

# [POWER COMMANDER V]

## FUEL AND IGNITION

**2008-2014 Kawasaki KFX450**

**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!**

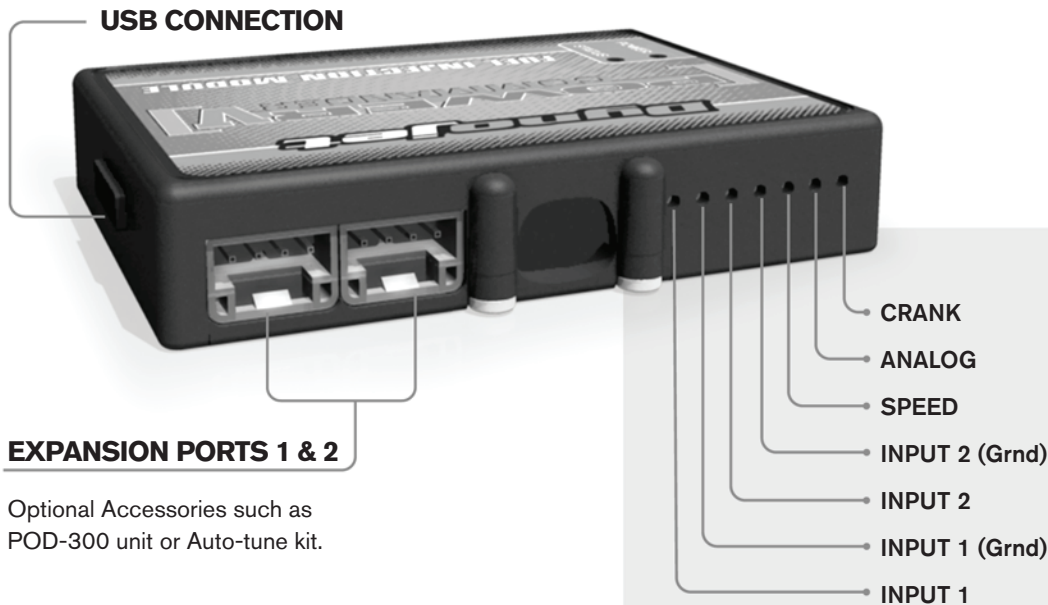
THE LATEST POWER COMMANDER  
SOFTWARE AND MAP FILES CAN BE  
DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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)

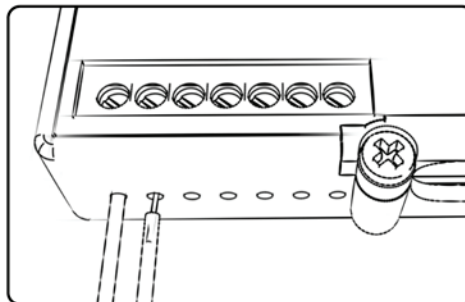
# POWER COMMANDER V INPUT ACCESSORY GUIDE



