[POWER COMMANDER V]

FUEL AND IGNITION

2002-2008 Honda VTX1800 models

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	Posi-tap

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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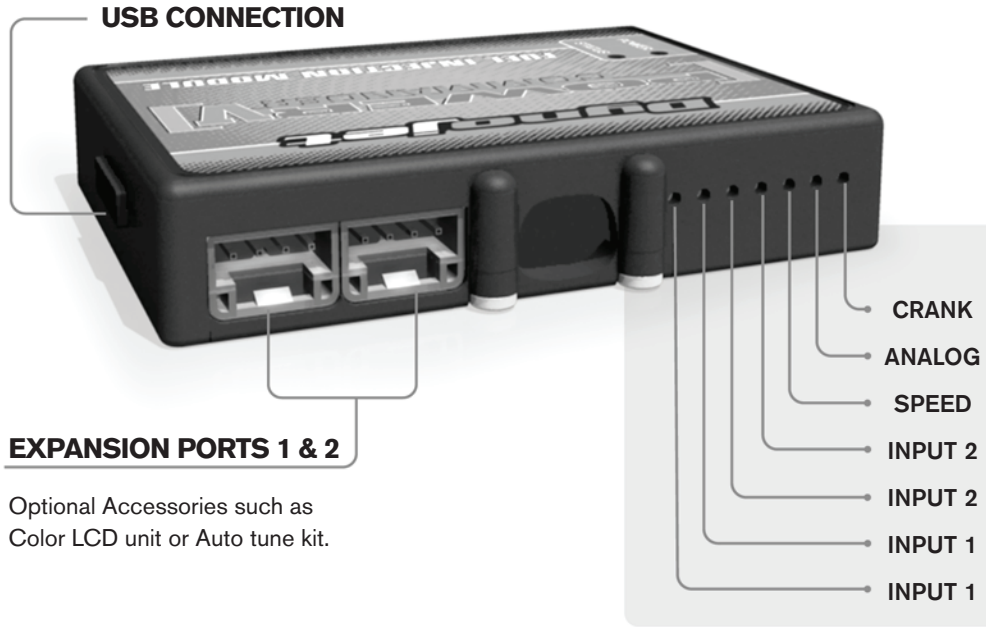
POWER COMMANDER V
INPUT ACCESSORY GUIDE

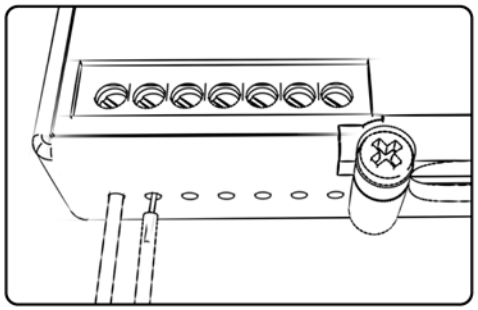


Optional Accessories such as
Color LCD unit or Auto tune kit.

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

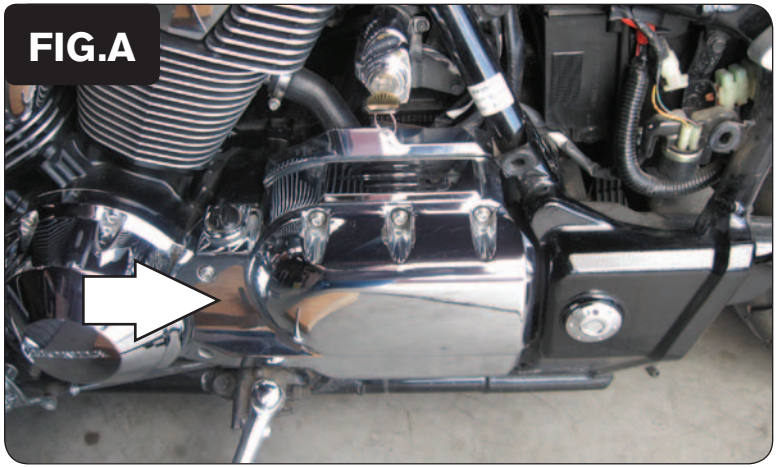
Map - (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will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

