

[POWER COMMANDER V]

2012-2014 KTM 450/500 XCW

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 Zip ties

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

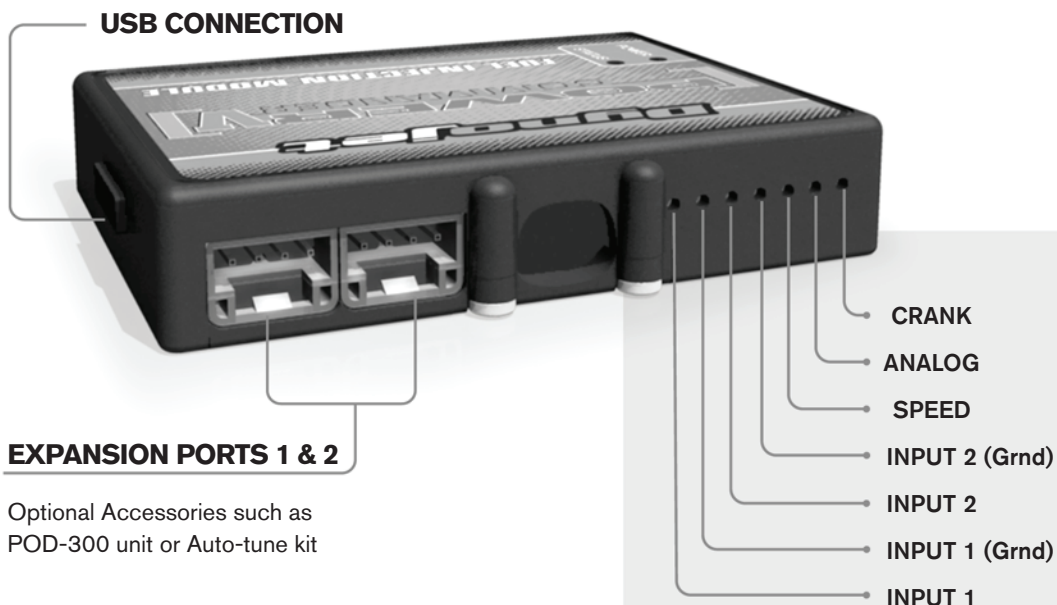
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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



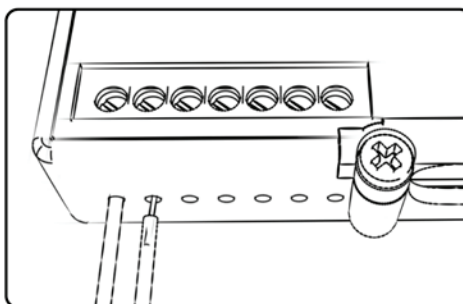
EXPANSION PORTS 1 & 2

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-

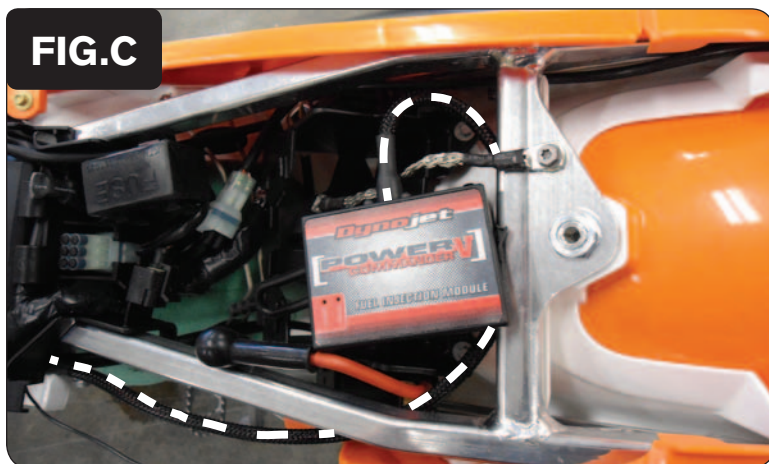
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



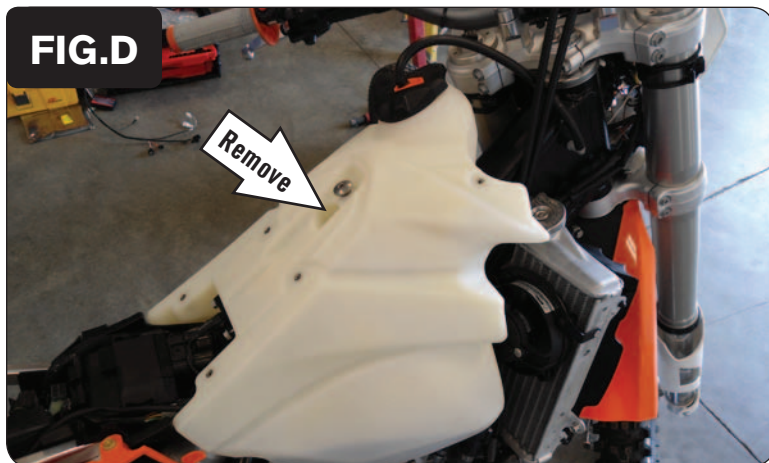
- 1 Remove the seat (Fig. A).



