

[POWER COMMANDER V]

FUEL AND IGNITION

2015 Yamaha YZ250FX & WR250F

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

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

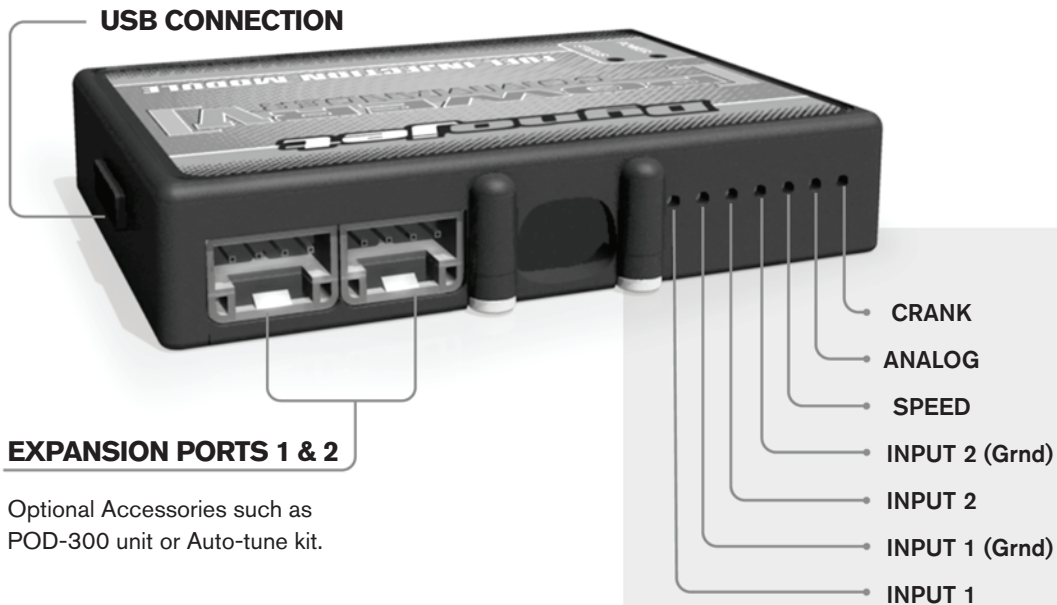
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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

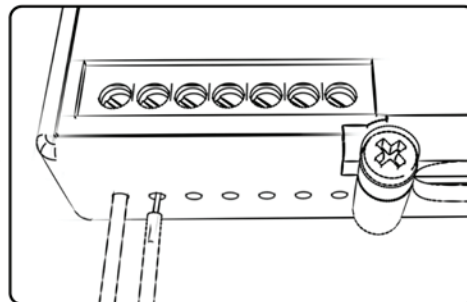
POWER COMMANDER V INPUT ACCESSORY GUIDE



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-

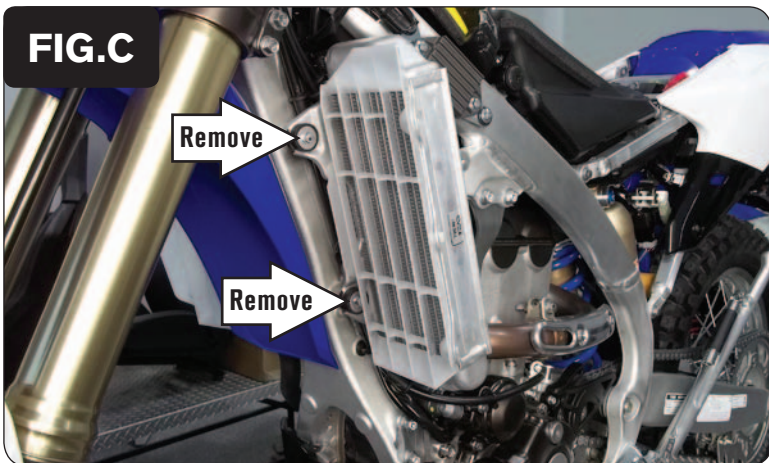
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



