

[POWER COMMANDER V]

FUEL AND IGNITION

2017 Kawasaki Z125

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 Posi-tap
- 1 O2 Optimizer

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

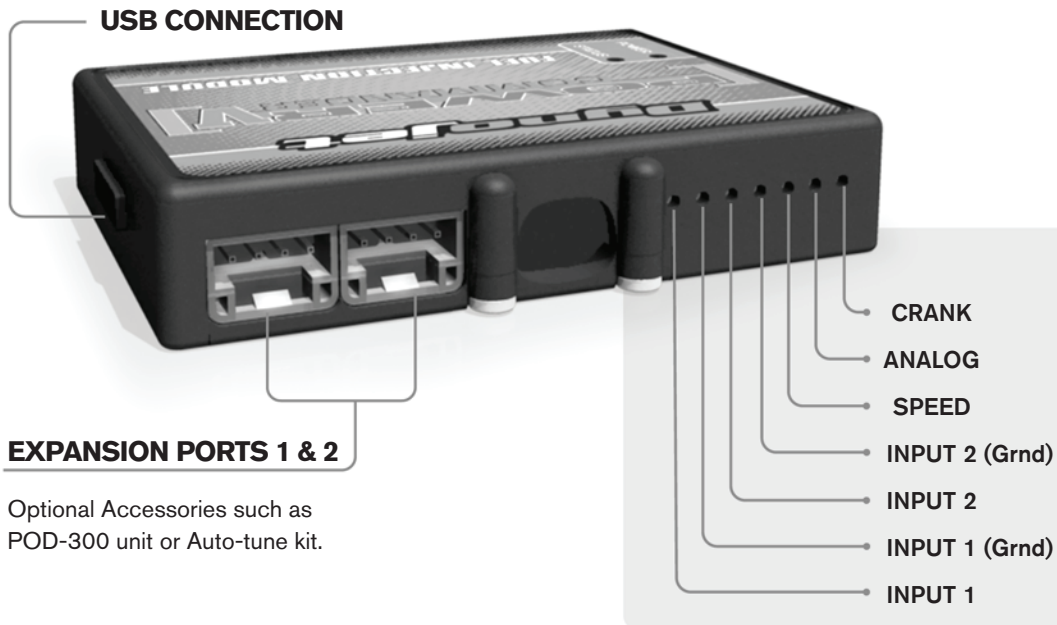
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

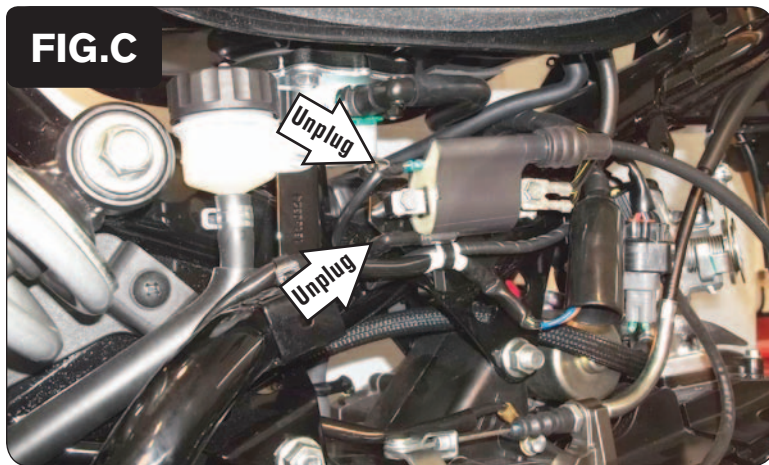
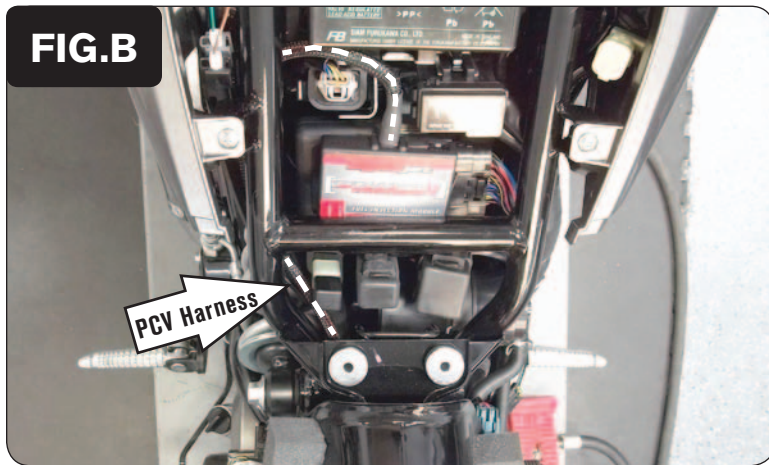
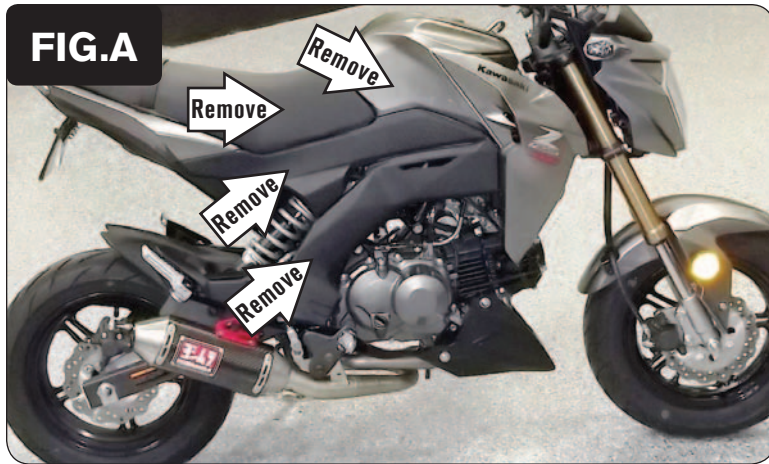
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

