IGNITION MODULE
FOR USE WITH

2004-2005 Kawasaki Z750
2005-2006 Kawasaki Z750 S

Installation Instructions

[POWER COMMANDER V]

PARTS LIST

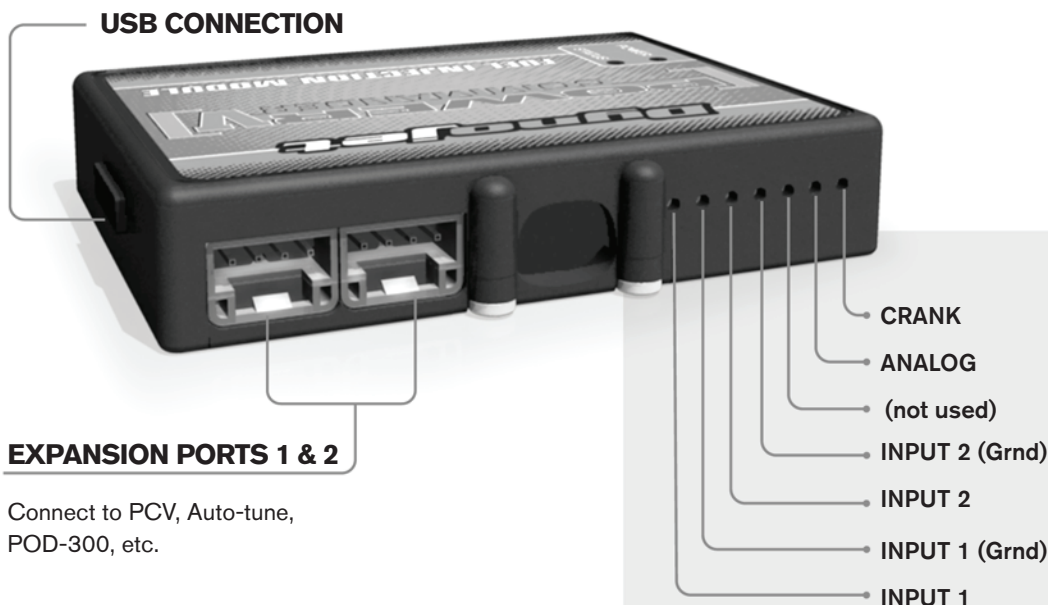|	
1	Ignition Module
1	Installation Guide
2	Velcro strips
1	Alcohol swab
1	CAN link cable
1	USB cable

THE VEHICLE'S IGNITION MUST BE TURNED OFF DURING THIS INSTALLATION!
BEFORE THIS MODULE CAN BE USED THE POWER COMMANDER 5 MAY NEED TO BE UPDATED. (SEE INCLUDED INSTRUCTIONS.)

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

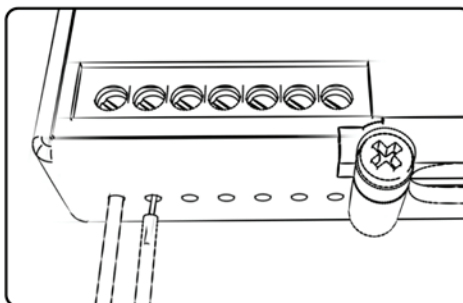*2191 Mendenhall Drive   North Las Vegas, NV 89081   (800) 992-4993   www.powercommander.com*

IGNITION MODULE V
INPUT ACCESSORY GUIDE

ACCESSORY INPUTS

USB CONNECTION

EXPANSION PORTS 1 & 2

Connect to PCV, Auto-tune,
POD-300, etc.

CRANK
ANALOG
(not used)
INPUT 2 (Grnd)
INPUT 2
INPUT 1 (Grnd)
INPUT 1

Speed - The Speed Limiter feature uses Switch Input #1 or #2. This feature gives the ability to activate a limiter based on vehicle speed. This is intended to be used as a pit lane speed limiter. You can use any OPEN / CLOSED type switch to activate this feature. The feature is configured to Switch Input #1 by default.

Launch - The Launch Control feature also uses Switch Input #1 or #2. This feature is intended to be used as a two stage rev-limiter. You can set a target RPM to limit the bike to when the clutch lever is activated. Once the clutch lever is released full RPM can be achieved. This requires a wire be connected to the grounding side of the clutch switch and the other end into this input. The feature is configured to Switch Input #2 by default.

Ground - These are constant digital grounds.

