POWER COMMANDER V

2009 Kawasaki ZX14

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® Strip
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
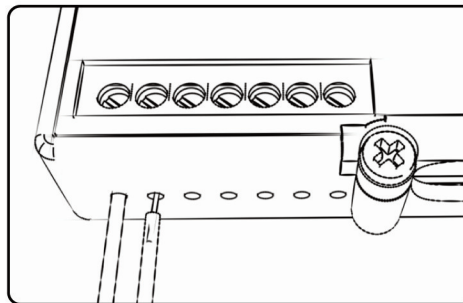
POWER COMMANDER V
INPUT ACCESSORY GUIDE

ACCESSORY INPUTS

USB CONNECTION

CRANK

ANALOG

SPEED

SHIFTER

SHIFTER

MAP

MAP
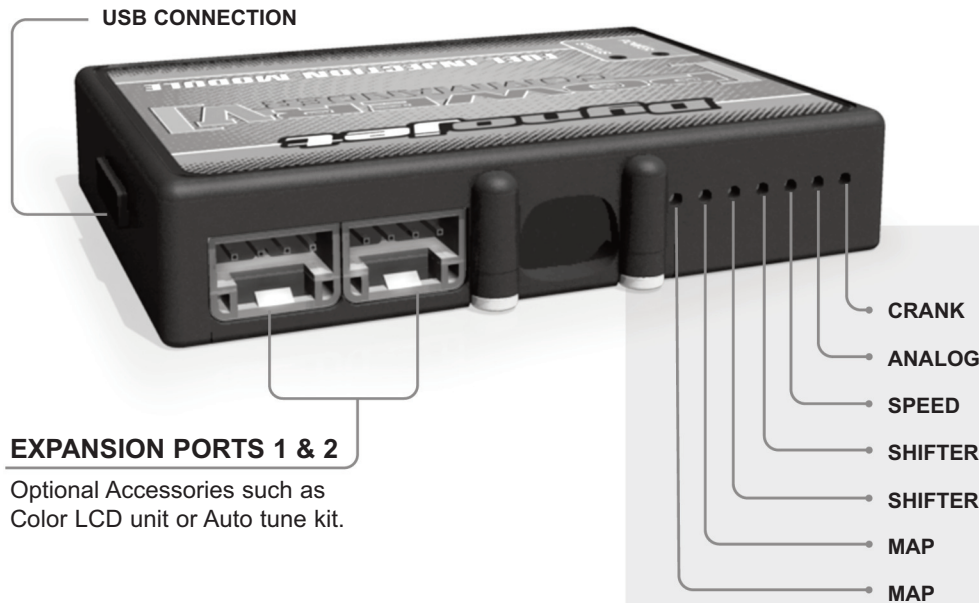
EXPANSION PORTS 1 & 2

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

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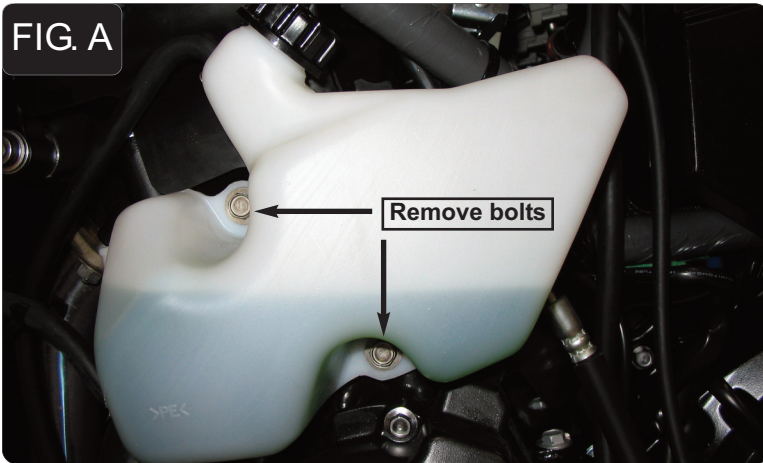
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

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.

FIG. A

Remove bolts

FIG. B

Unplug

FIG. C

PCV harness

1.   Remove the left hand fairing and inner fairing.

2   Remove the bolts that hold the coolant reserve bottle to the engine (Fig. A). Let the bottle hang out of the way temporarily.

3   Disconnect the stock wiring harness from the throttle body harness (Fig. B). These connectors are BROWN in color and are located under the throttle bodies
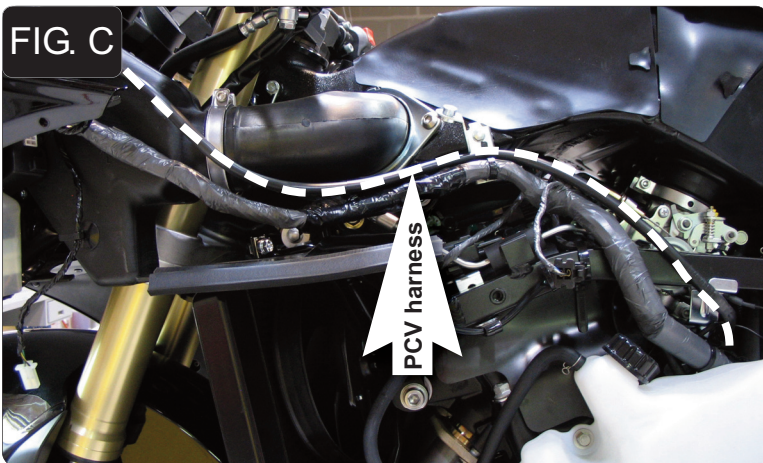
4   Lay the PCV next to the gauge panel temporarily and route the PCV harness along the stock wiring harness to the throttle body connection (Fig. C).

FIG. D

5   Connect the PCV in-line of the stock wiring harness and throttle body harness (Fig. D).

FIG. E

PCV harness

6   Attach the ground wire from the PCV to the engine using the stock lower bolt that holds the coolant reserve bottle to the engine (Fig. E). Make sure the ground wire from the PCV is between the coolant bottle and the engine.

7   Reinstall the coolant bottle.

FIG. F

8   Install the PCV to the left hand ram air tube. Use the supplied velcro to secure the PCV.

9   Reinstall the bodywork.

NOTE: *This bike uses a servo to hold the throttle plate open during cold starts. Make sure the bike is up to operating temperature BEFORE resetting the throttle position on the PCV software.*

Speed input - YELLOW wire of speed sensor on front sprocket cover.