

Floppy Disc Request Form

If you do not have a CD-Rom drive and would like to receive the program and the alternate maps for your model on a 3 1/2" floppy disc, please fax this form to Dynojet at 1-702-399-1431 or call 1-800-992-4993

Bike Model _____

Name _____

Street _____

Town _____

State _____ Zip _____

You can also download the Power Commander software and the latest maps from our web site at :

www.powercommander.com



Dynojet Research
 2191 Mendenhall Drive
 North Las Vegas, NV 89031
 1-800-992-4993



2002-2003 Honda CBR919
 Hornet



Parts List

1	Power Commander	112-210
1	CD-ROM	152-23000
1	Installation Guide	1112-211
2	Wire tap	44144022
1	Power lead	76950102

Installation Instructions for

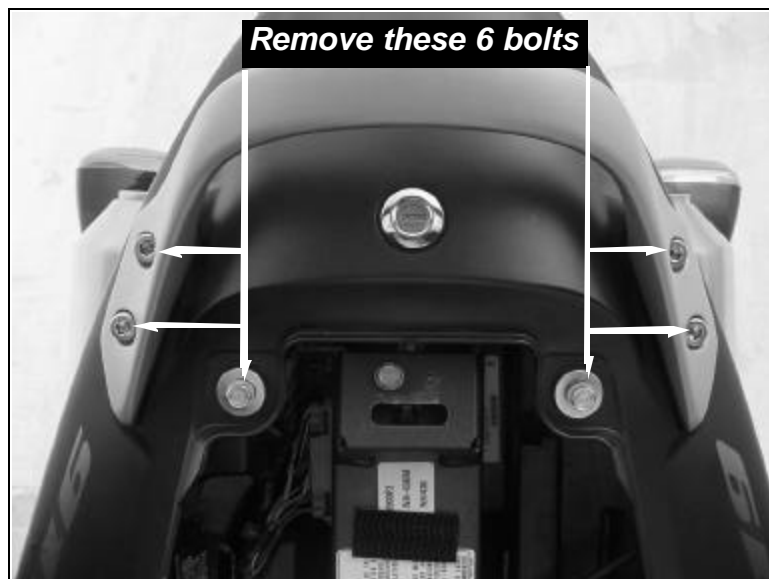
Honda CBR919 Hornet

The ignition **MUST** be turned off before installation!!

**PLEASE READ ALL THE DIRECTIONS BEFORE
STARTING INSTALLATION**

- 1 Remove the seat.
- 2 Remove the grab rail and tail section by removing the 6 bolts shown in Fig. A.
- 3 Remove the two pushpins in the front of the tail section. Squeeze the inside of the pushpin to remove.

Fig.A



Trouble Shooting

If you feel that you are having any problems at all with the Power Commander II, disconnect it from your motorcycle. This will allow the motorcycle to run directly off of the stock ECU.

The lights don't come on when I turn the ignition switch on.
Check to make sure connectors are seated and the kill switch is in the "run" position.

The on-board adjustment buttons do not hold their settings.
Be sure to wait 20-30 seconds after making adjustments before starting or turning off the bike.

Can not upload to or download from the Power Commander II.
Check to see that the serial cable is firmly in place. Verify that ignition switch is on and the kill switch is in the "run" position.

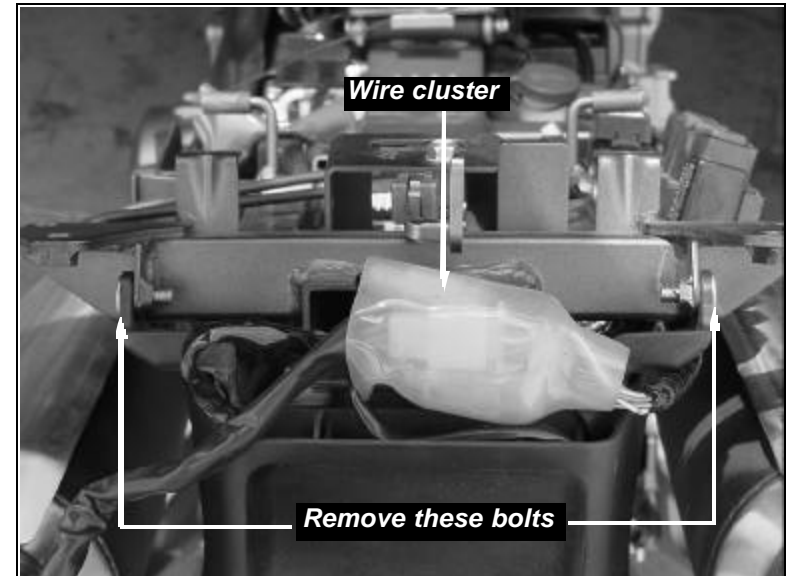
My mouse uses the same serial port.
If your computer has a PS/2 port purchase a DB9 to PS/2 adapter for your mouse.

