

# [POWER COMMANDER V]

**2015-2017 Kawasaki ZG1400**

**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!**

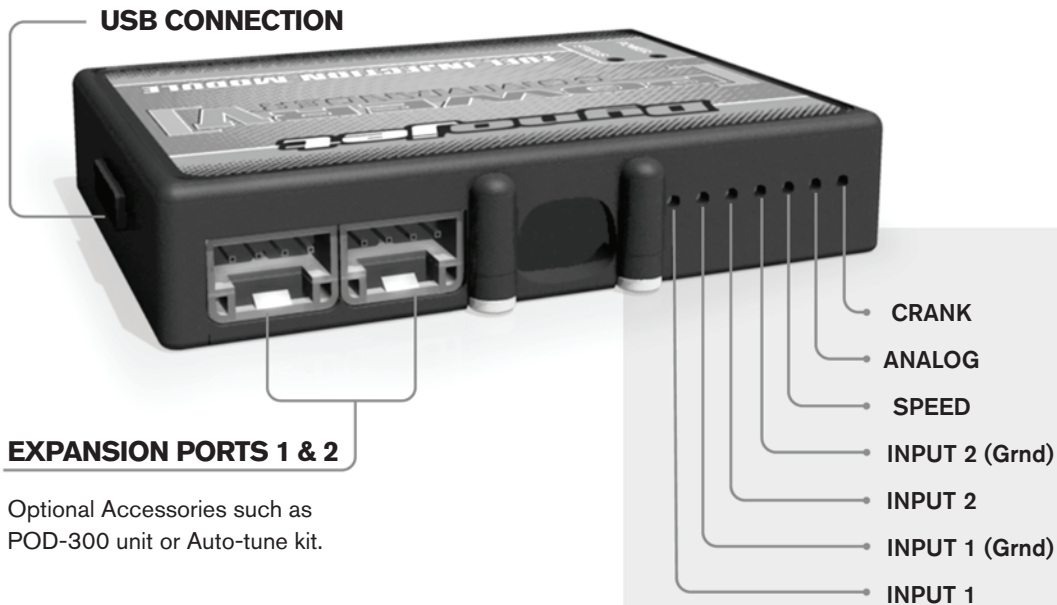
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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-

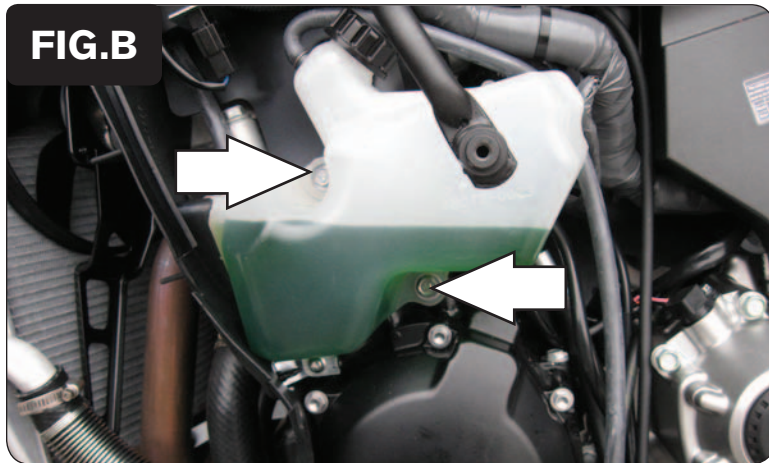
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

### 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.

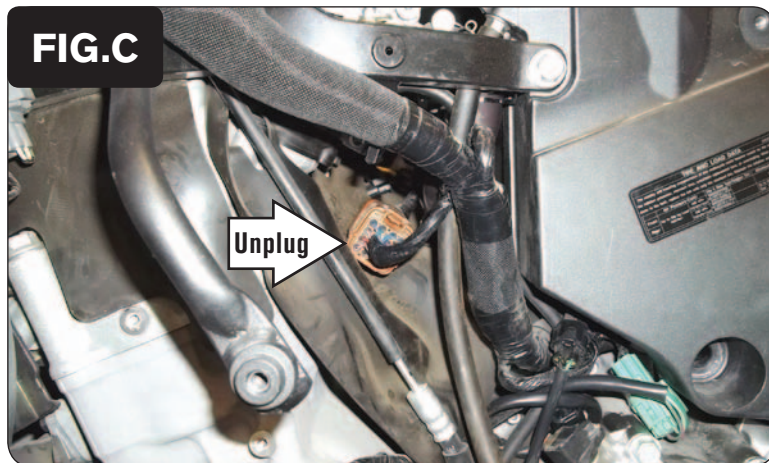


- 1 Remove the top cover at the front of the fuel tank and the panels at both sides of it (Fig. A).
- 2 Remove the left and right side mid-fairings and inner fairing panels.



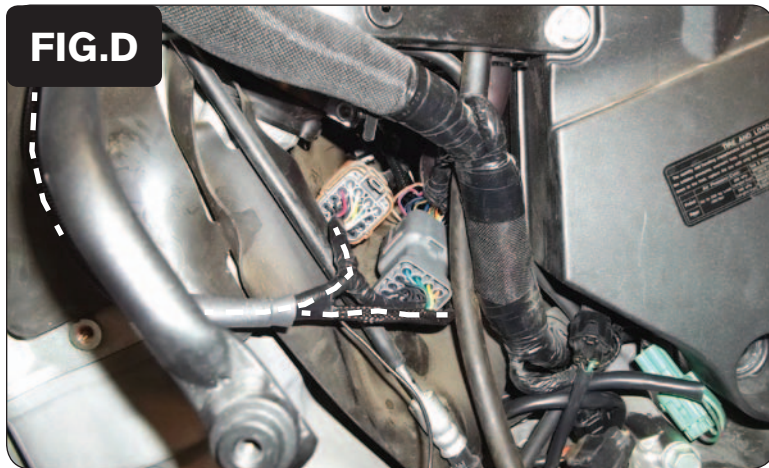
- 3 Remove the coolant reserve bottle by removing the two mounting bolts. (Fig. B).

