# [POWER COMMANDER V]

## FUEL AND IGNITION

## 2006-2013 Kawasaki VN900

Installation Instructions

### PARTS LIST

| | |
|---|---|
| 1 | Power Commander |
| 1 | USB Cable |
| 1 | CD-ROM |
| 1 | Installation Guide |
| 2 | Power Commander Decals |
| 2 | Dynojet Decals |
| 2 | Velcro |
| 1 | Alcohol swab |

**THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!**

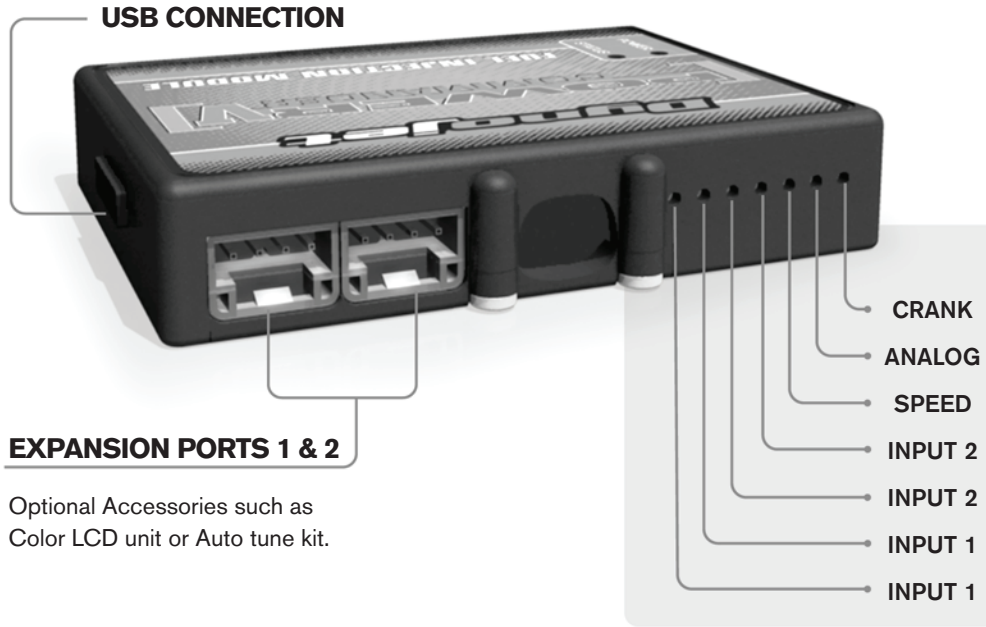
**YOU CAN ALSO DOWNLOAD THE POWER COMMANDER SOFTWARE AND LATEST MAPS FROM OUR WEB SITE AT: www.powercommander.com**

**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

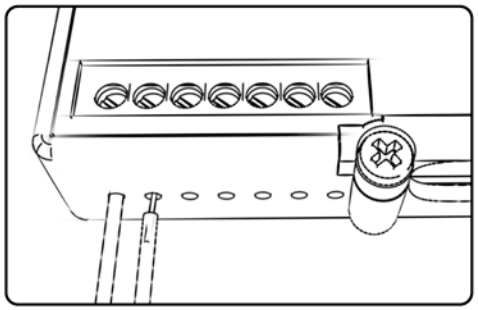



Optional Accessories such as
Color LCD unit or Auto tune kit.

**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

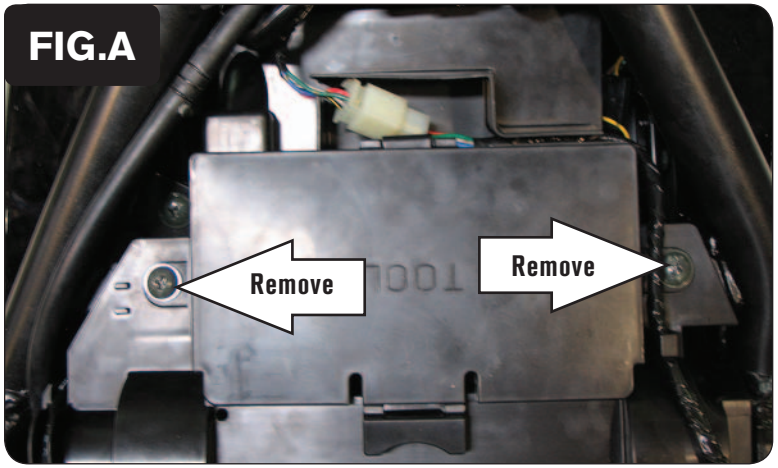
**Map -** (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position 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.