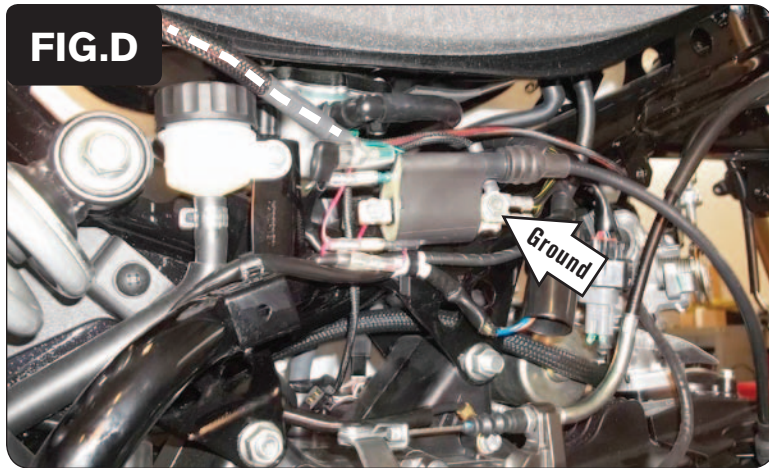
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



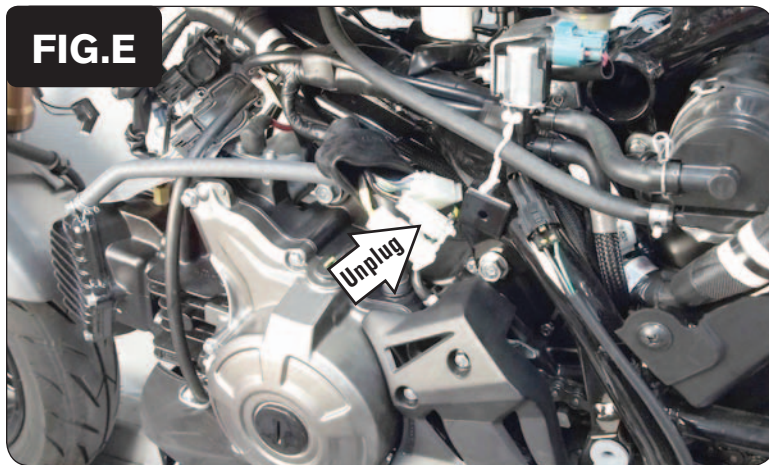
- 1 Remove the seat.
- 2 Remove the side panels on both sides of the bike that are below the seat and on the sides of the fuel tank (Fig. A).
- 3 Remove the horn and the airbox.

- 4 Use the supplied Velcro to secure the PCV module under the seat and on top of the bike's ECM (Fig. B).
Clean surfaces with the supplied alcohol swab before attaching the Velcro.
- 5 Route the PCV wiring harness forward, towards the engine, along the right side of the bike. Keep the wiring harness inside of the frame rails.

- 6 Unplug the spade terminal with the stock BLACK wire from the green Ignition Coil tab.
- 7 Unplug the spade terminal with the stock RED wire from the black Ignition Coil tab (Fig. C).



- 8 Plug the pair of RED/WHITE wires with spade connectors on the PCV wiring harness in-line of the stock RED wire and the black Ignition Coil tab.
- 9 Plug the GREEN and WHITE/GREEN wires with spade connectors on the PCV wiring harness in-line of the stock BLACK wire and the green Ignition Coil tab (Fig. D).
- 10 Secure the PCV ground wire with the ring terminal to the stock Ignition Coil mounting bolt that holds the stock ground wires.