*You do not need to disconnect the hoses. Just move the bottle out of the way for easier access to the wiring harness.*

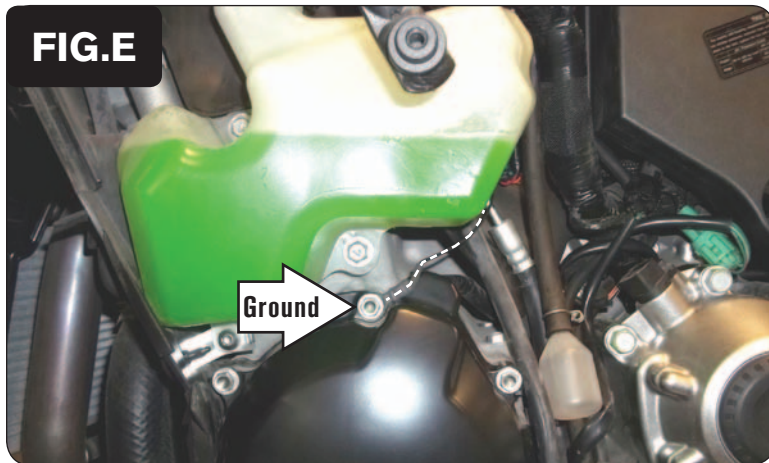


- 4 Unplug the stock wiring harness connectors for the throttle bodies from the left side of the bike (Fig. C).

*This is a 16-pin BROWN connector pair.*



- 5 Plug the PCV wiring harness in-line of the stock wiring harness connectors (Fig. D).
- 6 Route the rest of the PCV wiring harness through the bike to the right side at this location going behind and beneath the throttle bodies.
- 7 Reinstall the coolant reserve bottle.

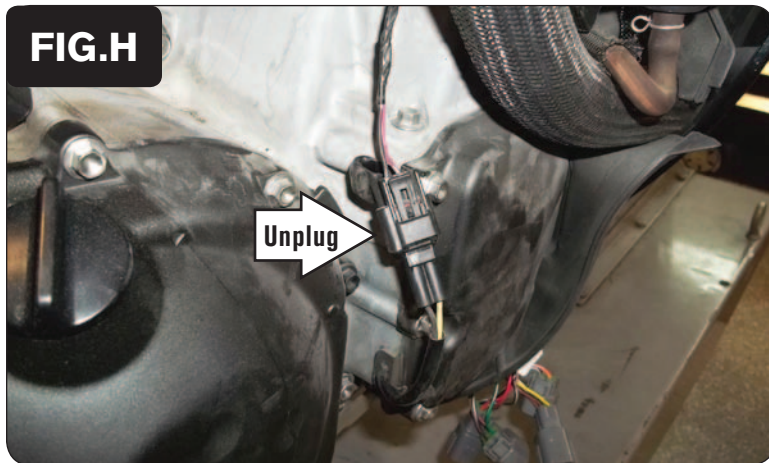
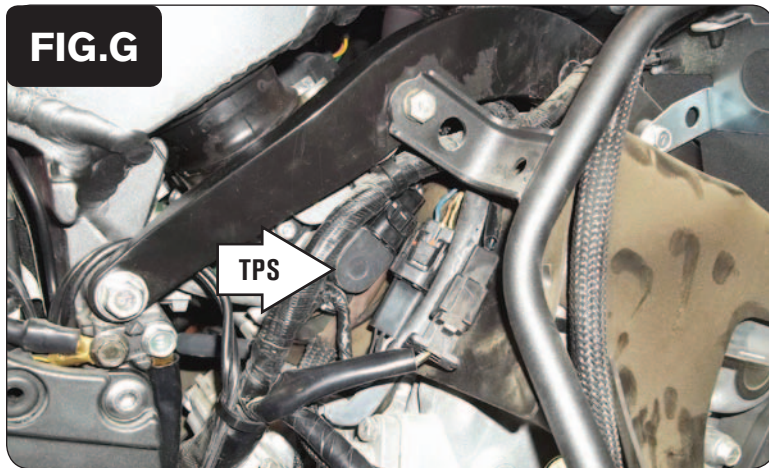


- 8 Attach the PCV ground wire with the small ring terminal to the engine case bolt shown in Figure E.



- 9 Using the supplied Velcro secure the PCV module to the relay bracket at the front of the fuel tank (Fig. F).

*Use the supplied alcohol swab to clean both surfaces prior to applying the Velcro.*



- 10 From the right side of the bike locate and unplug the lower primary Throttle Position Sensor.

*The TPS is located on the right side of the throttle bodies.*

*Be sure to unplug the lower TPS with the BLACK connector. Do NOT unplug the upper secondary TPS with the GREY connector.*

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

- 12 Unplug the Crank Position Sensor connectors near the right side engine cover (Fig. H).

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

- 14 Reinstall all of the removed bodywork and panels.