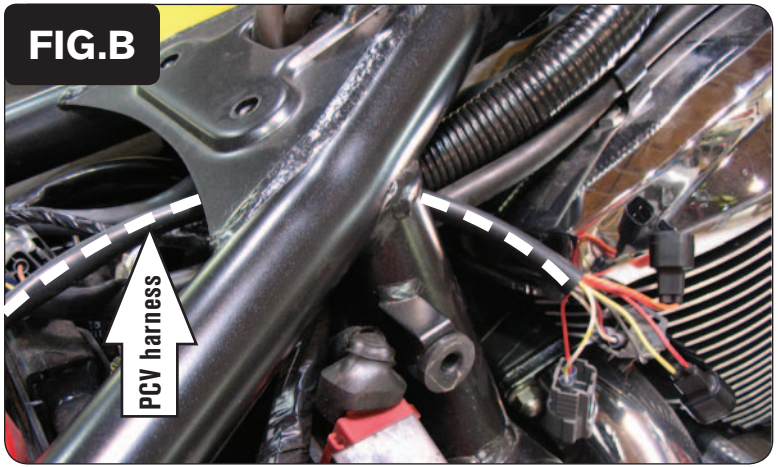
**Shifter-** (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important.

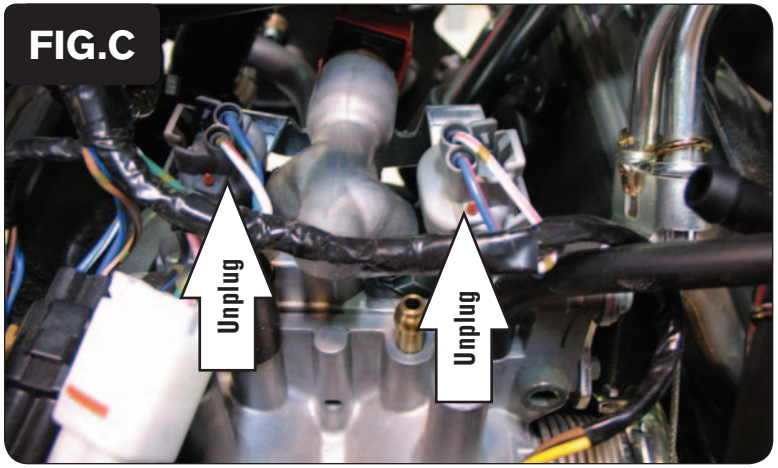
**Speed-** If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear 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.



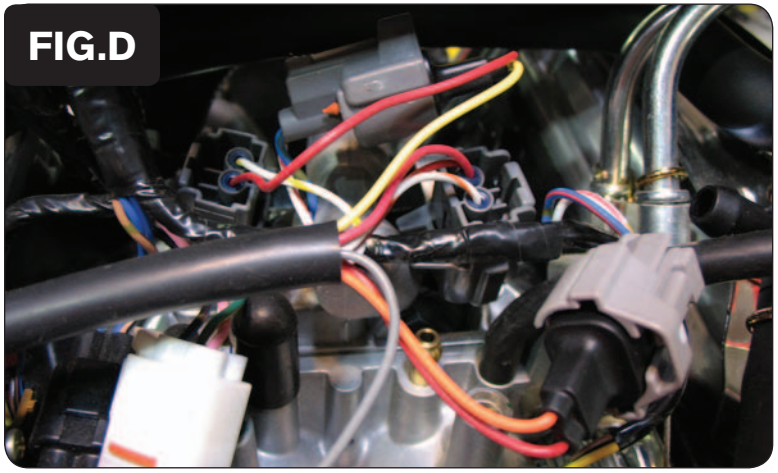

1 Remove the seat. Remove the fuel tank

2 Remove the battery cover by removing the 2 screws (Fig. A).

3 Lay the PCV near the battery temporarily. Route the PCV under the frame and route along side the stock harness towards the throttle bodies (Fig. B)

4 Unplug the stock wiring harness from the throttle bodies (Fig. C).

FIG.D

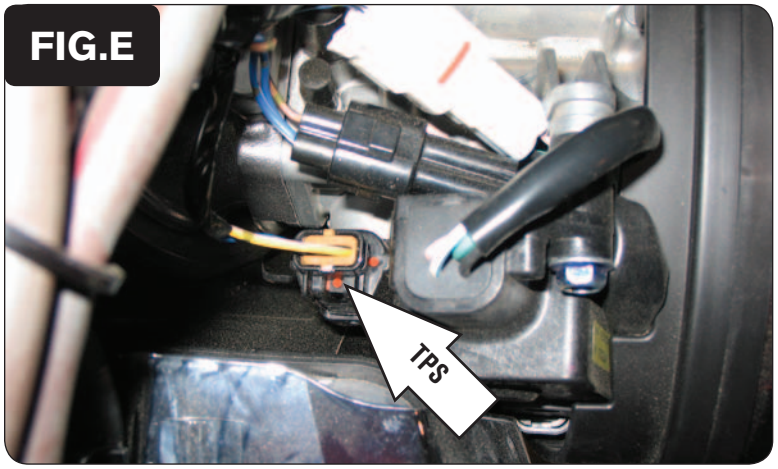


5 Plug the PCV harness in-line of the stock injectors and wiring harness (Fig. D).

Connect the ORANGE colored PCV wires to the front cylinder.

