[POWER COMMANDER V]

2010 Kawasaki KLX250S
(Fuel Injected Models Only)

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

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive   North Las Vegas, NV 89081   (800) 992-4993   www.powercommander.com
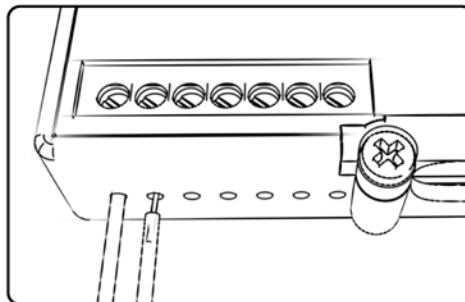
POWER COMMANDER V
INPUT ACCESSORY GUIDE

ACCESSORY INPUTS

USB CONNECTION

EXPANSION PORTS 1 & 2
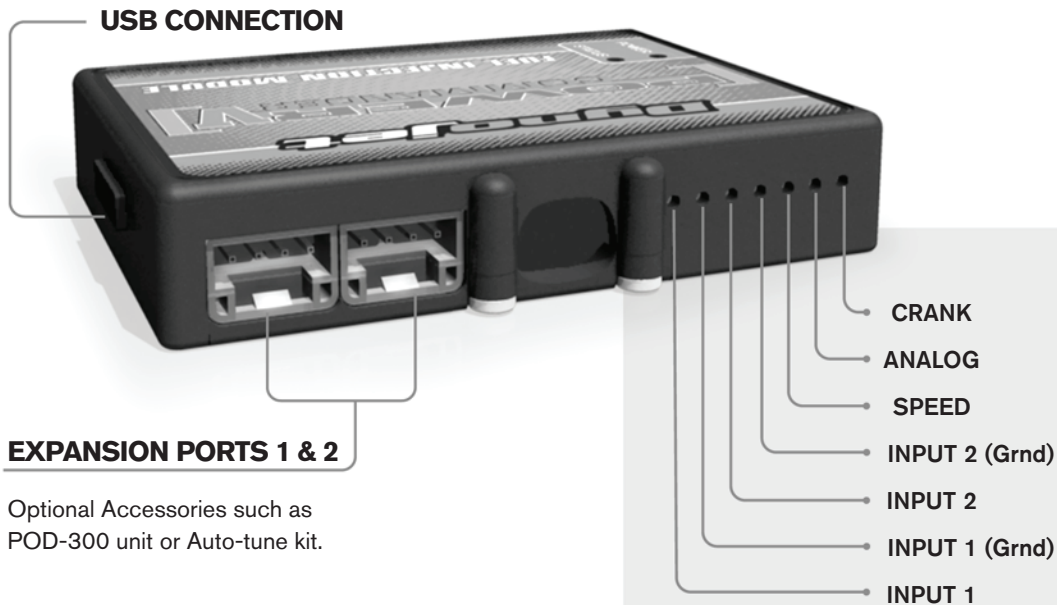
Optional Accessories such as POD-300 unit or Auto-tune kit.

CRANK
ANALOG
SPEED
INPUT 2 (Grnd)
INPUT 2
INPUT 1 (Grnd)
INPUT 1

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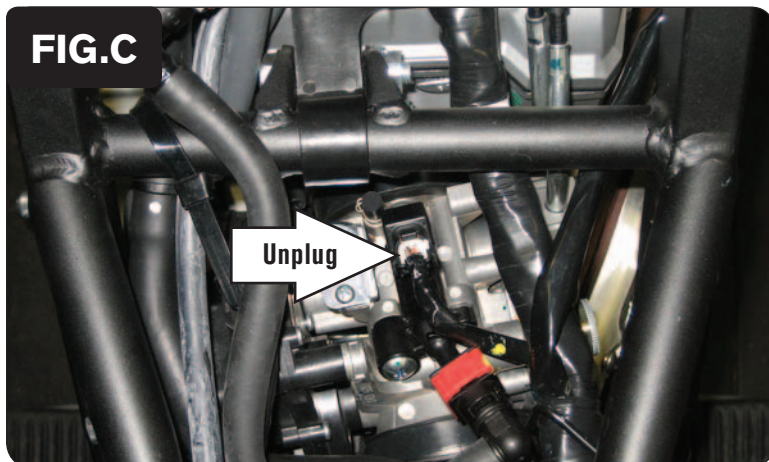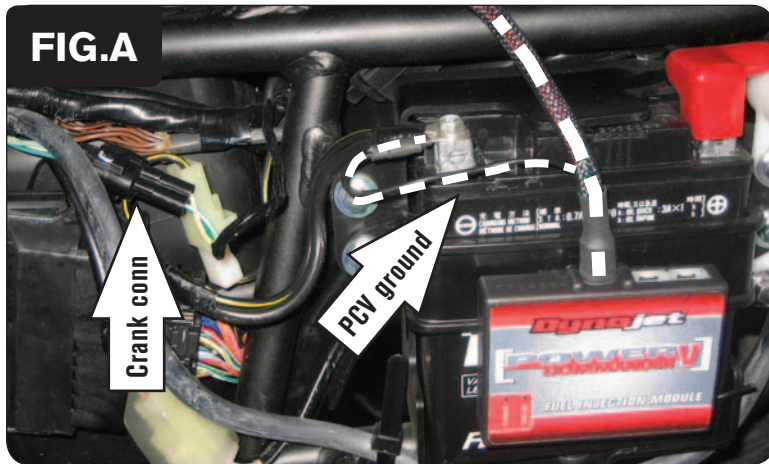
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

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.