Analog - Not currently used - updates to follow

Crank - Not used in this application
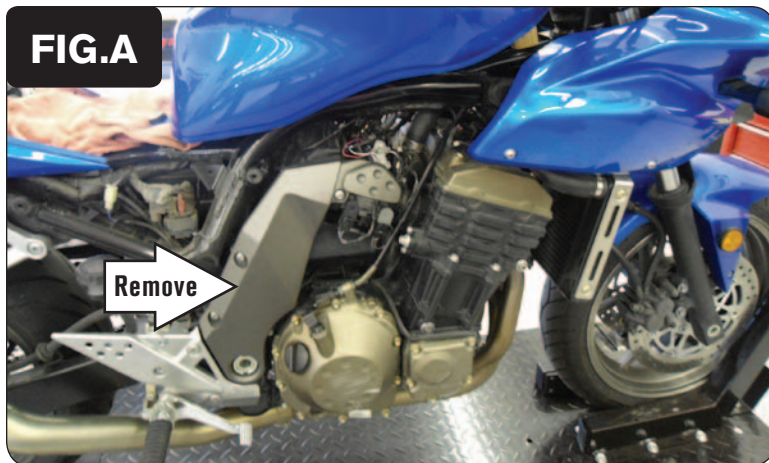
Wire connections:

To input wires into the IM 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 IM until is stops and then tighten the screw. Make sure to reinstall the rubber plug.

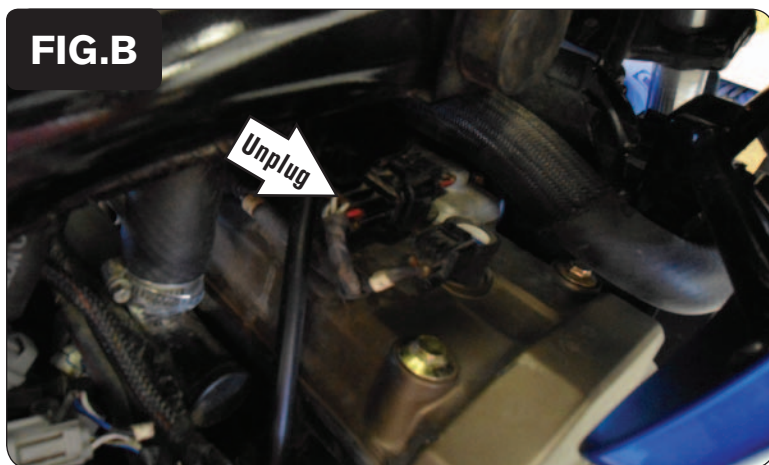NOTE: If you tin the wires with solder it will make inserting them easier.

FIG.A

Remove

FIG.B

Unplug

FIG.C

1   Remove the seats.

2   Remove the right hand side silver cosmetic cover shown in Figure A.

3   Lay the Ignition Module in the tail section and route the wiring harness forward towards the engine.

4   Route the harness between the tail section and the subframe.

5   Unplug the BLACK 6-pin connector pair for the Ignition Coil stick sub-harness.

*This connector is located under the fuel tank on the right hand side as shown in Figure B.*

The fuel tank does not need to be removed to locate this connector.

6   Plug the Ignition Module wiring harness in-line of the stock Ignition Coil sub-harness connectors (Fig. C).

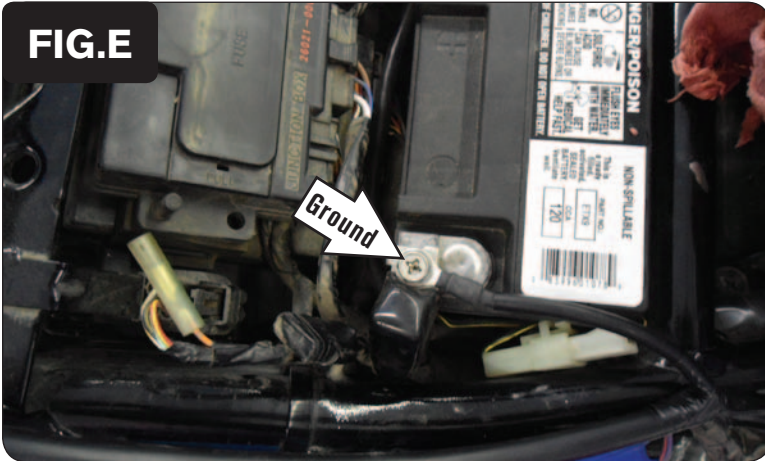7   Tuck the wires up underneath the fuel tank and route them in a manner in which they will not get damaged.

Keep the wiring harness clear of any hot or moving parts.

FIG.D

FIG.E

Ground

FIG.F
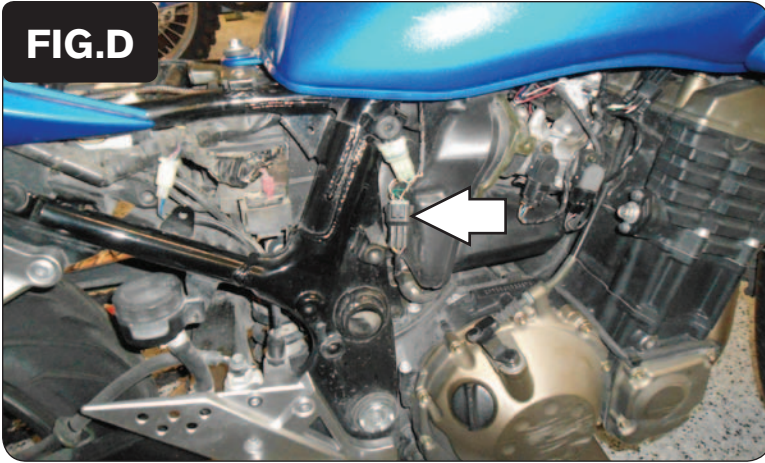
8   Unplug the BLACK 3-pin Crank Position Sensor connectors located under the right hand side cover.

