

[POWER COMMANDER V]

2007-2010 KTM 690 SM/SMC/Enduro

Installation Instructions



PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Velcro strips
- 1 Alcohol swab
- 1 O2 Optimizer

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

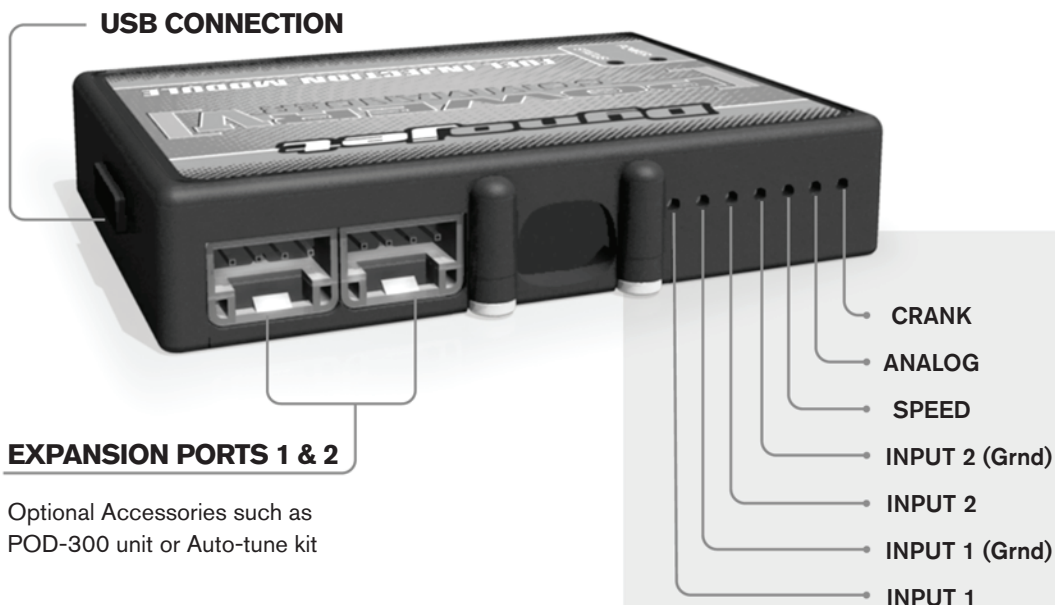
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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
POD-300 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 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

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. (Set to Switch Input #1 by default.)

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. (Set to Switch Input #2 by default.)

Speed-

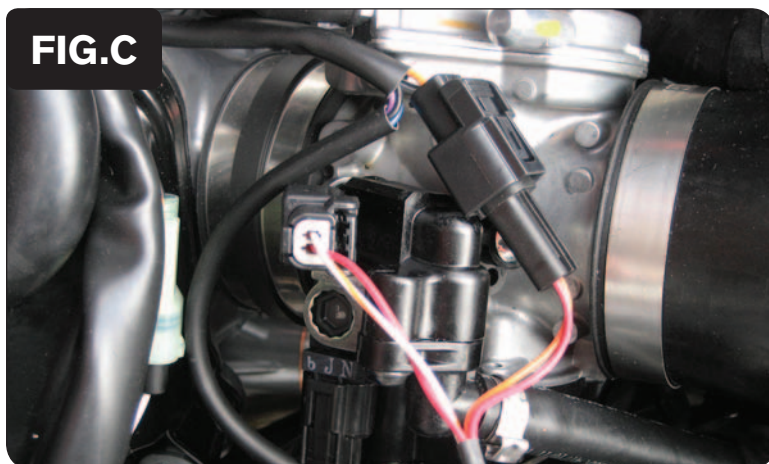
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

Analog-

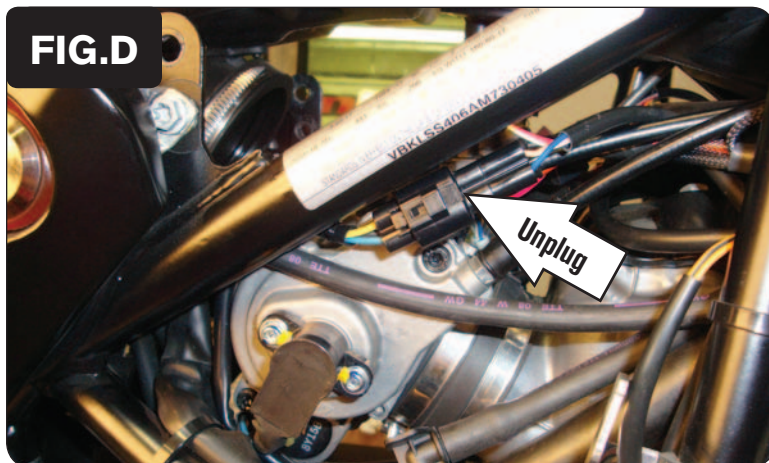
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

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.



