

# [POWER COMMANDER V]

**2006-2011 Kawasaki  
EX650 / ER6n / Versys**

**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

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

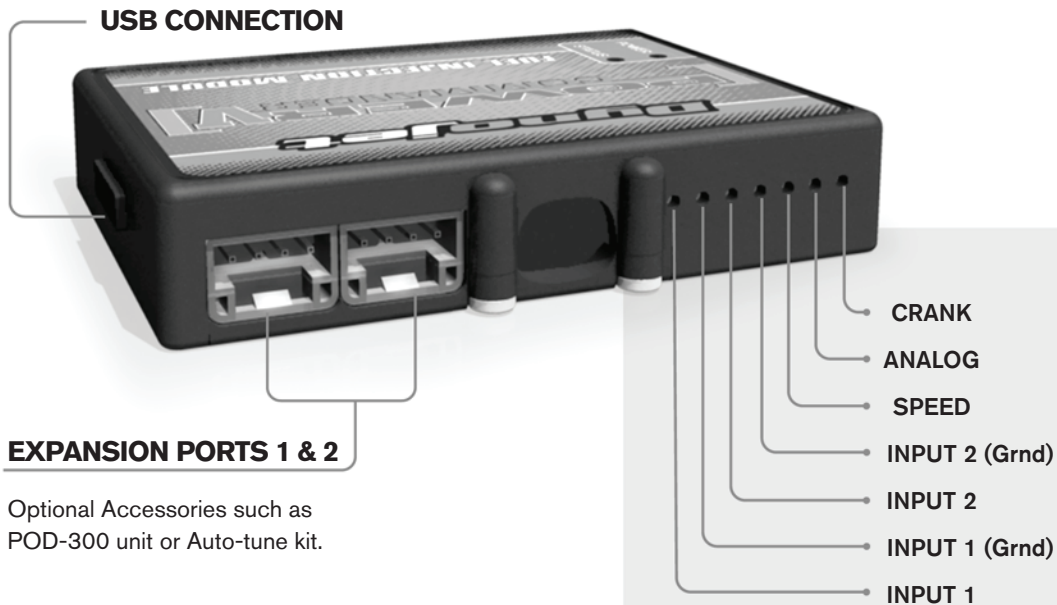
THE LATEST POWER COMMANDER  
SOFTWARE AND MAP FILES CAN BE  
DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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-

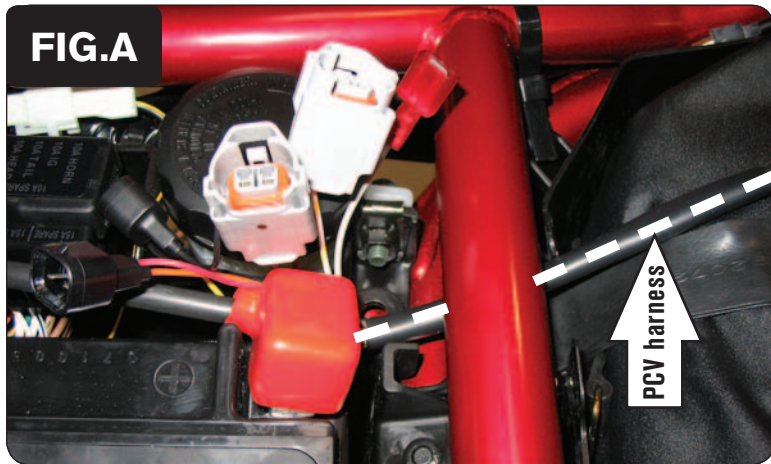
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

### Analog-

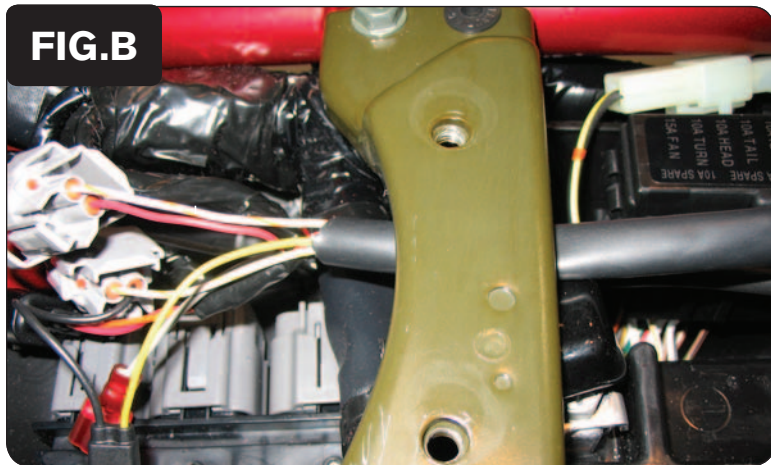
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