*Note: Hoses were disconnected for picture clarity*

FIG.E

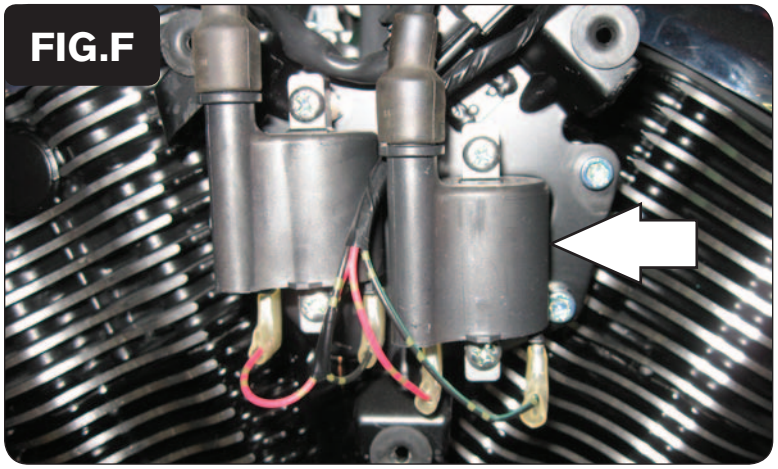



6 Locate the Throttle Position Sensor connector (Fig. E). Unplug this connector.

*This connector is located on the right side of the bike behind the air box.*

7 Plug the 3 pin connectors from the PCV in-line of the stock wiring harness and TPS.

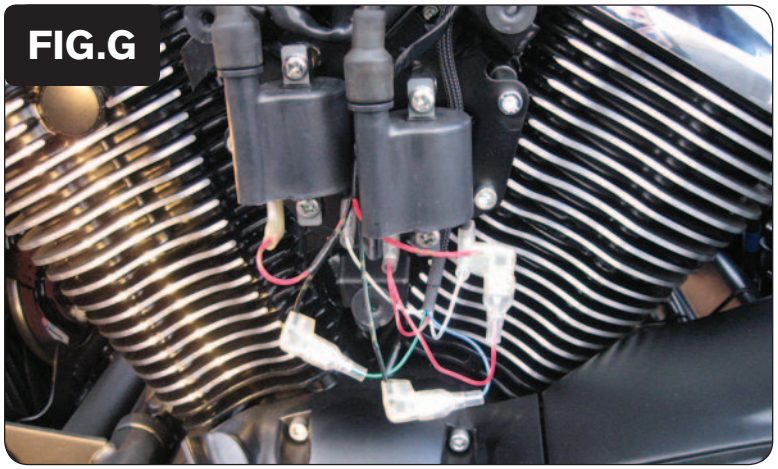
FIG.F



8 Remove the cosmetic cover on the left side of the engine.

9 Locate the stock ignition coils on the left side of the engine.

FIG.G



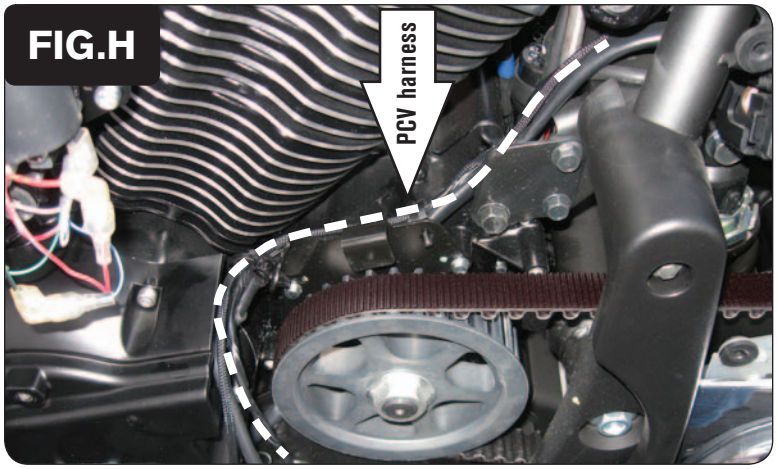
10 Plug the PCV coil connectors in-line of the stock wiring harness and Ignition coils (Fig. G).

Plug the PCV connectors with GREEN colored wires in-line of the coil and the stock BLACK/ORANGE wire.

Plug the PCV connectors with BLUE colored wires in-line of the coil and the stock BLACK/GREEN wire.

