

# [POWER COMMANDER V]

**2012-2014 Kawasaki Versys 1000**

**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!**

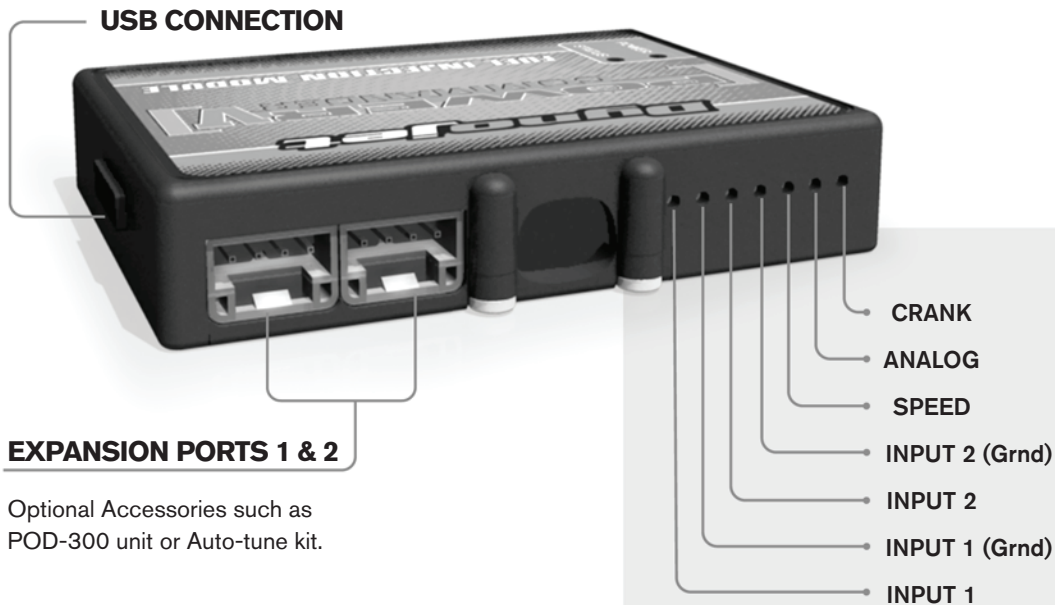
THE LATEST POWER COMMANDER  
SOFTWARE AND MAP FILES CAN BE  
DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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-

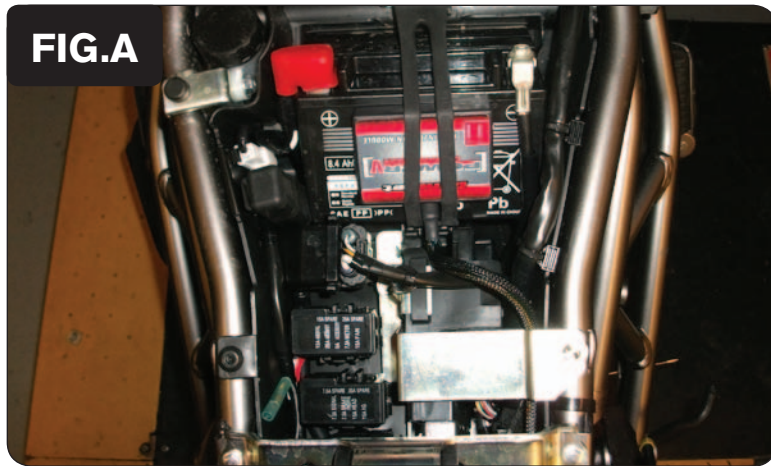
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

### Analog-

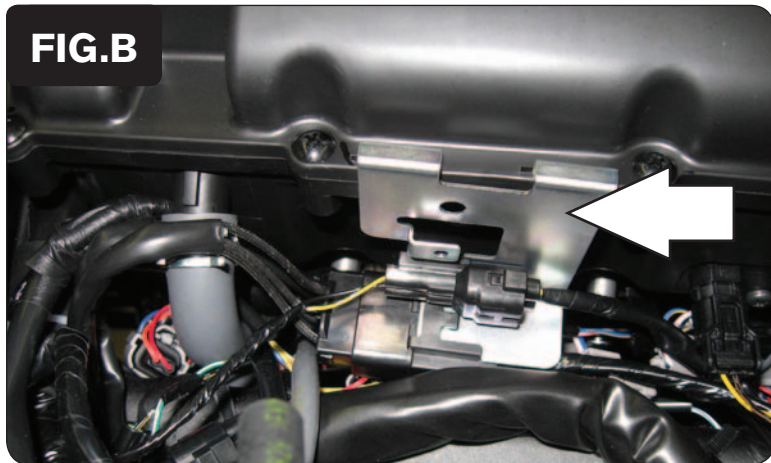
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