### Crank-

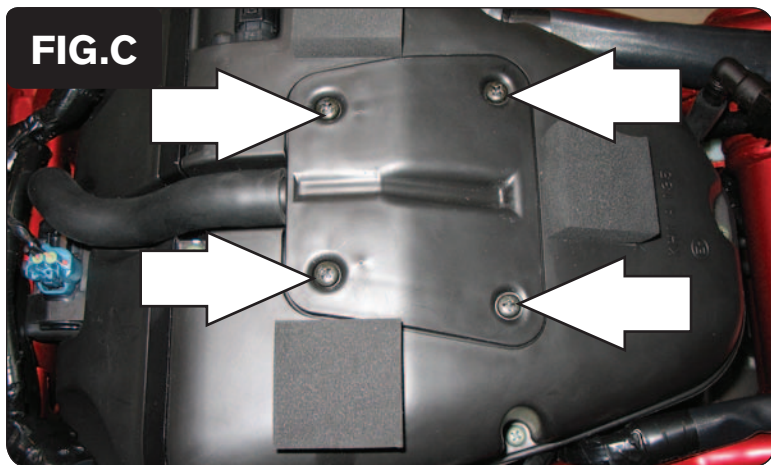
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



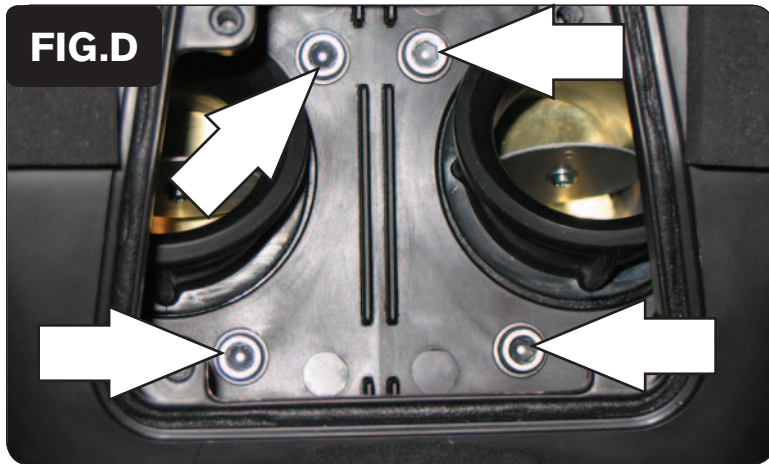
- 1 Remove the seat.
- 2 Remove the fuel tank.
- 3 Lay the PCV in the tail section and route the harness towards the front of the bike. Route the PCV harness under the frame crossover (Fig. A).



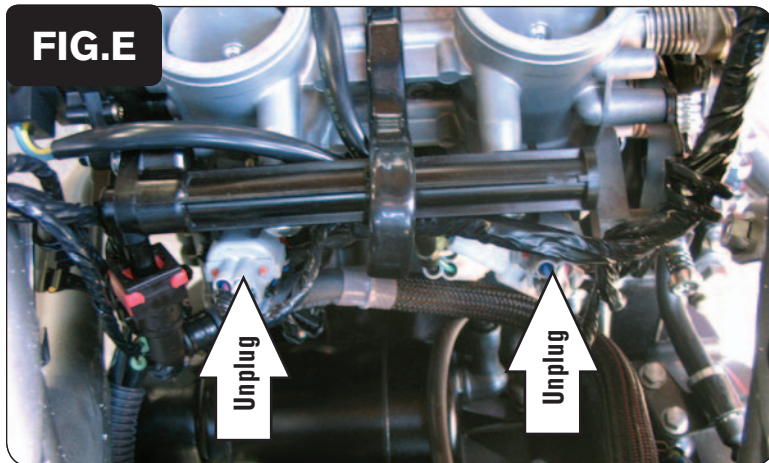
- 4 Route the PCV harness under the fuel tank bracket (Fig. B).



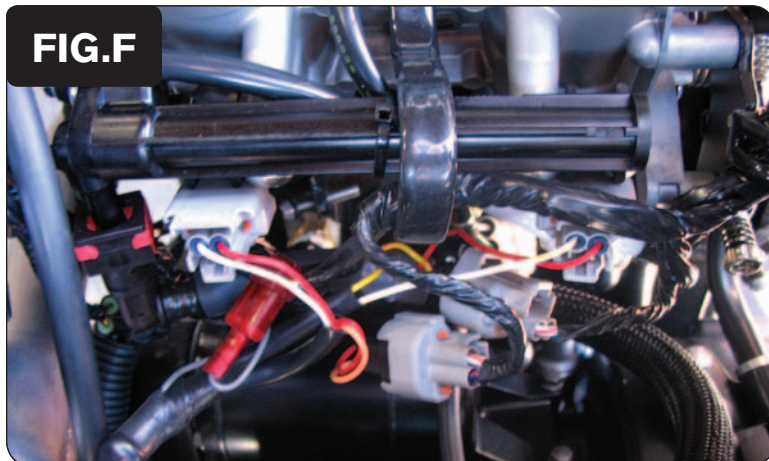
- 5 Remove the bolts in the air box lid (Fig. C).



- 6 Remove the 4 bolts that hold the air box to the throttle bodies (Fig. D).
- 7 Disconnect the air box temp sensor and hoses leading to the air box.
- 8 Remove the air box from the bike.