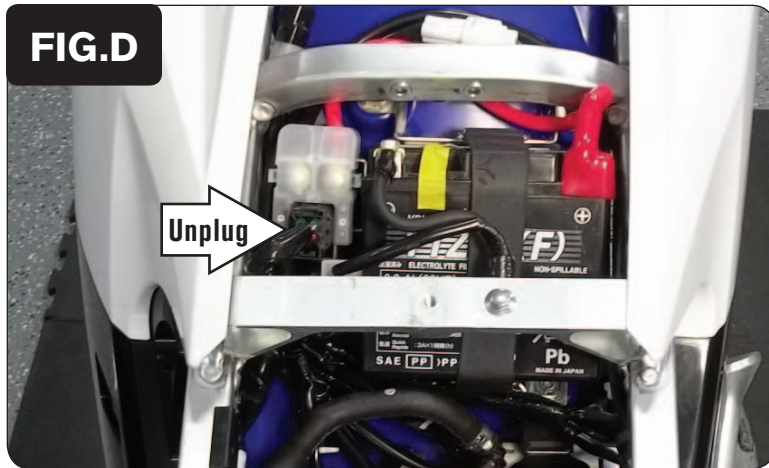
- 1 Remove the seat, the air filter cover, and the radiator shrouds on both side of the bike (Fig. A).
- 2 Remove the fuel tank.



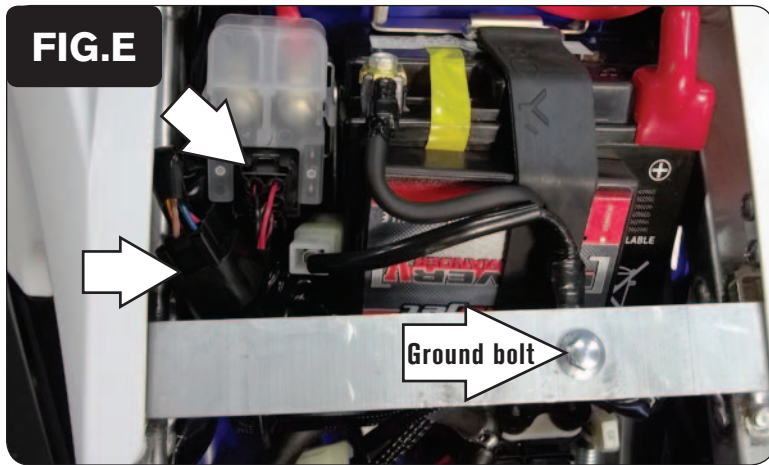
- 3 Loosen the stock ECU from its mounting location by removing the two mounting bolts (Fig. B).



- 4 Loosen the left side radiator by removing the two mounting bolts (Fig. C).
This will allow easy access to the bike's stock Crank Position Sensor connectors.



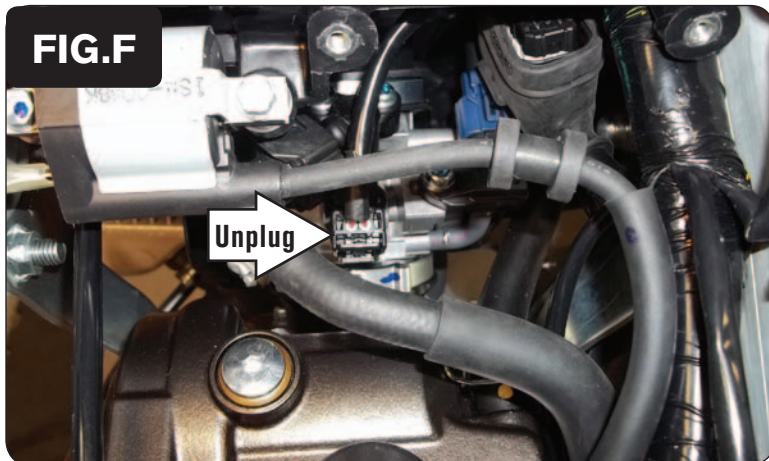
- 5 Unplug the stock wiring harness from the bike's starter solenoid just right of the battery (Fig. D).



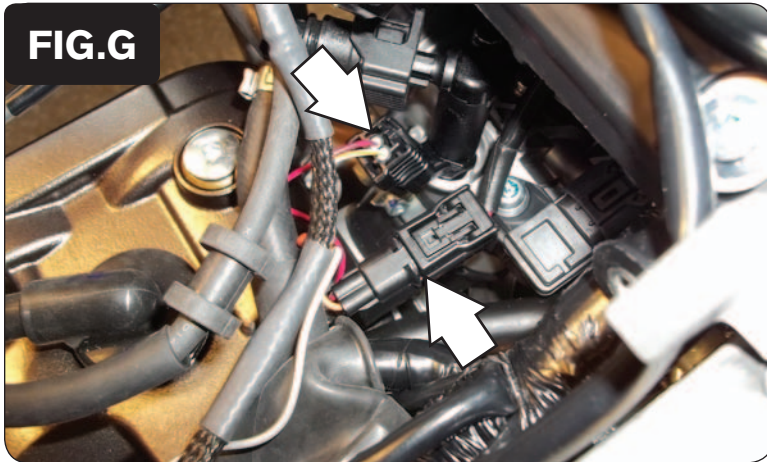
- 6 Use the stock battery strap to secure the PCV module to the top of the battery (Fig. E).

