

[POWER COMMANDER V]

FUEL AND IGNITION

2014 Kawasaki Teryx

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!**

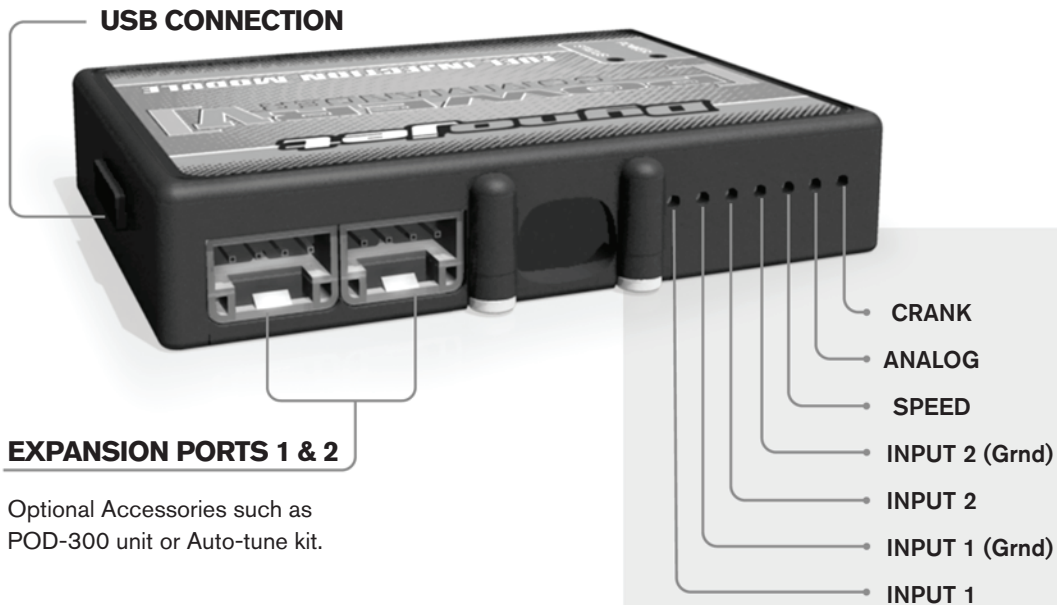
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

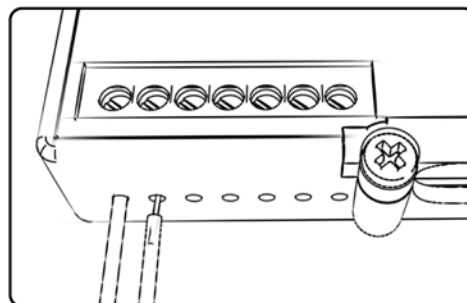
POWER COMMANDER V INPUT ACCESSORY GUIDE



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-

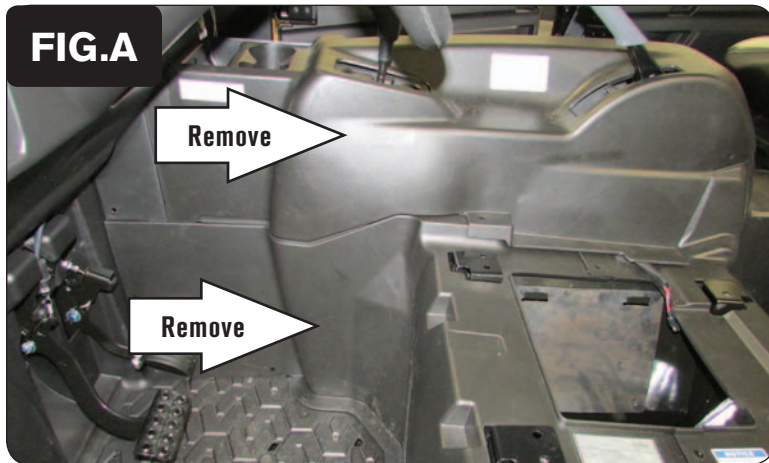
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

