

IGNITION MODULE

FOR USE WITH

[POWER
COMMANDER V]

2015 Yamaha R1

Installation Instructions

PARTS LIST

- 1 Ignition Module
- 1 Installation Guide
- 2 Velcro
- 1 Alcohol swab
- 1 CAN cable
- 1 CAN termination plug
- 1 USB cable



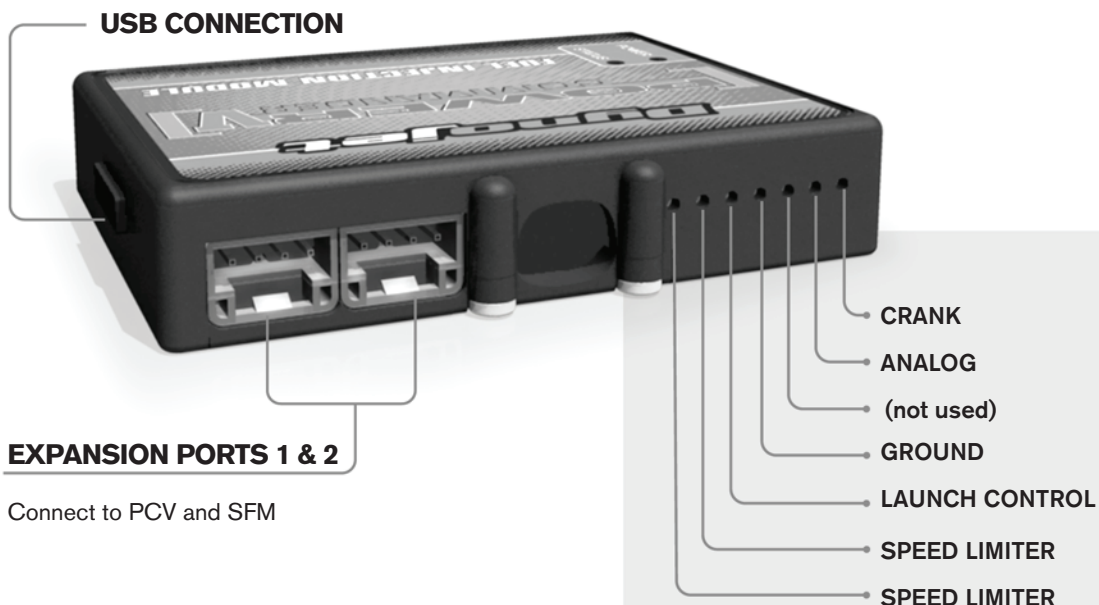
**THE IGNITION MUST BE TURNED OFF BEFORE
INSTALLATION!
BEFORE THIS MODULE CAN BE USED THE
POWER COMMANDER MAY NEED TO BE UPDATED.
(SEE INCLUDED INSTRUCTIONS)**

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

IGNITION MODULE V INPUT ACCESSORY GUIDE



Wire connections:

To input wires into the IM 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 IM 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

Speed

This input has the ability to activate a limiter based on speed. This is intended to be used as a pit lane speed limiter. You can use any OPEN / CLOSED type switch to activate this feature.

Launch

This input is intended to be used as a launch control. You can set a target RPM to limit the bike to when the clutch lever is activated. Once the clutch lever is released full RPM can be achieved. This requires a wire be connected to the grounding side of the clutch switch and the other end into this input.

Ground

This is a digital ground. You can connect the BLACK/WHITE crank wire of the SFM to this location if necessary.

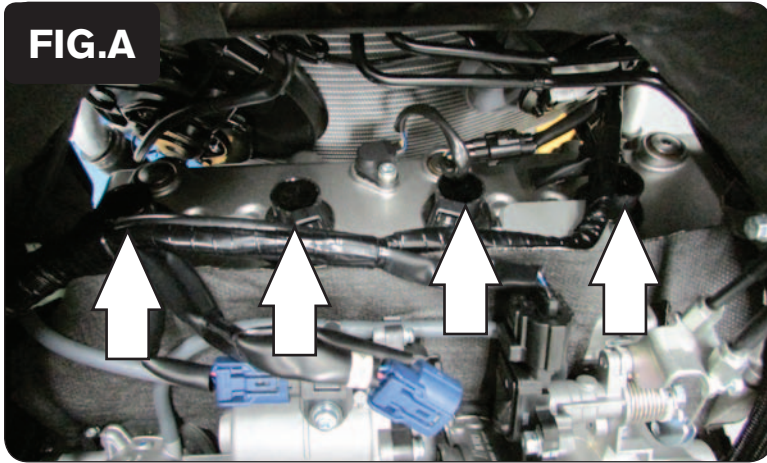
Analog-

Not currently used - updates to follow

Crank-

Connect the WHITE crank wire from the SFM (if installed) to this input. This is only needed if you are going to use the Rev Xtend feature.

FIG.A

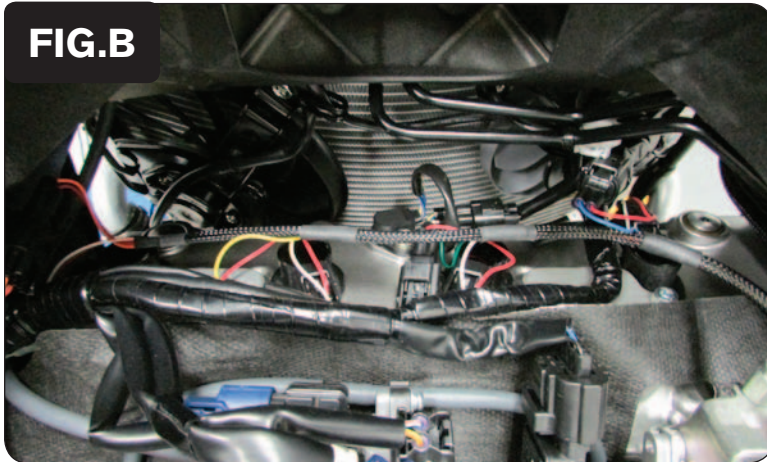


- 1 Remove the main seat.
- 2 Remove the fuel tank and airbox.
- 3 Place the ignition module next to the PCV and route the harness towards the front of the bike going down the right side of the bike.

