

[POWER COMMANDER V]

FUEL AND IGNITION

2012-2014 KTM 690R Duke

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!**

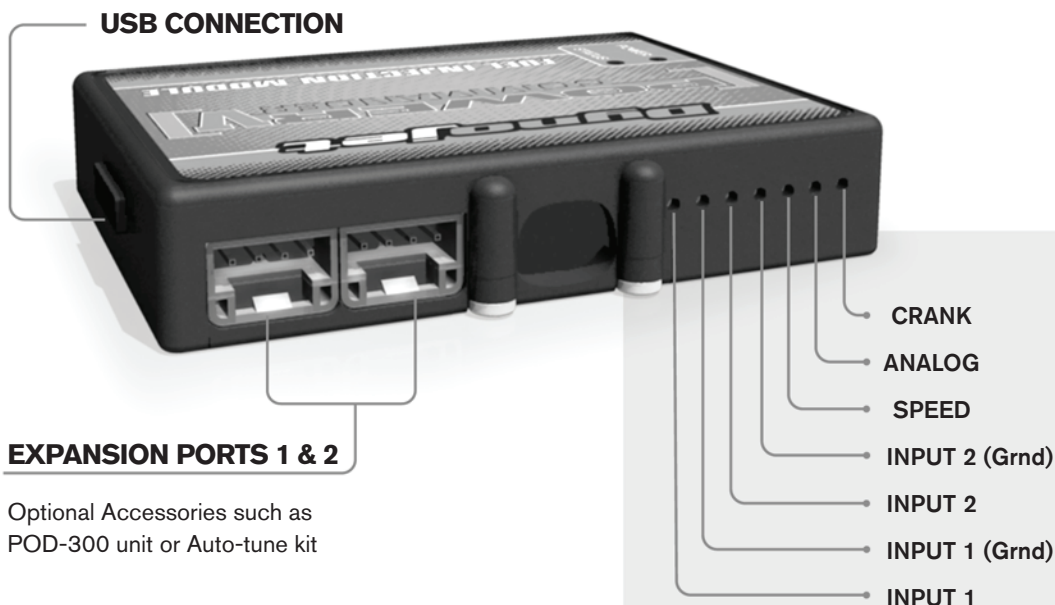
YOU CAN ALSO DOWNLOAD THE
POWER COMMANDER SOFTWARE AND
LATEST MAPS FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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POWER COMMANDER V INPUT ACCESSORY GUIDE

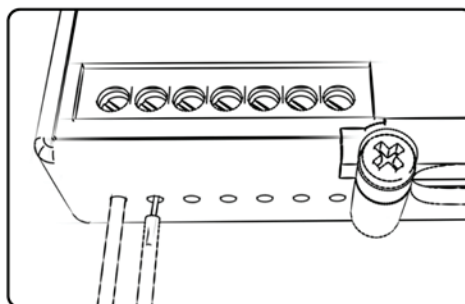


Optional Accessories such as
POD-300 unit or Auto-tune kit

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-

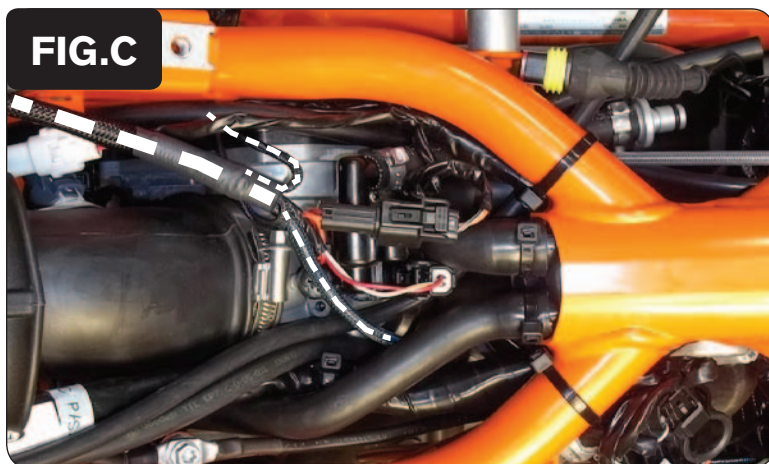
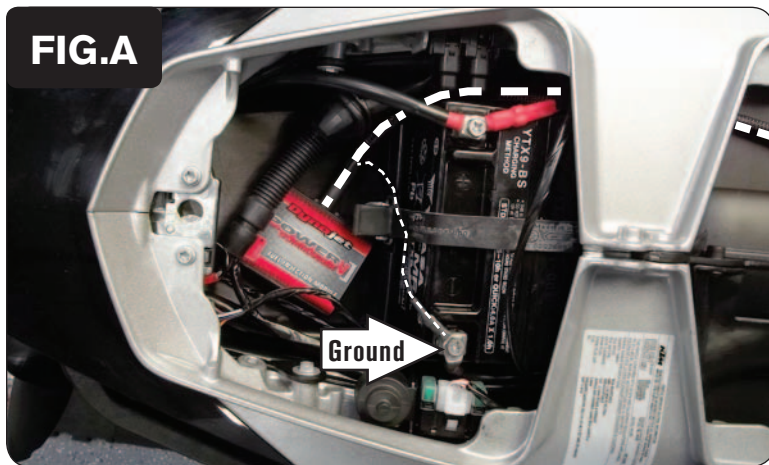
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

