

[POWER COMMANDER V]

2011-2013 KTM 690R 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
- 3 Zip ties
- 1 O2 Optimizer

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

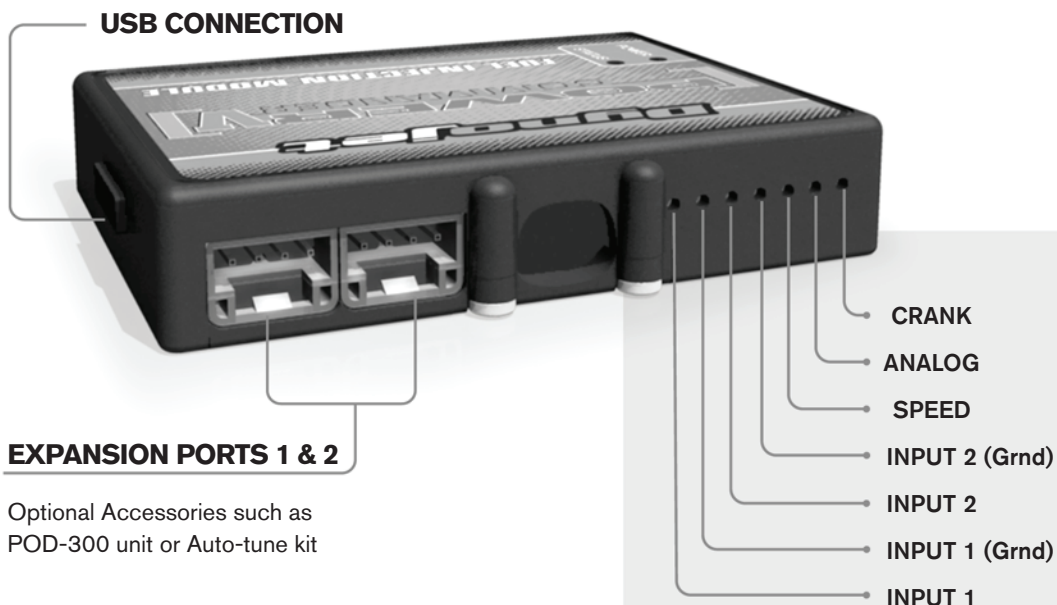
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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



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-

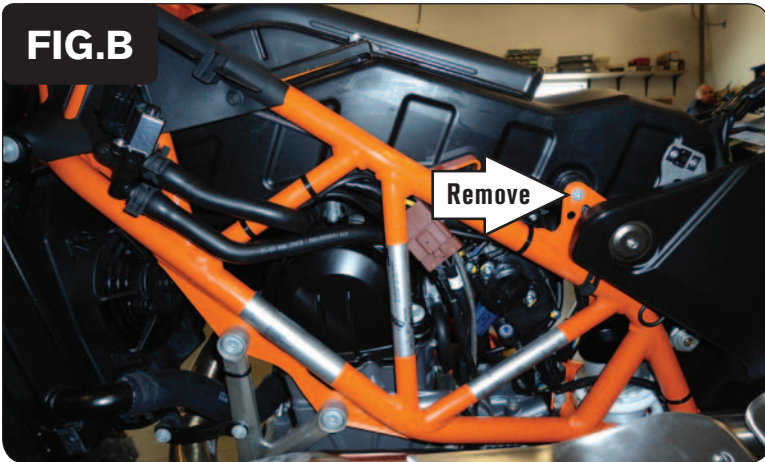
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.

FIG.A



- 1 Remove the seat.
- 2 Remove the left and right side radiator shrouds (Fig. A).

FIG.B

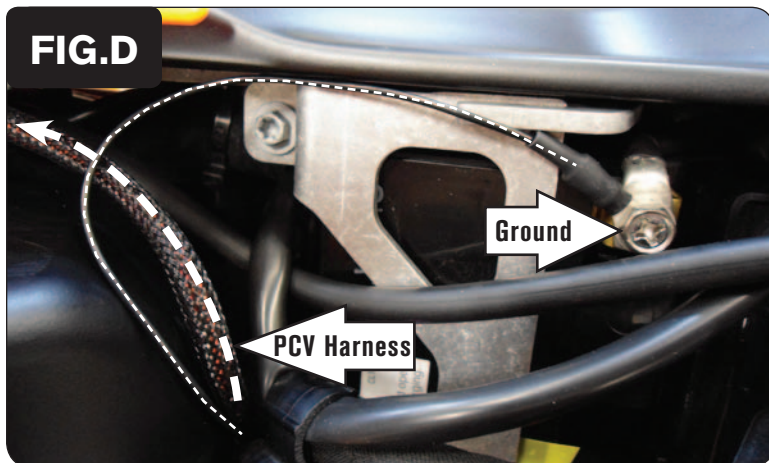


- 3 Remove both of the screws (one on each side) that secure the airbox to the frame (Fig. B).