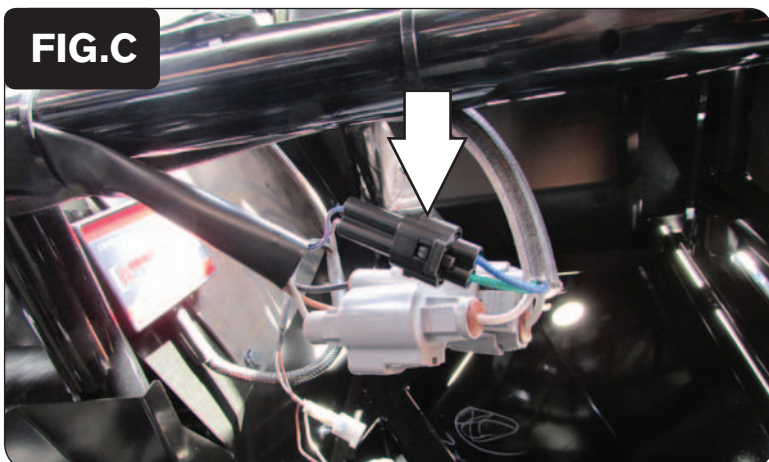
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



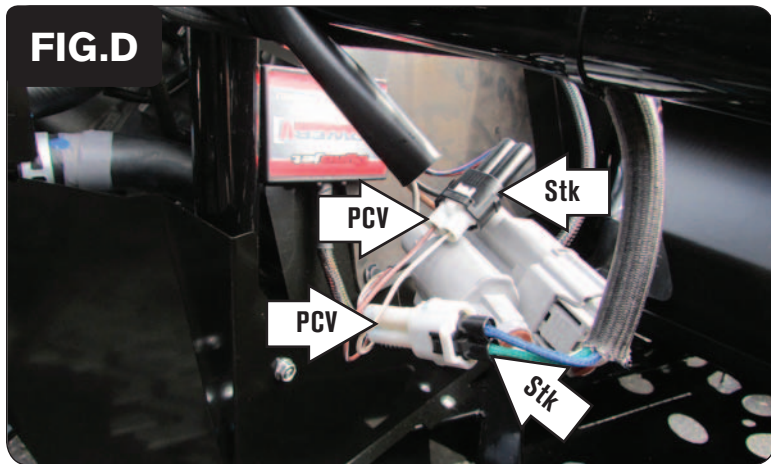
- 1 Remove both of the front seats and the engine cover (Fig. A).



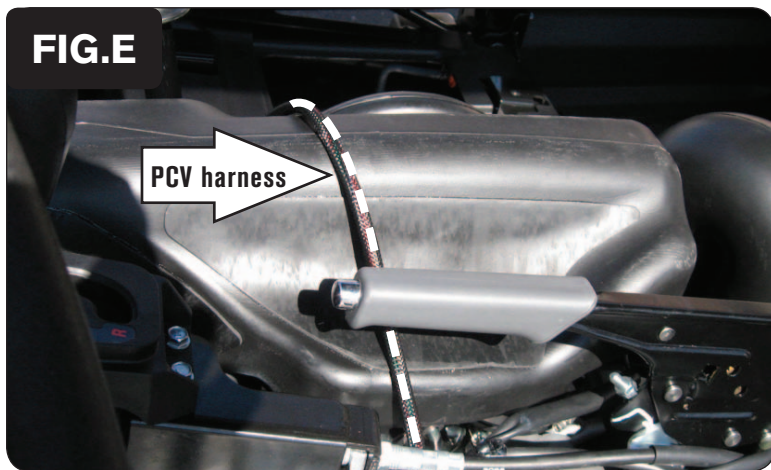
- 2 Secure the PCV to the panel below the drivers seat using the supplied velcro.
Make sure to clean the surface with the alcohol swab before attaching.



