

[POWER COMMANDER V]

FUEL AND IGNITION

2008-2012 Kawasaki EX250

(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!**

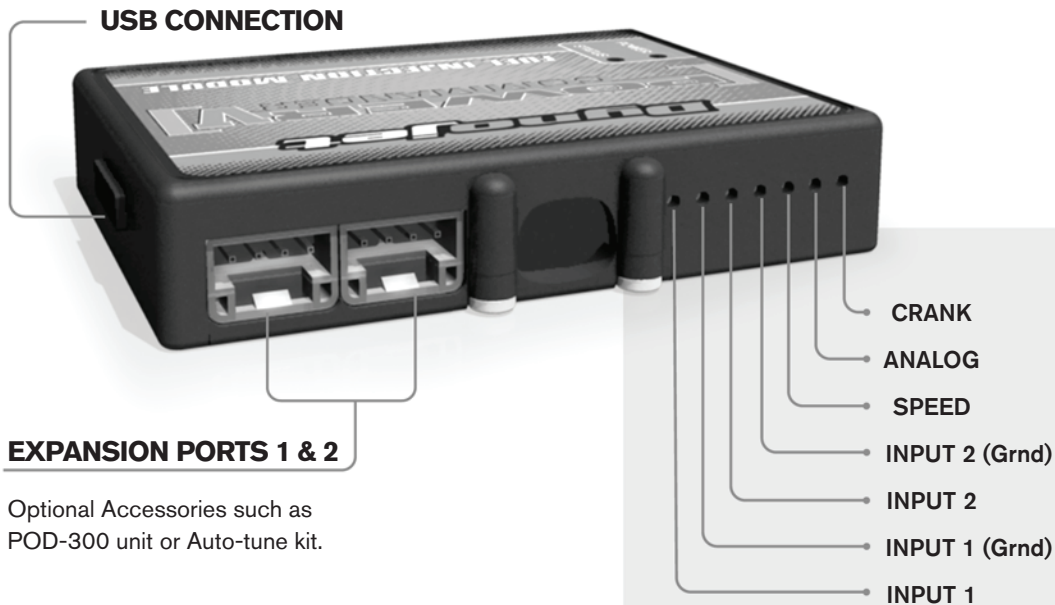
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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



