

# [POWER COMMANDER V]

**2009-2014 Suzuki GSXR1000**

**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 O2 Optimizer

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

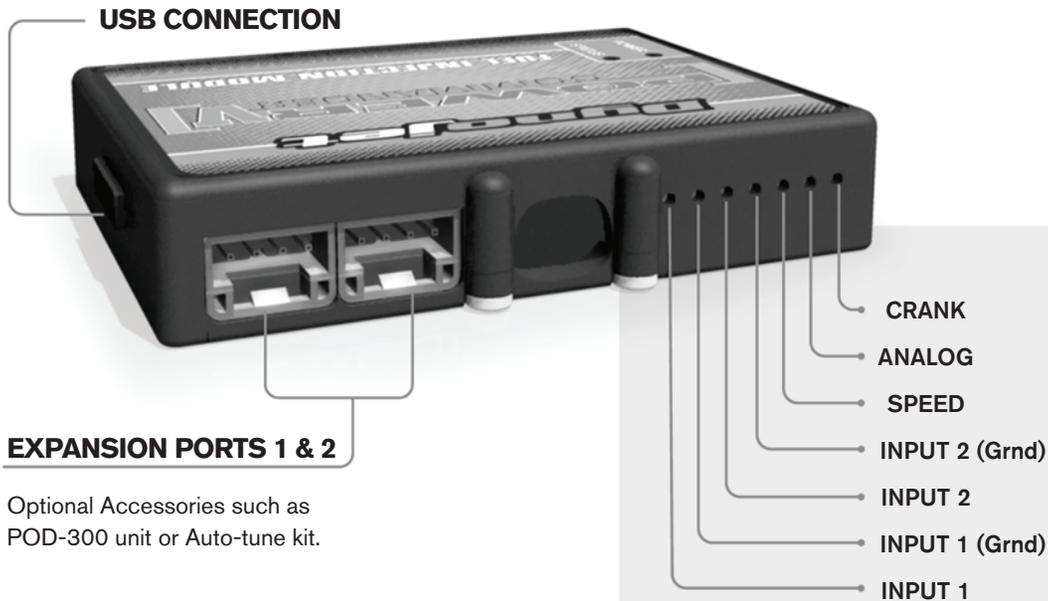
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 [www.powercommander.com](http://www.powercommander.com)

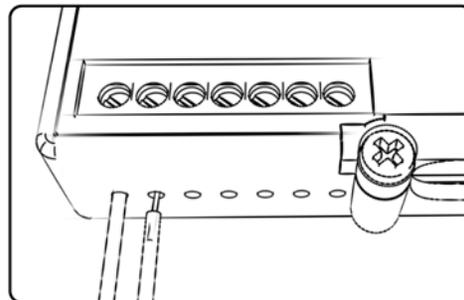
# POWER COMMANDER V INPUT ACCESSORY GUIDE



## 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-

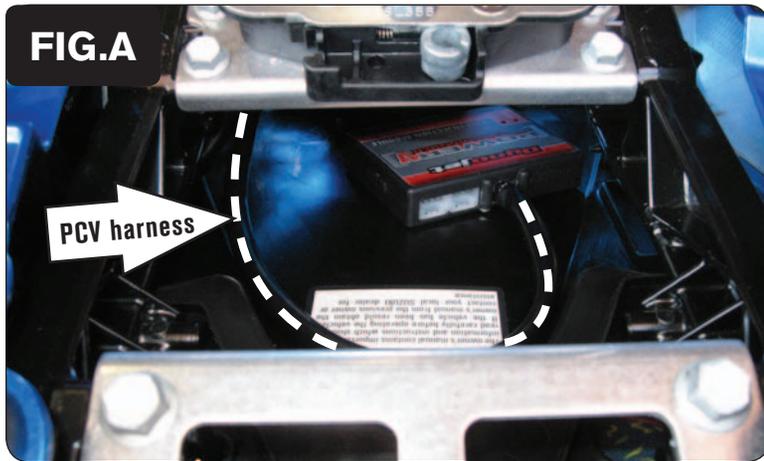
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