FIG.A

Crank conn

PCV ground

FIG.B

PCV harness

FIG.C

Unplug

1   Remove the rear side panels and the seat.

2   Remove the radiator side panels. Remove the fuel tank.

3   Secure the PCV module to the side of the battery using the supplied Velcro (Fig. A).

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

4   Connect the ground wire of the PCV to the negative side of the battery (Fig. A).

5   Locate the crank pickup sensor connector shown in Figure A.

This is a BLACK 3-pin connector near the battery.

6   Unplug the crank pickup sensor connector.

7   Plug PCV connectors in-line of the stock connectors (Fig. B).

8   Route the PCV harness to the left side of the bike following the frame tube. Use the stock zip ties to secure the harness in place (Fig. B).

9   Route the PCV harness under the frame tube to the center of the bike and under the frame cross over up to the throttle body.

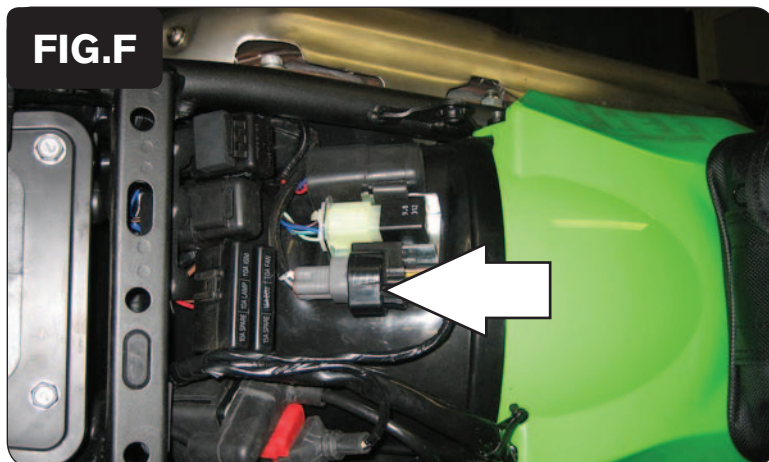10   Unplug the stock wiring harness from the injector (Fig. C).
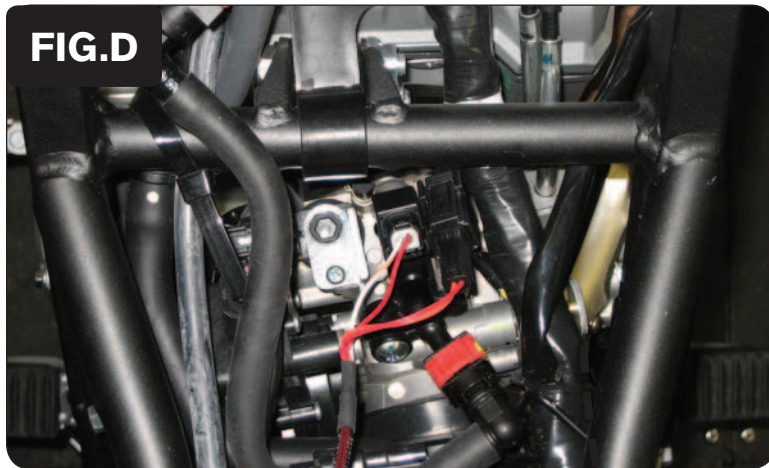
FIG.D

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

FIG.E

PCV connector

Stk connector
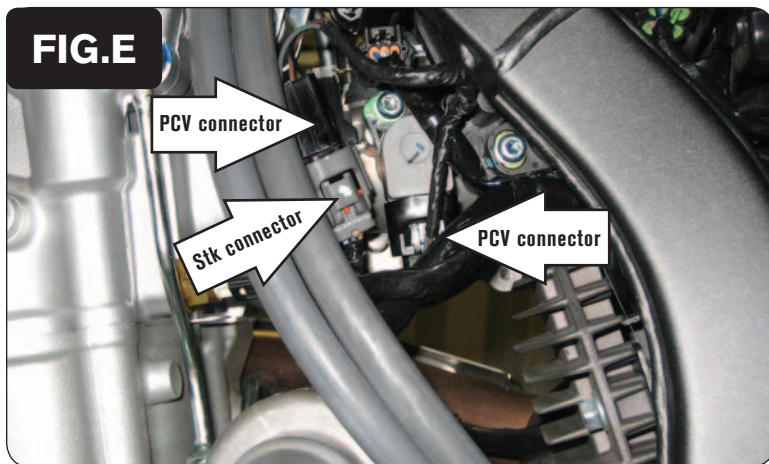
PCV connector

12   Route the PCV 3-pin connectors down to the left side of throttle body.

13   Plug the PCV connectors in-line of the stock wiring harness and stock Throttle Position Sensor (Fig. E).

FIG.F

14   Locate the O2 sensor connection under the seat, near the rear fender (Fig. F).

15   Unplug the stock O2 sensor connection and plug the supplied Dynojet O2 Optimizer into the stock harness.

The stock O2 sensor will no longer be connected to anything.

16   Reinstall fuel tank, side panels and seat.

Optional input:

   12v source for Auto-tune - RED wire of fuse box.