[POWER COMMANDER V]

FUEL AND IGNITION

2015 Kawasaki EX300

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!

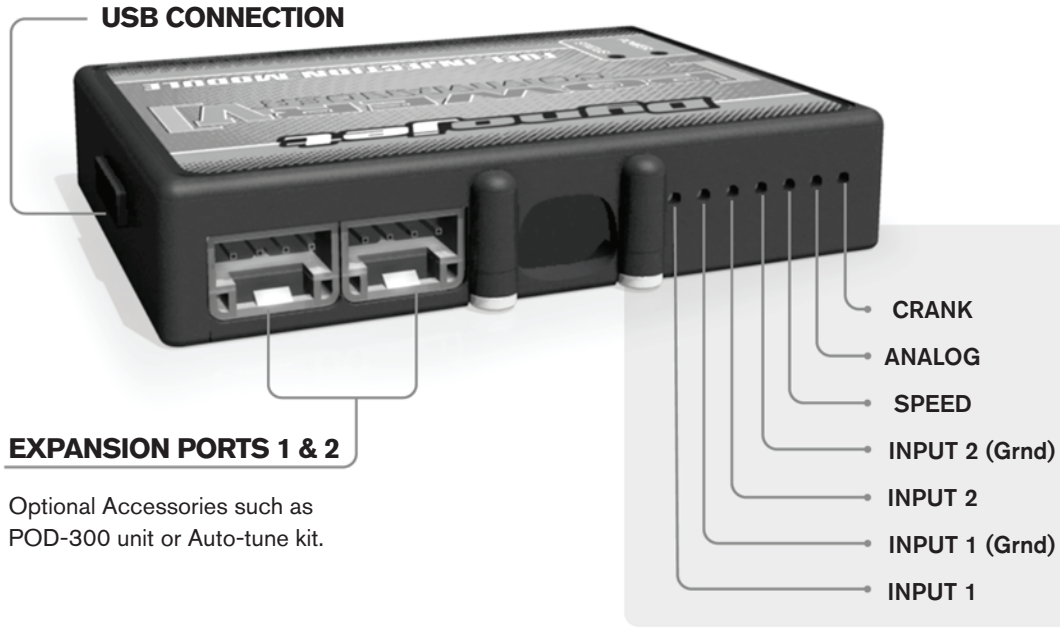
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT: www.powercommander.com

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

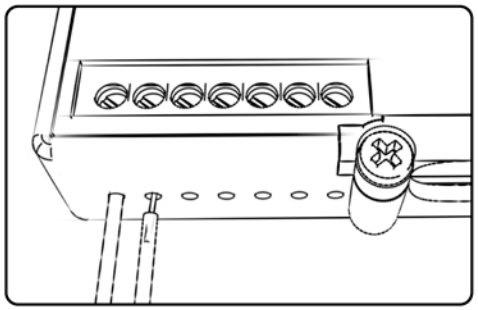


Optional Accessories such as POD-300 unit or Auto-tune kit.

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

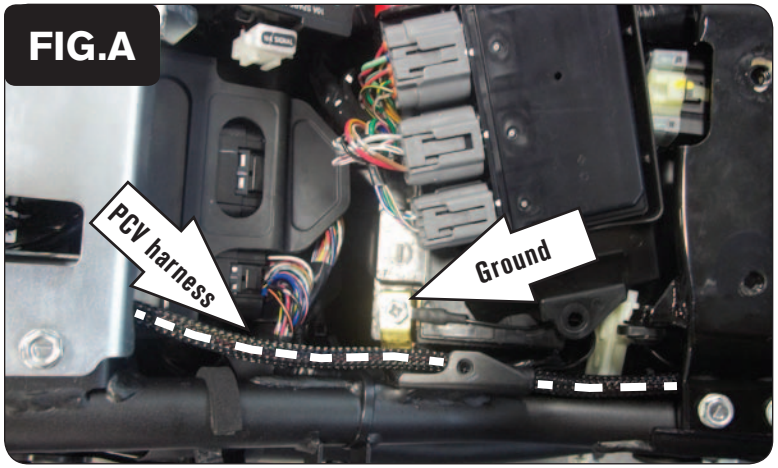
Map - (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will 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.)