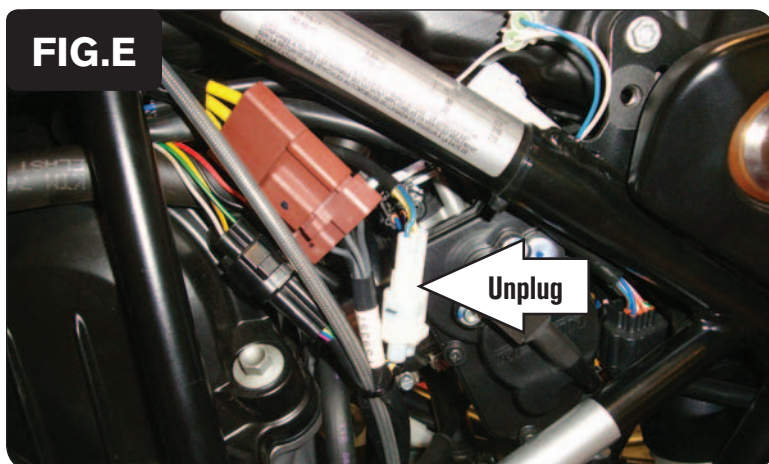
- 1 Remove the seat and both airbox side covers.
- 2 If installing on an SM or SMC model, remove the fuel tank.
The fuel tank does NOT need to be removed on the Enduro models.
- 3 Using the supplied Velcro, attach the PCV module rear of the regulator/rectifier on the right side of the bike.
Use the supplied alcohol swab to clean the surface prior to applying the Velcro.
- 4 Attach the PCV ground wire with the small ring lug to the bottom mounting bolt of the stock ignition coil (Fig. A).
- 5 Locate and unplug the stock wiring harness from the fuel injector (Fig. B).
This connector is located at the top of the throttle body. This picture was taken with the airbox removed which is NOT necessary for the PCV installation.
- 6 Plug the PCV in-line of the stock wiring harness and the fuel injector (Fig. C).



- 7 Locate and unplug the stock Throttle Position Sensor on the right side of the throttle body (Fig. D).

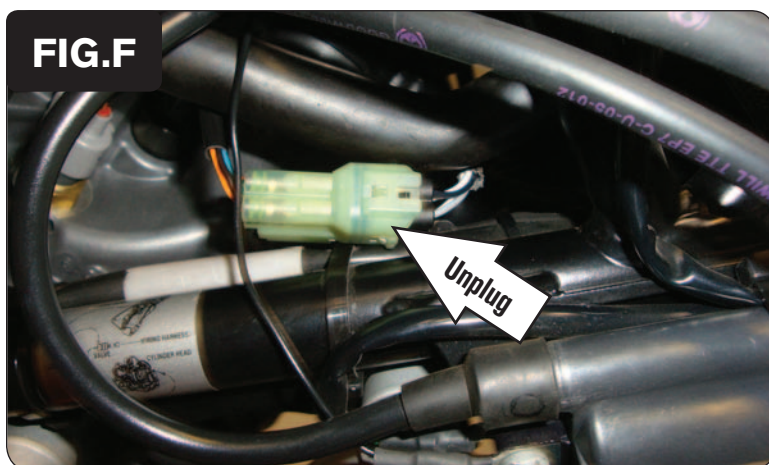
There are 2 Throttle Position Sensors on this motorcycle and both have the same connector. The PCV connects in-line of the sensor on the RIGHT side of the throttle body. This connection is higher in location to the frame than the other one.

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



- 9 Trace the Crank Position Sensor wires coming out of the flywheel cover on the left side of the engine to a pair of WHITE 2-pin connectors rear of the cylinder head. Unplug these stock CPS connectors (Fig. E).

- 10 Plug the 2-pin connectors of the PCV in-line of the stock CPS connectors.



- 11 Locate and unplug the stock O2 sensor connection (Fig. F).

This connection is located on the right side of the motorcycle near the ignition coil. You can trace the cable from the O2 sensor in the exhaust to this connection.

- 12 Plug the supplied O2 Optimizer into the stock wiring harness in place of the stock O2 sensor.

The stock O2 sensor will no longer be connected to anything. It can be removed from the exhaust if desired and if you have a way to plug the hole.

- 13 Reinstall the fuel tank, bodywork, and the seat.