POWER COMMANDER V

FUEL AND IGNITION

2009-2013 KTM Adventurer

Installation Instructions

PARTS LIST

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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

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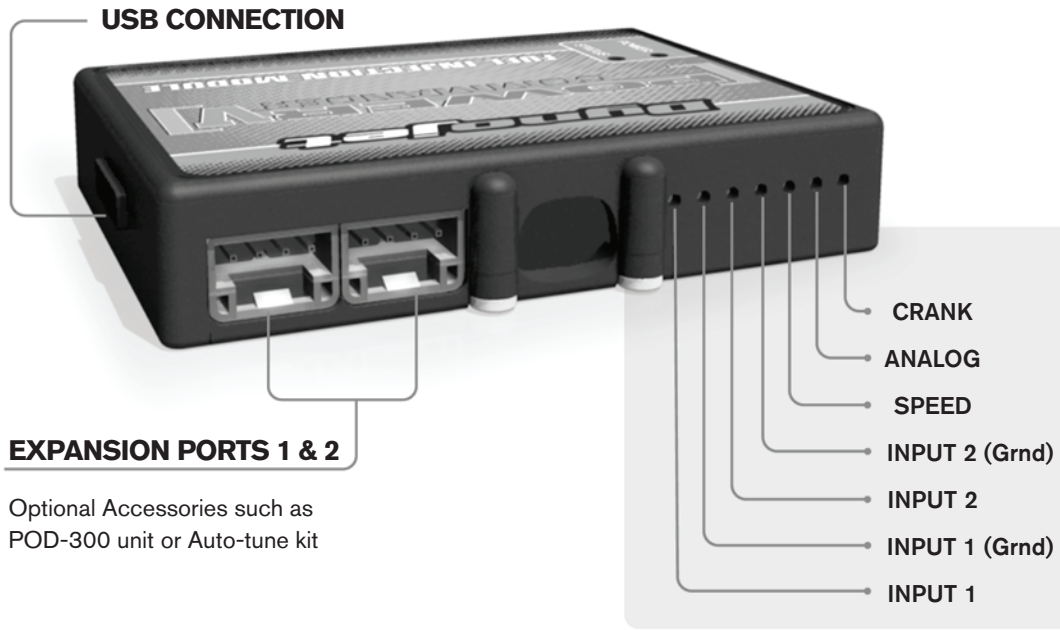
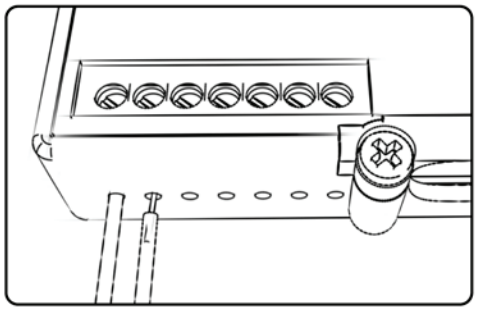
POWER COMMANDER V
INPUT ACCESSORY GUIDE



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.



ACCESSORY INPUTS

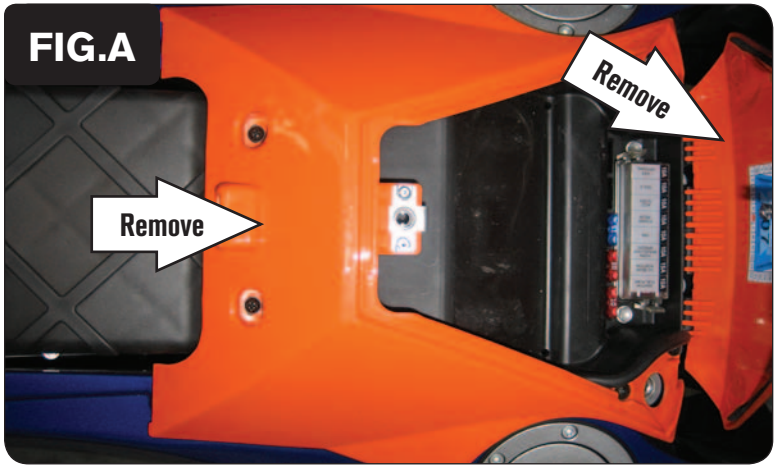
Map - (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will 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.