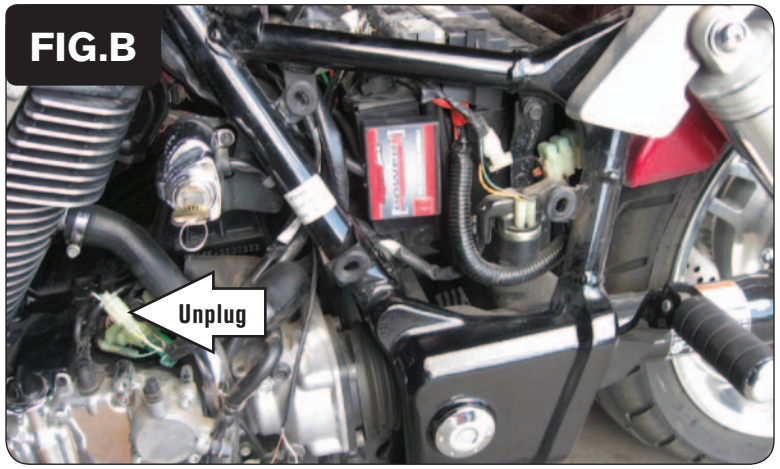
Shifter- (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important.

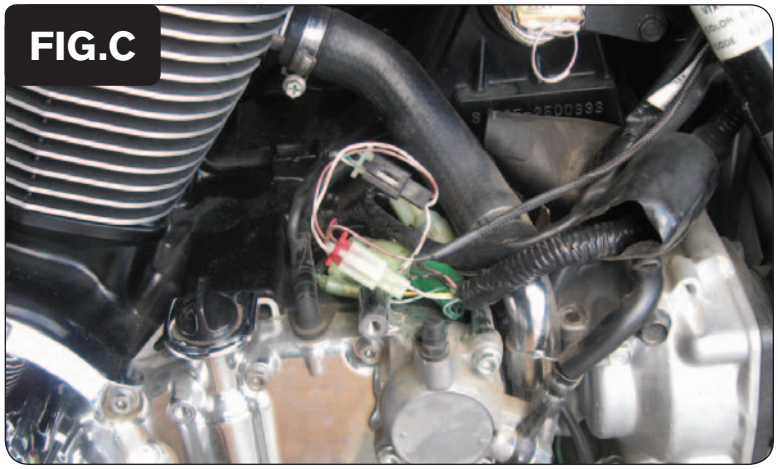
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

2 Remove the airbox assembly.

3 Remove the fuel tank.

4 Remove the left side cover.

5 Remove the chrome cosmetic engine cover on the left side of the engine directly below the key switch (Fig. A).

6 Using the supplied Velcro, secure the PCV module behind the left side cover at the location shown in Figure B.

Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.

7 Locate and unplug the stock wiring harness from the bike's Crank Position Sensor (Fig. B).

This is a WHITE 2-pin connector located inside the rubber boot behind the cosmetic chrome left side engine cover.

8 Plug the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. C).

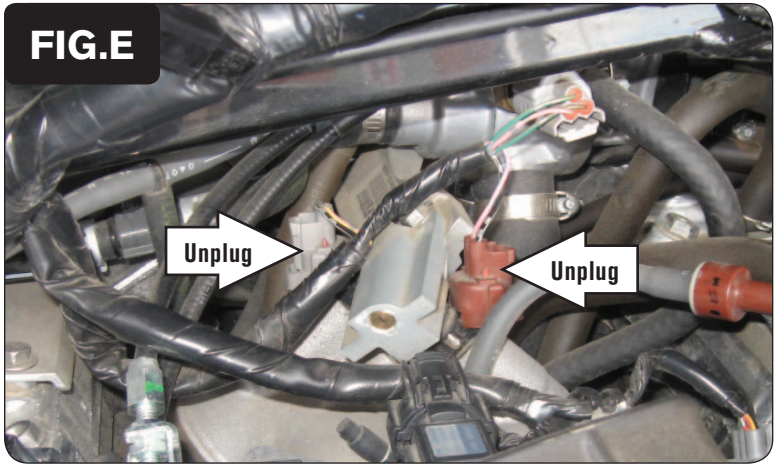
9 Reinstall the left side engine cover, making sure the wires do not get pinched.

FIG.D

10 Route the remainder of the PCV wiring harness towards the right hand side of the bike, through the frame, under the fuel tank, and towards the throttle bodies while following the stock wiring harness on the right hand side of the frame as closely as possible.

Make sure the wiring harness is free and clear of any hot or moving parts and that none of the wires will get cut or pinched when the fuel tank is reinstalled. We recommend routing the wiring harness behind the rear coil.