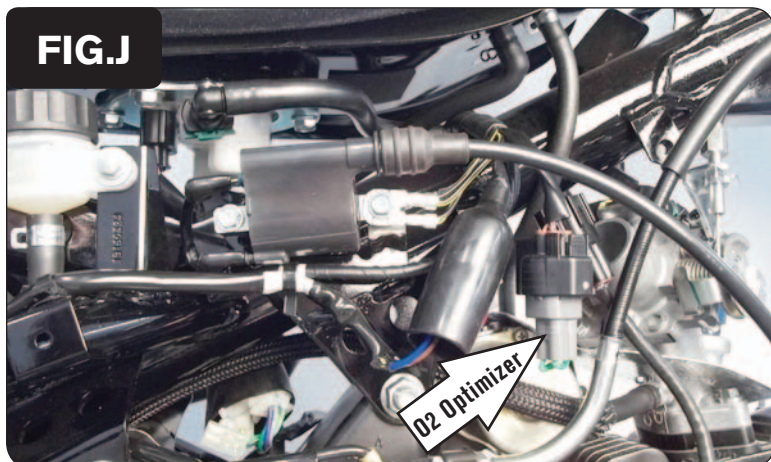
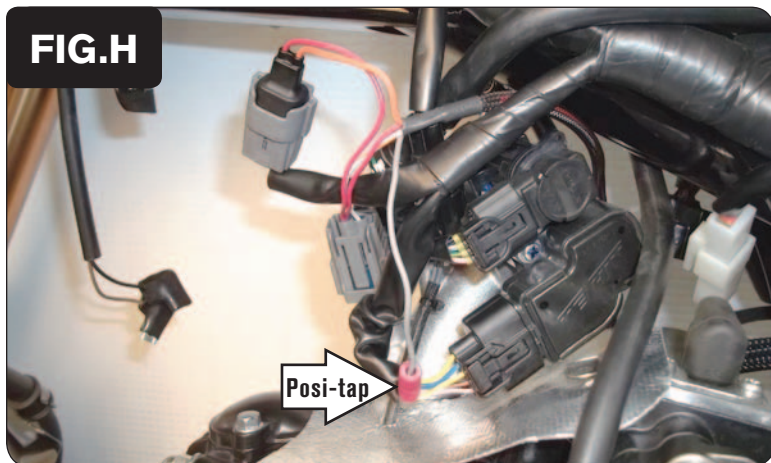
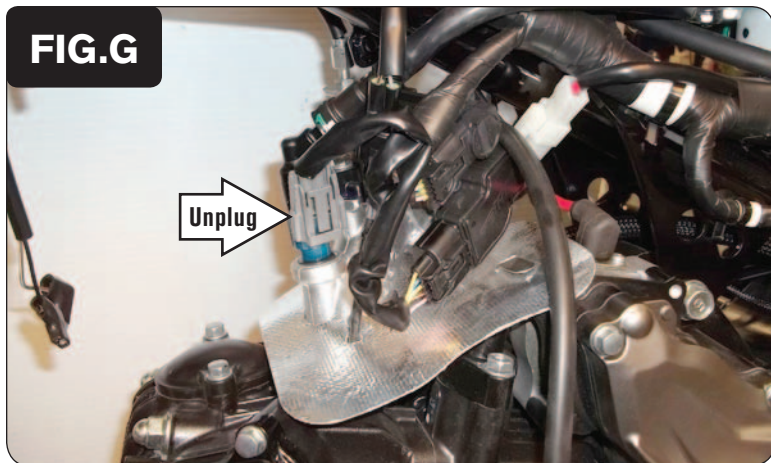


- 11 Route the PCV wiring harness branch with the pair of 2-pin connectors that have BROWN colored wires through the bike to the left hand side.
- 12 Locate and unplug the stock Crank Position Sensor connectors (Fig. E).

This stock 2-pin connector pair is located inside a black rubber boot on the left hand side of the bike.



- 13 Plug the pair of 2-pin PCV connectors with BROWN colored wires in-line of the stock Crank Position Sensor connectors (Fig. F).

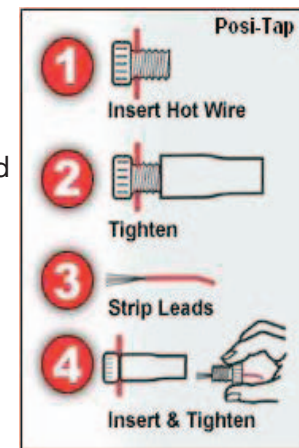


14 Route the PCV wiring harness branch with the ORANGE colored wires forward and to the throttle body.

15 Unplug the stock wiring harness from the Fuel Injector (Fig. G).

16 Plug the pair of PCV wiring harness connectors with ORANGE colored wires in-line of the Fuel Injector and the stock wiring harness (Fig. H).

17 Use the supplied Posi-tap to attach the PCV GREY wire to the stock YELLOW/WHITE wire of the bike's Throttle Position Sensor connector.



18 Locate and unplug the bike's stock O2 sensor.

The stock O2 sensor connector is located on the right side of the bike.

19 Plug the supplied O2 Optimizer into the bike's wiring harness (Fig. J).

The stock O2 sensor will no longer be used. It can be removed from the exhaust if desired and if you have a way to plug the hole in the exhaust.

20 Reinstall the airbox, the horn, the bodywork, and the seat.