### Crank-

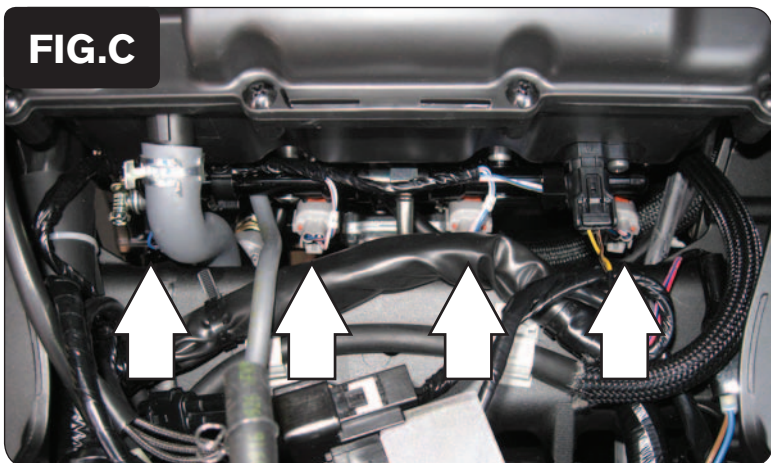
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



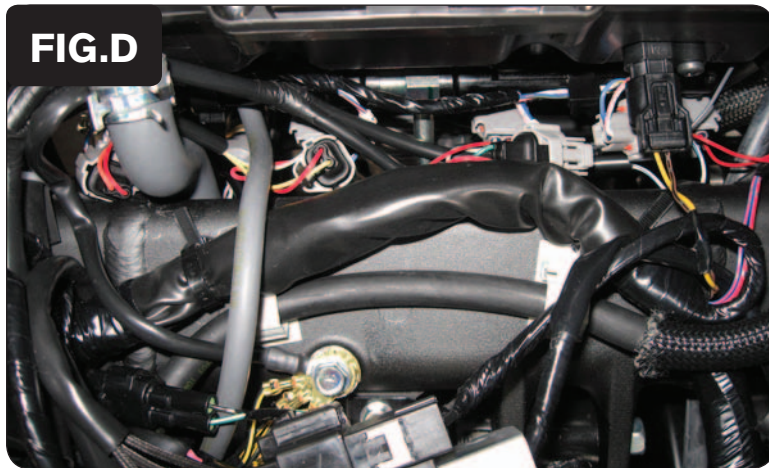
- 1 Remove the seat.
- 2 Remove the fuel tank.
- 3 Mount the PCV to the battery (Fig. A). Use the stock rubber strap to secure the PCV in place.
- 4 Route the harness towards the front of the bike along the left hand frame tube.



- 5 Slide the bracket at the rear of the air box upwards.  
*This allows access to the injectors.*



- 6 Unplug the stock wiring harness from each of the 4 injectors.



7 Plug the PCV wiring harness in-line of the stock harness and injectors (Fig. C).

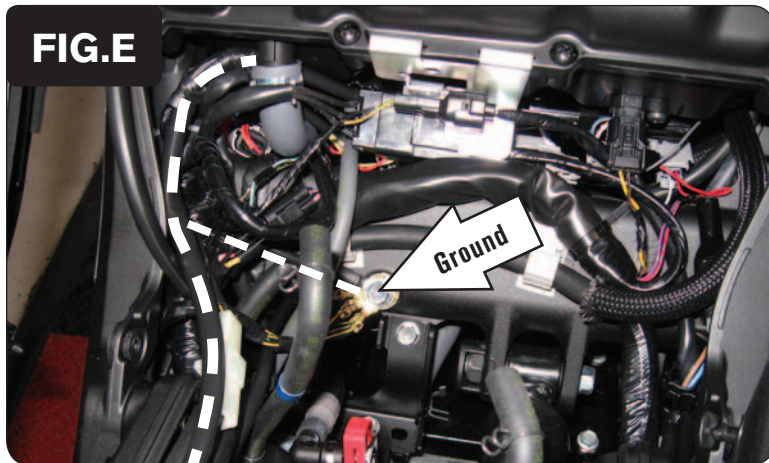
PCV harness:

ORANGE - cylinder #1 (left)

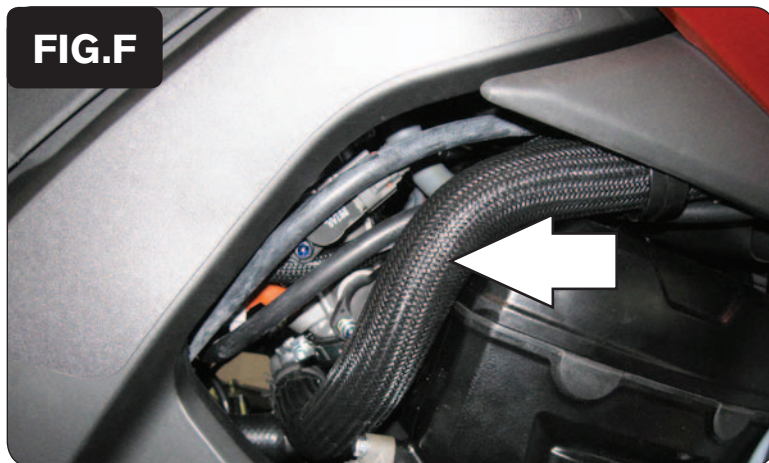
YELLOW - cylinder #2

GREEN - cylinder #3

BLUE - cylinder #4 (right)

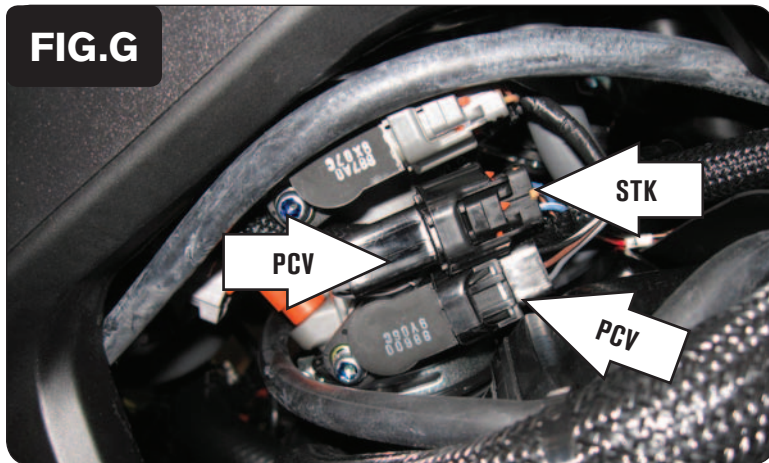


8 Attach the ground wire from the PCV to the common stock ground wire location (Fig. E).

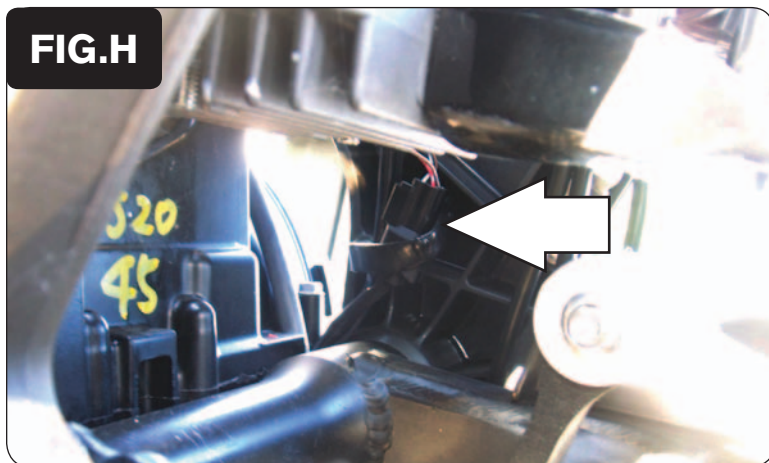


9 Locate the Throttle Position Sensor on the right hand side of the bike

*This sensor is behind the coolant hose shown in Figure F and is the BLACK connector, **NOT** the GREY connector.*