I get a "verify failed...." message when I upload a map to the Power Commander II.
Programs running in the background or fluctuations in supply voltage (from outlet) can sometimes cause this error. In most cases, the information was sent properly to the Power Commander II. Pushing the "upload all" button again should produce a "tables sent and verified" message.

I typed in notes, but they didn't save.
You need to first push the "accept" button in the notes window and then the "save file" button.

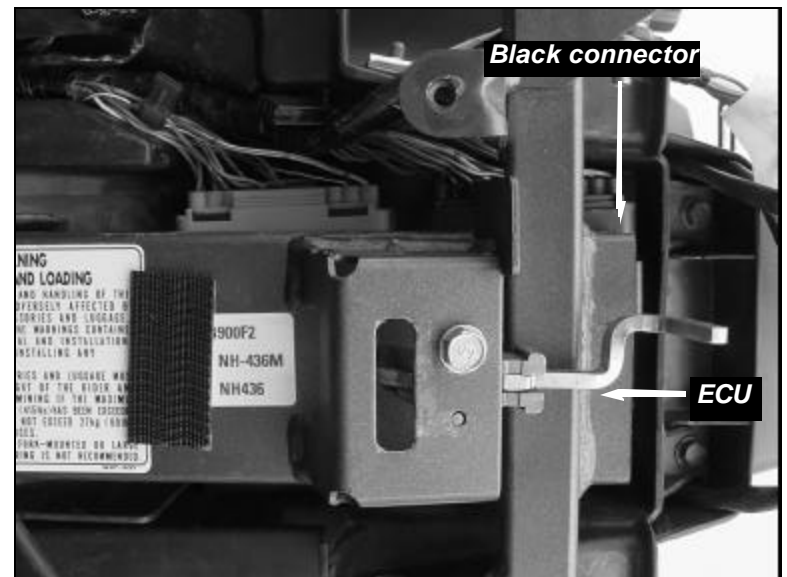
- 4 Remove the two bolts that hold the inner fender to the frame (Fig. B). There should now be ample room to slide the ECU out from under the frame.

Fig.B



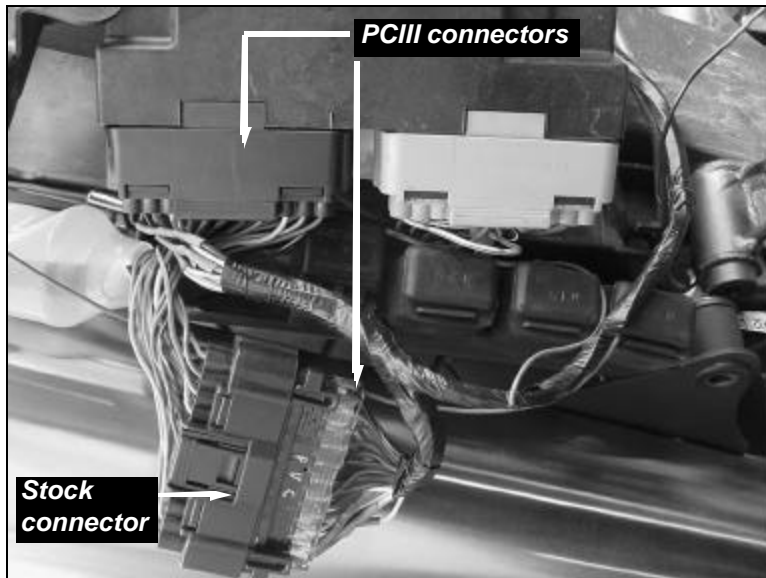
- 5 Unplug the black connector from the ECU (Fig. C).

Fig.C



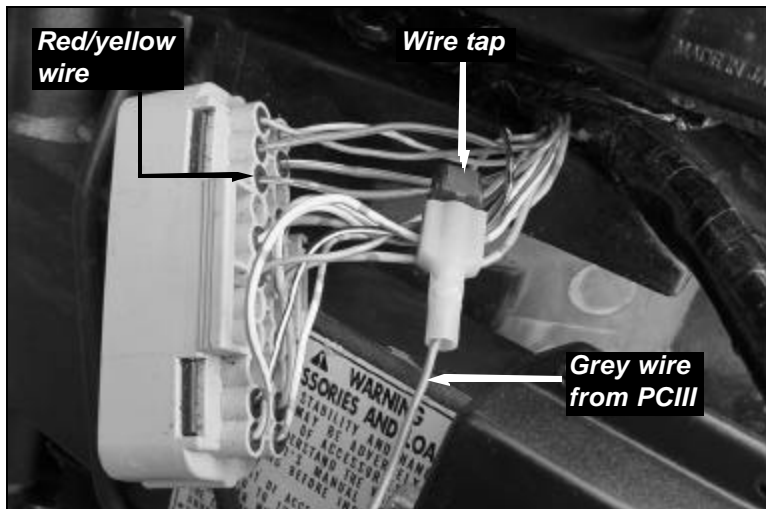
- 6 Connect the PCIII in-line of the stock harness and ECU (Fig. D).