The supplied Velcro strips could also be used to secure the PCV module if desired. If so, use the supplied alcohol swab to clean all surface areas prior to applying the Velcro adhesive.

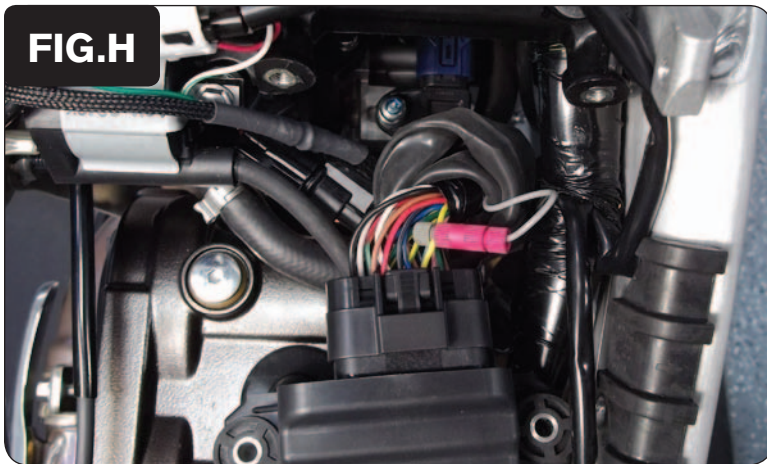
- 7 Secure the PCV ground wire with the small ring lug to the stock common ground on the underside of the frame cross-over bracket shown in Figure E.
- 8 Plug the pair of PCV 4-pin connectors in-line of the starter solenoid and the stock wiring harness.



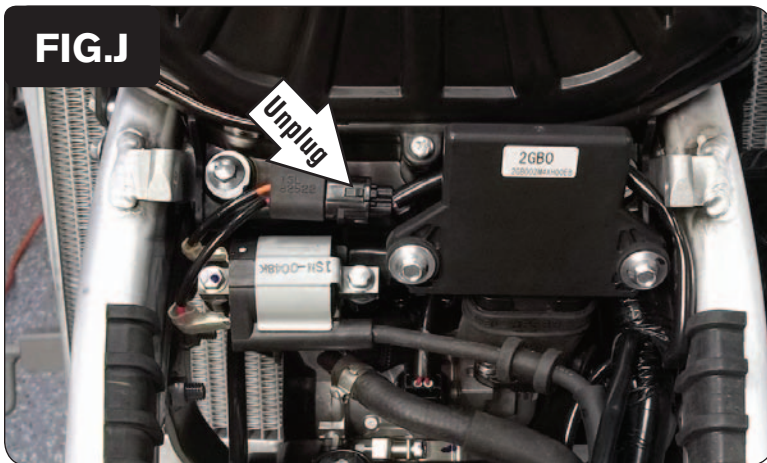
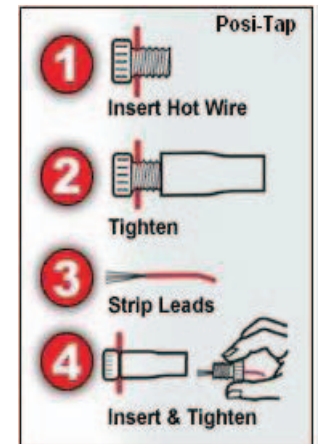
- 9 Route the rest of the PCV wiring harness forward down the right side of the bike along the stock wiring harness.
- 10 Unplug the stock wiring harness from the bike's Fuel Injector (Fig. F).



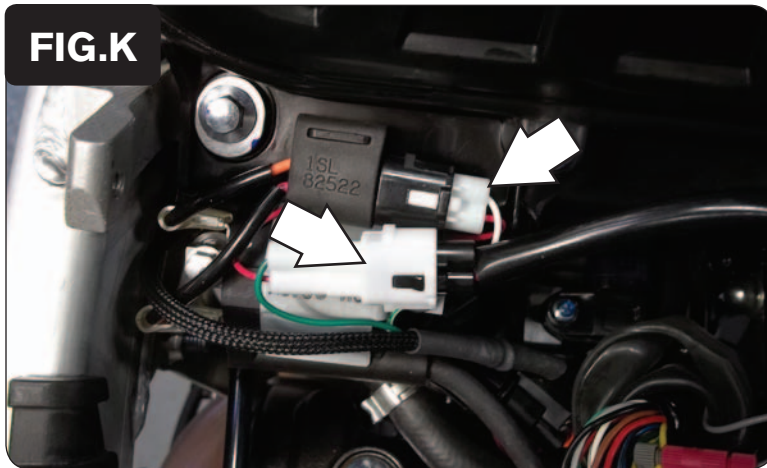
- 11 Plug the PCV wiring harness in-line of the Fuel Injector and the stock wiring harness (Fig. G).