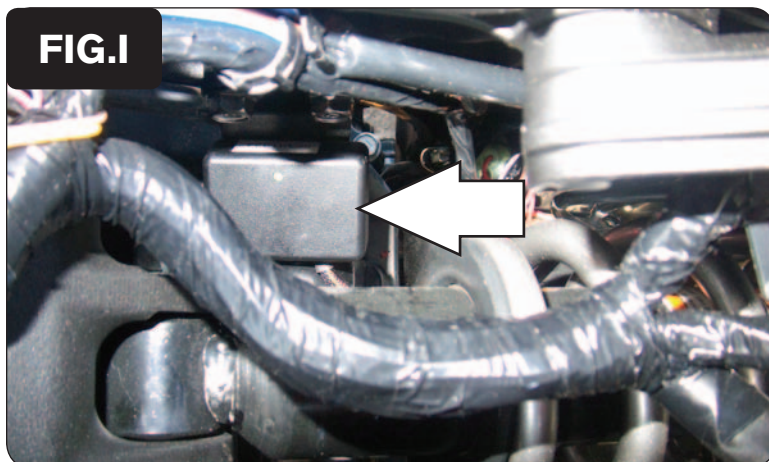


- 10 Unplug the stock wiring harness from the TPS and connect the PCV in-line of the stock wiring harness and TPS (Fig. G).
- 11 Reinstall fuel tank and bodywork.



- 12 Locate the stock O2 sensor connection. This is a BLACK 4-pin connector located on the inside of the frame on the right side of the bike (Fig. H).

*This image was taken from the left side of the bike looking at the inside of the frame. You can see the pivot of the swingarm in this photo.*



- 13 Unplug the stock O2 connection and plug the supplied O2 Optimizer in-line of the stock O2 sensor and wiring harness.
- 14 Secure the O2 Optimizer to the engine mount bracket so that it stays clear from the rear shock (Fig. I).

*This image was taken with the fuel tank removed.*

**Optional input:**

**Engine Temperature** - WHITE/BLUE wire of temp sensor located under cylinder #1 intake manifold on rear of cylinder.

	0	2	5	10	15	20	40	60
500	0	0	0	0	0	0	0	0
750	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0
1250	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0
1750	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0
2250	0	0	0	0	0	0	0	0
2500	0	0	0	0	0	0	0	0
2750	0	0	0	0	0	0	0	0
3000	0	0	0	0	0	0	0	0
3250	0	0	0	0	0	0	0	0
3500	0	0	0	0	0	0	0	0
3750	0	0	0	0	0	0	0	0
4000	0	0	0	0	0	0	0	0
4250	0	0	0	0	0	0	0	0
4500	0	0	0	0	0	0	0	0
4750	0	0	0	0	0	0	0	0
5000	0	0	0	0	0	0	0	0
5250	0	0	0	0	0	0	0	0
5500	0	0	0	0	0	0	0	0
5750	0	0	0	0	0	0	0	0
6000	0	0	0	0	0	0	0	0
6250	0	0	0	0	0	0	0	0
6500	0	0	0	0	0	0	0	0
6750	0	0	0	0	0	0	0	0
7000	0	0	0	0	0	0	0	0
7250	0	0	0	0	0	0	0	0
7500	0	0	0	0	0	0	0	0
7750	0	0	0	0	0	0	0	0
8000	0	0	0	0	0	0	0	0
8250	0	0	0	0	0	0	0	0
8500	0	0	0	0	0	0	0	0
8750	0	0	0	0	0	0	0	0

2012 Kawasaki Versys 1000  
 Closed loop area  
 All gears

**FIG.J**

**Notes:**

- The O2 Optimizer will control the closed loop area of the motorcycle. The closed loop area of this model is highlighted in Figure J. The module is designed to achieve an AFR target of around 13.6:1. If you desire a different AFR call tech support at 1-800-992-4993
- Make sure to input a value of 8 in the highlighted area of your map shown. If you are using an Auto tune module do NOT input target AFR values in this same area.
- The light on the O2 Optimizer will blink while the O2 sensor is heating up. The unit is NOT working until the light goes solid GREEN.