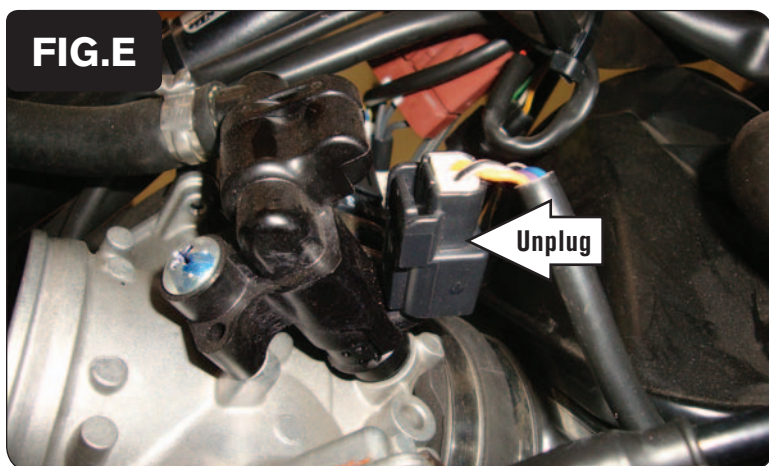
FIG.C



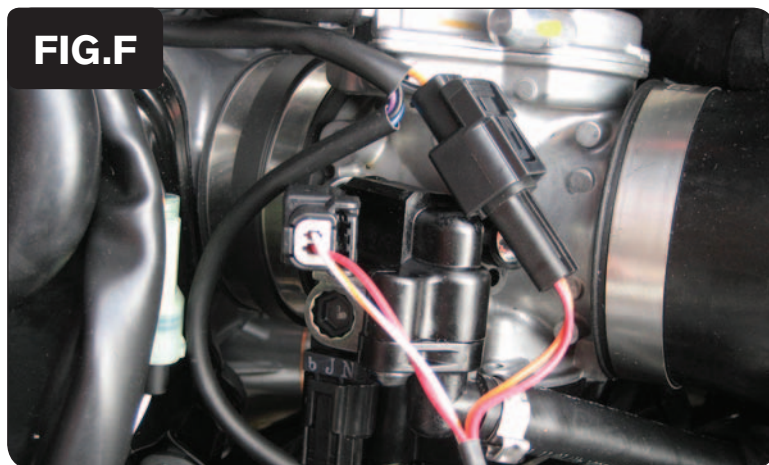
- 4 Loosen the clamp that secures the airbox to the throttle body.
- 5 Lift upward on the rear of the airbox. This should cause the rubber intake duct slip off of the throttle body as shown in Figure C.



- 6 Position the PCV module above the battery while routing the wiring harness forward along the right side of the airbox and towards the throttle body.
- 7 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery (Fig. D).

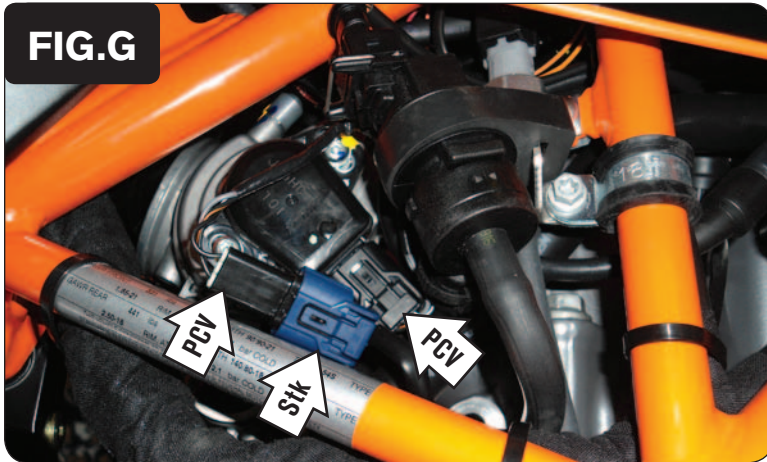


- 8 While lifting the rear of the airbox to access the throttle body, unplug the stock wiring harness from the Fuel Injector located at the top of the throttle body (Fig. E).