FIG.E



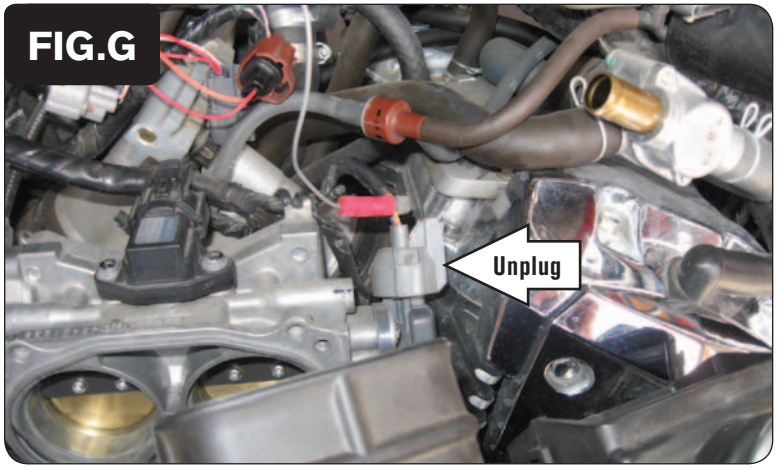
11 Locate and unplug the stock wiring harness from the bike's fuel injectors (Fig. E).

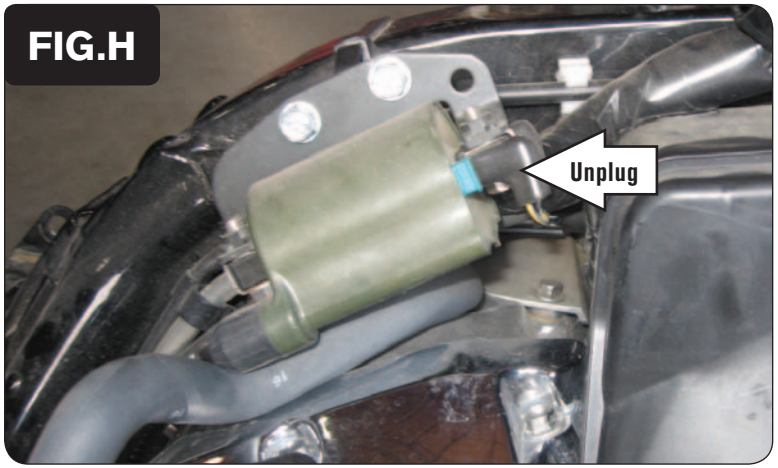
FIG.F

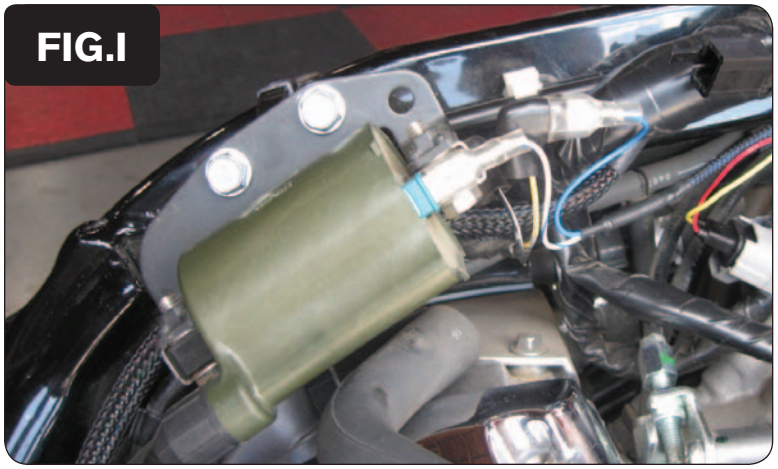
12 Plug the PCV wiring harness in-line of the fuel injectors and the stock wiring harness (Fig. F).

The pair of PCV connectors with ORANGE colored wires go in-line of the FRONT cylinder's fuel injector.

The pair of PCV connectors with YELLOW colored wires go in-line of the REAR cylinder's fuel injector.