Fig. D



- 7 Locate the red wire with a yellow tracer on the grey connector of the ECU. Crimp the supplied wire tap to this wire (Fig. E). It is recommended to use dielectric grease.
- 8 Connect the grey wire from the PCIII to the wire tap (Fig. E)

Fig. E



Hold these buttons and turn the ignition on to adjust the Power Commander III

Adjusting Your Power Commander

Your Power Commander has been programmed with a base map for your application. You can adjust the base map or install an alternate map using your Computer. Please refer to the supplied CD-Rom for more information.

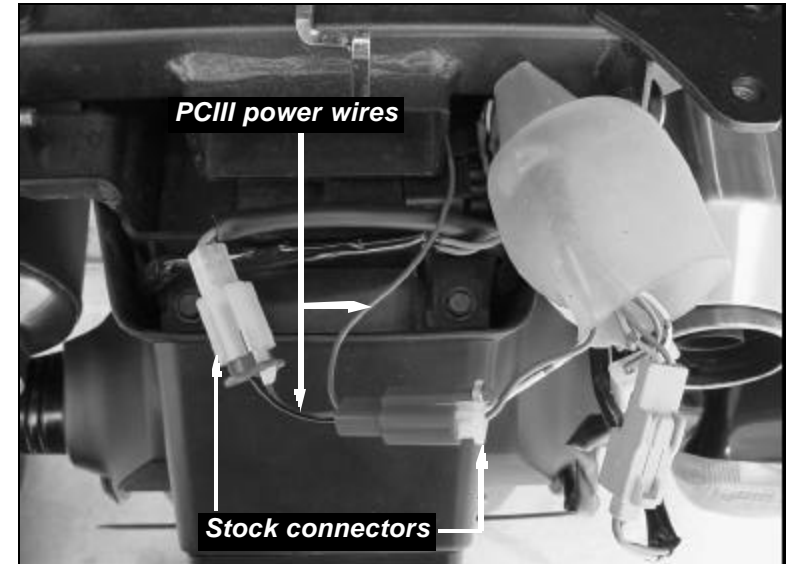
You can also adjust your Power Commander using the face plate buttons as described below.

1. With the ignition off, hold down all three buttons on the Power Commander III unit.
2. While still holding down the buttons, turn the ignition on.
3. Release buttons.
4. Select the range you wish to adjust: Low, Med, High, by pushing the corresponding button once.
5. At this point holding that button down will move the lights down (leaning out the mixture).
6. Pushing the button repeatedly will move the light up (richening the mixture).
7. When the two center light are lit up this is the "0" setting.

After making your adjustments wait 20 seconds before starting the bike or turning it off. This allows the settings to be saved to memory. To verify that it is safe to start the bike, move the throttle and watch to see if the lights move up and down the scale. If they do, you may start or turn off the bike.

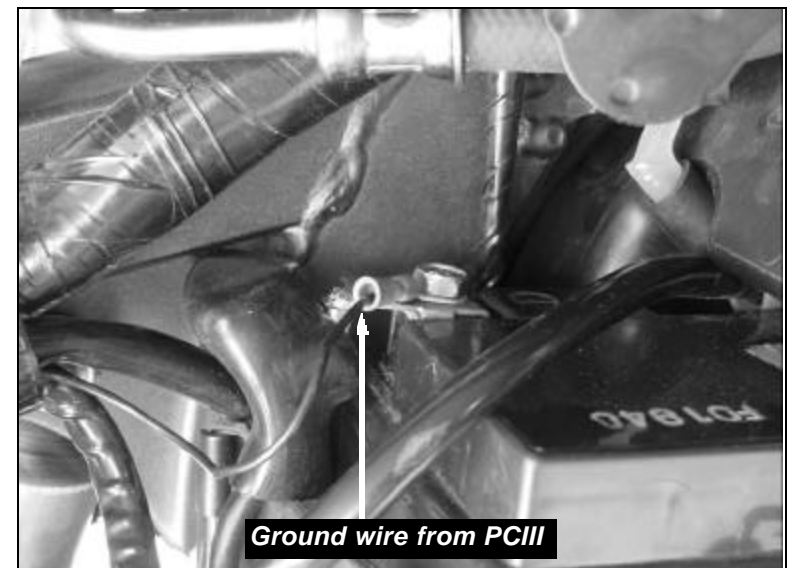
- 9 Locate the wire cluster at the rear of the motorcycle. This cluster contains the connections for the turn signals, tail light, and license plate light (Fig. B). Unplug the license plate connector and plug the red connectors from the PCIII in line (Fig. F).

