

## PCIII & DNA Air Filter Install

By: Magnum ([www.ninja650.com](http://www.ninja650.com))

Ok, I like to take pictures, document repairs and mods I do to modes of transportation. I PDF them and save them for future reference and so on, maybe some of you want to check it out so I'll post it below. For most of you seasoned guys and gals this will be nothing new, but for anyone new to this bike or bikes in general it will give them a glimpse of taking stuff apart and get a visual of things!

My thoughts are that I didn't notice any more HP per say, but the bike most certainly runs smoother at all RPM levels, mainly 3K'ish to 4.5K'ish. I am still running the stock exhaust for now. Was it worth the money? IMO, HELL yeah it's a B-Day gift.

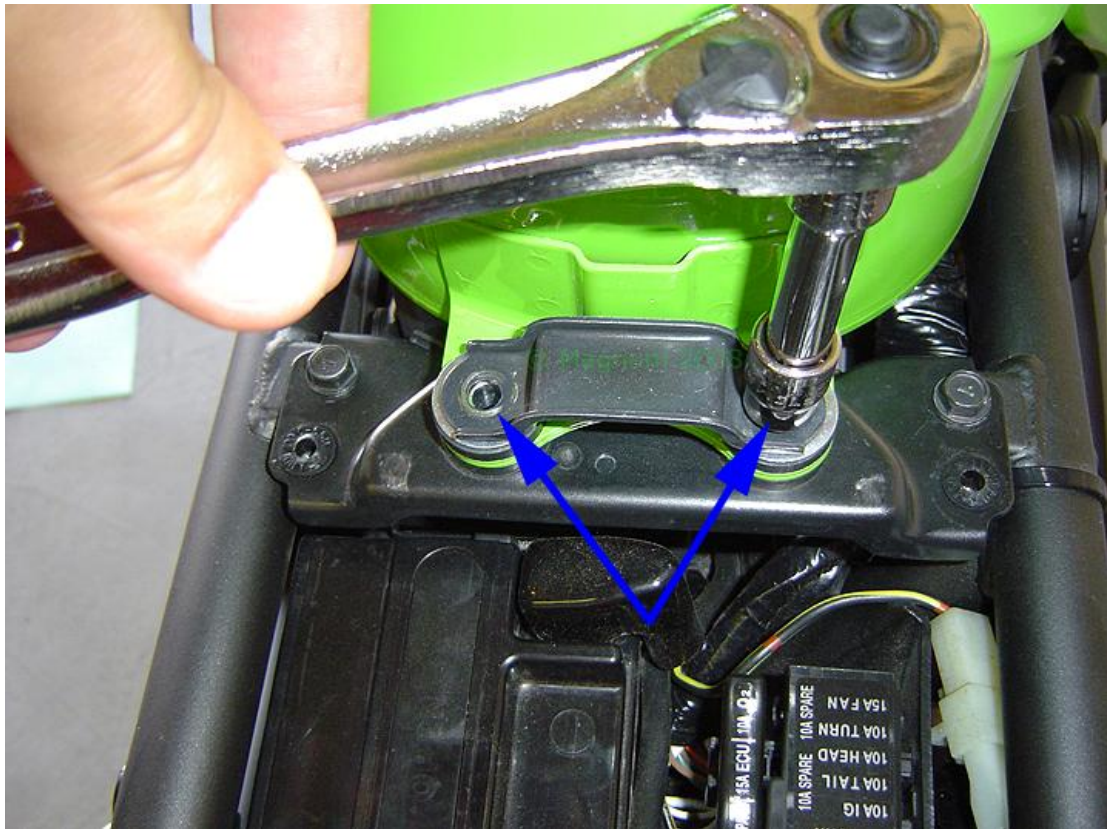
After installing the PCIII I loaded the map they supply for Stock Exhaust / Stock or Aftermarket Air Filter and I am also running the Accelerator Pump add-on with the settings they recommend of 90% Sensitivity, 15% Fuel Increase and 20 Engine Revolutions. I will keep this until I get an exhaust installed and head to the tuner for a Dyno run / Custom Map.

Ok, install notes are below. It was pretty simple and as others stated here you do not need to drain the tank to remove it!

First remove the seat by inserting the key, turning and then lifting the seat and sliding back:



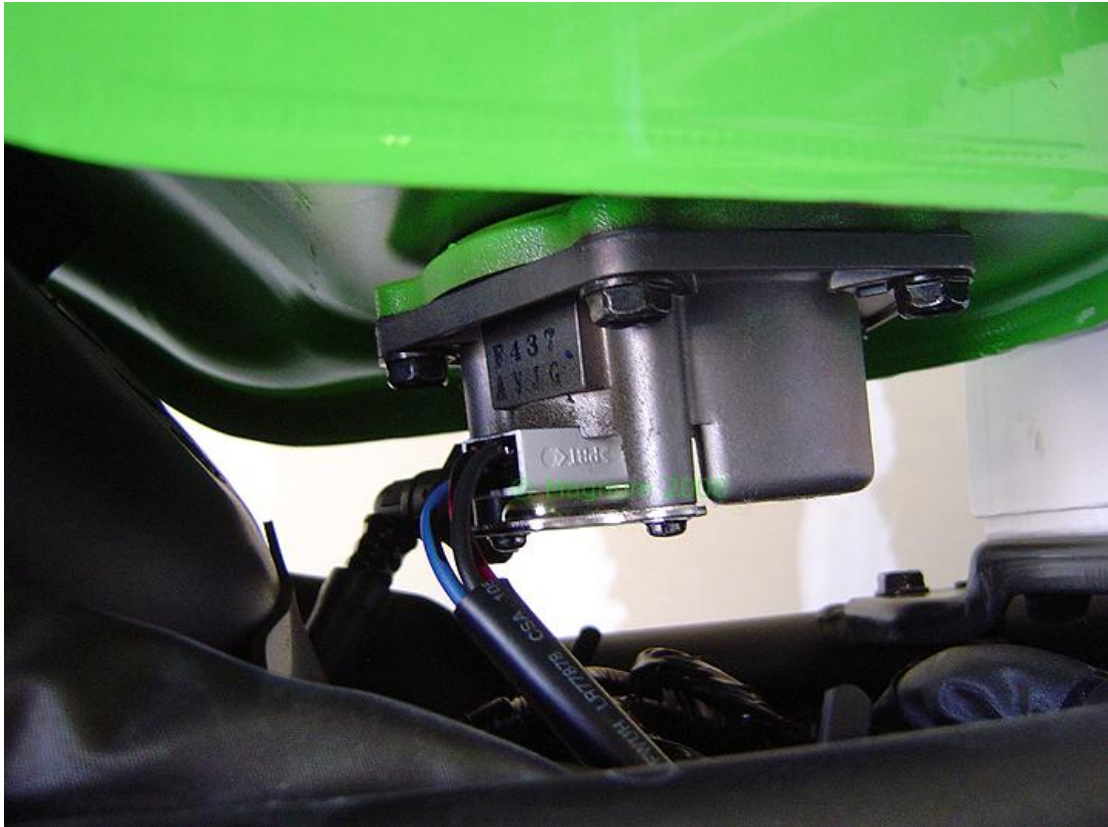
Anyway, then remove the two 10MM bolts that hold the tank down:



