

# POWER COMMANDER 6

Installation Guide for: PC6-22060

Model Coverage: 2014-2018 Yamaha YZ250F

**YAMAHA**  
**YZ250F**

## PARTS LIST

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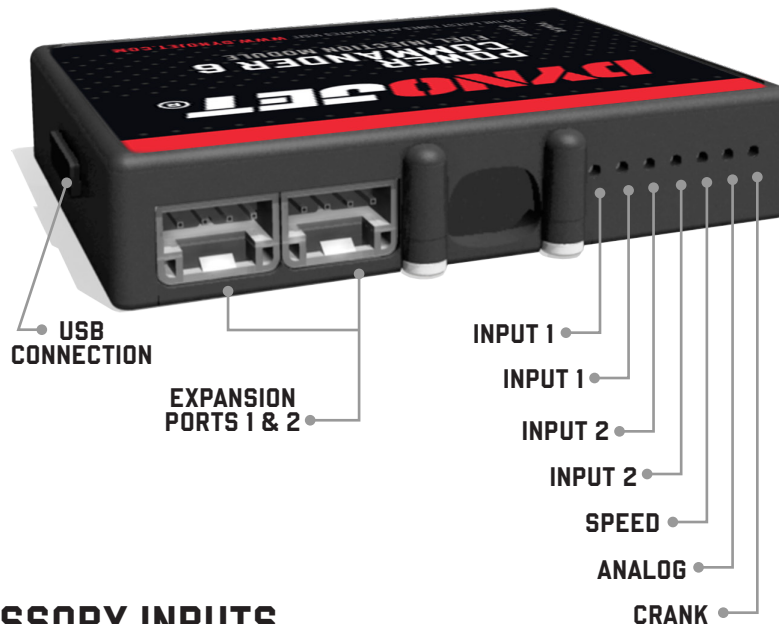
- |                          |                 |
|--------------------------|-----------------|
| 1 POWER COMMANDER 6      | 2 VELCRO STRIPS |
| 1 INSTALLATION GUIDE     | 1 ALCOHOL SWAB  |
| 1 USB CABLE              | 1 POSI-TAP      |
| 2 DYNOJET DECALS         | 1 ZIP TIE       |
| 2 POWER COMMANDER DECALS |                 |

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION.  
THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION.**

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IPC6-22060.01

# INPUT ACCESSORY GUIDE



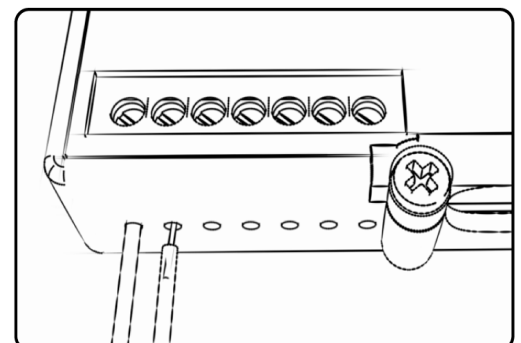
## OPTIONAL ACCESSORY INPUTS

- Map** (Input 1 or 2) The PC6 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.
- Shifter** (Input 1 or 2) Used for clutch-less full throttle upshifts. Insert the wires from the Dynojet quick shifter into either Input 1 or Input 2. The polarity of the wires is not important. Set to 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 quick shifter.
- 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 Power Core software.
- Launch** You can connect a wire to either Input 1 or Input 2 and then the other end to a switch. This switch when engaged (continuity) will only allow the RPM to be raised to a certain limit (set in the software). When released, you will have full RPM.

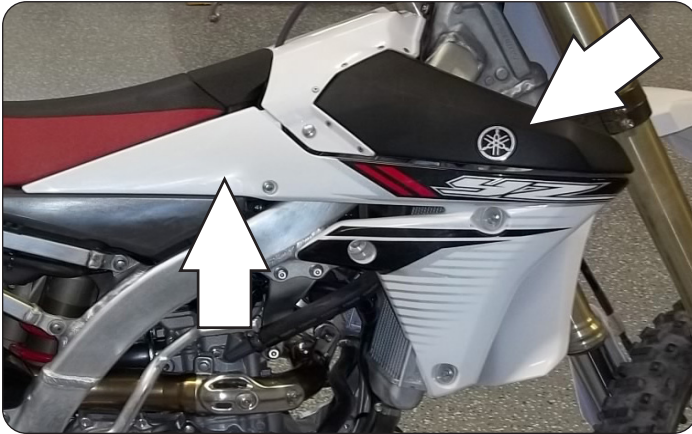
## WIRE CONNECTIONS

To input wires into the PC6 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 PC6 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.

