[POWER COMMANDER V]

FUEL AND IGNITION

2017 Kawasaki Versys-X 300

Installation Instructions

PARTS LIST

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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

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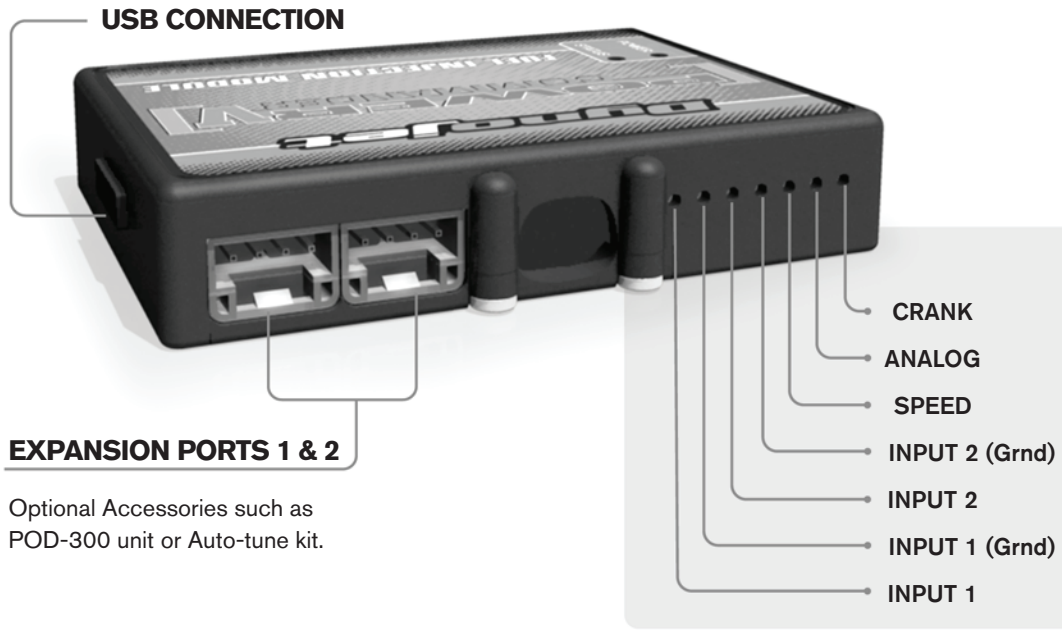
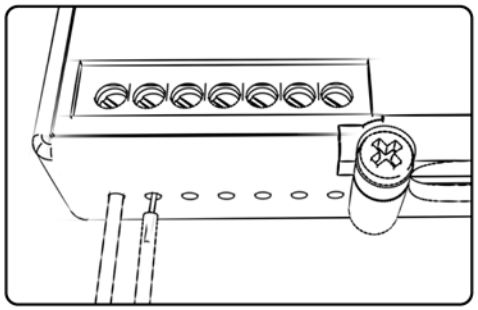
POWER COMMANDER V
INPUT ACCESSORY GUIDE



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 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.