### Analog-

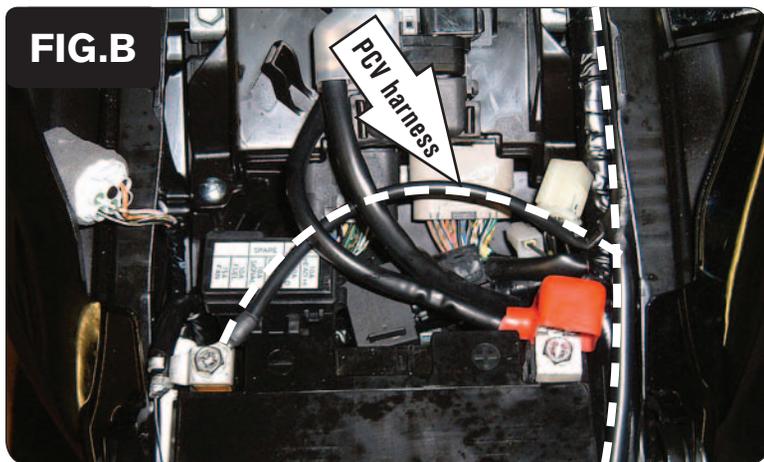
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

### Crank-

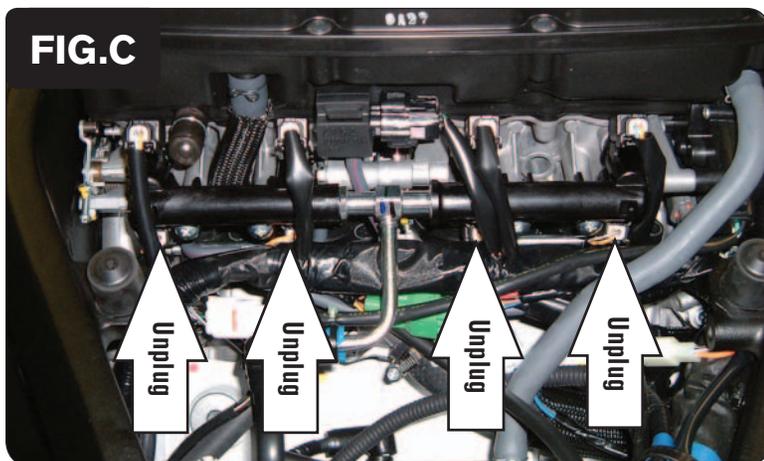
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



- 1 Remove the seats.
- 2 Prop the fuel tank up.
- 3 Lay the PCV in the tail section and route the PCV harness towards the front of the bike (Fig. A).



- 4 Route the PCV harness along the left hand side of the bike.
- 5 Attach the ground wire from the PCV to the negative side of the battery (Fig. B).



- 6 Unplug the stock wiring harness from the lower injectors (Fig. C)

**FIG.D**



- 7 Plug the PCV wiring harness in-line of the stock harness and injectors (Fig. D).

*Do NOT connect the PCV harness to the upper injectors. Make sure you are on the set of injectors that are below the fuel rail.*