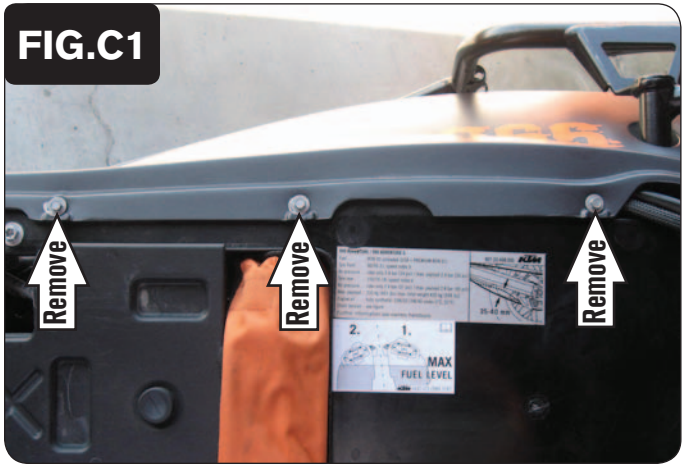
Crank- Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



1 Remove the main seat.

2 Remove the storage cover and storage shell (Fig. A).

3 Remove the right and left hand side panels and fuel tanks (Fig. B).

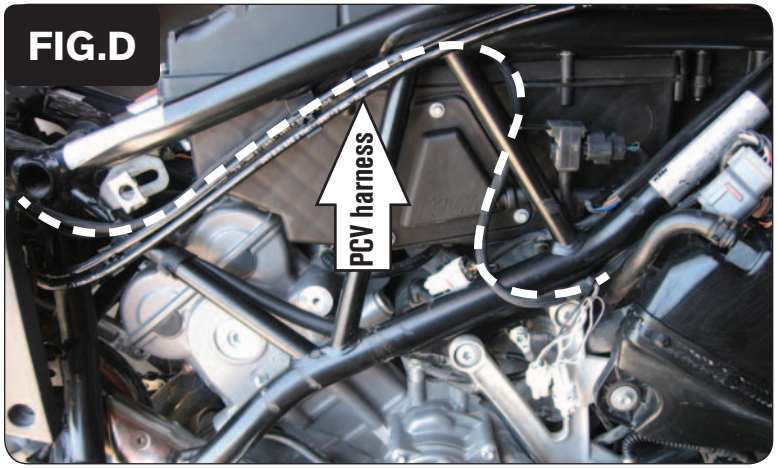


4 Remove the 3 bolts for the tail section on the right hand side (Fig. C1).

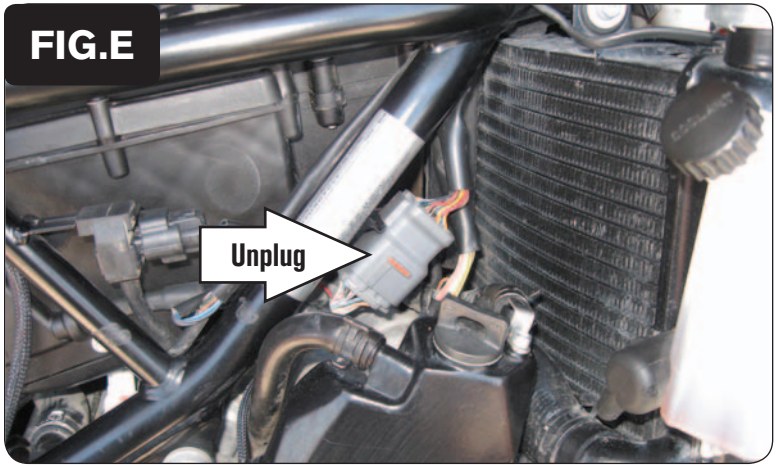
5 Secure the PCV module in tail section using the supplied Velcro.

Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.