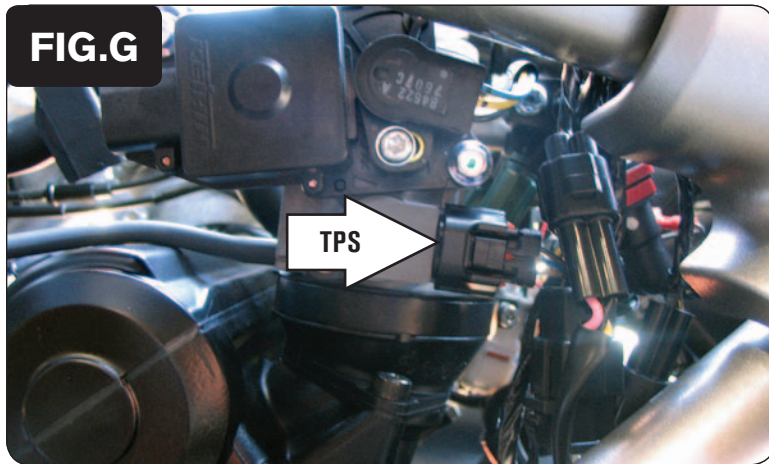
- 9 Unplug the stock wiring harness from the injectors (Fig. E).



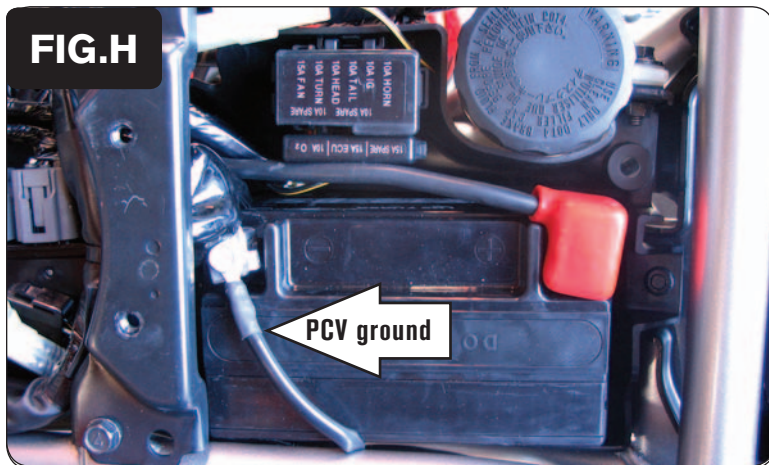
- 10 Plug the PCV connectors in-line of the stock wiring harness and fuel injector (Fig. F) for both cylinders

*Connect the pair of PCV leads with ORANGE colored wires in-line the left cylinder fuel injector. Likewise, the pair of PCV leads with YELLOW colored wires will go in-line of the right cylinder fuel injector.*

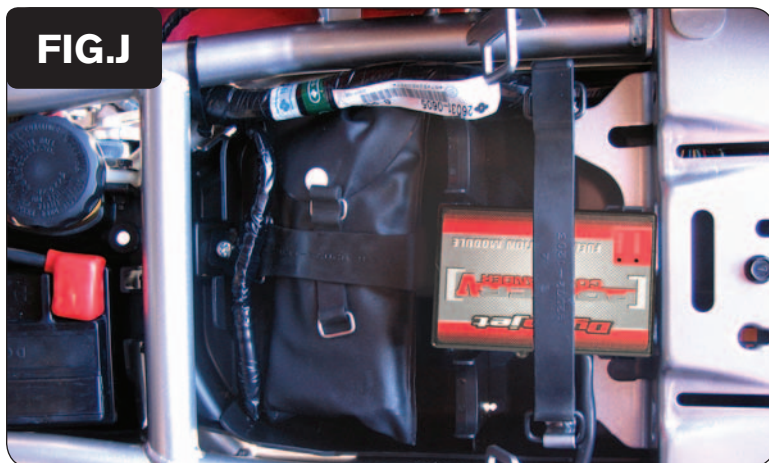
*Note: It has become apparent that the polarity of the stock fuel injector connectors is not very consistent from bike to bike on these models. If you notice the bike doesn't start after installing the PCV, check that the stock +12v injector wires are mated to the RED wires on the PCV BLACK 2-pin connectors. If not, the stock pins will need to be pulled from the stock fuel injector connectors and swapped around to reverse the polarity.*



- 11 Locate the Throttle Position Sensor connector on the left hand side of the throttle bodies.
- 12 Unplug the TPS connector from the throttle bodies and connect the PCV harness in-line of the TPS and stock wiring harness.



- 13 Connect the ground wire from the PCV to the negative side of the battery (Fig. H).
- 14 Reinstall the air box.
- 15 Reinstall the fuel tank and seat.



- 16 Secure the PCV in the tail section using the stock rubber band (Fig. J).

**Optional inputs:**

**Speed** - YELLOW wire of 3-pin BLACK connector from c/s sprocket (YEL-PINK-BLK)

**Engine Temperature** - ORANGE wire of cylinder temp sensor

**12v source for Auto-tune** - RED wire of 6-pin connector for tail light - under the seat