FIG.A

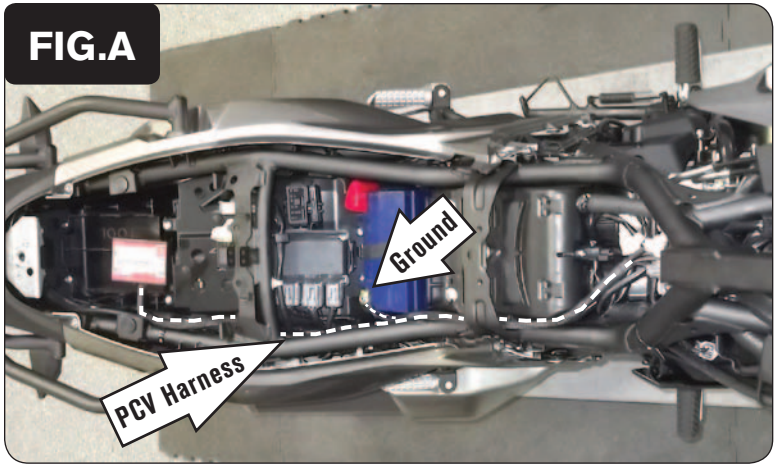


FIG.B

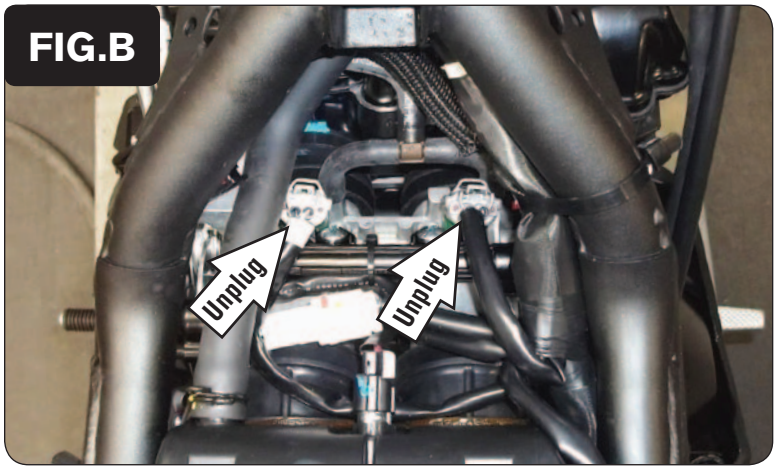


FIG.C

1 Remove the seat.

2 Remove all of the bodywork on both sides of the bike that is around the side of the engine and the fuel tank.

3 Remove the fuel tank.

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.

Route the wiring harness beneath any cross-members in the frame.

5 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).

6 Unplug the stock wiring harness from both Fuel Injectors (Fig. B).

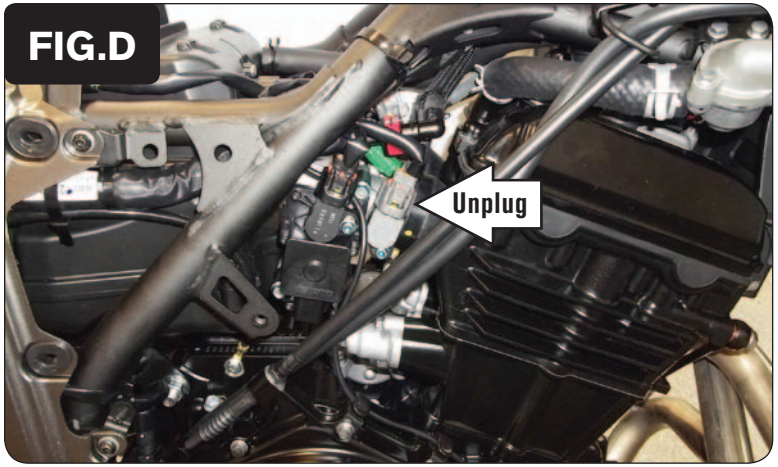
7 Plug the PCV wiring harness in-line of the stock wiring harness and the Fuel Injectors (Fig. C).

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

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

8 Route the pair of 3-pin PCV connectors under the frame and to the right side of the throttle bodies. Route the rest of the wiring harness forward, under the frame, and towards the top of the engine.

FIG.D

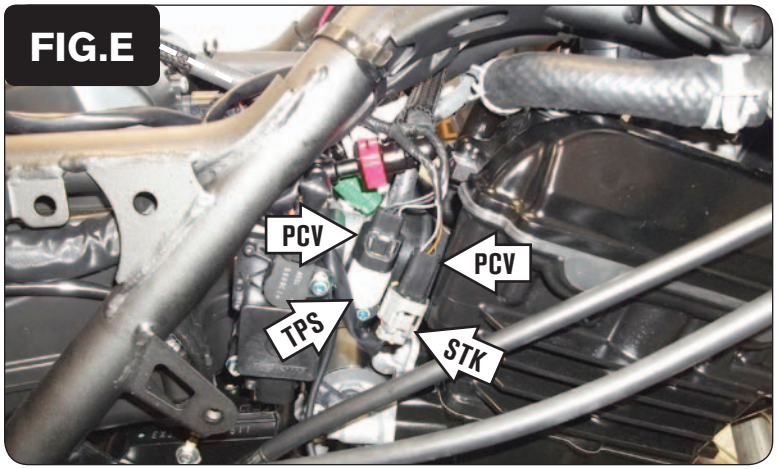


9 Locate and unplug the primary Throttle Position Sensor on the right hand side of the throttle bodies (Fig. D).

This is the GREY 3-pin connector.

Do NOT unplug the secondary TPS with the BLACK connector.

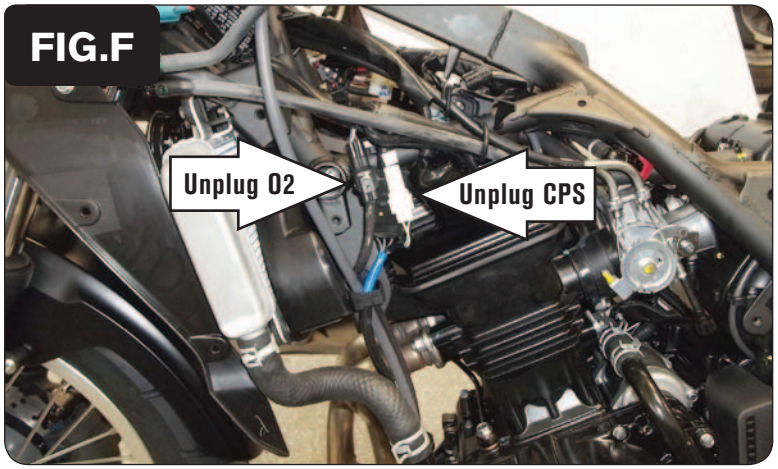
FIG.E



10 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 secondary TPS with the stock BLACK connector.

