

# [POWER COMMANDER V]

## FUEL AND IGNITION

### 2014 Yamaha YZ450F

#### 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 Zip tie

**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-

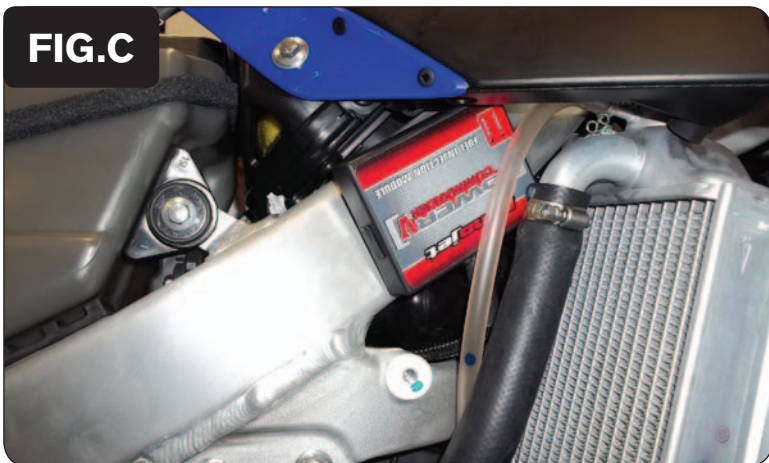
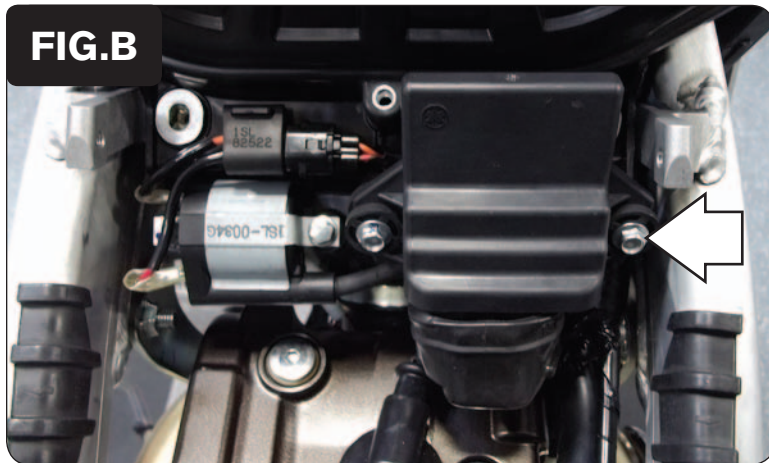
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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 seat.
- 2 Remove the radiator shrouds on both sides (Fig. A).
- 3 Remove the fuel tank.

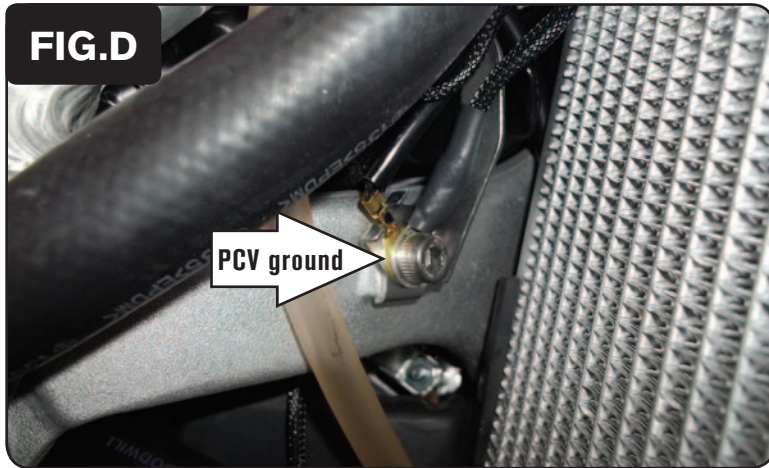
*The fuel tank does not need to be completely removed; but it does need to be loosened and lifted out place to access the ECU and throttle body.*

- 4 Remove the right ECU bolt, and pull the ECU loose from its mounting location (Fig. B).

- 5 Install the PCV module to the right hand side of the frame using the supplied Velcro and/or the zip tie (Fig. C).
- 6 Route the PCV harness to the inside of the frame and go towards the throttle body.