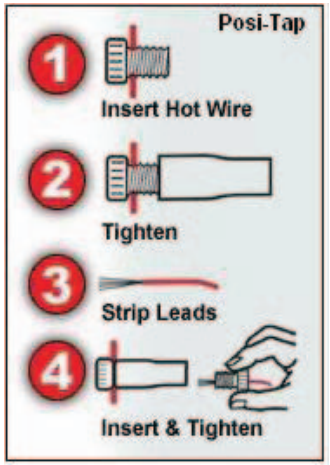


13 Locate and unplug the stock wiring harness from the bike's Throttle Position Sensor (Fig. G).

The TPS is located on the front side of the throttle bodies behind the airbox.

14 Use the supplied Posi-tap to attach the GREY wire of the PCV wiring harness to the stock RED/YELLOW wire of the bike's TPS.

15 Plug the stock wiring harness back onto the TPS (Fig. G).



16 Locate the Rear Ignition Coil on the right side of the frame.

17 Unplug the stock YELLOW/BLUE wire from the ignition coil's GREEN spade terminal (Fig. H).

18 Plug the pair of BLUE colored wires of the PCV in-line of the Rear Ignition Coil's GREEN spade and the stock YELLOW/BLUE wire (Fig. I).

FIG.J

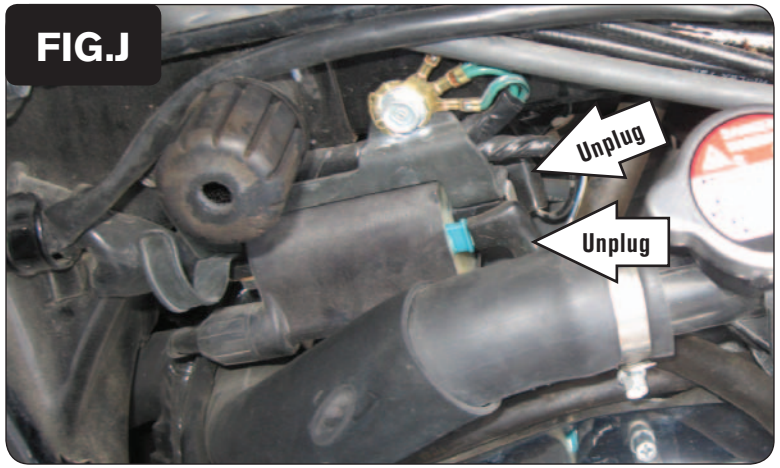
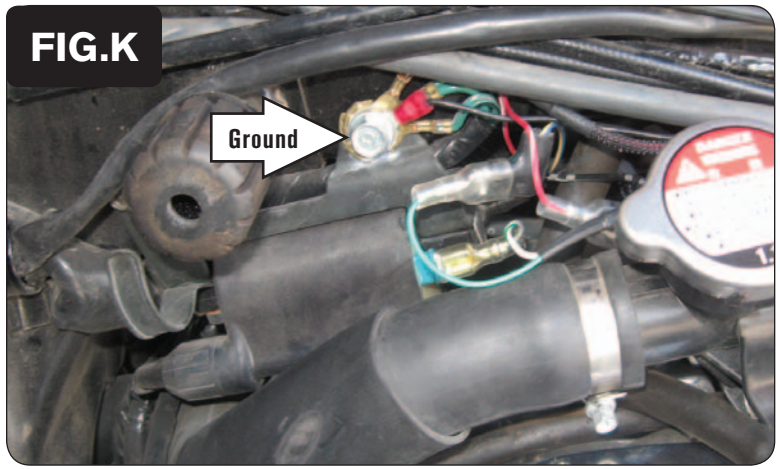


FIG.K



19 Locate the Front Ignition Coil of the forward left side of the frame.

20 Unplug the BLUE/YELLOW wire from the ignition coil's GREEN spade terminal.

21 Unplug the BLACK/WHITE wire from the ignition coil's BLACK spade terminal (Fig. J).

22 Plug the pair of RED colored wires of the PCV in-line of the Front Ignition Coil's BLACK spade and the stock BLACK/WHITE wire.

23 Plug the pair of GREEN colored wires of the PCV in-line of the Front Ignition Coil's GREEN spade and the stock BLUE/YELLOW wire (Fig. K).

24 Secure the ground wire of the PCV wiring harness with the eyelet to the common ground location above the Front Ignition Coil shown in Figure K.

25 Reinstall the fuel tank, body work, and the seat.

Optional Inputs:

Speed input - PINK/GREEN wire of the ECM

Temp input - PINK/WHITE wire of the ECM

12v source for Auto-tune - BLACK/BROWN wire of the tail light