POWER COMMANDER 6

Installation Guide for: PC6-22036

Model Coverage: 2007-2008 Yamaha R1

PARTS LIST

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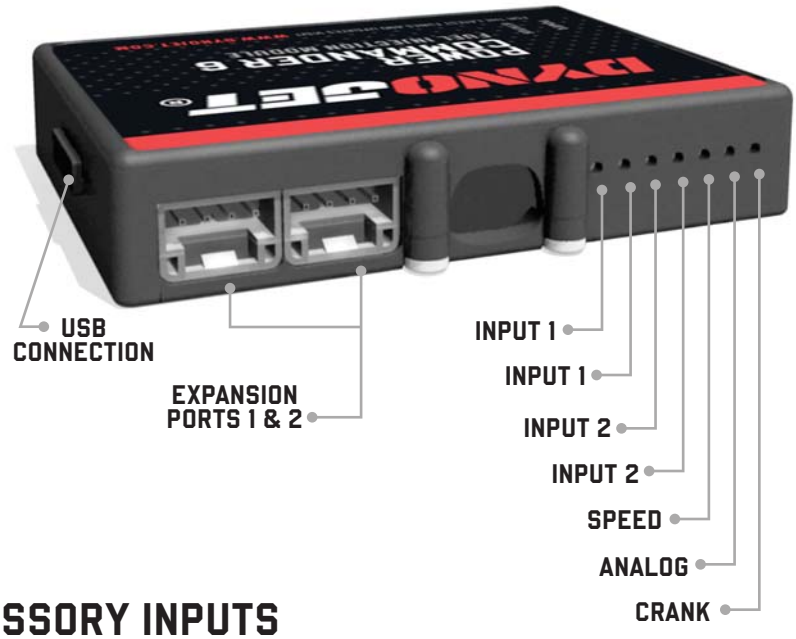
PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION.
THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION.

IPC6-22036.01

INPUT ACCESSORY GUIDE



OPTIONAL ACCESSORY INPUTS

Map (Input 1 or 2) The PC6 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.

Shifter (Input 1 or 2) Used for clutch-less full throttle upshifts. Insert the wires from the Dynojet quick shifter into either Input 1 or Input 2. The polarity of the wires is not important. Set to 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 quick shifter.

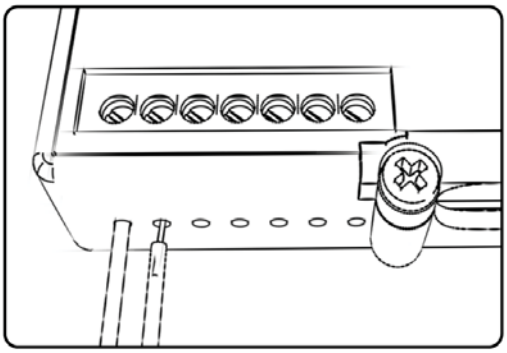
Analog This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the Power Core software.

Launch You can connect a wire to either Input 1 or Input 2 and then the other end to a switch. This switch when engaged (continuity) will only allow the RPM to be raised to a certain limit (set in the software). When released, you will have full RPM.

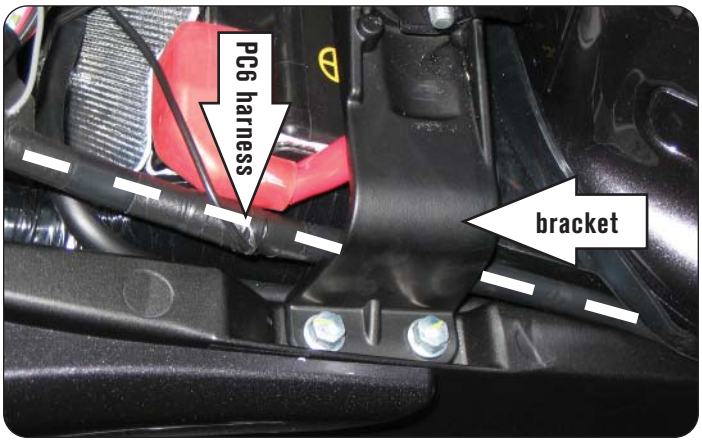
WIRE CONNECTIONS

To input wires into the PC6 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 PC6 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.



INSTALLING THE POWER COMMANDER 6



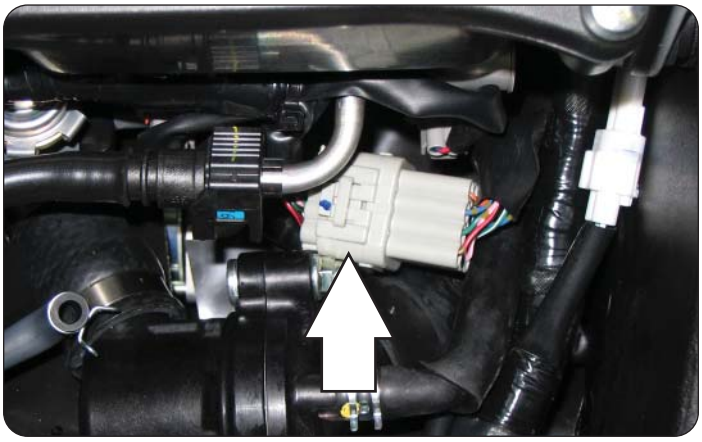
1 Remove the main seat.