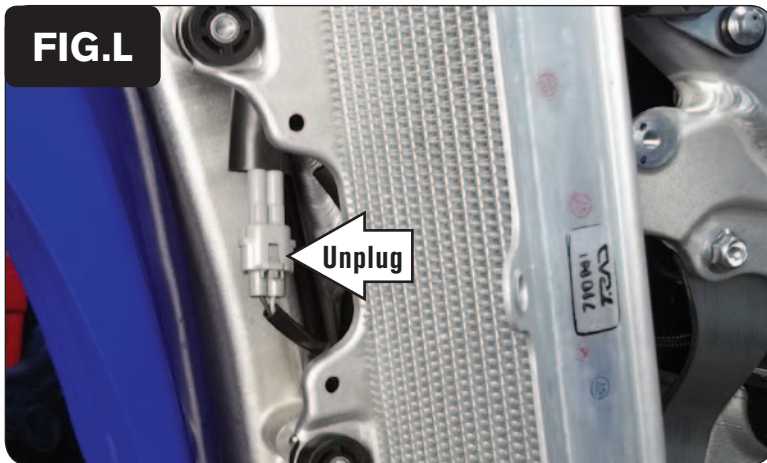
- 12 Pull the rubber boot loose from around the stock ECU connector. Route the single unterminated GREY wire of the PCV wiring harness through the rubber boot.
- 13 Use the supplied Posi-tap to attach the PCV GREY wire to the stock YELLOW wire of the ECU connector (Fig. H).
- 14 Reinstall the rubber boot over the stock ECU connector and secure the ECU to its original mounting location by reinstalling the two bolts.



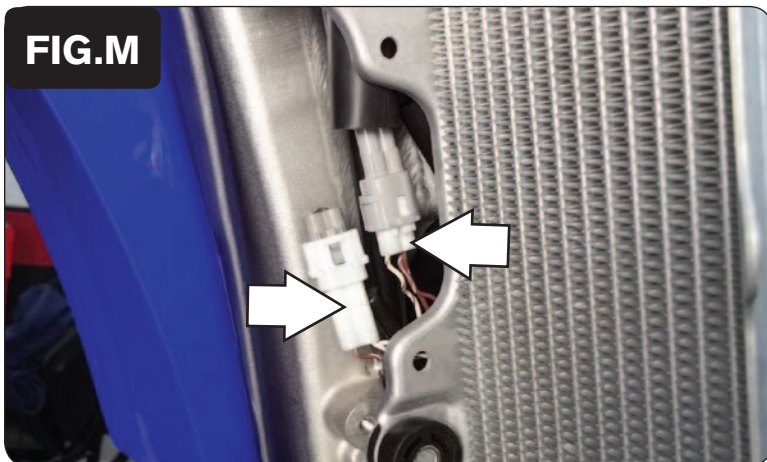
- 15 Unplug the stock wiring harness from the Ignition Coil sub-connector (Fig. J).
This is a pair of BLACK 2-pin connectors located just above the Ignition Coil.



- 16 Plug the pair of 2-pin PCV connectors with GREEN colored wires in-line of the stock Ignition Coil sub-harness connectors (Fig. K).
- 17 Continue routing the pair of PCV connectors with BROWN colored wires forward and left of the engine towards the left side radiator (previously loosened during step 4).



- 18 On the left side of the frame, locate and unplug the stock connectors from the bike's Crank Position Sensor (Fig. L).
This is a GREY 2-pin connector pair.



- 19 Plug the pair of PCV connectors with BROWN colored wires in-line of the stock Crank Position Sensor connectors (Fig. M).
- 20 Make sure wiring harness routing is free and clear of any hot or moving parts. Use ties to secure the wiring as necessary.
- 21 Reinstall the left radiator and the mounting bolts for it. Reinstall the fuel tank, radiator shrouds, air filter cover, and the seat.

NOTE:

The PCV comes premaped for a stock exhaust, stock air filter on the YZ250FX model. If you have a WR250F model make sure to download the appropriate map.