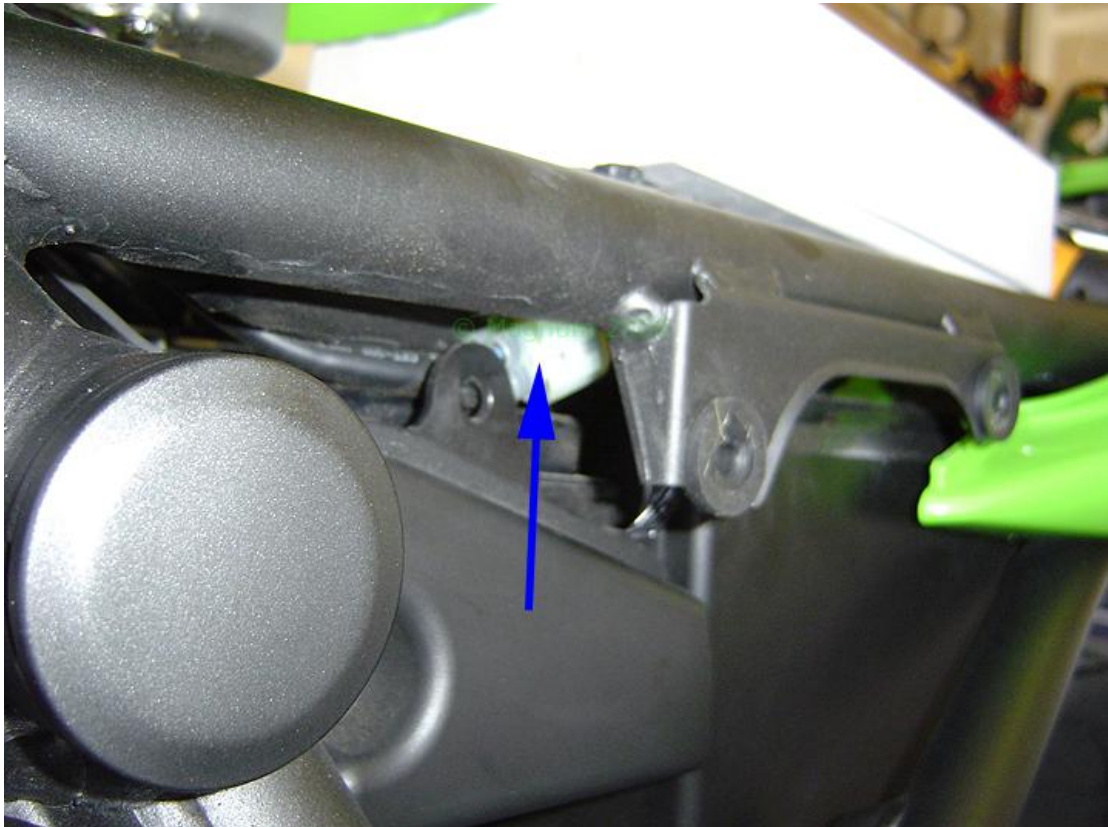
After removing those bolts I used a box to prop up the tank so I could get my hands under there to disconnect the rest of the connections:



A view of the fuel pump from under the backside of the tank:



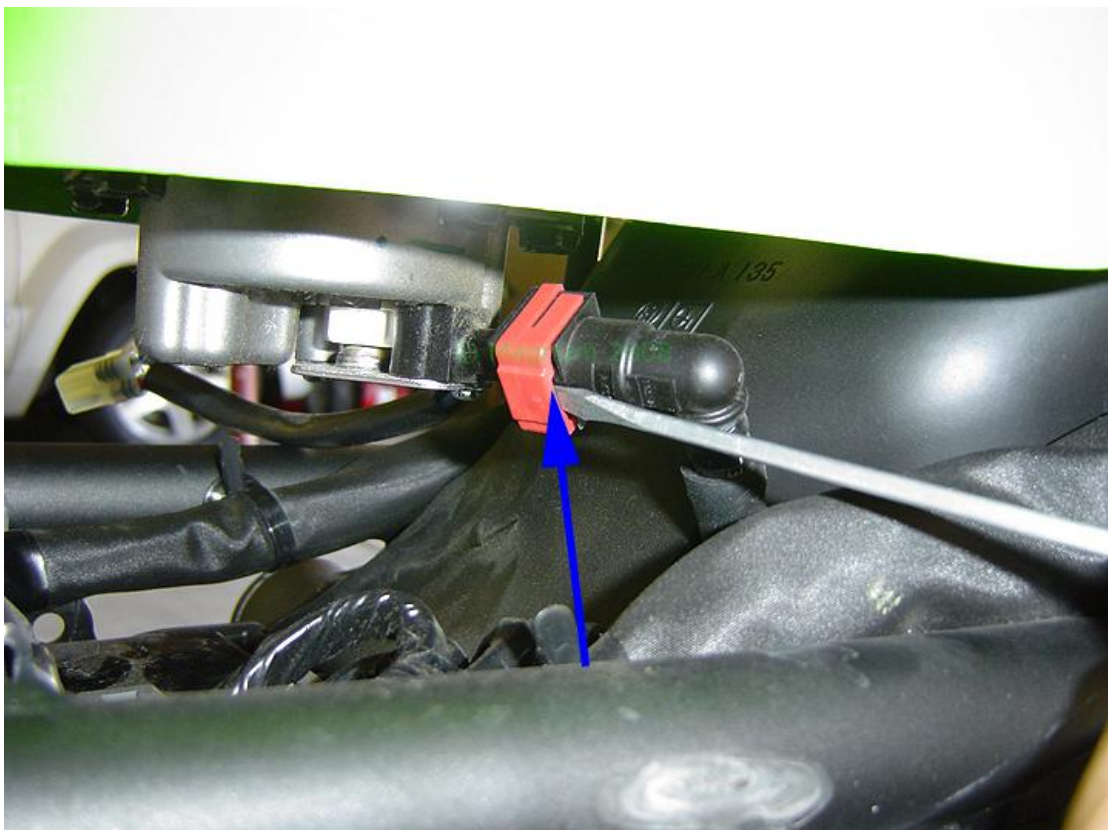
Now locate the fuel pump lead and disconnect it. It's on the left side of the bike:



Like so and then route the end of the connector under the wire harness:



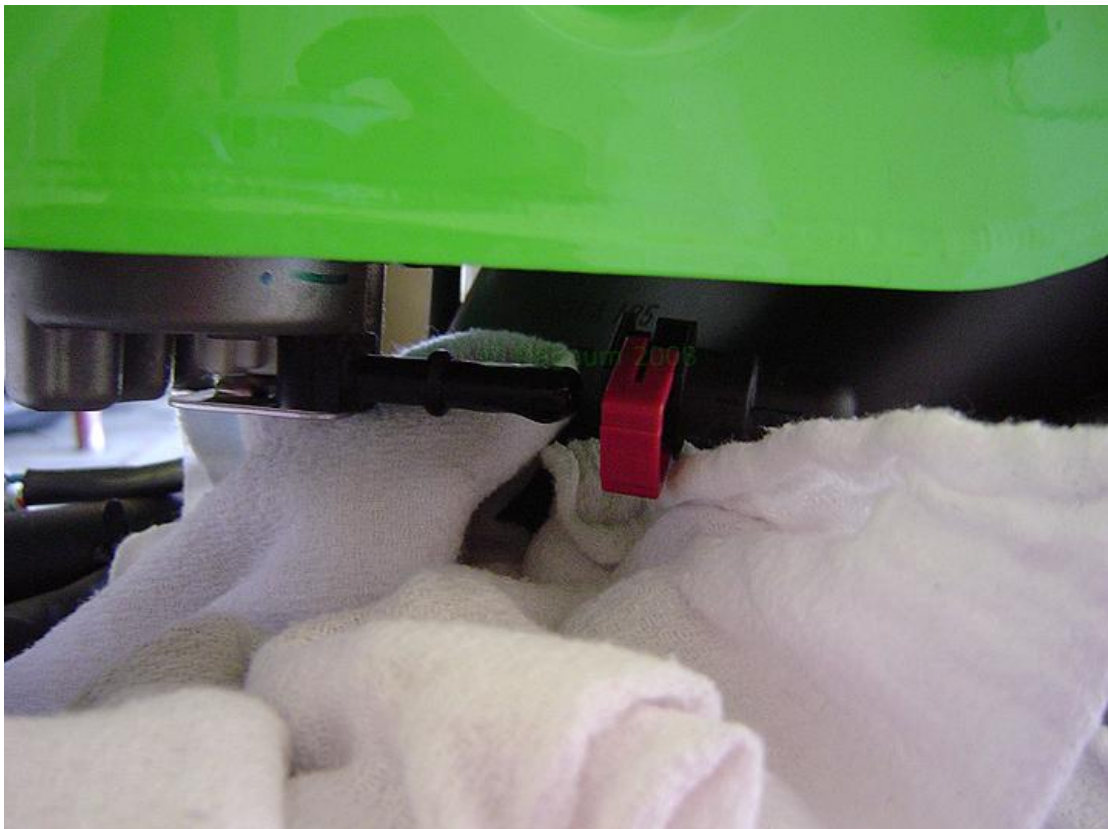
Now on the right side of the bike is the fuel hose quick connect. Take you flat head screwdriver and slide the red piece out until it has stops:



Like so:



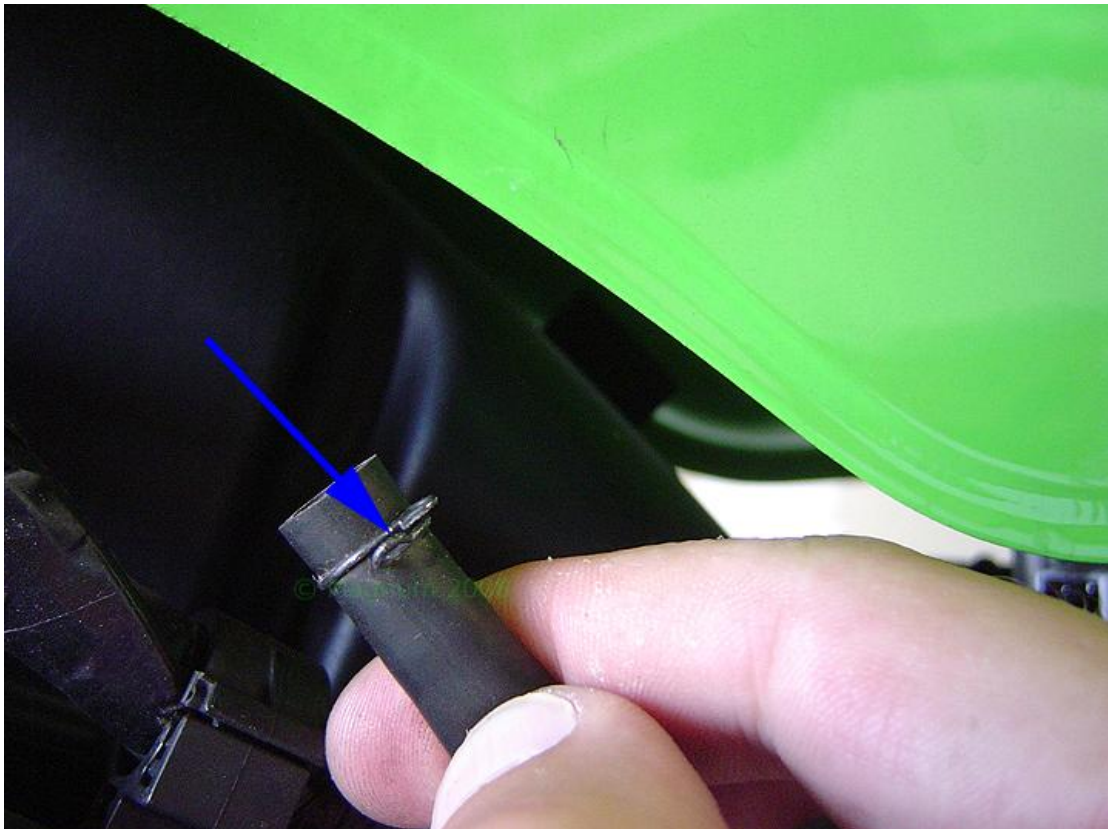
Now pull the fuel line connection off the nipple. You may need to give it a good tug, but make sure your free hand is stabilizing the tank:



Now remove the fuel overflow line, I just used needle nose pliers to pinch the end of the clamp and slid the line off:



Here's what the clamp looks like, it is rather small:



Now you're ready to pull the tank. I grabbed the front and rear of the tank and simply pulled up to remove and then move it out of the way:



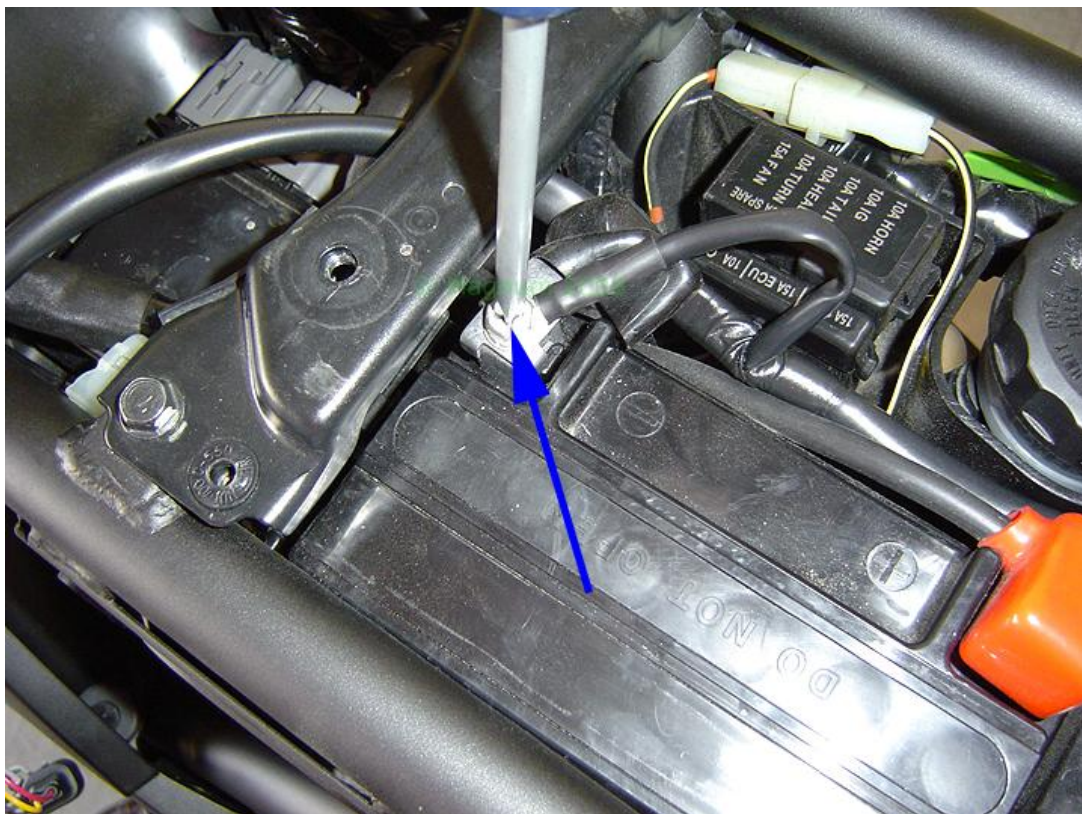
As you can see I set it on some pieces of scrap wood. I didn't want to set it on the fuel pump for fear of damage:



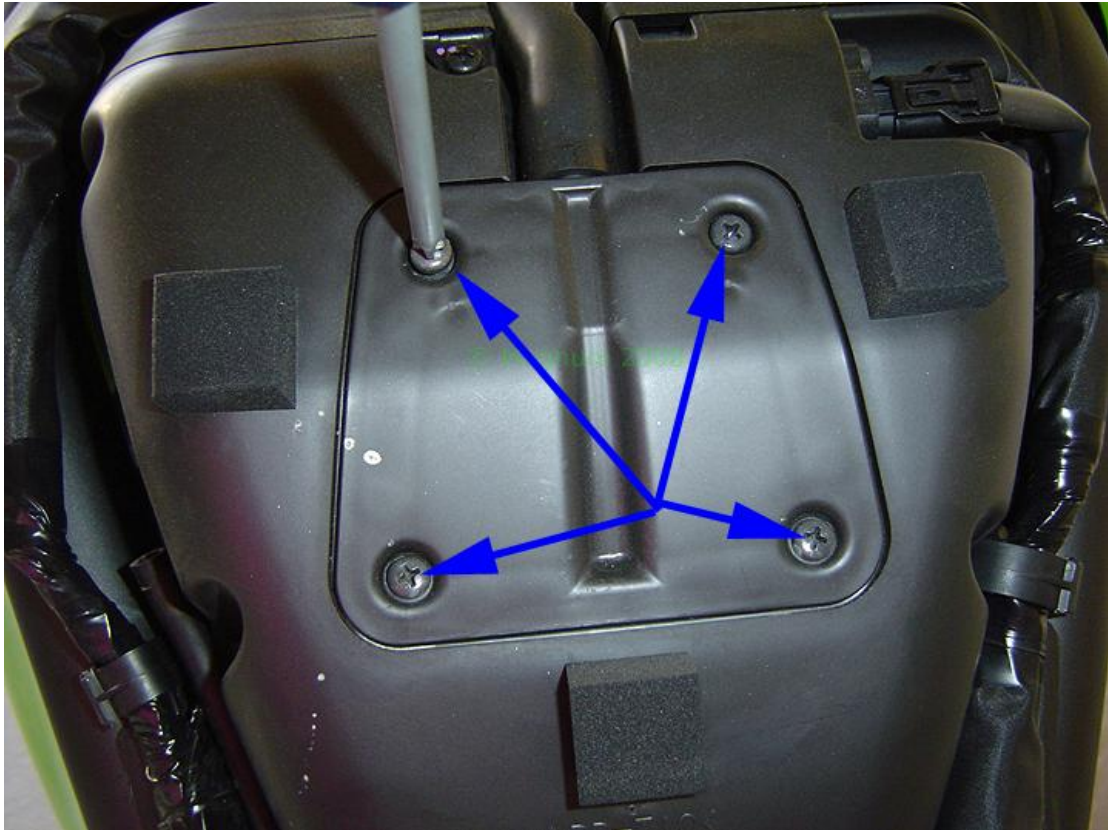
Ok, here what we look like with the tank removed:



Now we need to get the PCIII ready for install. First, route the PCIII wires under the frame, then under the tank mount and hook up the negative lead from the PCIII to the negative side of the battery:



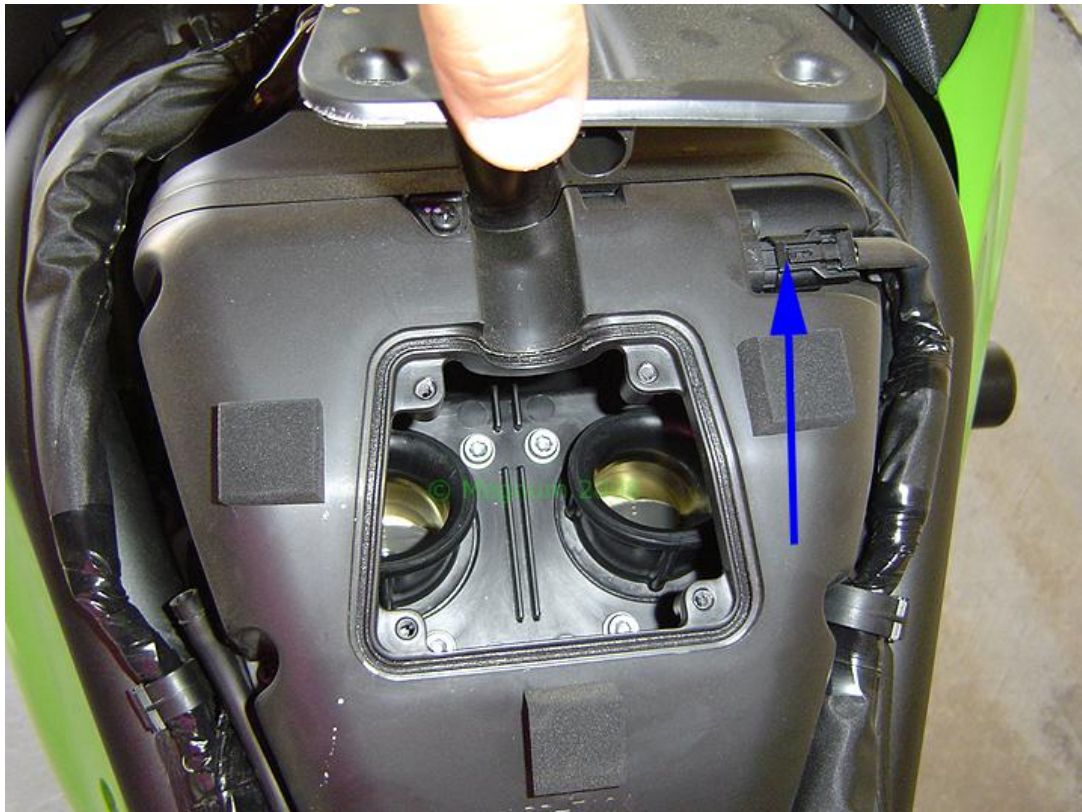
Now it's time to remove the airbox. Remove these 4 philips head screws on the cover:



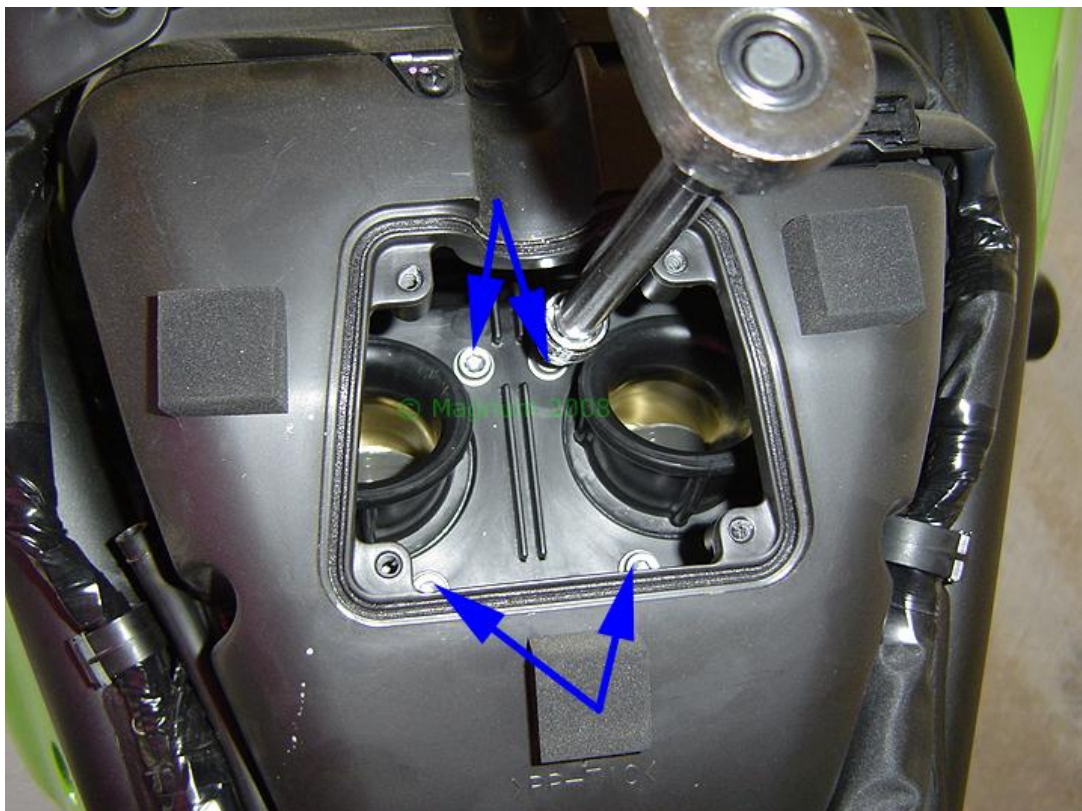
And pop up the cover:



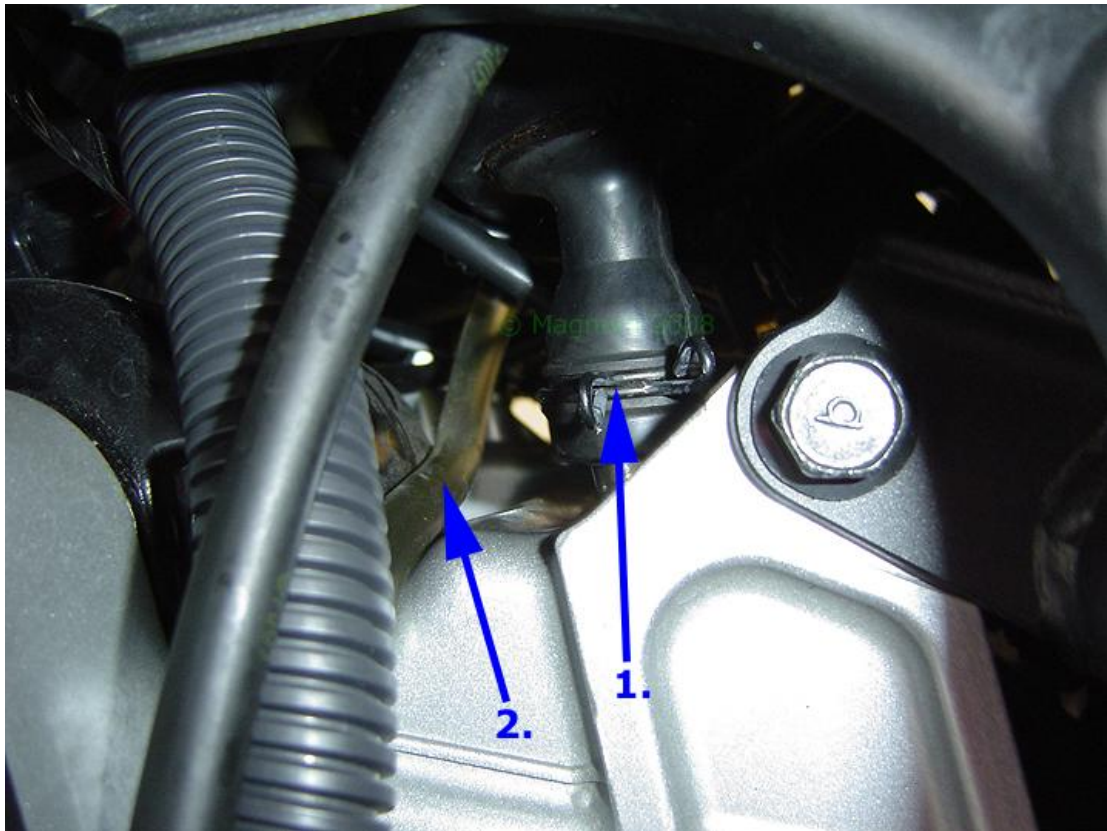
Lift up the cover and swing it out of the way, then disconnect the Air Temperature Sensor [see arrow]:



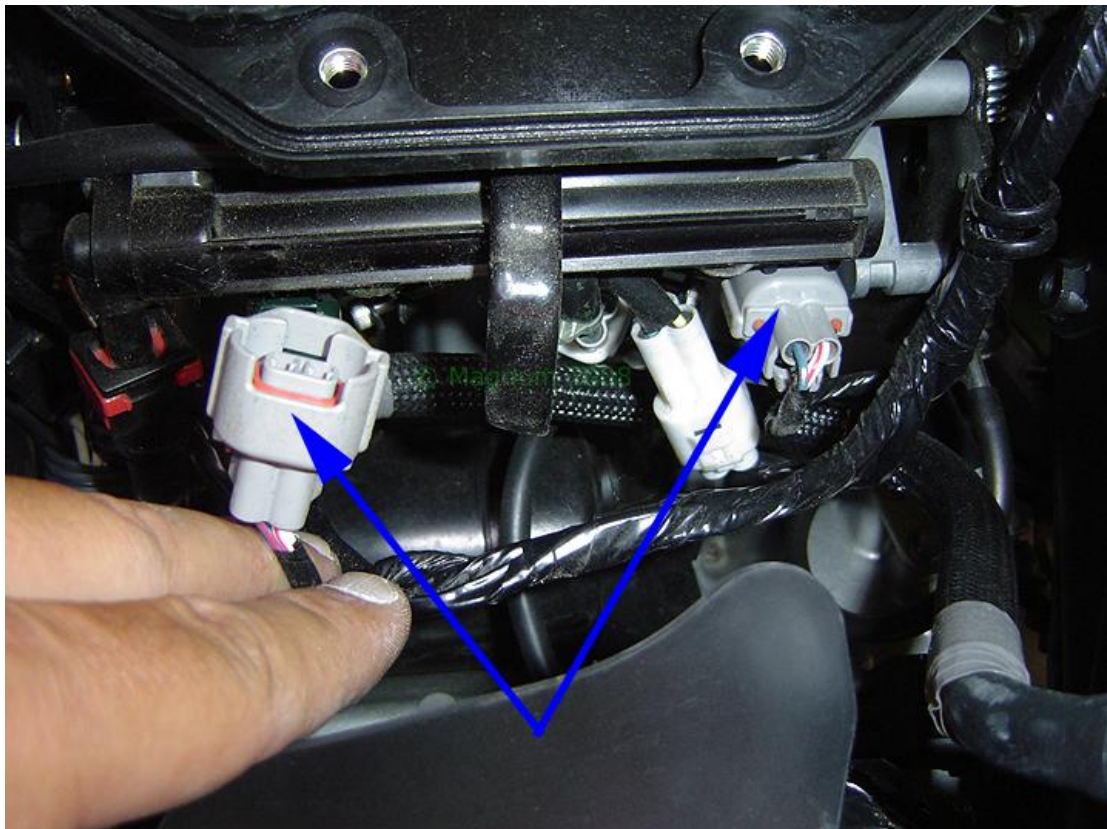
Now remove the four 5MM hex bolts:



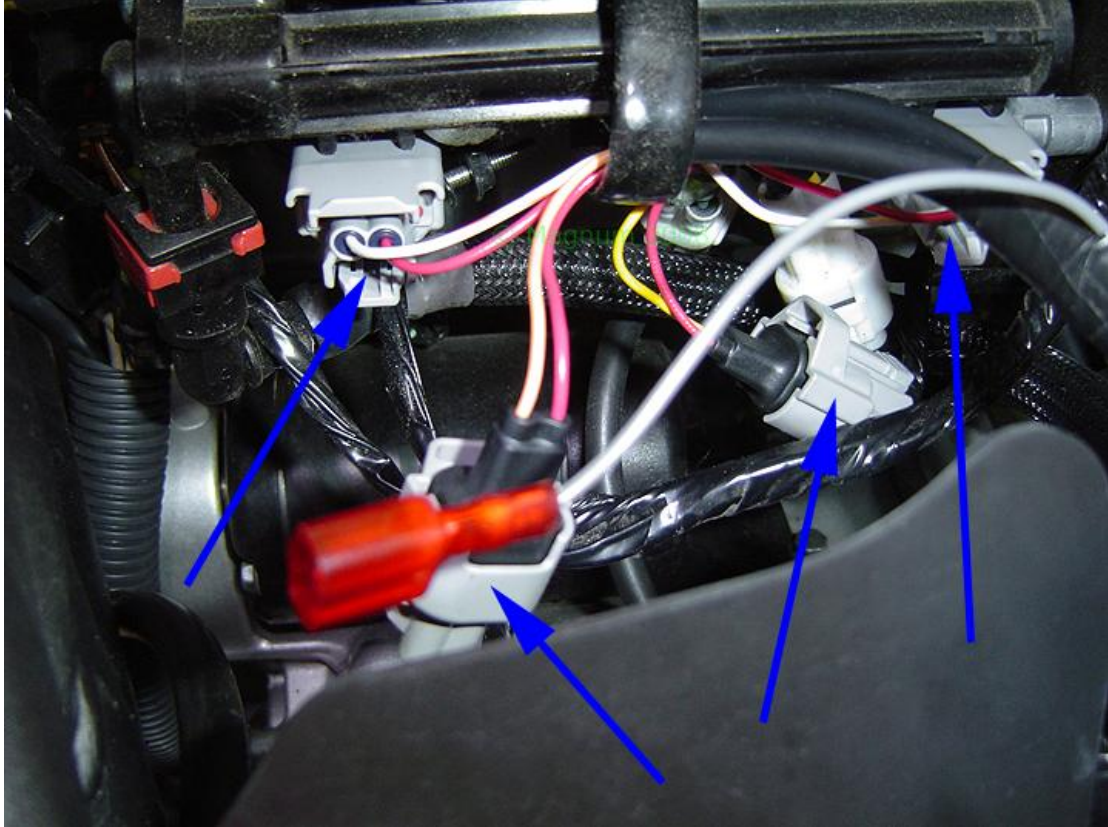
Now go under the airbox and use needle nose pliers or the like to pinch the clamp together and slide the breather hose up [#1], and make note of the air filter drain hose [#2]. Now remove the airbox:



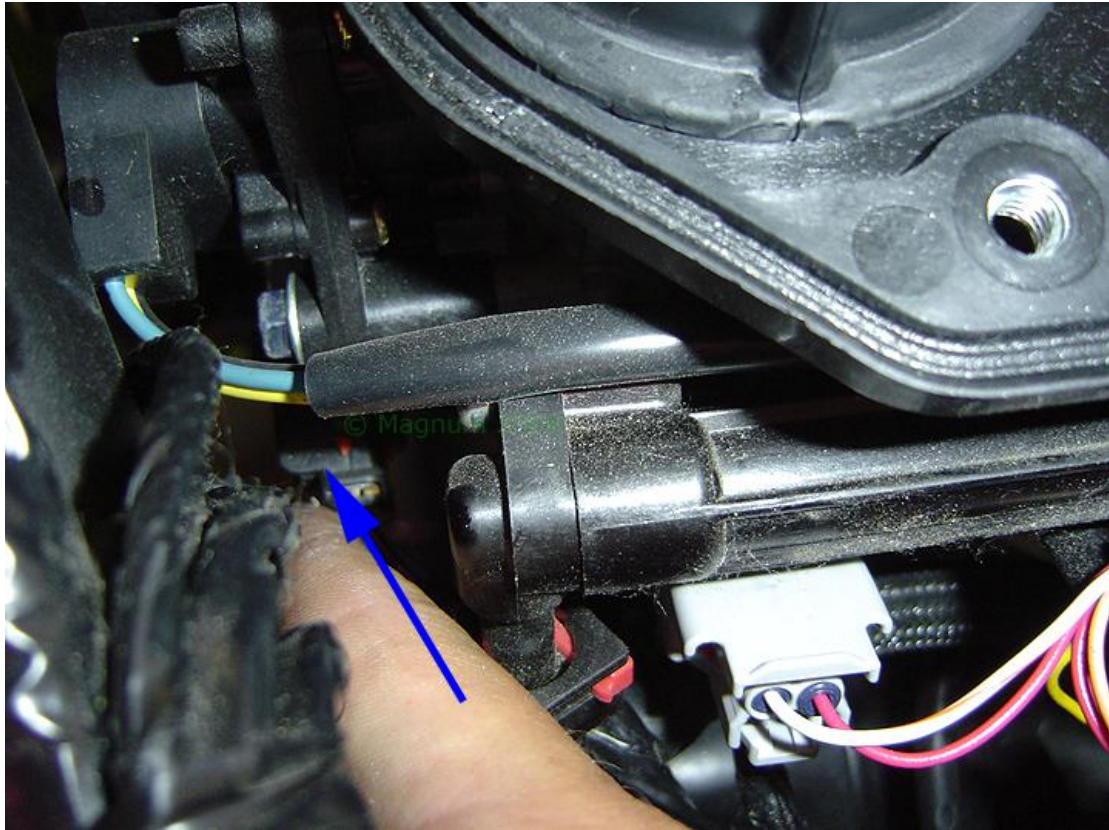
Now unplug the 2 plug from the injectors:



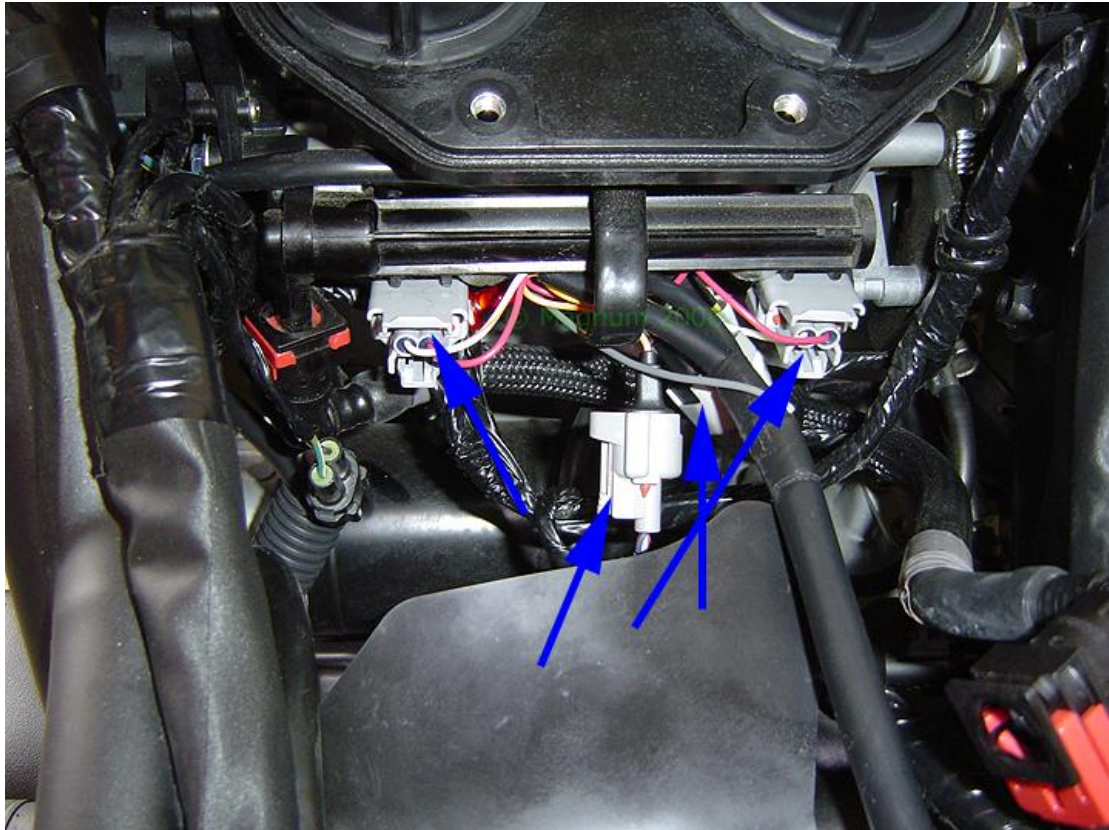
And hook the connectors from the PCIII in-line with the stock connectors, see blue arrows.  
Connect the orange colored leads from the PCIII harness to the LEFT hand cylinder:



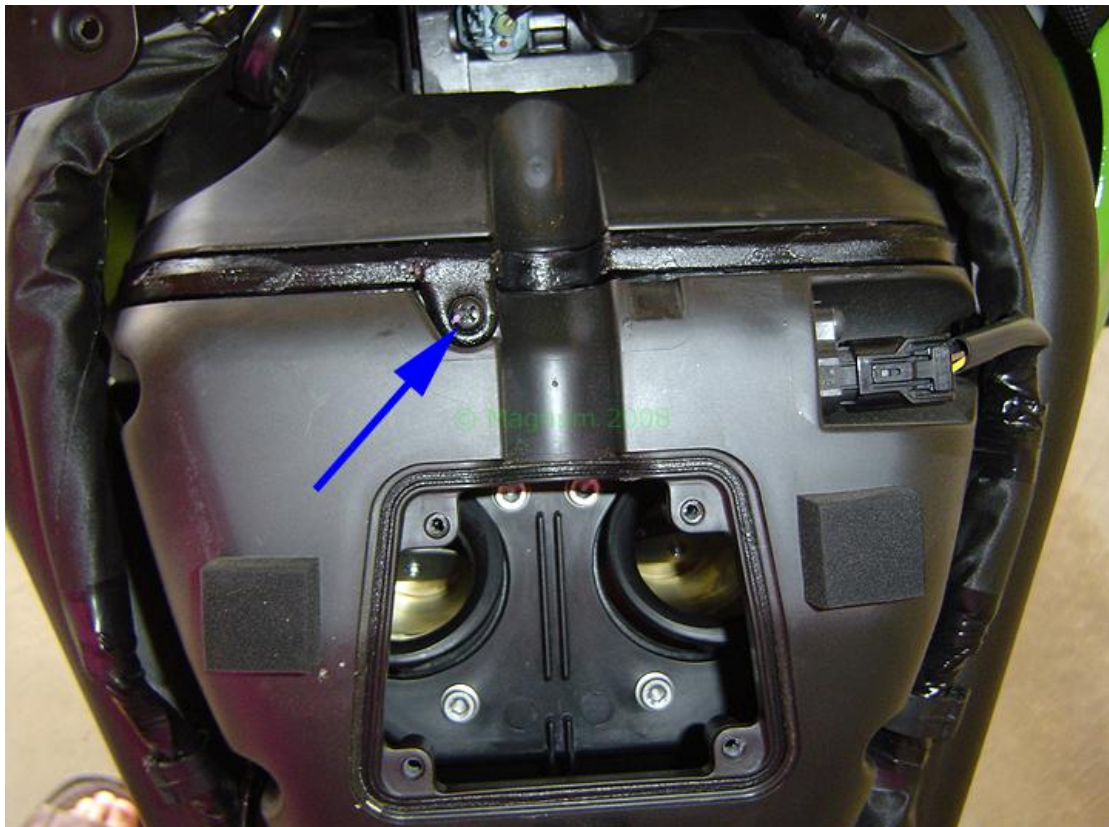
Now locate the Throttle Position Sensor on the left hand side of the bike. It's buried under there and I had best luck removing the fairing bolt that mounts to the frame and disconnecting from the, then take the quick clamp and connect it to the yellow wire with white stripes, then plug in the gray wire from the PCIII to the quick connect and finally plug the stock connector back into the Throttle Position Sensor:



Here's what it looks like, now reinstall the airbox in reverse. **DON'T** forget to route the air filter drain tube down through and **DON'T** forget to hook up the breather hose:



Now for the filter, simple stuff, remove the 1 philips head screw, slide out the air filter cassette and insert your new air filter, in my case DNA performance air filter:



Here it is all back together, and ready for the fuel tank to go back on. For the fuel tank reassemble in reverse:



And here is the end result, PCIII and new filter installed. The blue lines highlight how the PCIII harness routes through and as you can see I mounted it towards the tail and secured it with the factory bungee cord.



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