# [POWER COMMANDER V]

## 2013-2014 Kawasaki Z800

### Installation Instructions

**PARTS LIST**

| | |
|---|---|
| 1 | Power Commander |
| 1 | USB Cable |
| 1 | Installation Guide |
| 2 | Power Commander Decals |
| 2 | Dynojet Decals |
| 2 | Velcro Strip |
| 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

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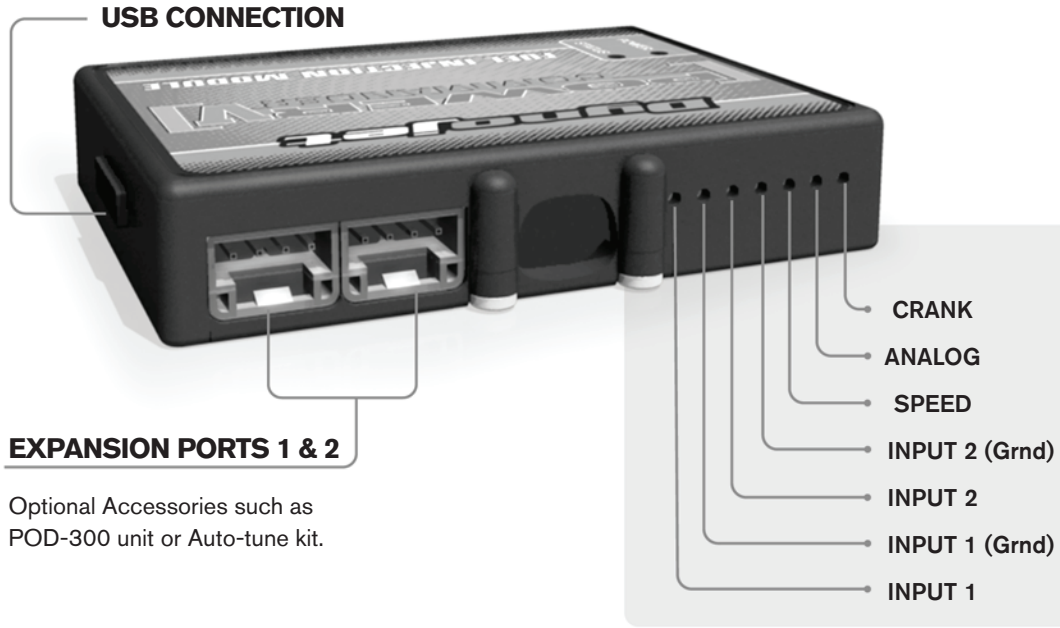
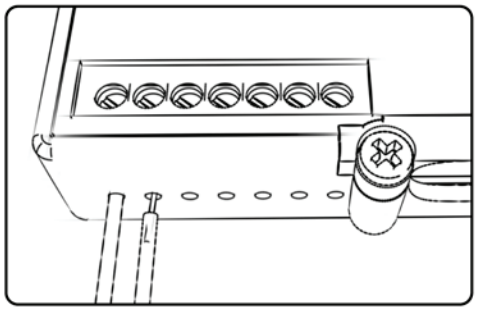
# POWER COMMANDER V
# INPUT ACCESSORY GUIDE




**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 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.



## 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.

**FIG.A**


**FIG.B**

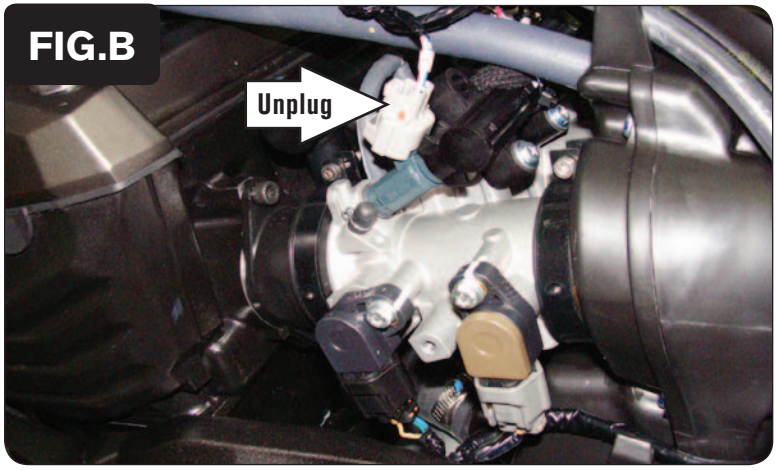
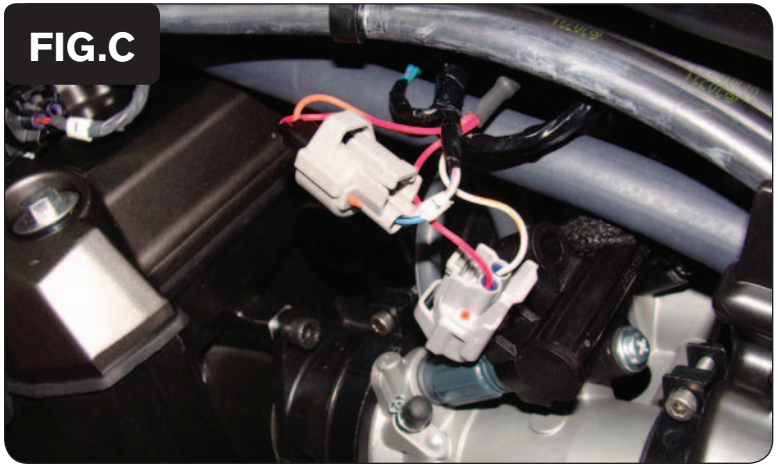