9   Plug the Ignition Module wiring harness in-line of the stock CPS connectors (Fig. D).

10   Attach the ground wire from the Ignition Module wiring harness with the small ring terminal to the negative (-) side of the bike's battery (Fig. E).

11   Attach the WHITE and BLACK/WHITE wires of the Ignition Module wiring harness to the PCV wire terminal strip, as described on page 5.

12   Plug the supplied CAN link cable into one of the expansion ports of the Ignition Module and the other end into one of the expansion ports of the PCV module.

It doesn't matter which ports you use.

Older Ignition Modules with a serial number beginning with 14 or less might also require a CAN termination plug to be installed in an empty port. Newer Ignition Modules with a serial number starting with 15 or higher do NOT require CAN termination plugs.

13   Using the supplied Velcro, secure the Ignition Module next to the PCV module in the tail section (Fig. F).

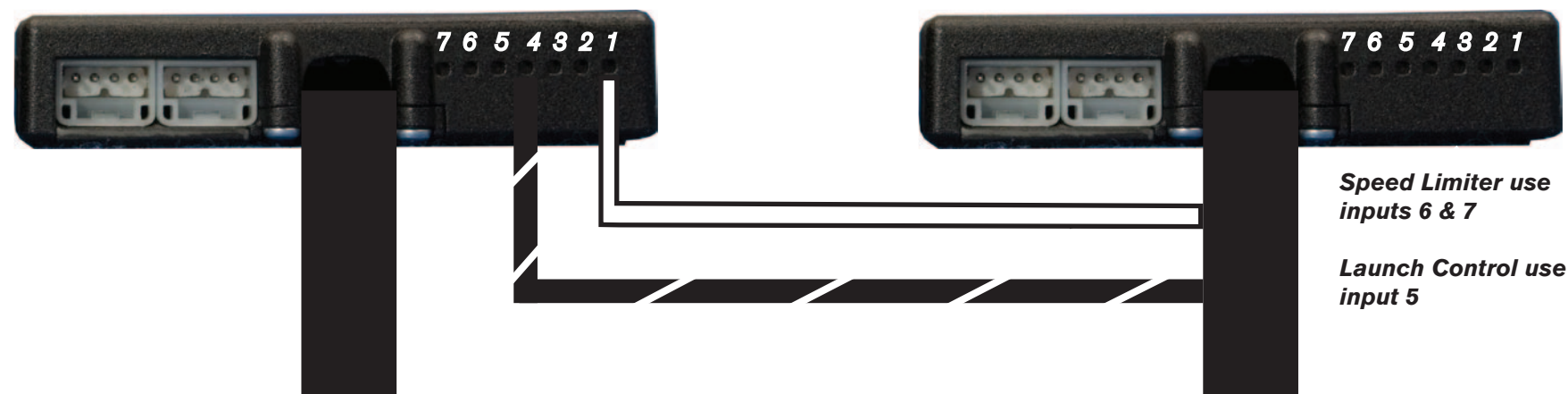*Clean both surfaces with the alcohol swab before attaching the Velcro.*

14   Reinstall the cover and seats.

PCV

Ignition Module

7 6 5 4 3 2 1

7 6 5 4 3 2 1

Speed Limiter use inputs 6 & 7

Launch Control use input 5

Connecting the Ignition Module to the PCV:

▪ The WHITE and the BLACK/WHITE wires from the Ignition Module are used ONLY if you want to use the Rev Xtend feature of the PCV. If you do NOT plan on using this feature, than just tape the wires out of the way.

▪ If you DO plan on using the Rev Xtend feature, than connect the WHITE wire from the Ignition Module to the #1 input position of the PCV. Connect the BLACK/WHITE wire to the #4 input position of the PCV. The BLACK/WHITE wire can also be connected to the #6 input position of the PCV, if necessary. If both inputs on the PCV are already occupied, you can splice the BLACK/WHITE wire to either wire currently occupying the #6 or #4 PCV inputs.

Adding the Ignition Module to the PCV network:

▪ First download and install the latest version of the PCV Control Center Software (which is version 1.0.6.4.) from the PCV - Downloads page of www.powercommander.com.

▪ To use the Ignition Module you may need to update your firmware in the PCV (and SFM if being used). Make sure the PCV, SFM, and Ignition Module are all updated to PCV firmware version 0.1.10.6 or newer. Go to View -> Device Information in the software to see the current versions. If you need to update the firmware, go to Power Commander Tools -> Update Firmware. The latest version of the PCV firmware and software can be found on the PCV - Downloads page of www.powercommander.com.

▪ Connect a USB cable to the PCV and another USB cable to the Ignition Module. The software will ask you to add the Ignition Module to the network. Click OK. Go to Power Commander Tools -> Manage Network and click on Sync Devices Utility. Follow the on screen instructions.