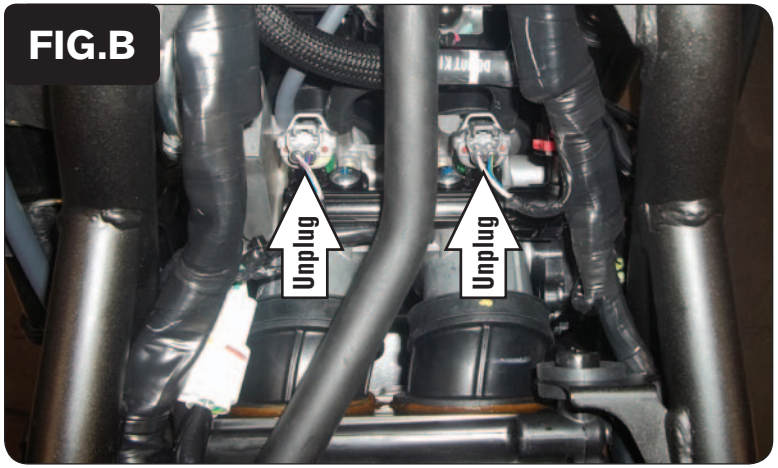
Shifter- (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

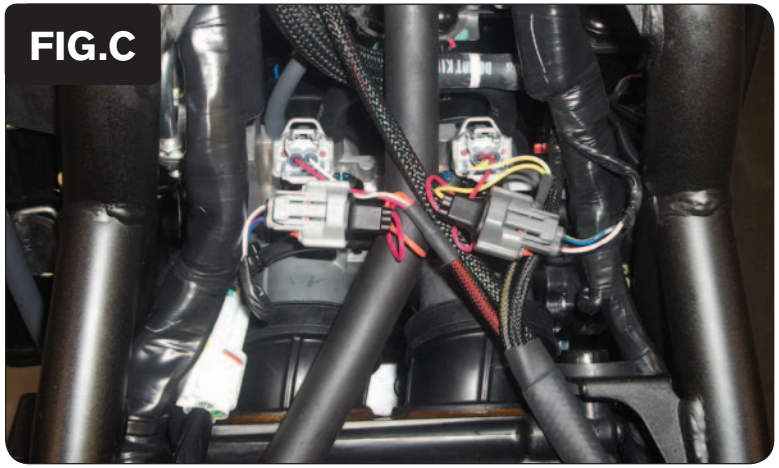
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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







1 Remove the seats.

2 Remove the fuel tank.

3 Remove the right and left side mid-fairings.

4 Lay the PCV in the tail section and route the harness towards the front of the bike, following alongside the right side frame rail as closely as possible.

Cross-member brackets may need to be loosened or removed to route the wiring harness beneath them.

5 Move the junction box out of the way and remove the bolt for the battery cover (Fig. A).

6 Secure the ground wire of the PCV wiring harness with the 6mm ring lug to the negative terminal of the bike's battery (Fig. A).

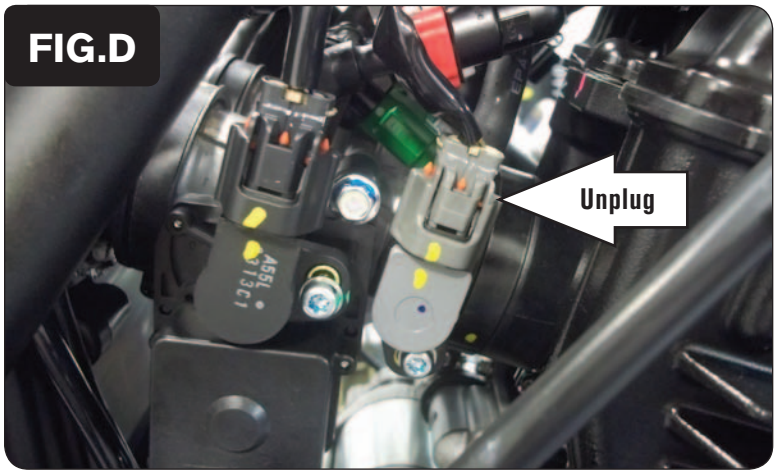
7 Reinstall the battery cover and junction box.