6 Route the PCV harness under the tail section and go towards the front of the bike (Fig. C2).

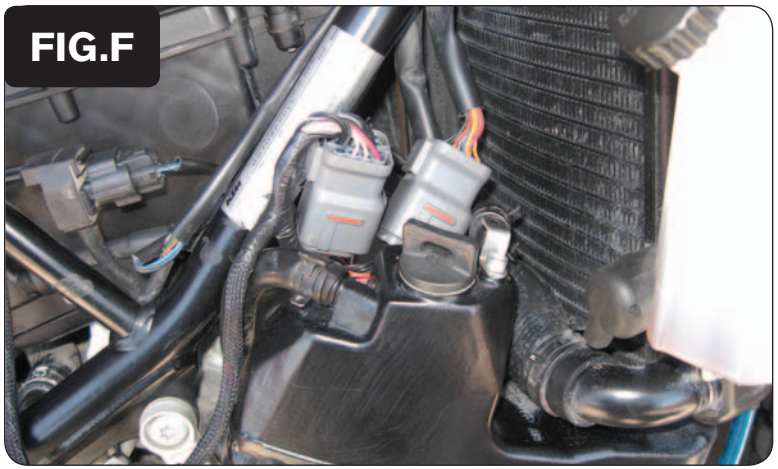


7 Route the PCV wiring harness inside of the frame rails and go towards the front of the engine (Fig. D).

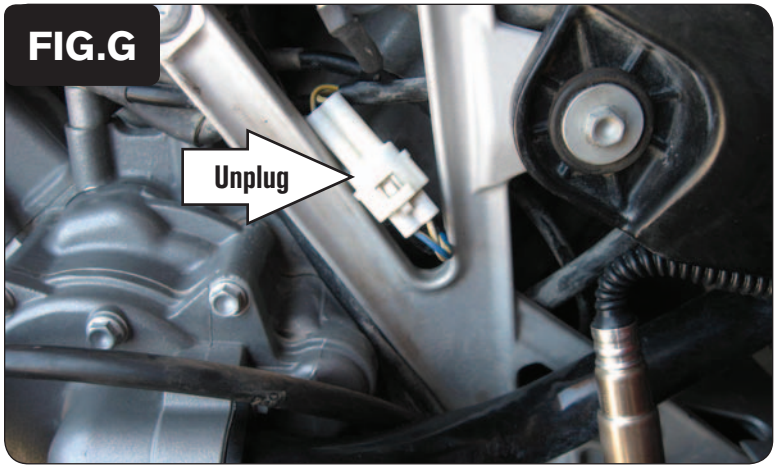


8 Unplug the stock throttle body sub-harness connector (Fig. E).

This is a GREY 16-pin connector on the right side of the frame.

