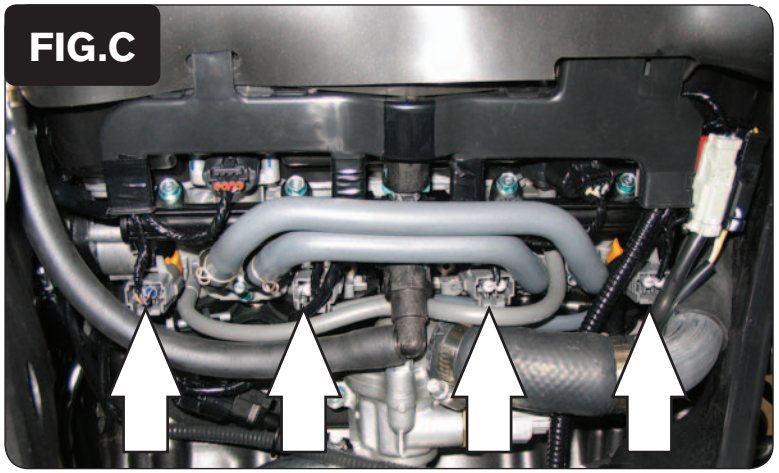
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

2 Remove the fuel tank cover.

3 Remove the left hand fairing.

4 Prop the fuel tank up.

5 Lay the PCV in the tail section temporarily and route the harness underneath the tail section (Fig. A).

Removing the 4 bolts that hold the tail section in place will make this easier.

6 Route the harness towards the throttle bodies (Fig. B)

7 Attach the ground wire from the PCV to the negative terminal of the bike's battery.

8 Unplug the stock wiring harness from each of the lower primary fuel injectors (Fig. C).

WARNING *- This bike has lower and upper fuel injectors. Make sure that you connect the PCV to the lower set of injectors on the throttle bodies, and NOT the set upper secondary injectors on top of the air box.*

FIG.D

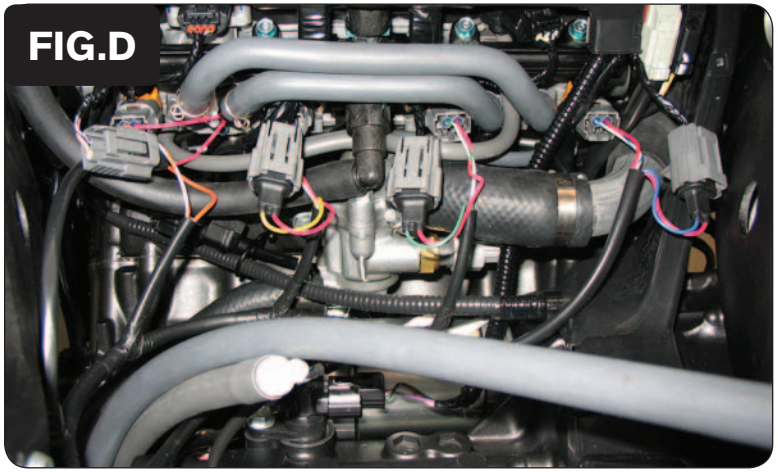


FIG.E

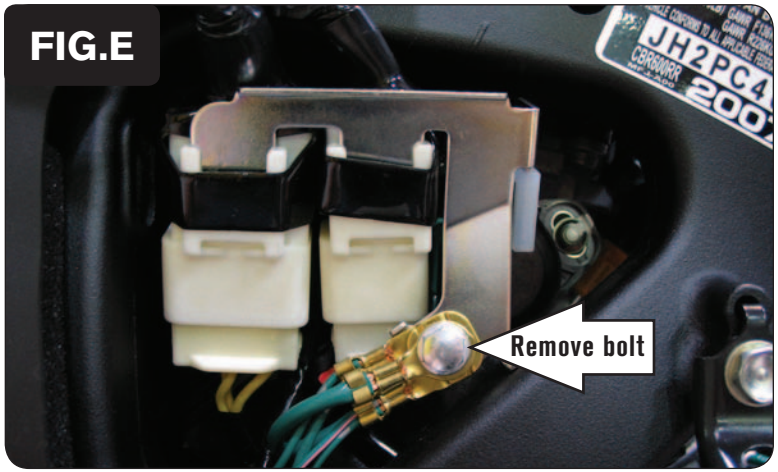
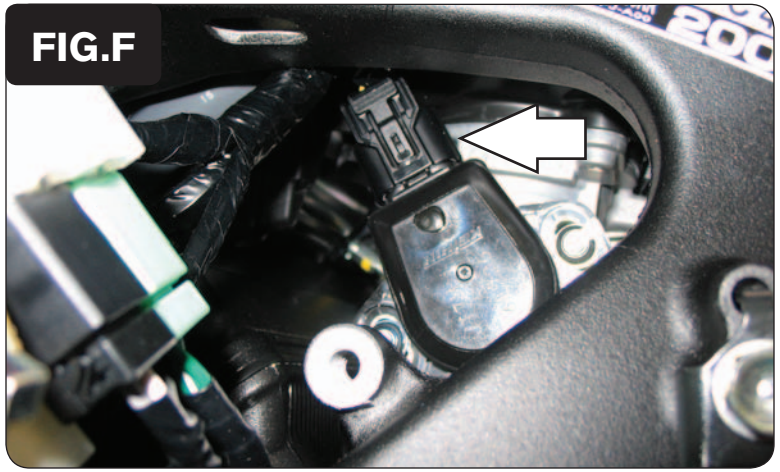


FIG.F



9 Plug the PCV wiring harness in-line of the stock fuel injectors and the stock wiring harness for each injector (Fig. D).