8 Unplug the stock wiring harness from both fuel injectors (Fig. B).

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

The pair of PCV connectors with ORANGE colored wires go to the left-most cylinder (cylinder #1).

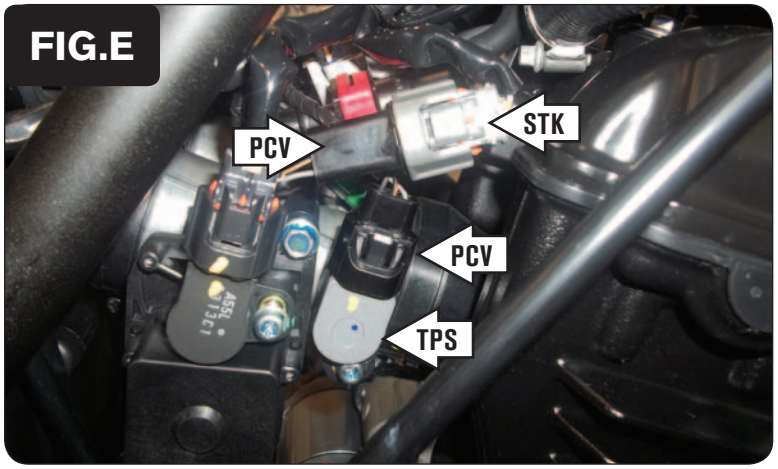
The pair of PCV connectors with YELLOW colored wires go to the right-most cylinder (cylinder #2).



10 Locate the Throttle Position Sensor on the right hand side of the throttle bodies (Fig. D).

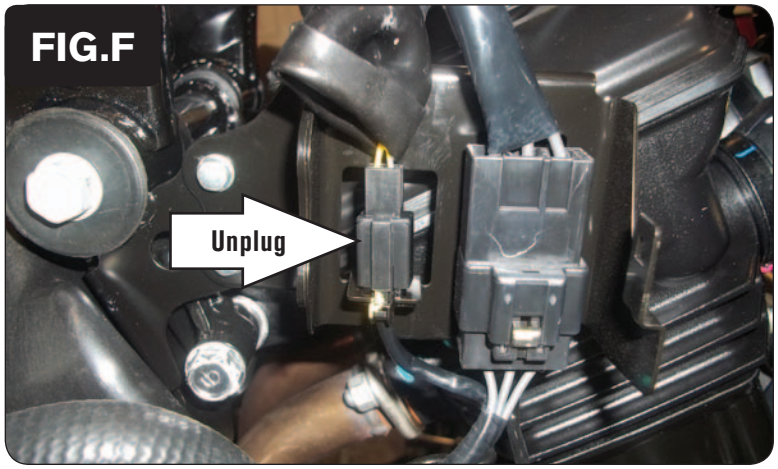
This is the GREY 3-pin connector.

This picture was taken with the coolant bottle moved out of the way.



11 Plug the connectors from the PCV wiring harness in-line of the TPS and the stock wiring harness (Fig. E).

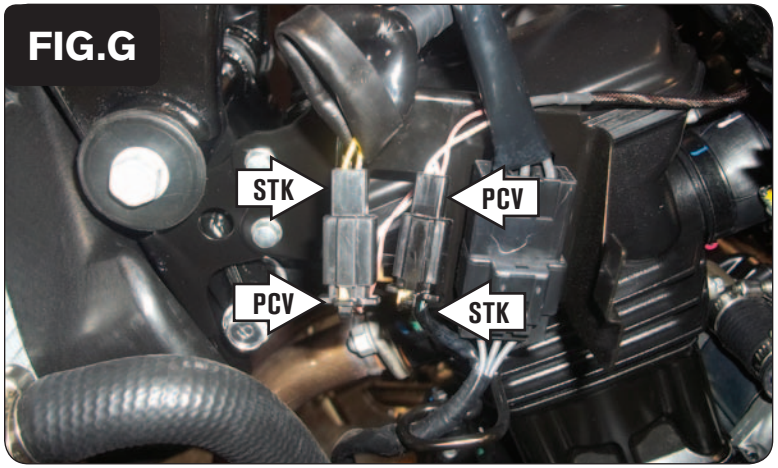
Make sure you do NOT plug the PCV in-line of the stock BLACK connector.