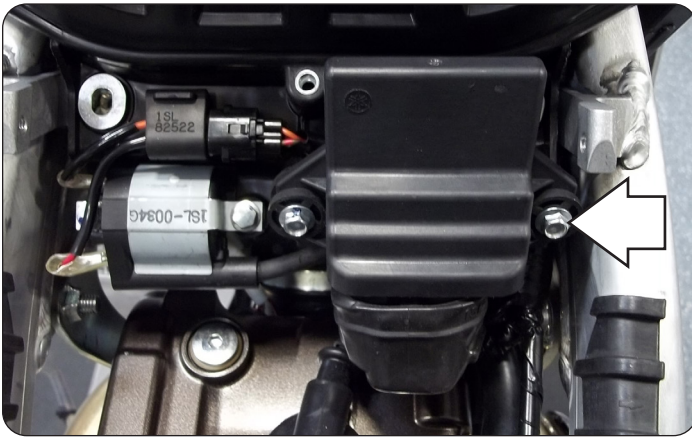


# INSTALLING THE POWER COMMANDER 6



- 1 Remove the seat and the 2 plastic panels directly below the seat on both sides.
- 2 Remove the radiator shrouds on both sides.
- 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.



- 5 Install the PC6 module to the right hand side of the frame using the supplied Velcro and/or the zip tie.  
Clean both surfaces with the supplied alcohol swab prior to applying the Velcro adhesive.
- 6 Route the PC6 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 air box will help routing the harness.



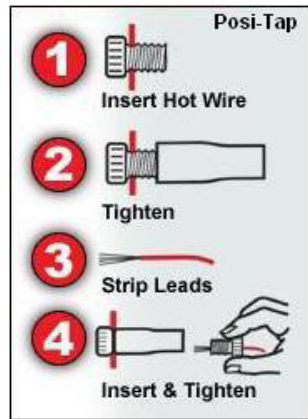
7 Secure the PC6 ground wire with the ring lug to the common ground located on the frame just below the PC6 module mounting location.



8 Loosen the rubber boot surrounding the stock ECU connector.

9 Feed the single unterminated GREY wire of the PC6 wiring harness through the rubber boot.

10 Use the supplied Posi-Tap to attach the PC6 GREY wire to the stock YELLOW wire on the ECU connector.

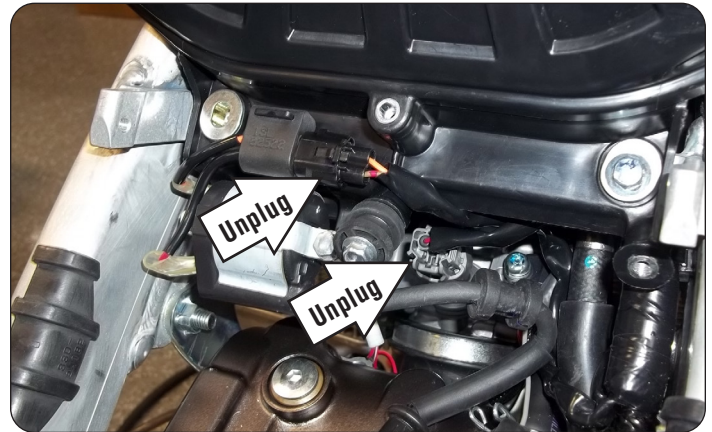


11 Pull the rubber boot back over the ECU connector.



12 Unplug the BLACK 2-pin connector for the Ignition Coil.

13 Unplug the GREY 2-pin connector for the Fuel Injector.

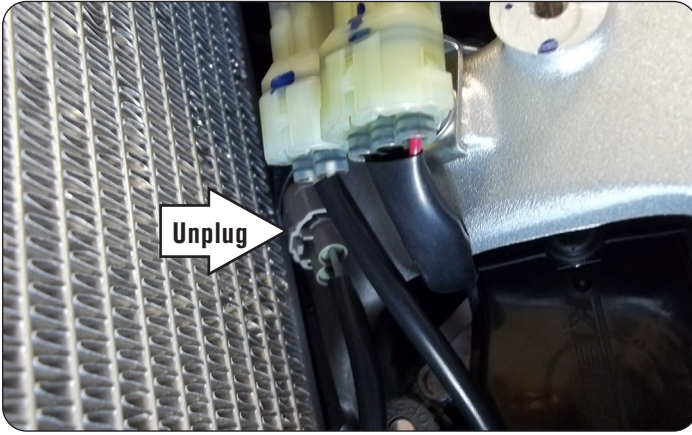


14 Plug the PC6 wiring harness in-line of the Fuel Injector and stock wiring harness.

15 Plug the PC6 wiring harness in-line of the Ignition Coil and stock wiring harness.

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.  
  
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 PC6 wiring harness in-line of the stock Crank Position Sensor connectors.
- 20 Bolt the left radiator back on to the frame.
- 21 Reinstall the fuel tank, bodywork, and the seat.

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# **PUSH THE LIMIT**

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