The pair of PCV injector leads with ORANGE colored wires will go in-line with the #1 (left most) fuel injector.

The pair of PCV injector leads with YELLOW colored wires will go in-line with the #2 fuel injector.

The pair of PCV injector leads with GREEN colored wires will go in-line with the #3 fuel injector.

The pair of PCV injector leads with BLUE colored wires will go in-line with the #4 (right most) fuel injector.

10 Remove the bolt that holds the ground wires and bracket for the alternator connectors to the frame on the left hand side of the bike.

This allows access to the Throttle Position Sensor connector.

11 Unplug the stock wiring harness from the Throttle Position Sensor (Fig. F).

FIG.G

FIG.H

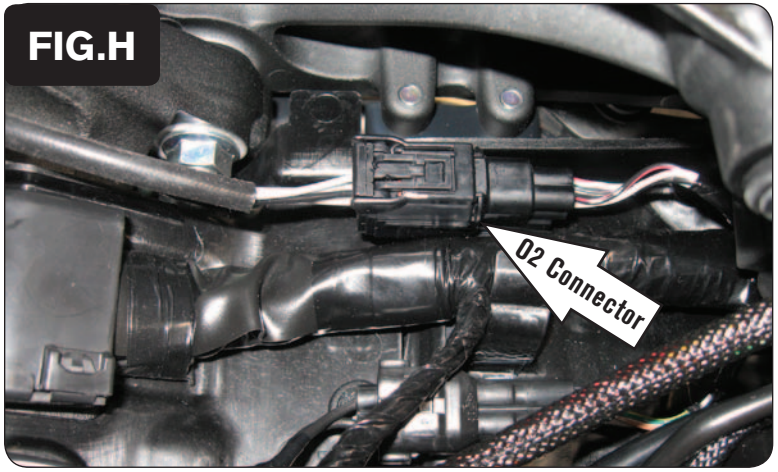
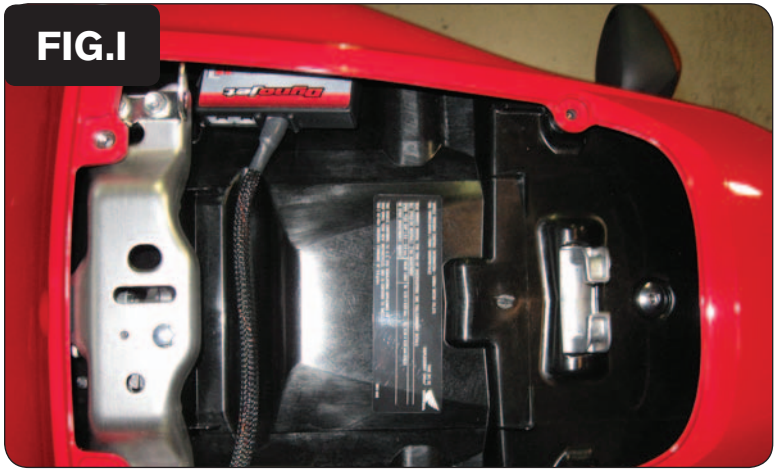


FIG.I



12 Plug the BLACK connectors from the PCV in-line of the stock TPS and wiring harness (Fig. G).

13 Reinstall the alternator connector bracket and ground wires to the frame.

14 Locate and unplug the bike's stock O2 sensor connector (Fig. H).

This connector is located on top of the engine, towards the right side, directly underneath the fuel tank. The fuel tank will need to be pulled back very far or completely removed to access this connector.

15 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. It can be removed from the exhaust, if desired.

16 Install the PCV in the tail section of the motorcycle (Fig. I).

You can use the supplied Velcro to secure the unit in place, if desired. If so, be sure to clean the surface area with the supplied alcohol swab prior to applying the Velcro.

17 Bolt the fuel tank back into position.

18 Reinstall the seats and the bodywork.

Speed input - sensor is located on the top of the engine case near the back of the starter. PINK/GREEN wire is the signal. This wire is located on the GREY ECU connector.

Temperature input - sensor is located on the back of the cylinder between #3 & #4. BLUE/YELLOW wire is signal. This wire is located on the GREY ECU connector.

Autotune 12v source - GREEN/YELLOW wire for tail light connection.