## 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-

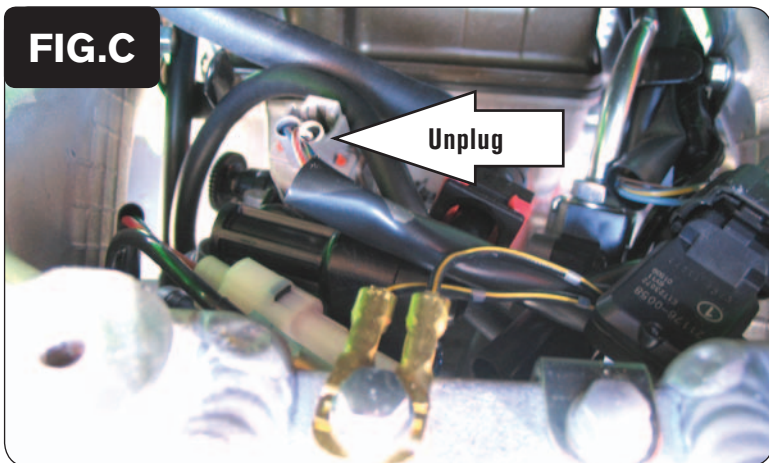
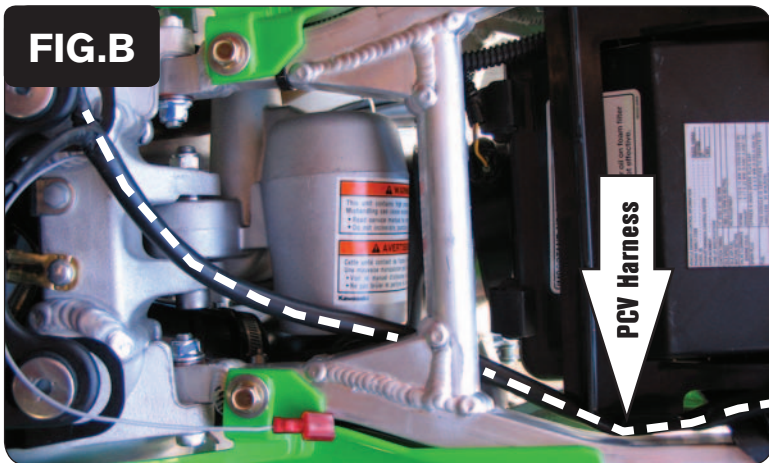
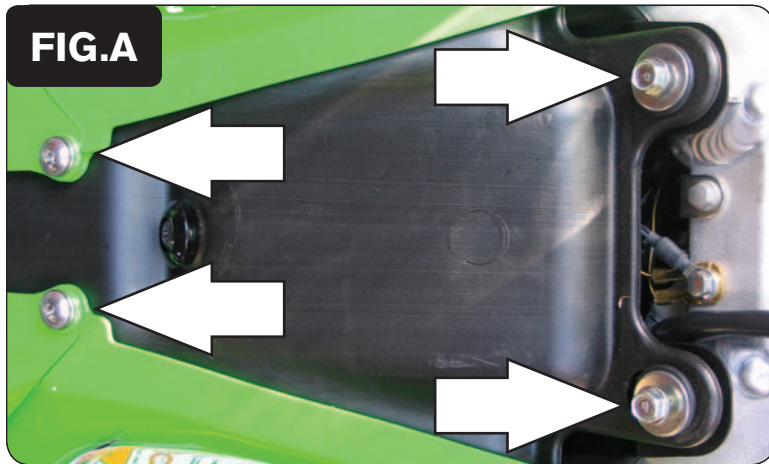
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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 2 screws that hold the side covers to fuel tank. Remove the 2 bolts at the rear of the fuel tank (Fig. A).

*This allows the rear of the fuel tank to be raised up enough to install the PCV.*

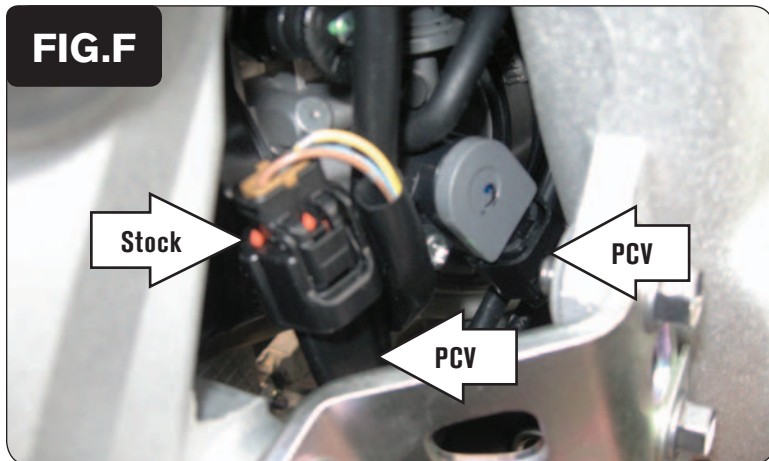
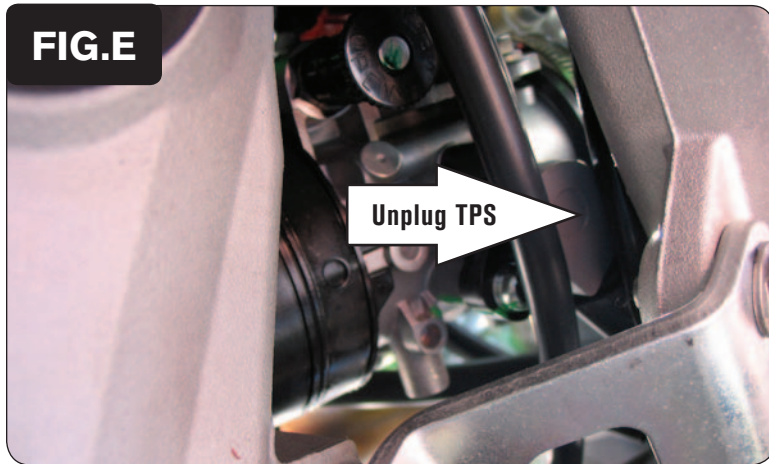
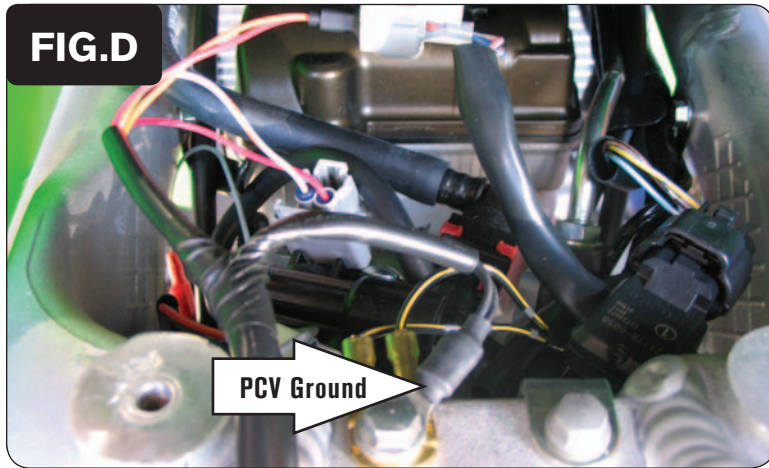
- 3 Lay the PCV in the tail section.