- 9 Plug the PCV wiring harness in-line of the Fuel Injector and the stock wiring harness (Fig. F).

FIG.G



- 10 Locate and unplug the stock wiring harness from the Throttle Position Sensor.

WARNING - This TPS is located on the right side of the throttle body and has a **BLUE** connector. There is an identical connector on the left side of the throttle body. Be sure to connect to the one on the right side.

- 11 Plug the PCV wiring harness in-line of the TPS and the stock wiring harness (Fig. G).

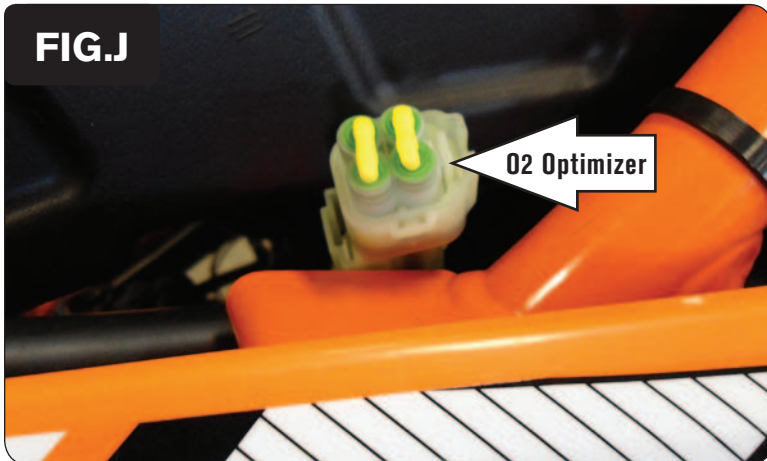
FIG.H



- 12 Locate and unplug the stock O2 sensor connector (Fig. H).

This is a 4-pin connector located directly in front of the fuel injector. You can trace the wires coming out of the exhaust to it.

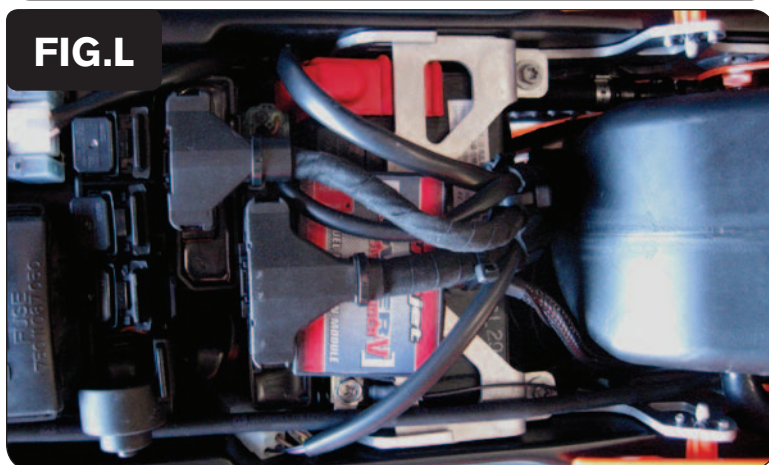
FIG.J



- 13 Plug the supplied O2 Optimizer into the stock wiring harness in-place of the stock O2 sensor (Fig. J).

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

- 14 Use one of the supplied zip ties to secure these connections away from the exhaust and other hot engine components.



- 15 Locate and unplug the stock Crank Position Sensor connectors.
This is a WHITE 2-pin connector pair. It can be found near the large BROWN connectors for the bike's main wiring harness.
- 16 Plug the PCV wiring harness in-line of the stock CPS connectors (Fig. K).
- 17 Use the supplied Velcro to secure the PCV module to the top of the battery as shown in Figure L.
Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.
- 18 Use the remaining zip ties to secure the PCV wiring harness. Keep it free and clear from any hot or moving parts.
- 19 Slide the rubber intake duct back over the throttle body and tighten the clamp.
- 20 Reinstall the 2 screws that secure the airbox to the frame.
- 21 Reinstall the radiator shrouds and the seat.