**FIG.C**



*The installation can be done without removing the fuel tank but it may make the installation easier by doing so.*

1 Remove the main seat and the passenger seat.

2 Mount the PCV to the inner rear fender near the battery and fuse box (Fig. A).

3 Attach the ground wire of the PCV to the common ground wire location (Fig. A).

4 Route the harness towards the front of the bike along the left hand frame tube.

5 Unplug the stock wiring harness from each of the 4 injectors.

*Figure B only shows the #4 injector. You will need to also remove the harness from the other 3 injectors.*

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

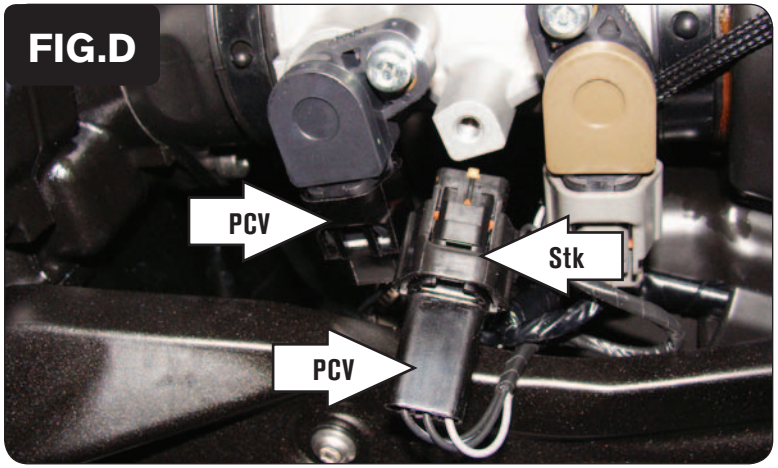
PCV harness:

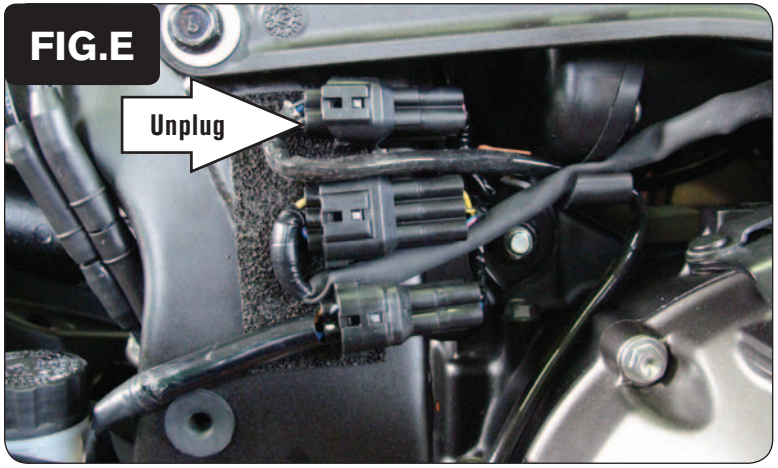
ORANGE - cylinder #1 (left)

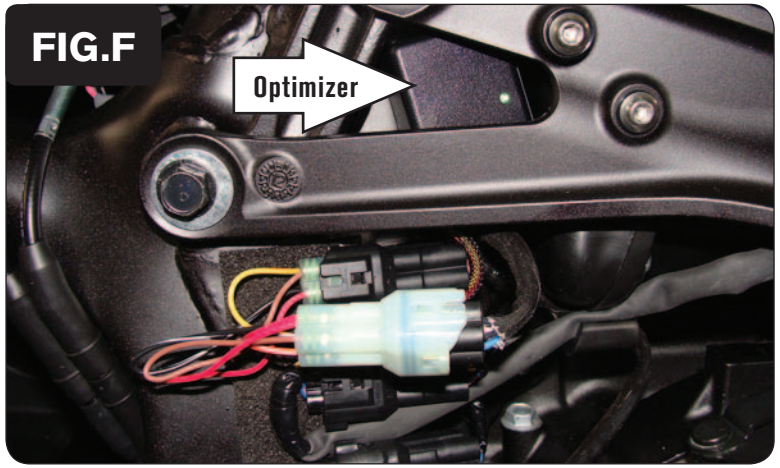
YELLOW - cylinder #2

GREEN - cylinder #3

BLUE - cylinder #4 (right)




7 Locate the stock Throttle Position Sensor on the left side of the throttle bodies.

*This is the BLACK 3-pin connector.*

8 Plug the 3 pin connectors from the PCV in-line of the stock TPS and stock wiring harness (Fig. D).

*Do **NOT** plug in-line of the GREY connector.*

9 Remove the right hand side frame cover.

10 Unplug the stock O2 sensor connector from the wiring harness (Fig. E).

*This is the 4-pin BLACK connector at the top of the row of connectors*

11 Plug the Dynojet O2 Optimizer in-line of the stock O2 sensor and wiring harness (Fig. F).

12 Tuck the Optimizer behind the bracket shown in Figure. F.

13 Reinstall bodywork and seats.