- 4 Route the wiring harness from the PCV towards the throttle body. Route the harness underneath the cross member of the subframe (Fig. B).

- 5 Unplug the stock wiring harness from the injector (Fig. C).

*This connection is under the rear of the fuel tank.*



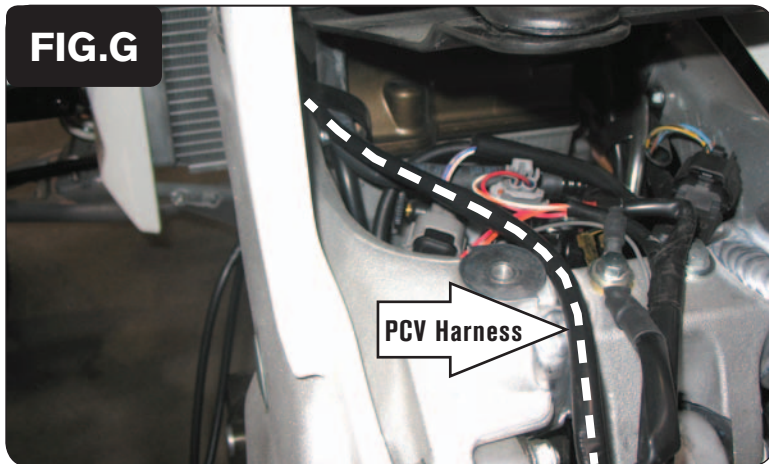


- 6 Plug the PCV wiring harness in-line of the stock wiring harness and injector (Fig. D).
- 7 Remove the bolt that secures the stock ground wire to the frame. Attach the ground wire from the PCV to this same location (Fig. D).

- 8 Locate the stock throttle position sensor connector on the left hand side of the throttle body. Unplug the stock wiring harness from the TPS (Fig. E).  
*This allows access to the wiring harness.*

- 9 Plug the PCV connectors in-line with the ATV's throttle position sensor and stock wiring harness (Fig. F).

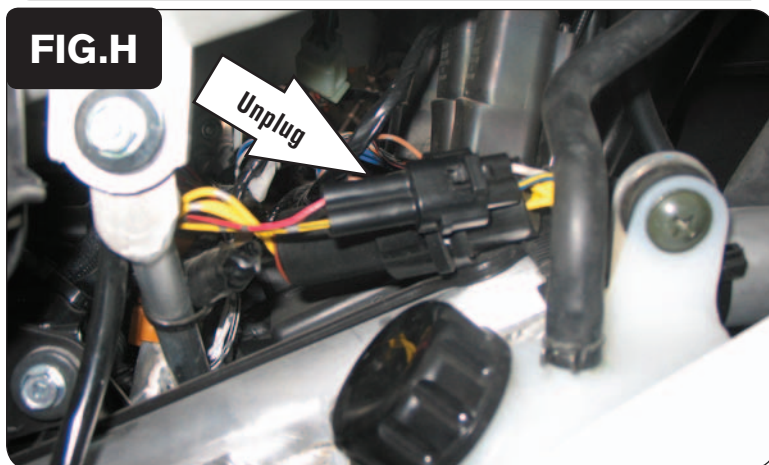
*Some models may have a red rubber dust boot covering the bike's TPS. This boot should be reinstalled to the TPS with the PCV connector in place.*



- 10 Route the remainder of the PCV harness underneath the fuel tank along the left hand side of the frame (Fig. G).