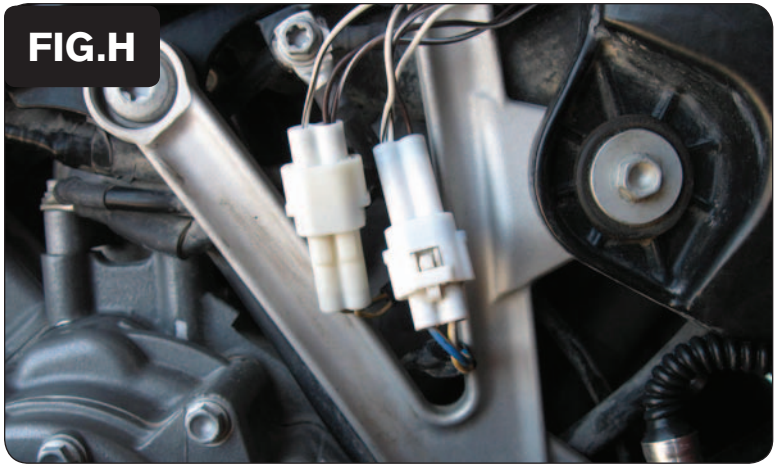


9 Plug the PCV main connectors in-line of the stock wiring harness (Fig. F).

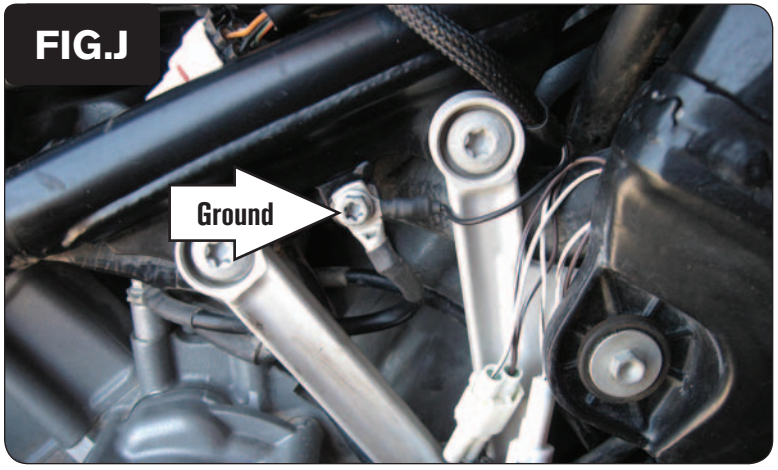


10 Locate the stock Crank Position Sensor connectors on the right side of the motorcycle. Unplug this connection (Fig. G).

This is a WHITE 2-pin connector pair near the bottom of the oil reservoir tank.



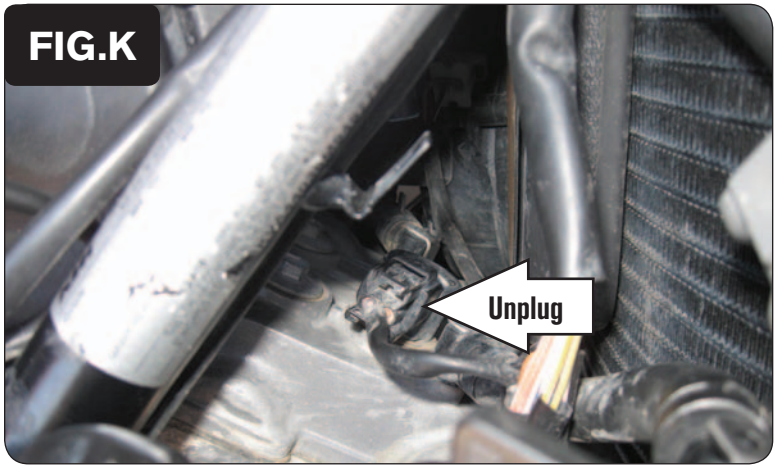
11 Plug the WHITE 2-pin connectors from the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. H).



12 Secure the PCV ground wire with the small ring lug to the stock common ground location on the right side of the frame (Fig. J).

This is located near the Crank Position Sensor connectors.