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-

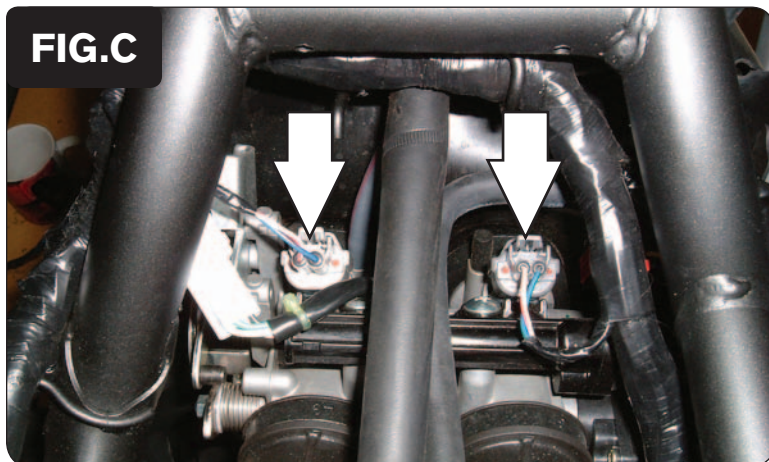
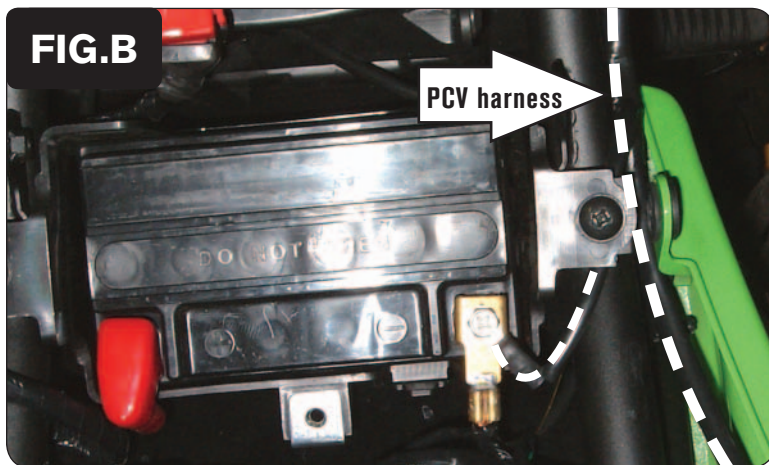
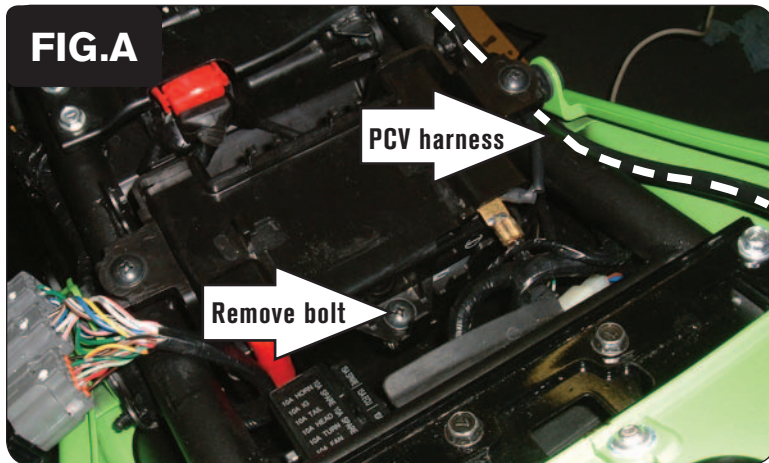
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

Analog-

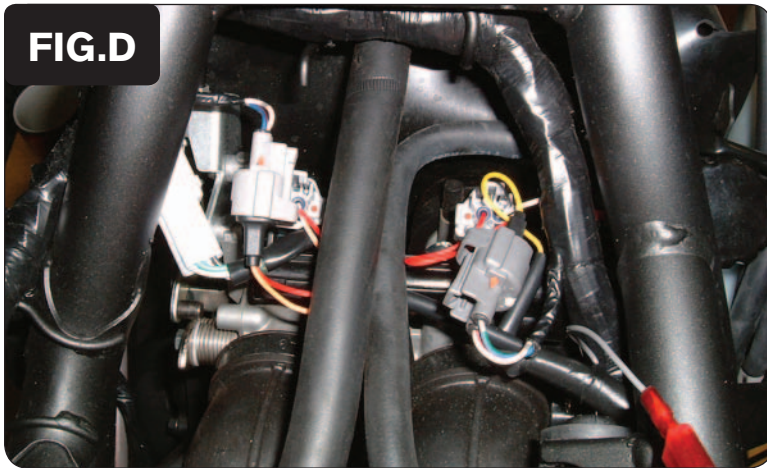
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

Crank-

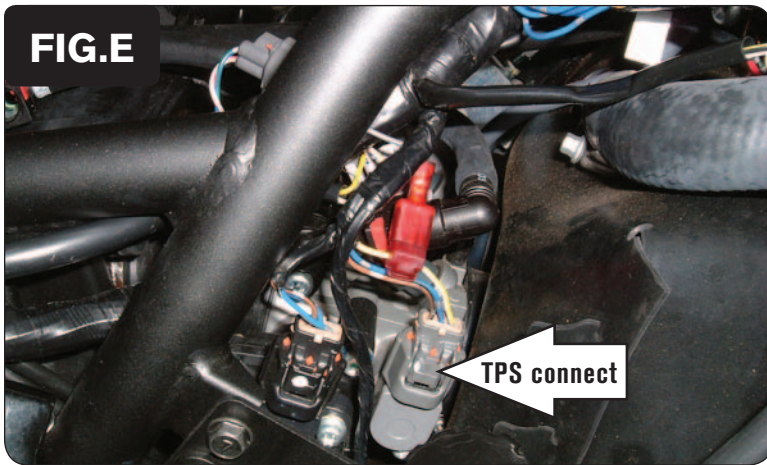
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



