

[POWER COMMANDER V]

FUEL AND IGNITION

2009-2011 KTM Superduke

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
- 2 O2 Optimizers

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

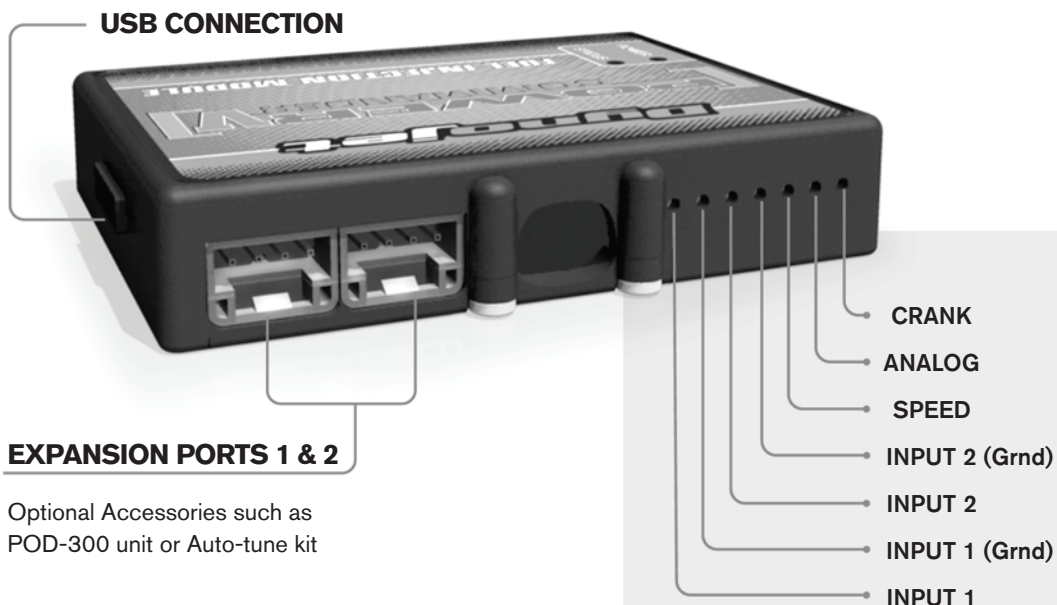
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

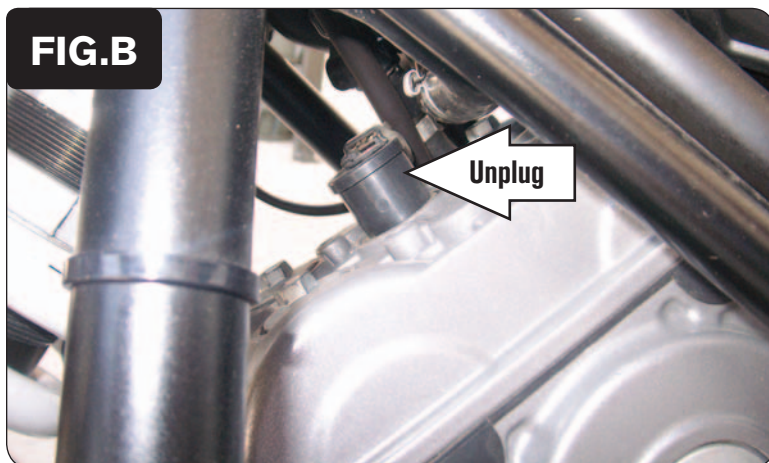
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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



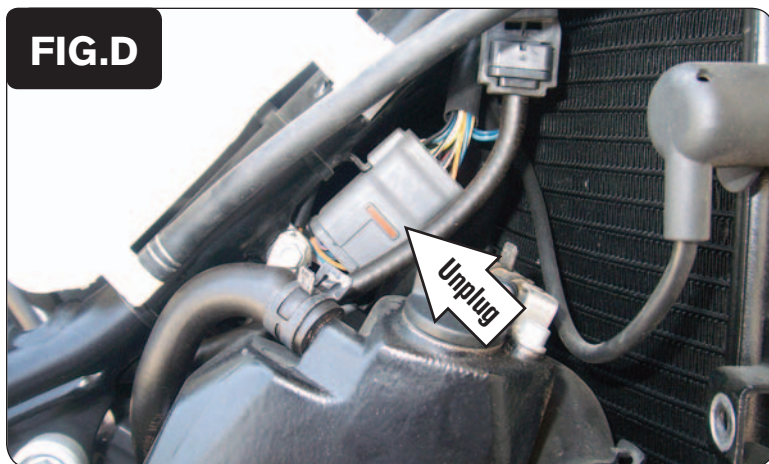
- 1 Remove the seat, both side fairings, and the chin fairing.
- 2 Prop the fuel tank up.
- 3 Lay the PCV in the tail and route the PCV harness along the frame on the right side up towards the front of the engine (Fig. A).