Fig.F



- 10 Route the ground wire from the PCIII to the negative side of the battery (Fig. G).

Fig. G



- 11 Slide the ECU back under the frame.
- 12 Using the supplied velcro install the PCIII onto the frame rail (Fig. H). Make sure to clean both surfaces with the alcohol swab before adhering the unit to the frame. You can check the placement of the unit by installing the seat for proper fitment.

Fig. H



- 13 Make sure all wires are routed as they will not get pinched when the tail section and seat are installed.
- 14 Install tail section and seat.

*Follow these additional instructions
for European models only.*

- 1 Plug the supplied power lead to the red wire of the PCIII (Fig. J).
- 2 Locate the black wire with a white tracer on the grey connector side of the ECU (Fig. K).
- 3 Connect the supplied wire tap to this wire. Make sure the tap is completely closed (Fig. K). It is recommended to use dielectric grease inside this connector.
- 4 Connect the other end of the power lead to the wire tap (Fig. K). It is recommended to use dielectric grease on this connection.

Fig.J

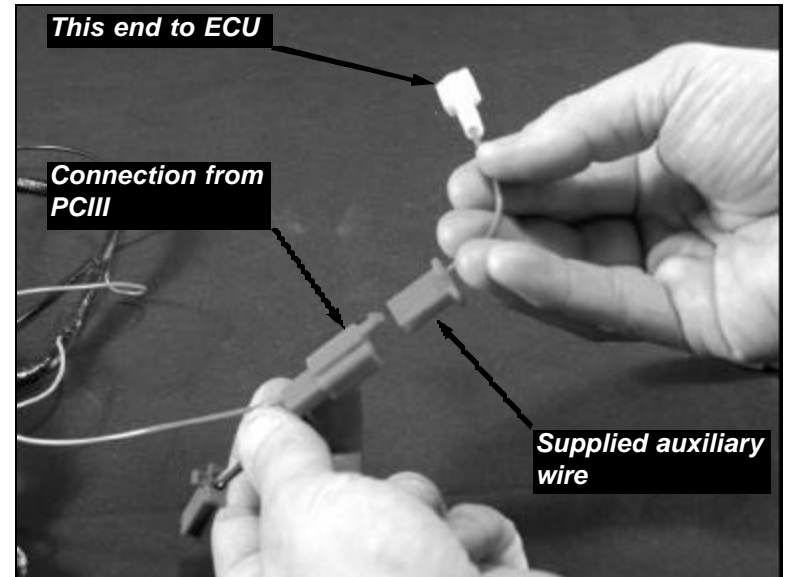
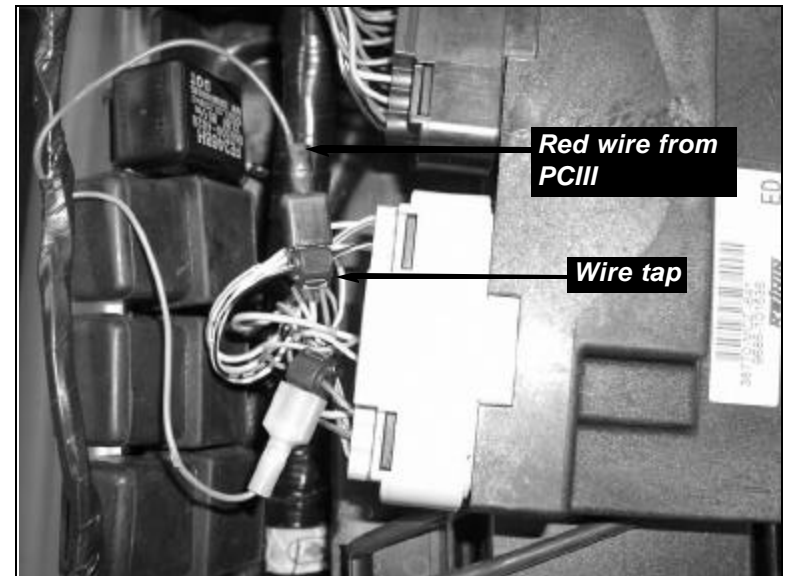


Fig.K



Power for the Power Commander is supplied from the tail light circuit. On European specification bikes it is possible to switch the light circuit off (via the handlebar switch). This will shut off the power to the Power Commander causing the bike to stall.

It is necessary to use the power lead adapter and wire tap on European bikes to maintain constant power to the Power Commander. It is not necessary to use these parts on a U.S specification bike as there is no performance advantage.