Analog-

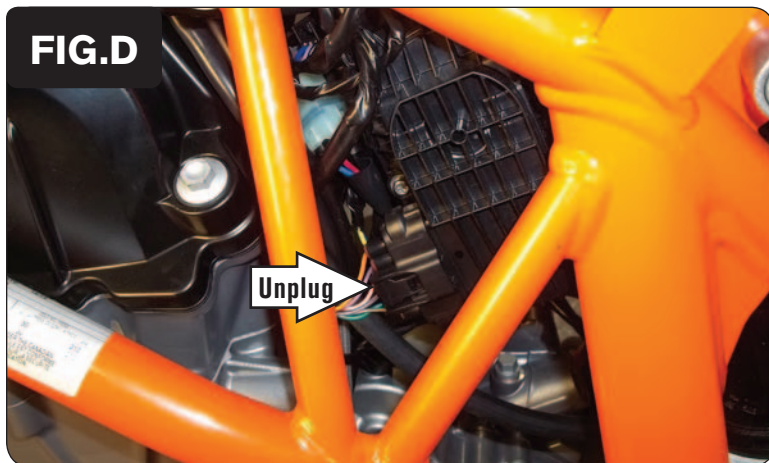
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

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 both seats. Remove the 2 panels at both sides of the fuel tank. Remove the small panel surrounding the key switch at the front of the fuel tank. Remove the fuel tank. Remove the small plastic panel just below the fuel tank on the right side of the bike.
- 2 Store the PCV module in the tail just under the passenger seat. Route the wiring harness forward towards the engine going left of the battery.
- 3 Use the supplied Velcro strips to secure the PCV module in the tail section.
Clean both surfaces with the supplied alcohol swab prior to applying the Velcro adhesive.
- 4 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery (Fig. A).
- 5 Locate and unplug the bike's Fuel Injector (Fig. B).
The Fuel Injector is located directly on top of the throttle body.
- 6 Plug the pair of leads with ORANGE colored wires of the PCV wiring harness in-line of the bike's Fuel Injector and the stock wiring harness (Fig. C).
- 7 Route the pair of large connectors and the pair of WHITE 2-pin connectors of the PCV wiring harness down to the left side of the throttle body where the Throttle Body Servo is located.
- 8 Route the 2 pairs of BLACK 2-pin connectors of the PCV wiring harness under the frame and forward towards the Ignition Coil sticks on the right side of the cylinder head.



- 9 On the left side of the throttle body, locate and unplug the stock electrical connector from the Throttle Body Servo (Fig. D).



- 10 Once the Throttle Body Servo is unplugged, locate and unplug the stock Crank Position Sensor connectors just in front of the Throttle Body Servo (Fig. E).