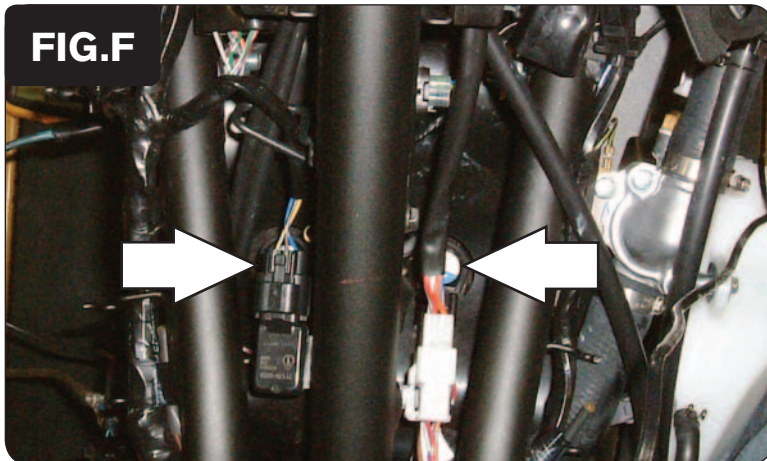
- 1 Remove the seats.
- 2 Remove the fuel tank.
- 3 Lay the PCV in the tail section and route the harness towards the front of the bike. Route the PCV harness down the right side of the bike (Fig. A).
- 4 Move the junction box out of the way and remove the bolt for the battery cover (Fig. A).
- 5 Attach the ground wire of the PCV to the negative side of the battery (Fig. B).
- 6 Reinstall the battery cover and junction box.
- 7 Unplug the stock wiring harness from each injector (Fig. C).



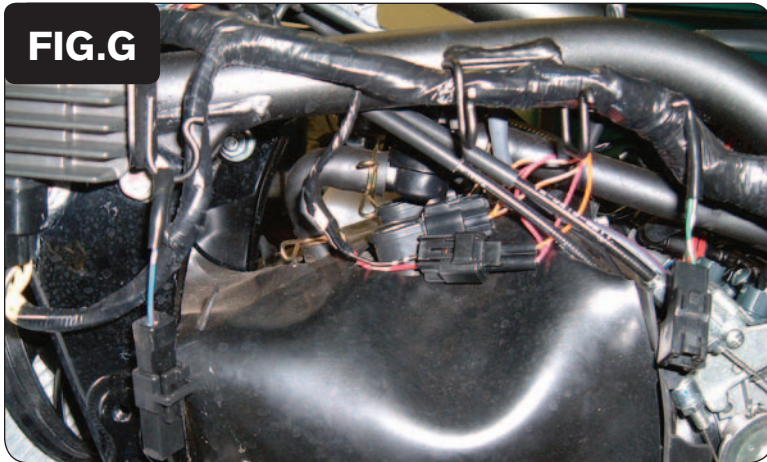
- 8 Plug the PCV harness in-line of the stock wiring harness and injectors (Fig. D).
ORANGE - cylinder #1
YELLOW - cylinder #2



- 9 Locate the Throttle Position Sensor on the right hand side of the throttle bodies (Fig. E). This is the GREY 3-pin connector
This picture was taken with the coolant bottle moved out of the way
- 10 Plug the connectors from the PCV in-line of the stock TPS and wiring harness
Make sure you do NOT plug the PCV in-line of the BLACK connector



- 11 Unplug the stock wiring harness from each coil stick (Fig. F).
The coil sticks are located on top of the engine. In Figure F the #1 (left) coil stick is located under the Baro pressure sensor.