Make sure the harness does not interfere with the throttle linkage

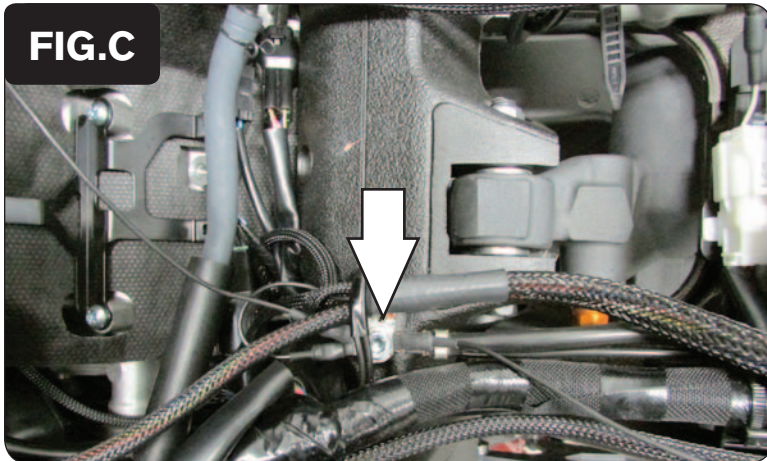
- 4 Unplug the stock wiring harness from each coil stick (Fig. A)

FIG.B



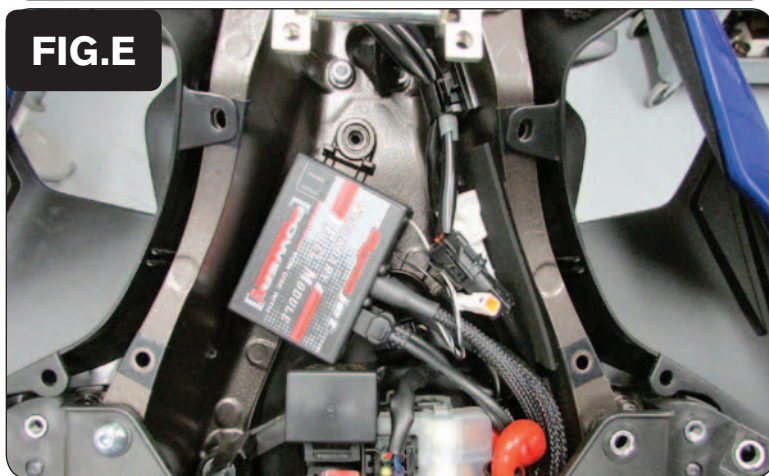
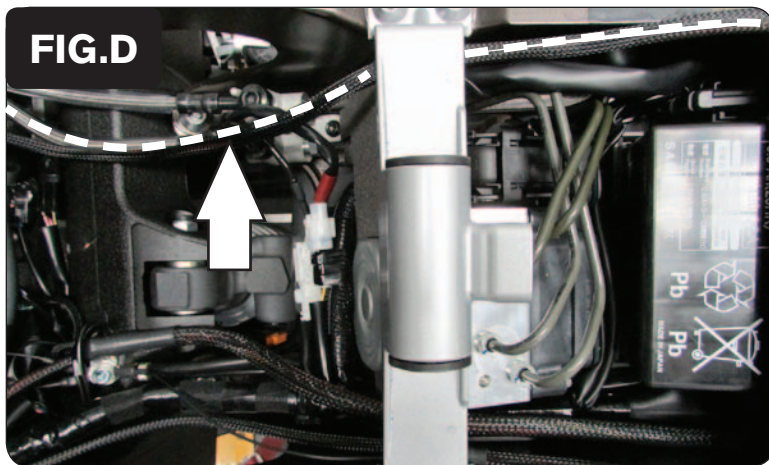
- 5 Plug the Ignition Module in-line of the stock wiring harness and each coil stick (Fig. B).

FIG.C



- 6 Attach the ground wire of the Ignition Module to the common ground location on the top of the engine case (Fig. C).

This is the same ground location as the PCV.



- 7 Route the Ignition Module harness underneath the fuel tank bracket (Fig. D).

You will need to remove the 2 bolts on the right side and loosen the 2 bolts on the left side of the bracket to get the harness underneath it.

- 8 Plug the CAN cable into 1 of the ports of the Ignition Module and the other end into 1 of the ports of the PCV.
- 9 Plug the CAN termination plug (plastic) into any one of the remaining open ports of the Ignition Module or PCV.
- 10 Install the Ignition Module next to the PCV. Connect the WHITE and BLACK/WHITE wires of the Ignition Module to the PCV module wire inputs, as described on Page 5. Use the supplied velcro to secure the unit in place. Make sure to clean both surfaces before attaching with the alcohol swab.

Due to limited room on this motorcycle the installation is shown where the stock exhaust servo motor would normally be. When this is removed it allows ample room. You can use Dynojet part # ESRM-1 to eliminate the servo motor. If you are keeping the servo motor in place then there is room on the right side of the battery to install either the PCV or Ignition Module.

- 11 Reinstall the airbox and fuel tank.