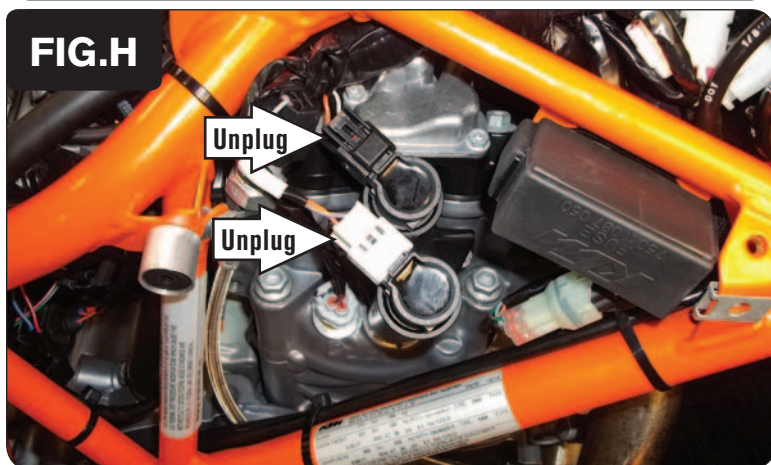
This is a WHITE 2-pin connector pair.



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



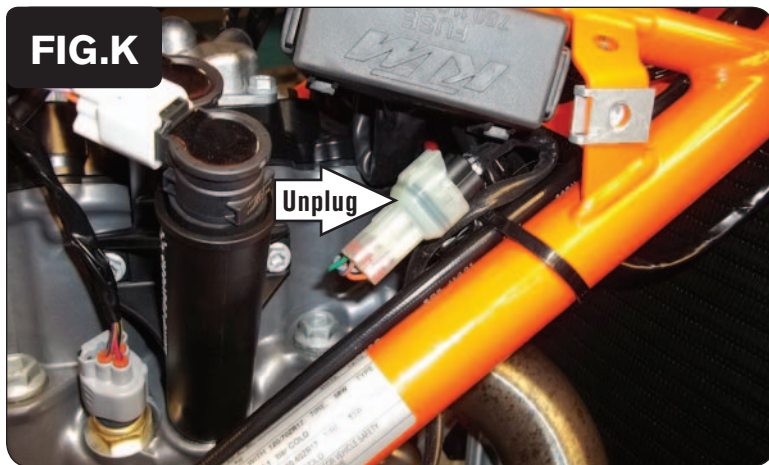
- 12 Plug the large pair of connectors on the PCV wiring harness in-line of the Throttle Body Servo and the stock wiring harness (Fig. G).
- 13 Push the extra connector pairs inside of the frame and in front of the throttle body.



- 14 On the right side of the engine, locate and unplug the stock BLACK 2-pin connector from the inner coil stick and the stock WHITE 2-pin connector from the outer coil stick (Fig. H).

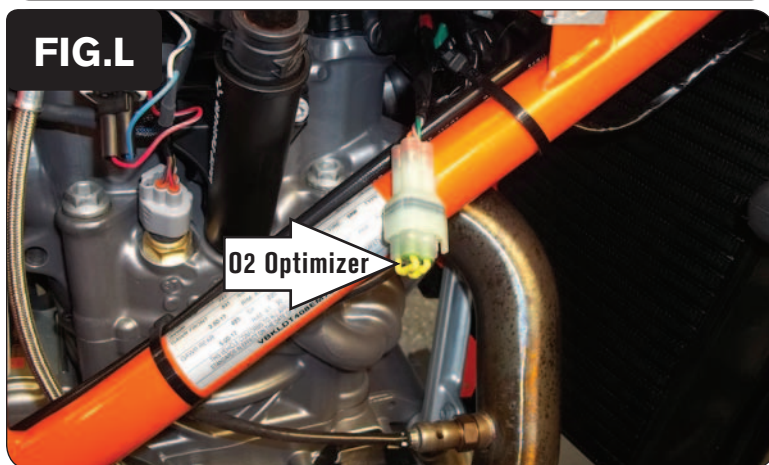


- 15 Plug the pair of PCV wiring harness leads with GREEN colored wires in-line of the inner coil stick and the stock BLACK 2-pin coil connector.
- 16 Plug the pair of PCV wiring harness leads with BLUE colored wires in-line of the outer coil stick and the stock WHITE 2-pin coil connector (Fig. J).



- 17 Locate and unplug the stock connector for the bike's O2 sensor.

This is a 4-pin connector on the right side of the bike just slightly forward of the coil connections. You can trace the cable from the O2 sensor in your exhaust to this connector.



- 18 Plug the supplied O2 Optimizer into the bike's wiring harness in place of the stock O2 sensor.

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.

- 19 Reassemble the bike.

To watch a video of this installation visit our channel (DynojetResearch) on YouTube.