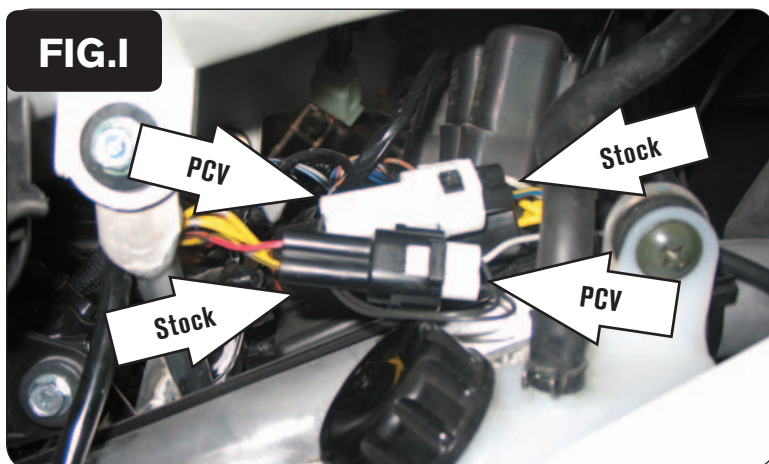
*There is a band clamp holding the stock wiring harness to the frame. Use this clamp to secure the PCV harness also.*

- 11 Continue routing the PCV harness along the frame and go above the radiator on the left hand side.



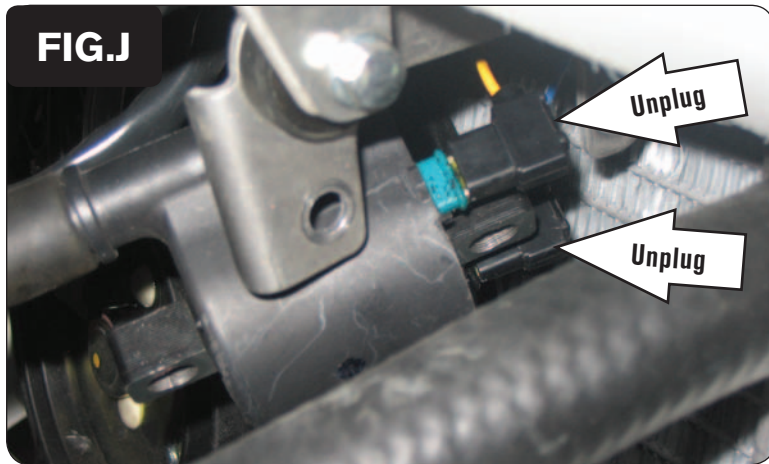
- 12 Locate and unplug the crank position sensor connector (Fig. H).

*This connector is located on the left hand side of the ATV near the coolant reserve bottle. This is a 2 pin BLACK connector.*



- 13 Connect the PCV harness in-line of the stock crank position sensor connectors (Fig. I).





- 14 Unplug the stock wiring harness from the ignition coil (Fig. J).

*The ignition coil is located on the right hand side of the frame behind the radiator.*

*It is best to unbolt the coil from it's bracket to access the wires.*



- 15 Plug the PCV harness in-line of the stock wiring harness and ignition coil.

*The RED colored wires of the PCV harness go in-line with the GREEN connector on the coil and the YELLOW/RED stock wire.*

*WHITE/GREEN wire of the PCV harness goes to the BLACK connector on the coil. GREEN wire of the PCV harness goes to the BLUE/WHITE stock wire.*

- 16 Secure the coil back to it's bracket.



- 17 Remove the 4 bolts that hold the tool kit compartment to the rear fender.

- 18 Use the supplied velcro to secure the PCV module to the rear fender (Fig. L).

*Use the supplied alcohol swab to clean both surfaces before applying the velcro.*

- 19 Reinstall the tool kit, seat, and fuel tank.

*Make sure the PCV harness does not get pinched when resecuring the fuel tank and is free and clear of any hot or moving parts.*