FIG.K

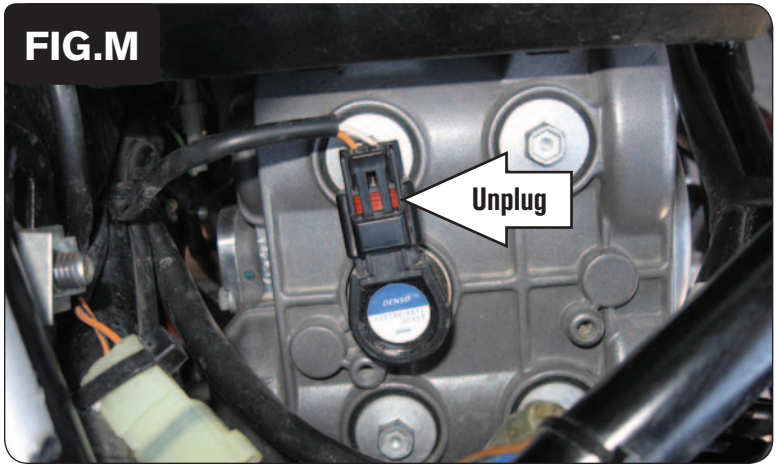


13 Unplug the stock wiring harness from the Front Ignition Coil (Fig. K).

FIG.L

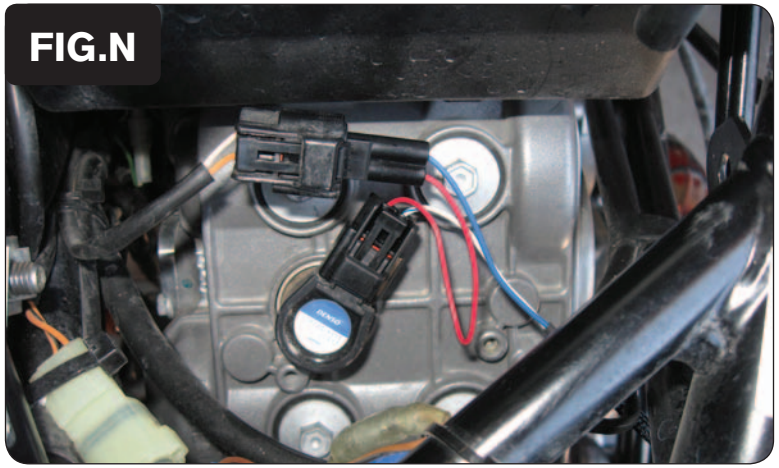
14 Plug the pair of PCV connectors with GREEN colored wires in-line of the Front Ignition Coil and the stock wiring harness (Fig. L).

FIG.M



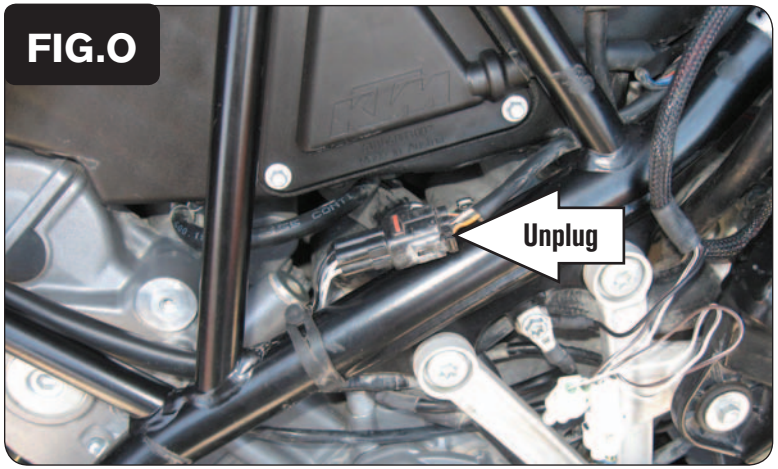
15 Unplug the stock wiring harness from the Rear Ignition Coil (Fig. M).

FIG.N



16 Plug the pair of PCV connectors with BLUE colored wires in-line of the Rear Ignition Coil and the stock wiring harness (Fig. N).

FIG.O

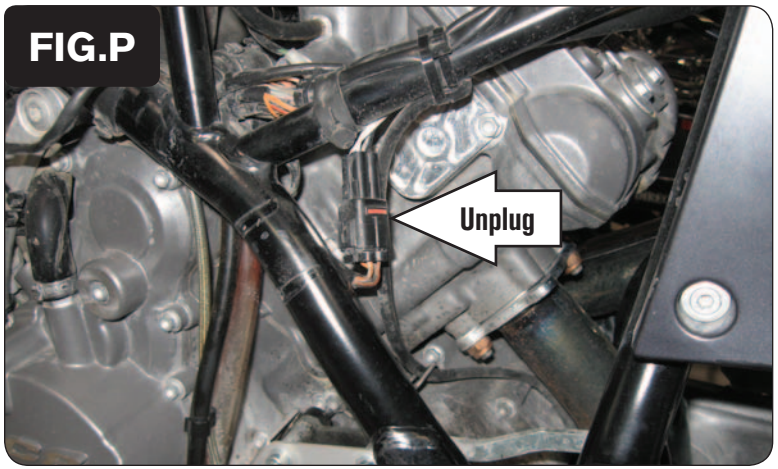


17 Locate the front cylinder O2 sensor connection.

This connection is on the right side of the frame above the ground location from step 12. It is a BLACK 4-pin connector pair.

18 Unplug this connection and plug one of the supplied O2 Optimizers into the stock wiring harness (Fig. O).

FIG.P



19 Locate the rear cylinder O2 sensor connection.

This connection is on the left side of the frame. It is also a BLACK 4-pin connector pair.

20 Unplug this connection and plug the other supplied O2 Optimizer into the stock wiring harness (Fig. P).

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.

21 Reinstall the fuel tanks, all of the removed bodywork, and the main seat.