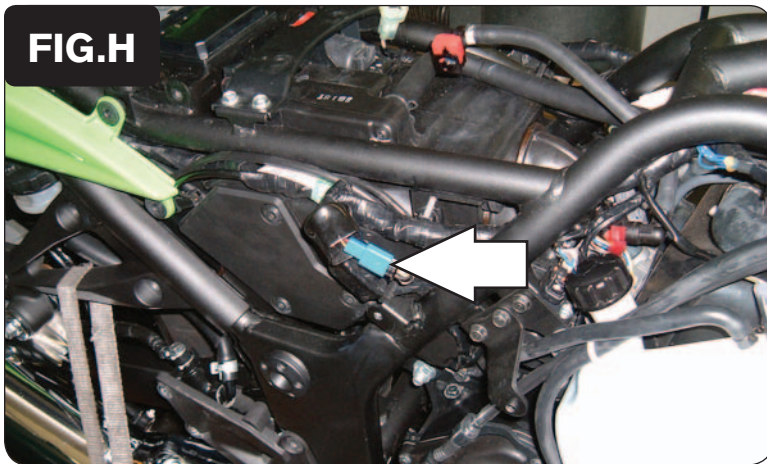


- 12 Connect PCV in-line of the stock wiring harness and each coil stick.

Figure G only shows #1 cylinder.

PCV GREEN wires to #1 cylinder

PCV BLUE wires to #2 cylinder

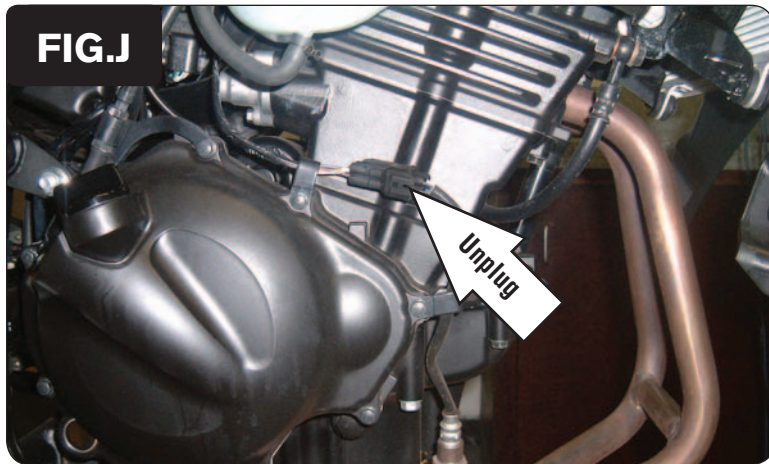


- 13 Unplug the Crank Position Sensor from the stock wiring harness (Fig. H).

This is a BLUE 2-pin connector under the right hand side cover.



- 14 Plug the PCV in-line of the stock wiring harness and CPS (Fig. I).



- 15 Remove the right hand fairing.
- 16 Locate the stock O2 sensor connection. Unplug the O2 sensor from the wiring harness (Fig. G).

- 17 Plug the Dynojet O2 Optimizer into the stock wiring harness.
The stock O2 sensor will not be connected to anything at this time. It can be removed from the exhaust if desired.
- 18 Reinstall bodywork and seats.

- 19 Using the supplied velcro, secure the PCV unit in the tail section (Fig. F).
Clean both surfaces with the supplied alcohol swab prior to applying the velcro.

Optional inputs:

Speed - GREEN/RED wire (pin #5) of the larger ECU connector

Engine Temperature - ORANGE wire (pin #17) of the larger ECU connector