12 Locate and unplug the Crank Position Sensor from the stock wiring harness (Fig. F).

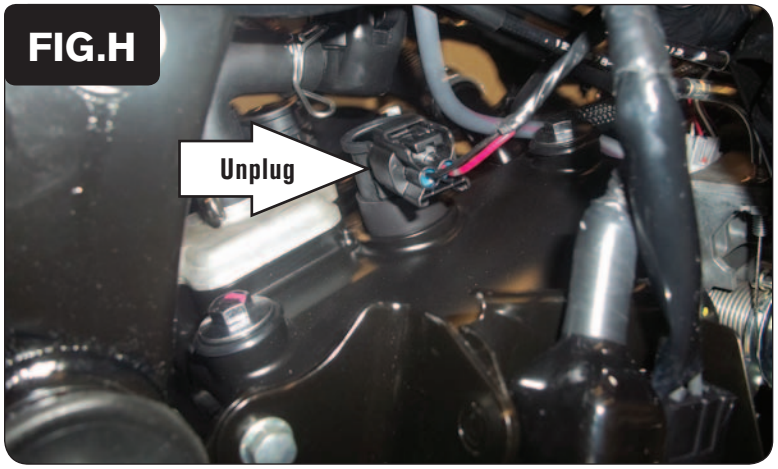
This is a BLACK 2-pin connector inside of a rubber boot on the left hand side of the engine head.

FIG.G



13 Plug the PCV in-line of the stock wiring harness and the Crank Position Sensor (Fig. G).

FIG.H

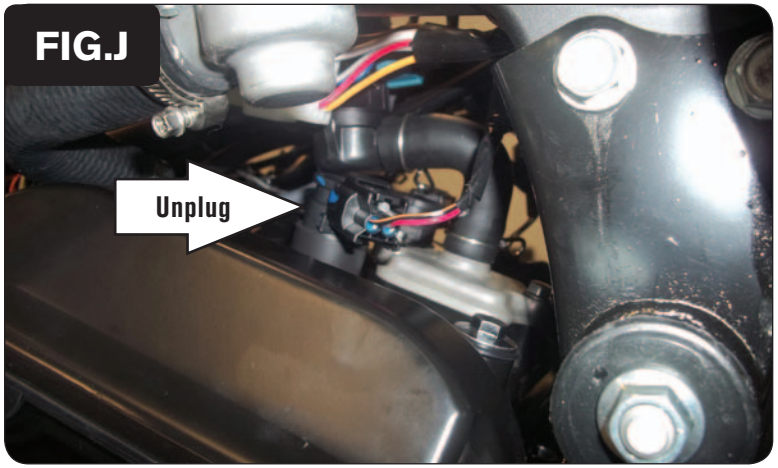


14 Unplug the stock wiring harness from the left ignition coil stick (coil stick #1) (Fig. H).

The coil sticks are located directly on top of the engine's valve cover.

