

IGNITION MODULE

FOR USE WITH

2010-2012 Kawasaki Z1000/Ninja 1000

Installation Instructions

**[POWER
COMMANDER V]**

PARTS LIST

- 1 Ignition Module
- 1 CD-ROM
- 1 Installation Guide
- 2 Velcro
- 1 Alcohol swab
- 1 CAN cable
- 1 CAN termination plug
- 1 USB cable



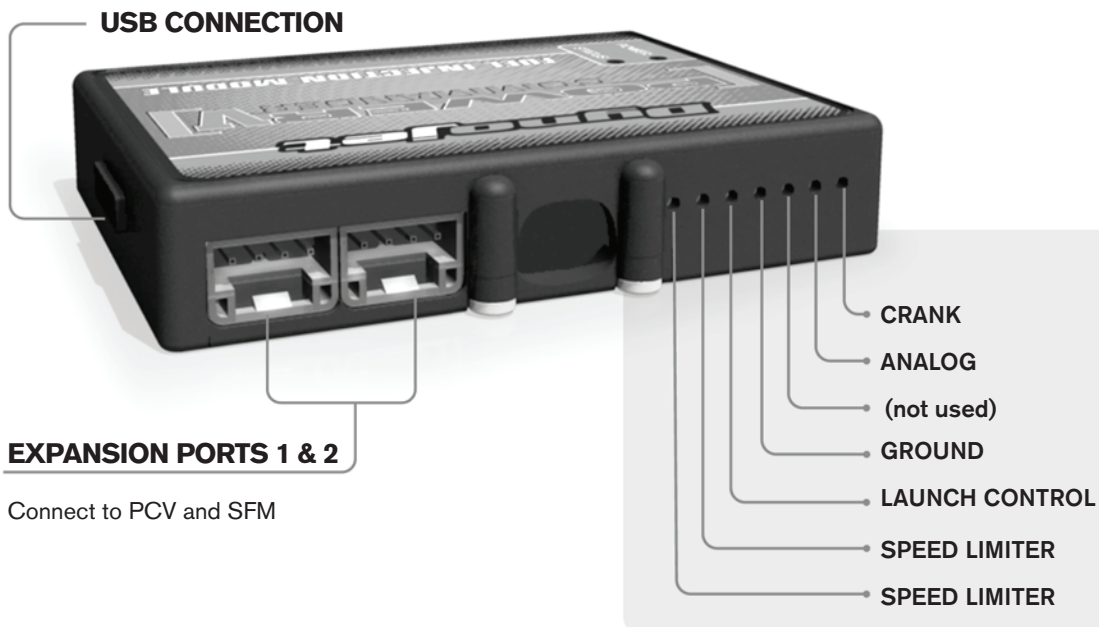
**THE IGNITION MUST BE TURNED OFF BEFORE
INSTALLATION!
BEFORE THIS MODULE CAN BE USED THE
POWER COMMANDER MAY NEED TO BE UPDATED.
(SEE INCLUDED INSTRUCTIONS)**

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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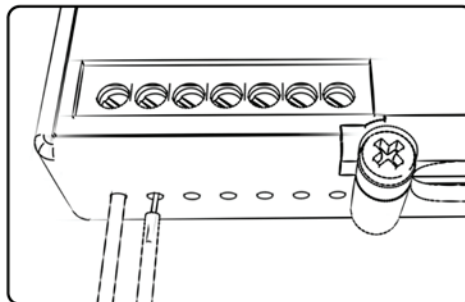
IGNITION MODULE V INPUT ACCESSORY GUIDE



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 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

Speed

This input has the ability to activate a limiter based on 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.

Launch

This input is intended to be used as a launch control. 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.

Ground

This is a digital ground. You can connect the BLACK/WHITE crank wire of the SFM to this location if necessary.