FIG.F

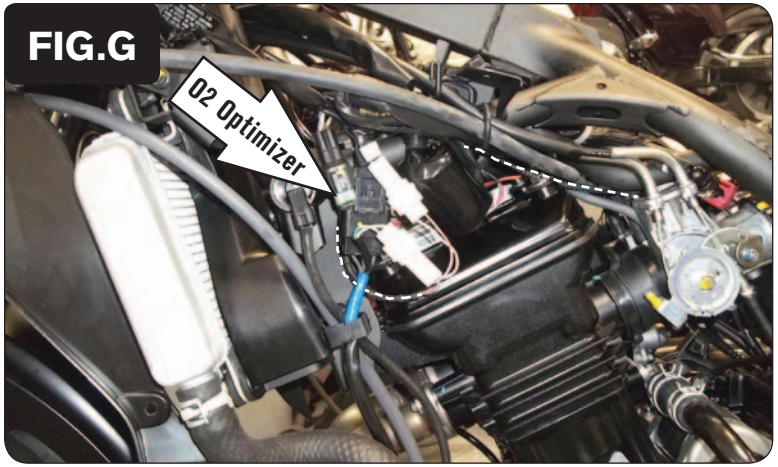


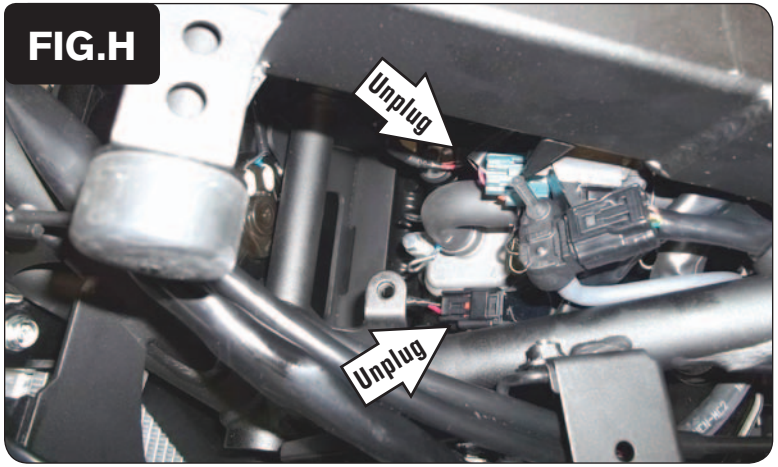
11 Locate and unplug the stock Crank Position Sensor connectors.

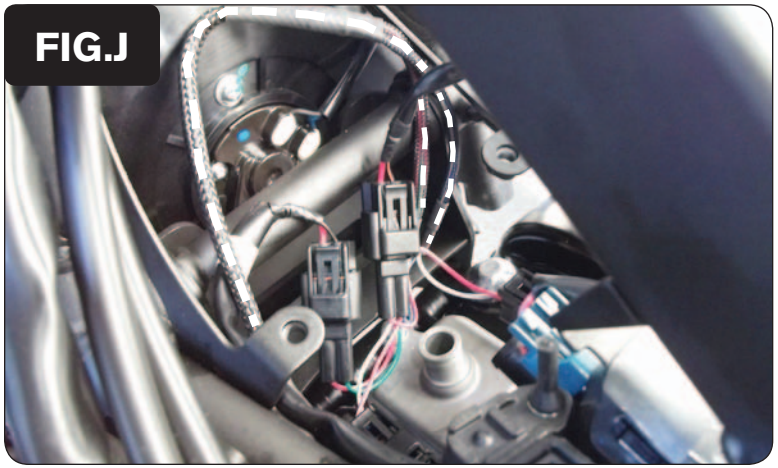
This is a WHITE 2-pin connector pair on the left side of the frame.

12 Also unplug the stock O2 sensor connectors (Fig. F).

This is the BLACK 4-pin connector pair on the left side of the frame.







13 Plug the PCV in-line of the stock Crank Position Sensor connectors.

14 Plug the O2 Optimizer into the stock wiring harness (Fig. G).

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

15 At the top of the engine, unplug the stock wiring harness from both of the Ignition Coils (Fig. H).

The coil sticks are located directly on top of the engine's valve cover. The right cylinder coil stick is not visible in this picture.

16 Plug the PCV wiring harness in-line of the stock wiring harness and the Ignition Coils (Fig. J).

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

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

17 Secure the PCV module in the tail section with the supplied Velcro. Clean surfaces with the alcohol swab before attaching the Velcro.

18 Reinstall the fuel tank, the bodywork, and the seat.