For a clean installation remove the right side fuel tank mounting bolt and route the PCV harness to the inside of the frame.

- 4 Locate the rear Ignition Coil and unplug the stock wiring harness from the coil (Fig. B).

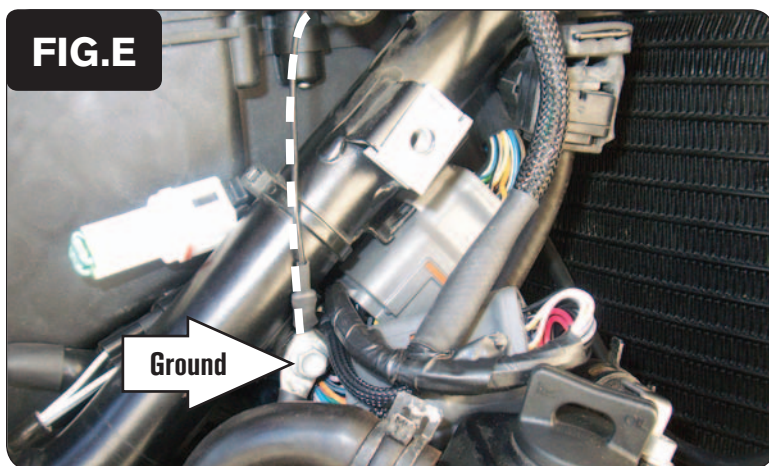
Rotate the coil stick 180 degrees so the connection is pointing to the right side of the motorcycle.

- 5 Plug the PCV connector pair with the BLUE colored wires in-line of the rear Ignition Coil and the stock wiring harness (Fig. C).

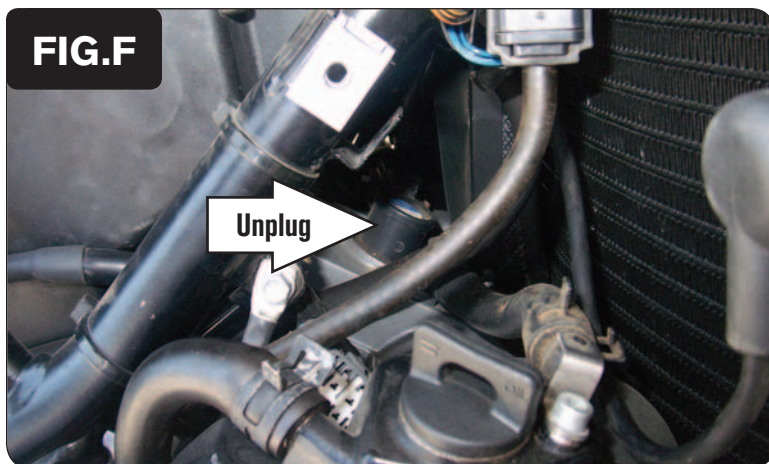


- 6 Locate the sub connector from the throttle bodies on the right side of the motorcycle. Unplug this connector.

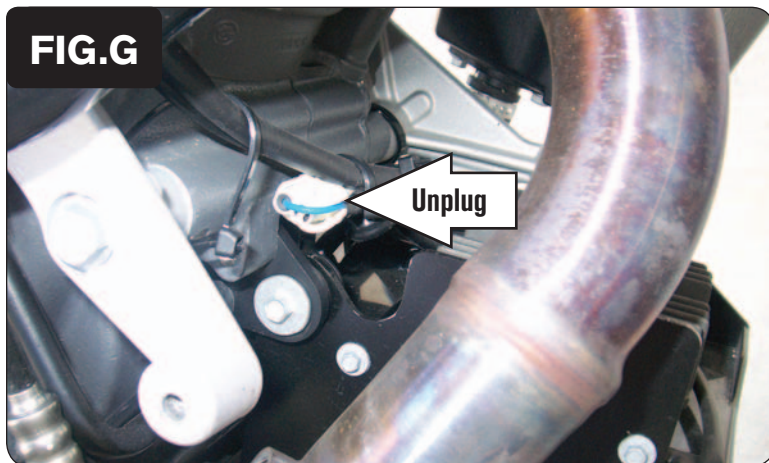
This is a GREY 16-pin connector located near the oil tank (Fig. D).



- 7 Route the PCV harness to the inside of the frame which may require you to move the MAP sensor.
- 8 Plug the PCV in-line of the stock wiring harness (Fig. E).
- 9 Attach the ground wire from the PCV to the common ground lug location on the right side of the frame.



- 10 Locate the front Ignition Coil and unplug the stock wiring harness from the coil (Fig. F).
- 11 Plug the pair of PCV connectors with the GREEN colored wires in-line of the front Ignition Coil and the stock wiring harness.