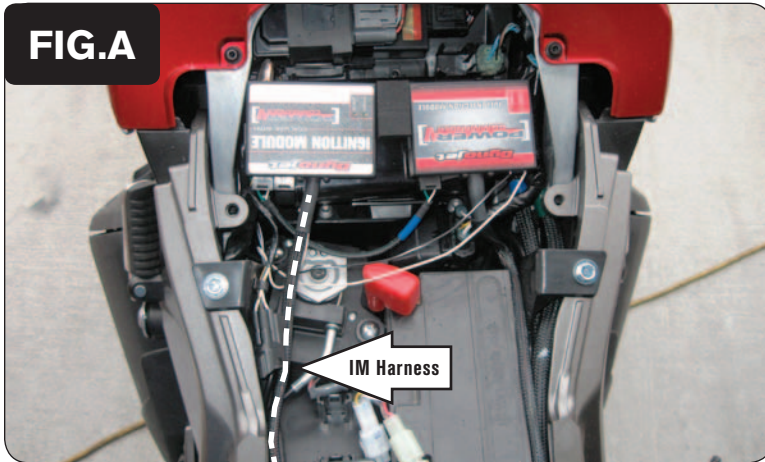
Analog-

Not currently used - updates to follow

Crank-

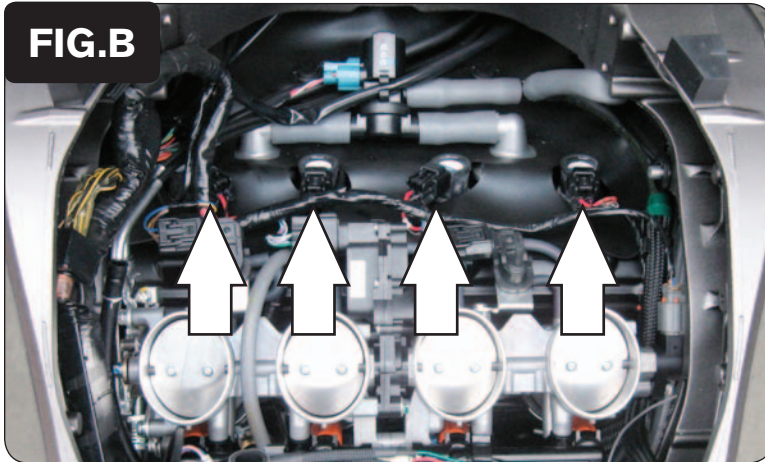
Connect the WHITE crank wire from the SFM (if installed) to this input. This is only needed if you are going to use the Rev Xtend feature.

FIG.A



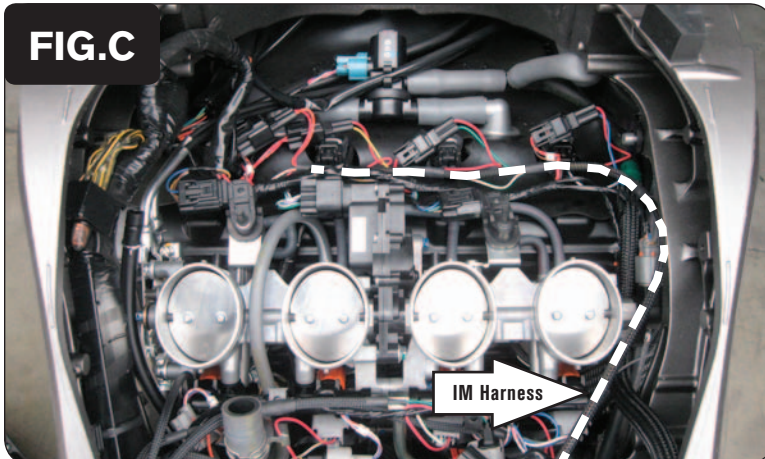
- 1 Remove the main seat and passenger seat.
- 2 Remove the fuel tank and the airbox.
- 3 Place the ignition module next to the PCV and route the harness towards the front of the bike going down the right side of the bike (Fig. A).

FIG.B



- 4 Unplug the stock wiring harness from each coil stick (Fig. B).

FIG.C



- 5 Plug the IM wiring harness in-line of the stock harness and coils (Fig. C).