2 Prop the front of the fuel tank up.

3 Route the PC6 harness down the right hand side of the bike.

4 Loosen the bolts securing the fuel tank bracket to allow room for the PC6 harness to fit underneath.

5 Route the PC6 harness underneath the fuel tank bracket as shown.



6 Unplug the connector from the throttle bodies to the main wiring harness as shown.

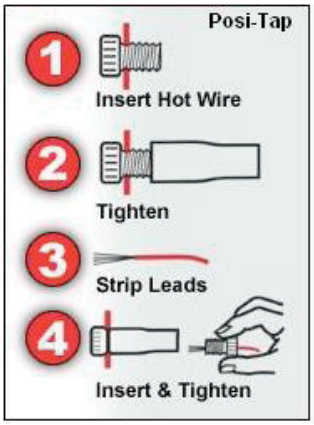
This is the grey 12-pin connector.

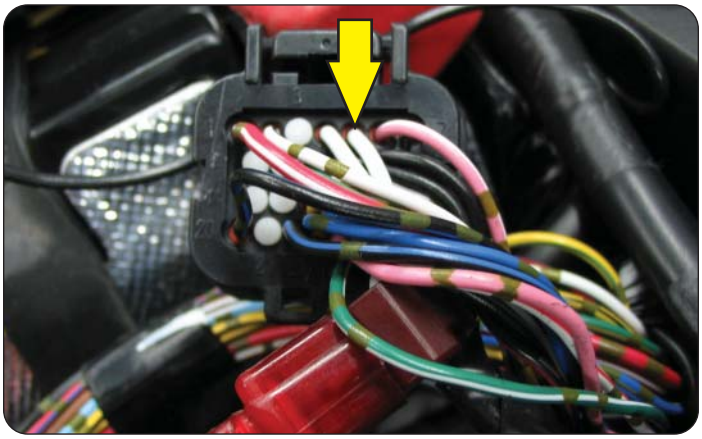
7 Attach the connectors from the PC6 wiring harness to the stock connector as shown.

Verify these connectors are positioned to not interfere with the fuel line when the fuel tank is installed back into position.

8 Using the supplied Posi-tap, secure the GREY wire from the PC6 to the WHITE wire of the ECU as shown.

This wire is from the smaller of the two ECU connectors in position five. The wire location is numbered on the back of the connector.

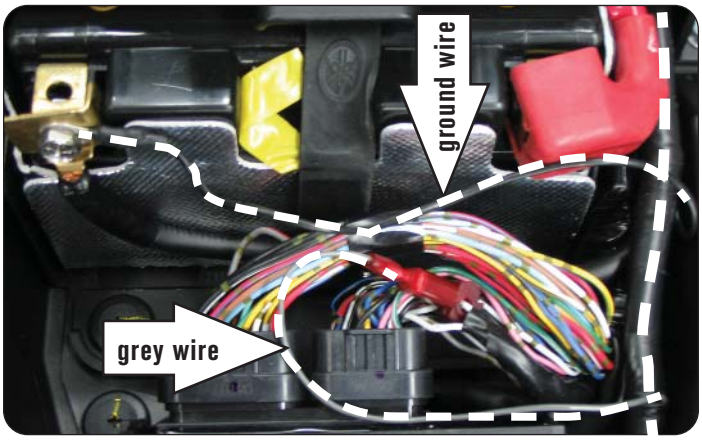




9 Attach the ground wire from the PC6 to the negative side of the battery as shown.

10 Using the supplied velcro, secure the PC6 to the top, rear part of the ECU as shown.

Make sure to clean both surfaces with the alcohol swab before attaching.



11 Tighten the fuel tank bracket bolts.

12 Lower the fuel tank and reinstall the seats.

Download the latest map files from our web site at dynojet.com/tunes.

Tuning Notes

This bike uses a fly-by wire system, so conventional tuning can not be performed for all RPM and throttle ranges.

The grey wire from the PC6 is attached to the throttle blade angle sensor of the throttle bodies which is NOT directly correlated to the throttle grip position. Therefore when setting the throttle position in the PC6 software we recommend resetting only the closed position after the bike has completely warmed up. Use the arrow key (<) next to CLOSED to perform this step and then click OK. Do not try to set the OPEN position unless you are on a dyno and above 9000 RPM.

You will notice that in the maps there are no detailed values below 7000 RPM at 100% throttle and below 5250 RPM at 60-80%. This is because the throttle blades will not open more than 60% below this RPM range no matter how much throttle input is given. Therefore this area can not be tuned.

PUSH THE LIMIT

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