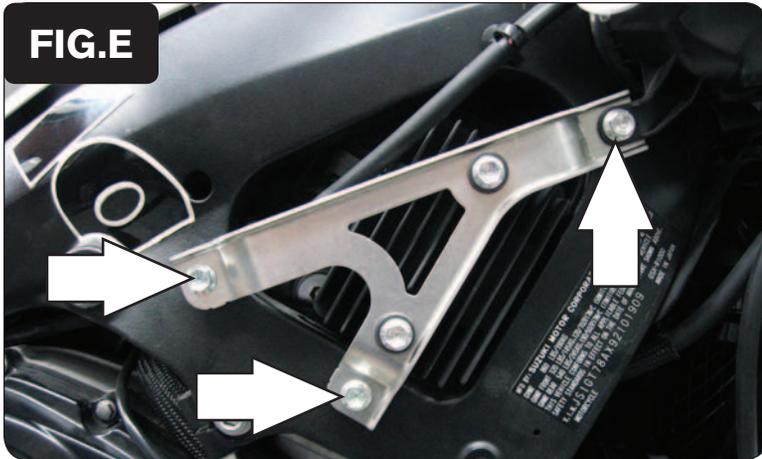
*ORANGE - #1 cylinder*

*YELLOW - #2 cylinder*

*GREEN - #3 cylinder*

*BLUE - #4 cylinder*

**FIG.E**

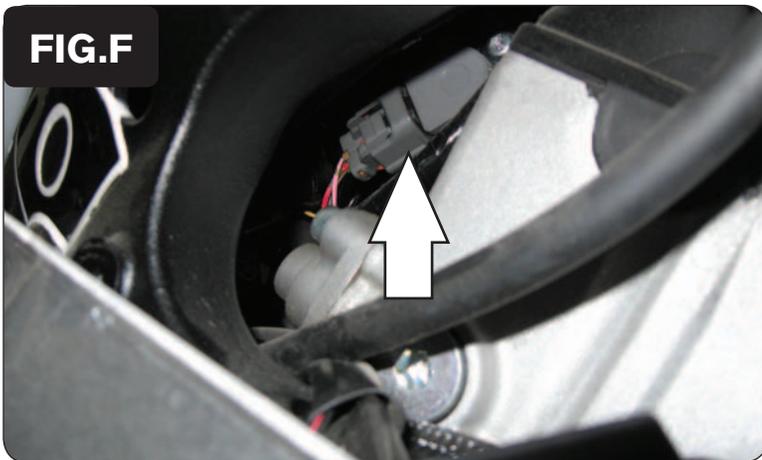


- 8 Remove the right hand side fairing.

- 9 Remove the 3 bolts for the regulator/rectifier bracket (Fig. E).

*This allows access to the TPS connector.*

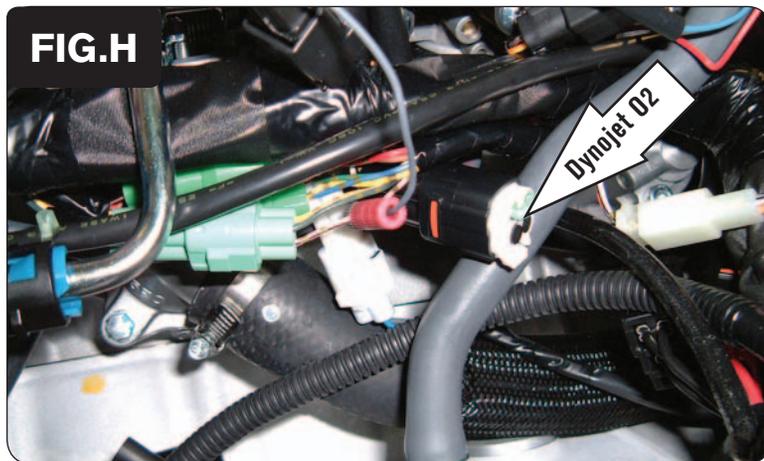
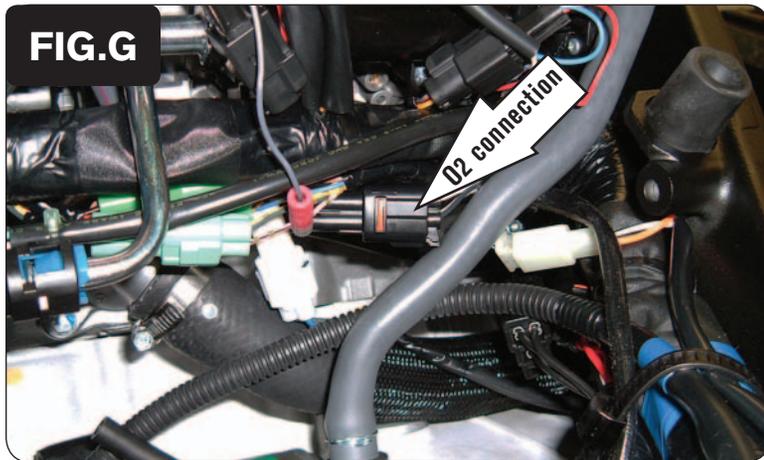
**FIG.F**



- 10 Locate the stock Throttle Position Sensor connector (Fig. F).

*This is a GREY 3-pin connector has PINK/BLACK - RED - BLACK/BROWN colored wires.*

- 11 Unplug the TPS connector and plug the PCV connectors in-line of the TPS and stock wiring harness.



12 Locate the stock O2 sensor which is on the right hand side of the bike. Follow the wires out of the exhaust to the stock wiring harness. Unplug the sensor from the stock wiring harness.

13 Plug the Dynojet O2 Optimizer into the stock wiring harness (Fig. H).

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

14 Secure the PCV in the tail section using the supplied Velcro.

*Make sure to use the alcohol swab to clean both surfaces before attaching the Velcro.*

15 Reinstall the regulator/rectifier bracket and fairing. Lower fuel tank and reinstall seats.

#### **Optional Inputs:**

**Speed input** - PINK wire on BLACK 3-pin connector of speed sensor

**Temperature input** - BLACK/BLUE of cylinder head temp sensor

**12v source for Auto-tune** - BROWN wire for tail light connector