Plug the PCV connectors with RED colored wires in-line of the coil and the stock RED wire (does not matter which one).

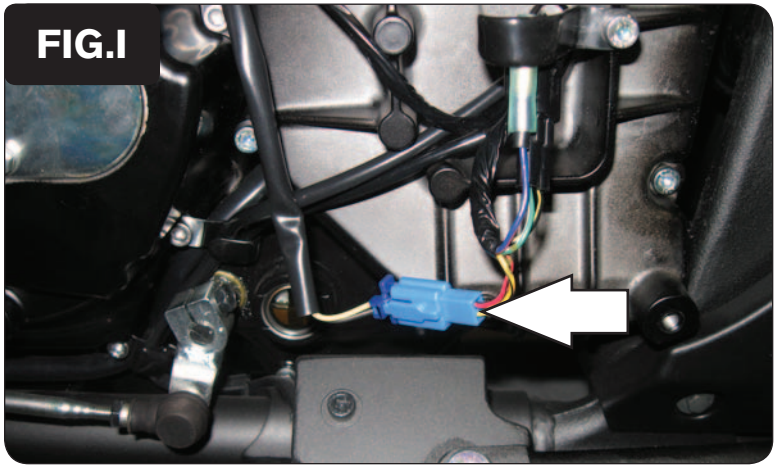
FIG.H




11 Remove the front pulley cover on the left side of the engine.

12 Route the RED connectors from the PCV down the left side of the engine following the stock wiring harness (Fig. H).

FIG.I



13 Unplug the stock crank sensor connector (Fig.I).

*This is a BLUE 2 pin connector*

FIG.J

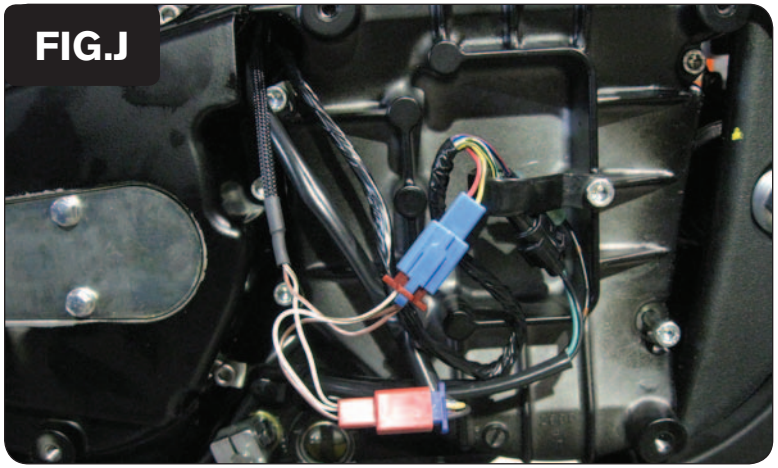
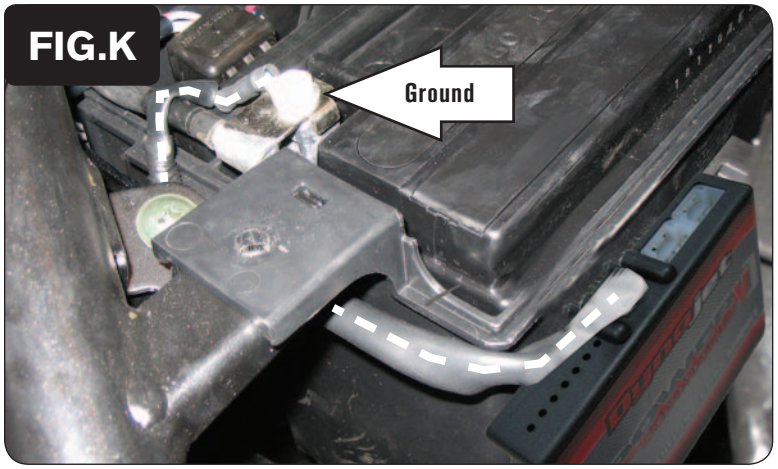


FIG.K




14 Plug the RED connectors from the PCV in-line of the stock crank sensor and wiring harness (Fig. J).

15 Reinstall engine covers.

16 Install the PCV to the rear of the battery box (Fig. K). Make sure the PCV is mounted down about 2” from the top of the battery box to clear the swingarm.

17 Secure the ground eyelet of the PCV wiring harness to the negative terminal of the bike’s battery (Fig. K).

18 Reinstall the battery cover making sure the PCV harness does not get damaged.

19 Reinstall the seat and fuel tank.

**Speed input** - Light GREEN/RED wire at ECU

**Temperature input** - ORANGE wire

**12v source for Auto tune** - RED wire of 6 pin connector for tail light.