- 2 Remove the left side panel covering the air filter (Fig. B).

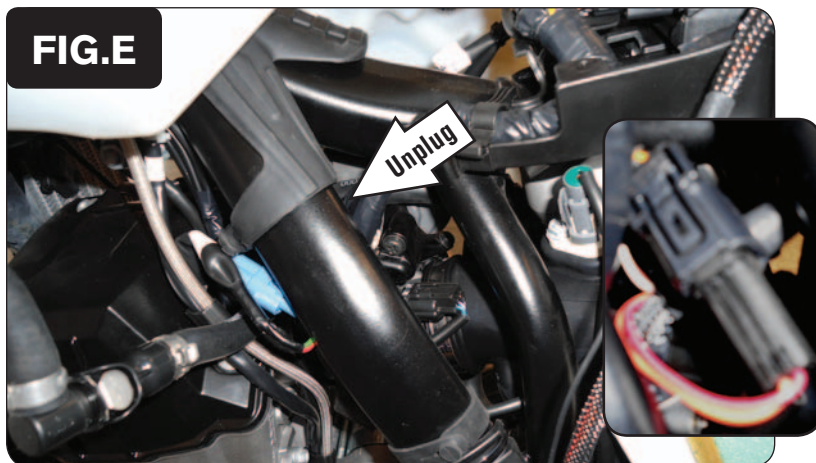


- 3 Temporarily position the PCV module in the battery box compartment while routing the PCV wiring harness down the left side of the bike, following along the underside of left frame rail (Fig. C).
- 4 Using the supplied Velcro, secure the PCV module to the bike's battery in such a way that it will allow enough space for the seat to be reinstalled.
Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.
- 5 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery.

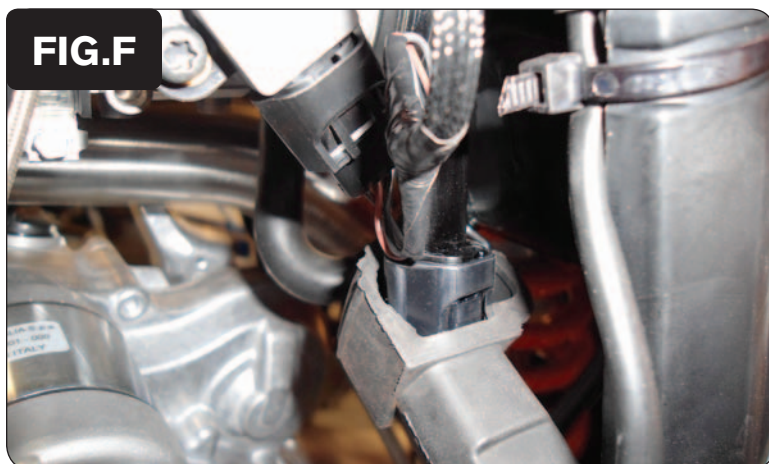


- 6 Remove the left and right side radiator shrouds.
- 7 Loosen the fuel tank by removing the bolt at the location shown in Figure D.
- 8 Prop the fuel tank upward so that you can access the throttle body.

WARNING: Be very careful not to over stretch the fuel line.



- 9 Locate and unplug the stock wiring harness from the fuel injector (Fig. E).
The fuel injector is located at the front of the throttle body. This connector is difficult to reach and is not clearly visible in Figure E. Using a curved pair of needle-nose pliers may help to unplug it from the fuel injector.
- 10 Plug the PCV wiring harness in-line of the fuel injector and the stock wiring harness.



- 11 Locate and unplug the stock wiring harness from the Throttle Position Sensor.
This TPS is located on the left side of the throttle body. The connector has a rubber boot covering it that will need to be peeled back to unplug the connector.
- 12 Plug the PCV wiring harness in-line of the bike's TPS and the stock wiring harness (Fig. F).



- 13 Locate and unplug the stock Crank Position Sensor connectors (Fig. G).

This is a BLUE 2-pin connector pair located inside of the left frame rail near the hydraulic clutch line.



- 14 Plug the PCV wiring harness in-line of the stock CPS connectors (Fig. H).
- 15 Use the supplied zip ties to secure the PCV wiring harness such that it will stay free and clear of any hot or moving parts.
- 16 Reinstall the fuel tank, the radiator shrouds on both sides, the left side panel, and the seat.