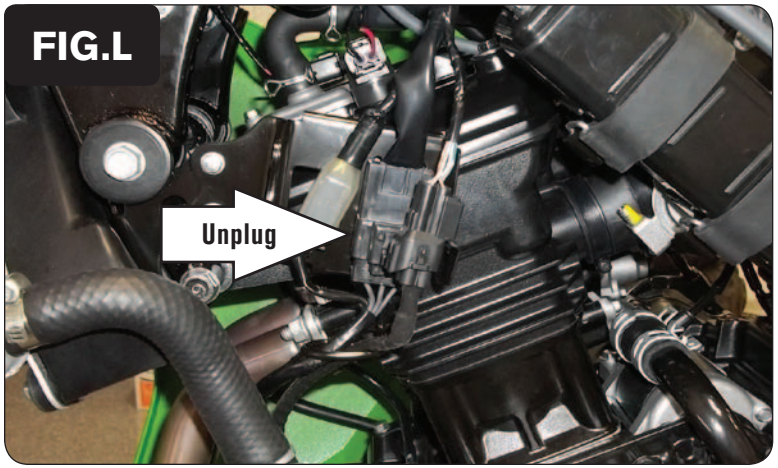
FIG.I

15 Plug the PCV wiring harness leads with GREEN colored wires in-line of the stock wiring harness and the left ignition coil stick (coil stick #1) (Fig. I).



16 Unplug the stock wiring harness from the right ignition coil stick (coil stick #2) (Fig. J).

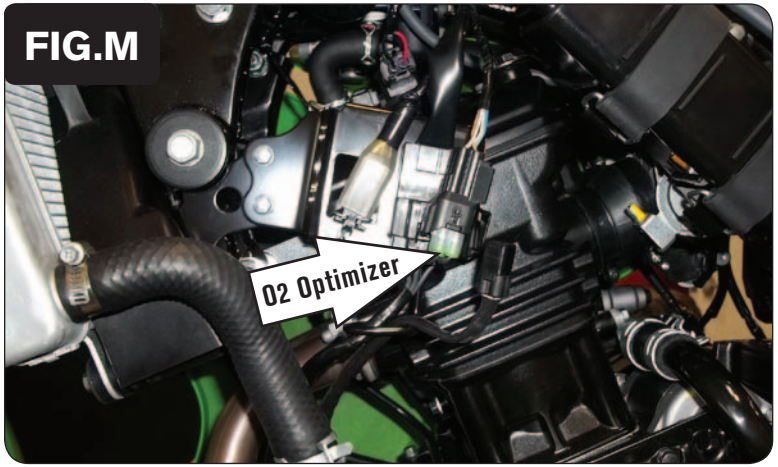
17 Plug the PCV wiring harness leads with BLUE colored wires in-line of the stock wiring harness and the right ignition coil stick (coil stick #2) (Fig. K).



18 Locate the stock O2 sensor connection and unplug it (Fig. L)

This is a BLACK 4 pin connector located on the left side of the bike next to the crank sensor connection.

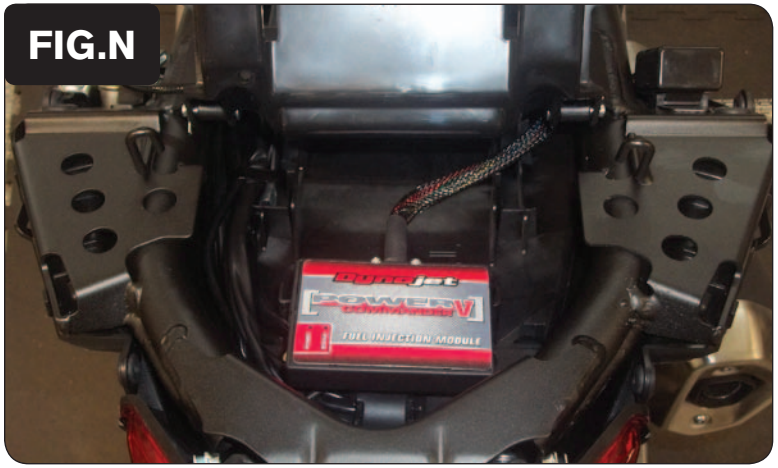
FIG.M



19 Plug the supplied O2 Optimizer into the stock wiring harness (Fig. M).

The stock O2 sensor will no longer be connected and can be removed from the exhaust if desired..

FIG.N



20 Using the supplied Velcro secure the PCV unit in the tail section (Fig. L).

Be sure to clean both surfaces with the supplied alcohol swab prior to applying the Velcro.

21 Reinstall the fuel tank, bodywork, and seats.

Optional inputs:

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

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