*The shorter harness branch with the pair of WHITE 2-pin connectors and BROWN colored wires will need to go towards the left radiator.*

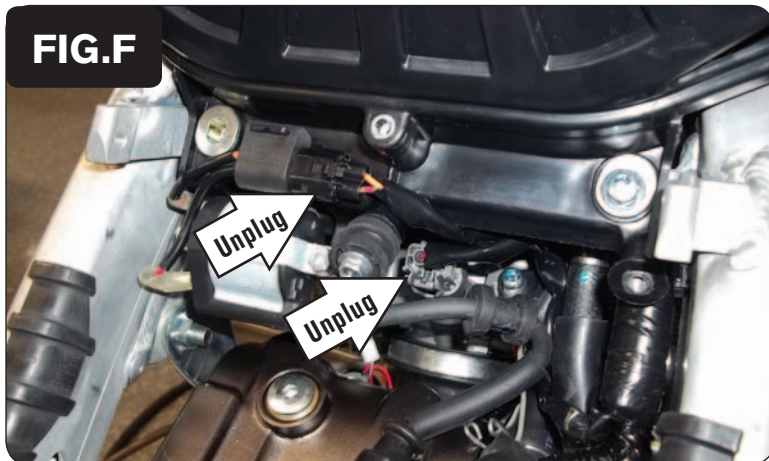
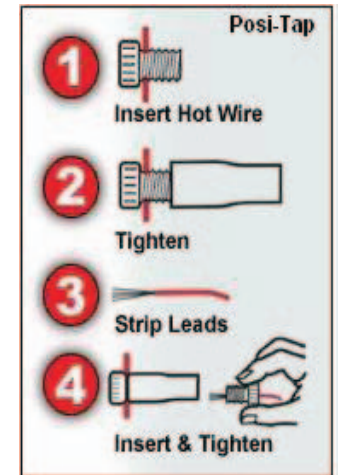
*Loosening the airbox will help routing the harness.*



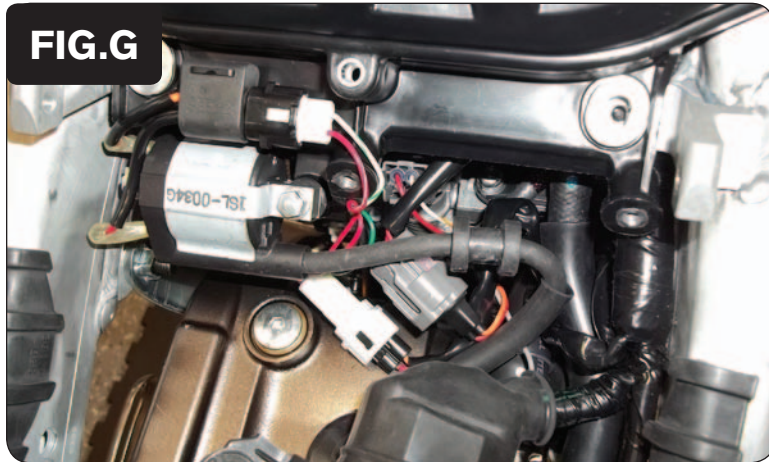
- 7 Secure the PCV ground wire with the ring lug to the common ground located on the frame just below the PCV module mounting location (Fig. D).



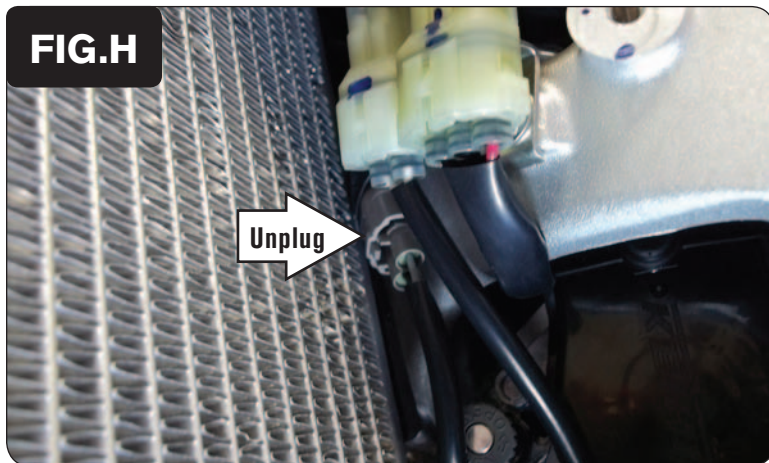
- 8 Loosen the rubber boot surrounding the stock ECU connector.
- 9 Feed the single unterminated GREY wire of the PCV wiring harness through the rubber boot.
- 10 Use the supplied Posi-tap to attach the PCV GREY wire to the stock YELLOW wire on the ECU connector (Fig. E).
- 11 Pull the rubber boot back over the ECU connector.



- 12 Unplug the BLACK 2-pin connector for the Ignition Coil.
- 13 Unplug the GREY 2-pin connector for the Fuel Injector (Fig. F).



- 14 Plug the PCV wiring harness in-line of the Fuel Injector and stock wiring harness.
- 15 Plug the PCV wiring harness in-line of the Ignition Coil and stock wiring harness (Fig. G).
- 16 Secure the ECU back to its original mounting location.



- 17 Remove the 2 bolts that secure the left radiator to the frame.  
*This helps to access the stock Crank Position Sensor connectors just behind the radiator next to the frame.*
- 18 Locate and unplug the stock Crank Position Sensor connectors (Fig. H).  
*This is a pair of GREY 2-pin connectors. They are on the frame inside a BLACK rubber boot.*



- 19 Plug the pair of WHITE 2-pin connectors of the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. J).
- 20 Bolt the left radiator back on to the frame.
- 21 Reinstall the fuel tank, bodywork, and the seat.