- 12 Locate the stock Crank Position Sensor connectors under the chin fairing at the front of the motorcycle (Fig. G).

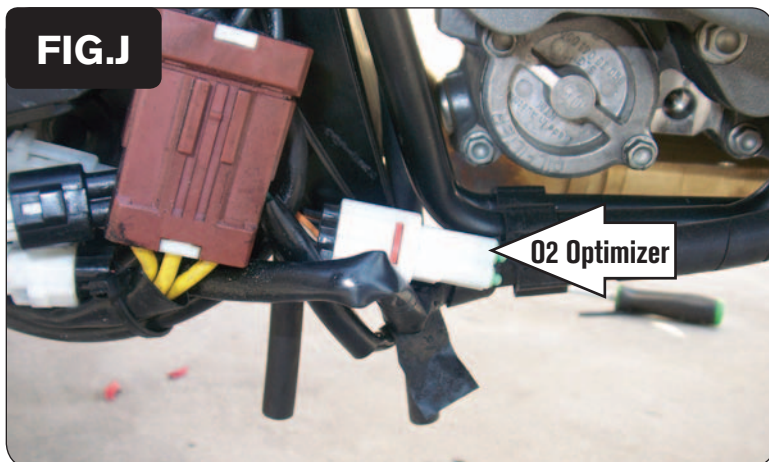
This is a WHITE 2-pin connector pair.

- 13 Plug the PCV harness in-line of the stock CPS connectors. Make sure the harness is secured away from the exhaust.

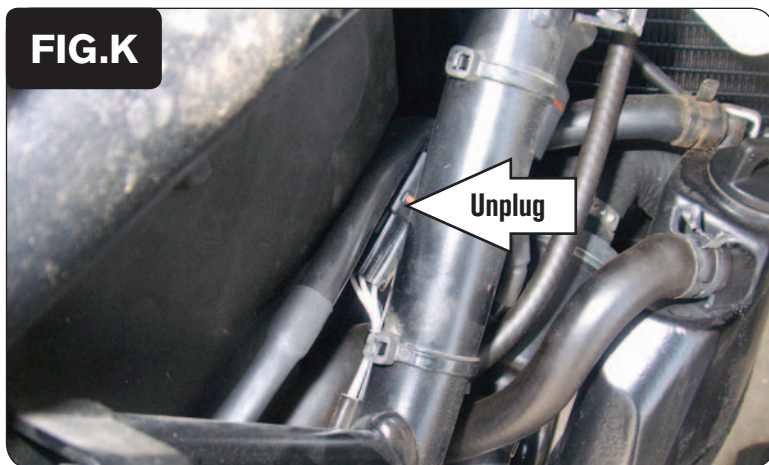


- 14 Unplug the stock Front O2 sensor from the main wiring harness (Fig. H).

This is a BLACK 4-pin connector located on the left side of the motorcycle under the chin fairing.

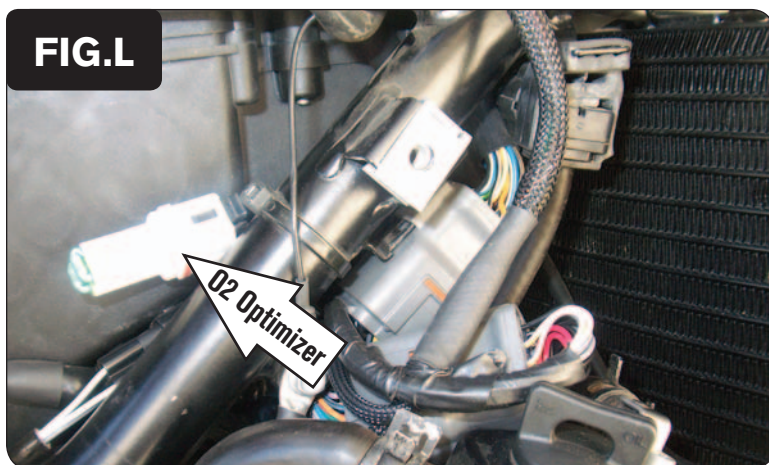


- 15 Plug one of the supplied O2 Optimizers into the stock wiring harness in-place of the stock O2 sensor (Fig. J).



- 16 Unplug the Rear O2 sensor from the main wiring harness (Fig. K).

This connection is located on the right side of the motorcycle between the air box and frame tube. You may need to cut the zip tie to get good access to the connector.



- 17 Plug the other supplied O2 Optimizer into the stock wiring harness in-place of the stock O2 sensor (Fig. L).

The stock O2 sensors will no longer be used. They can be removed from the exhaust if desired and if you have a way to plug the holes in the exhaust.

- 18 Reinstall the fuel tank, all of the removed bodywork, and the seats.