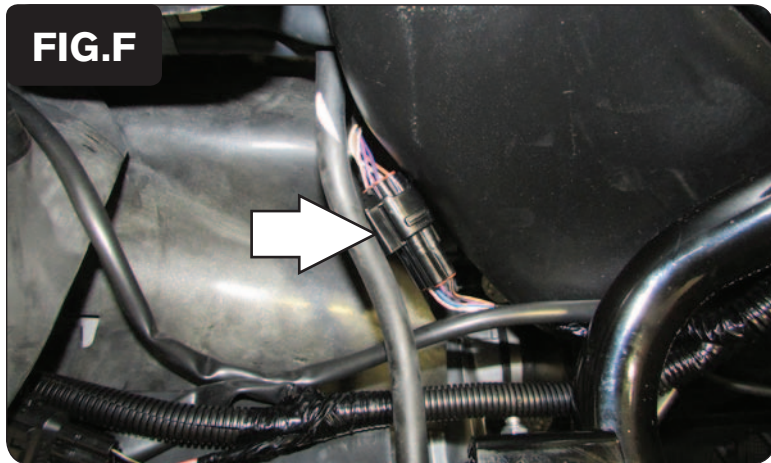
- 3 Unplug the Crank Position Sensor connector (Fig. C).
This is a BLACK, 2-pin connector zip tied to the cross member below the drivers seat.



- 4 Plug the WHITE 2-pin connectors from the PCV in-line of the stock CPS connectors (Fig. D).



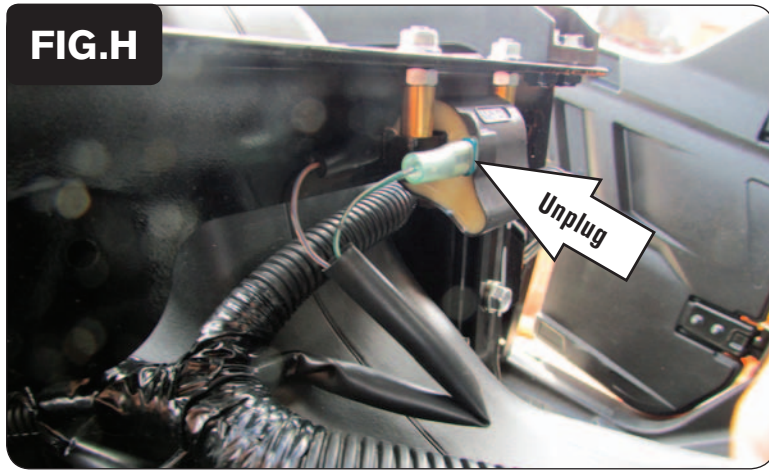
- 5 Remove the rubber cover around the air box.
- 6 Route the PCV harness underneath the gear shift cable and go up and over the air box (Fig. E).



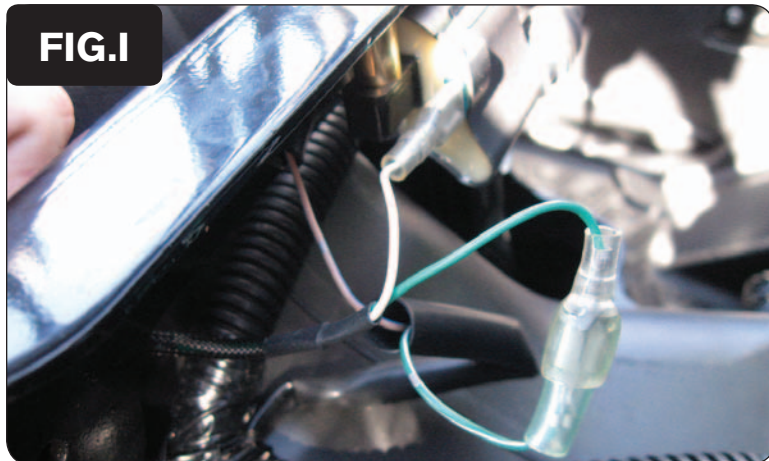
- 7 Unplug the stock throttle body connector (Fig. F).
This is a BLACK, 6-pin connector located on the right side of the airbox.