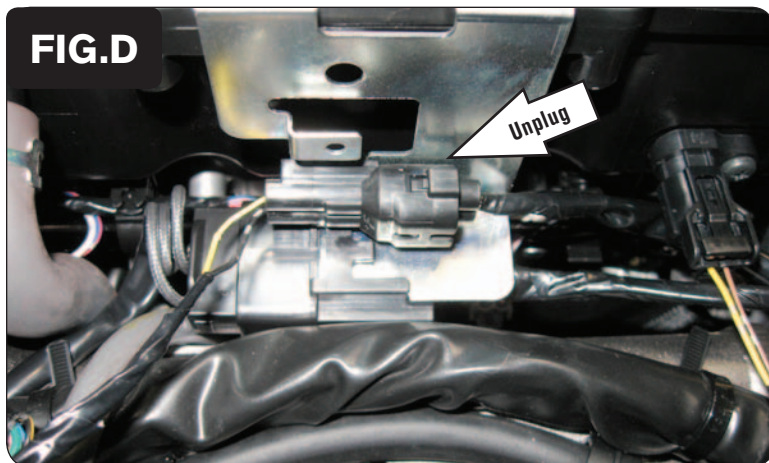
IM Harness:

ORANGE - Cylinder #1 (left)

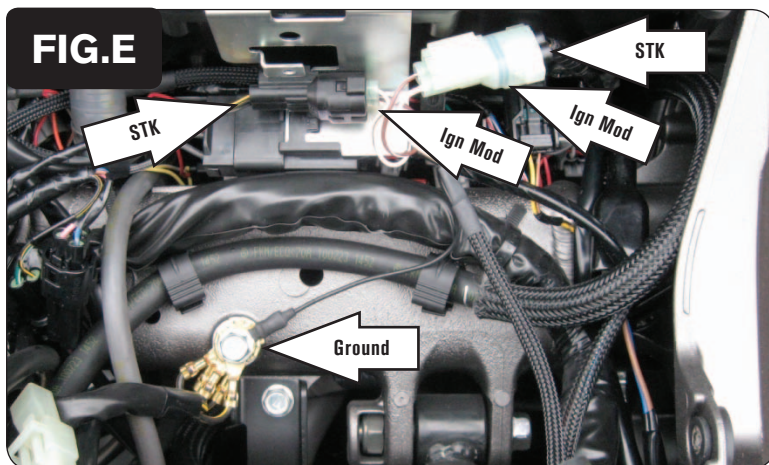
YELLOW - Cylinder #2

GREEN - Cylinder #3

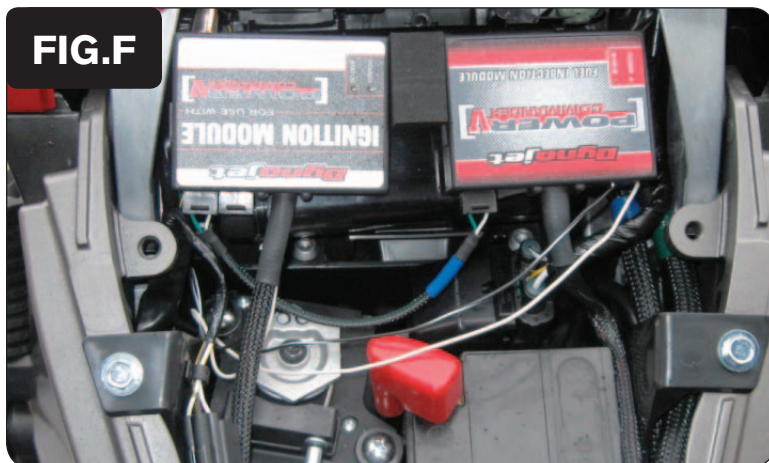
BLUE - Cylinder #4 (right)



- 6 Unplug the bike's Crank Position Sensor connectors (Fig. D).
These are the BLACK 2-pin connectors at the front of the airbox.



- 7 Plug the IM harness in-line with the bike's Crank Position Sensor connectors.
 8 Secure the ground eyelet of the IM harness to the ground bolt on top of the frame (Fig. E).



- 9 Plug the CAN cable into 1 of the ports of the Ignition Module and the other end into 1 of the ports of the PCV.
 10 Plug the CAN termination plug (plastic) into any one of the remaining open ports of the Ignition Module or PCV.
 11 Connect the WHITE and BLACK/WHITE wires of the Ignition Module to the PCV module wire inputs, as described on Page 5. Use the supplied velcro to secure the unit in place. Make sure to clean both surfaces before attaching with the alcohol swab.
These WHITE and BLACK/WHITE wire connections are only required if using the Rev-Extend feature.
 12 Reinstall the airbox, fuel tank, and both seats.