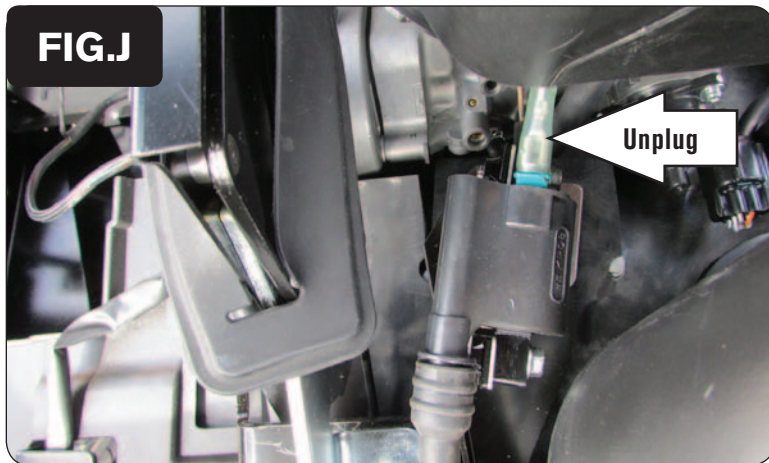
- 8 Connect the PCV harness in-line of the stock wiring harness (Fig. G).



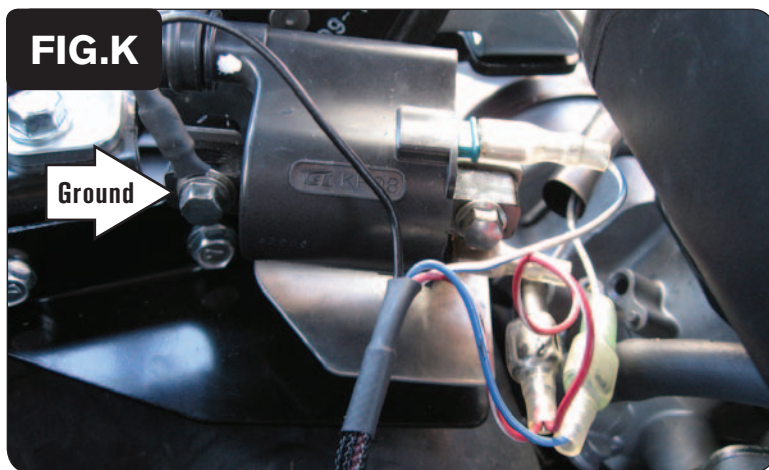
- 9 Unplug the stock GREEN/WHITE wire from the front ignition coil (Fig. H).



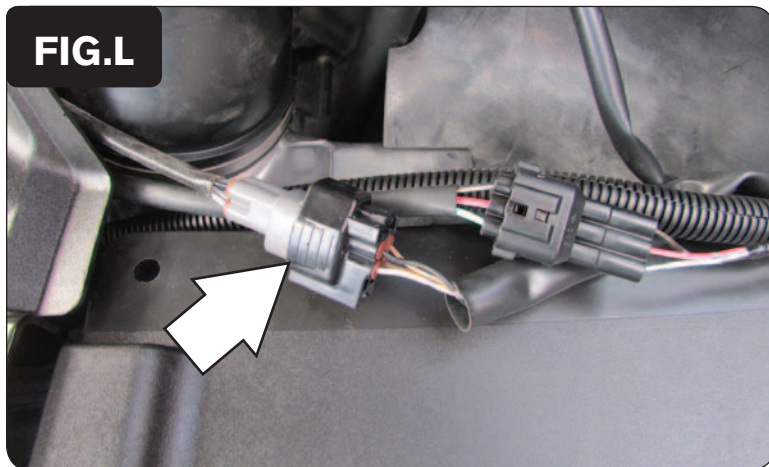
- 10 Connect the PCV harness in-line of the stock harness and coil (Fig. I).
PCV GREEN/WHITE wire goes to the coil (GREEN tab on coil)



- 11 Unplug the stock wiring harness from the rear coil (Fig. J)
Located to the rear of the airbox.



- 12 Connect the PCV harness in-line of the stock harness and rear coil (Fig. K).
PCV BLUE/WHITE wire goes to the coil (GREEN tab on coil)
PCV RED/WHITE wire goes to the coil (BLACK tab on coil)
- 13 Attach the ground wire of the PCV to the coil mounting bolt (Fig. K).



- 14 Unplug the stock O2 sensor from the wiring harness (Fig. L).
This is a 4-pin connector located to the right side of the airbox. This may be tucked under a rubber flap.
- 15 Plug the Dynojet O2 Optimizer into the stock wiring harness
The stock O2 sensor will no longer be connected to anything and can be removed from the exhaust if desired.
- 16 Reinstall the panels and seats.