

# [POWER COMMANDER V]

## 2008-2010 KTM 690 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

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

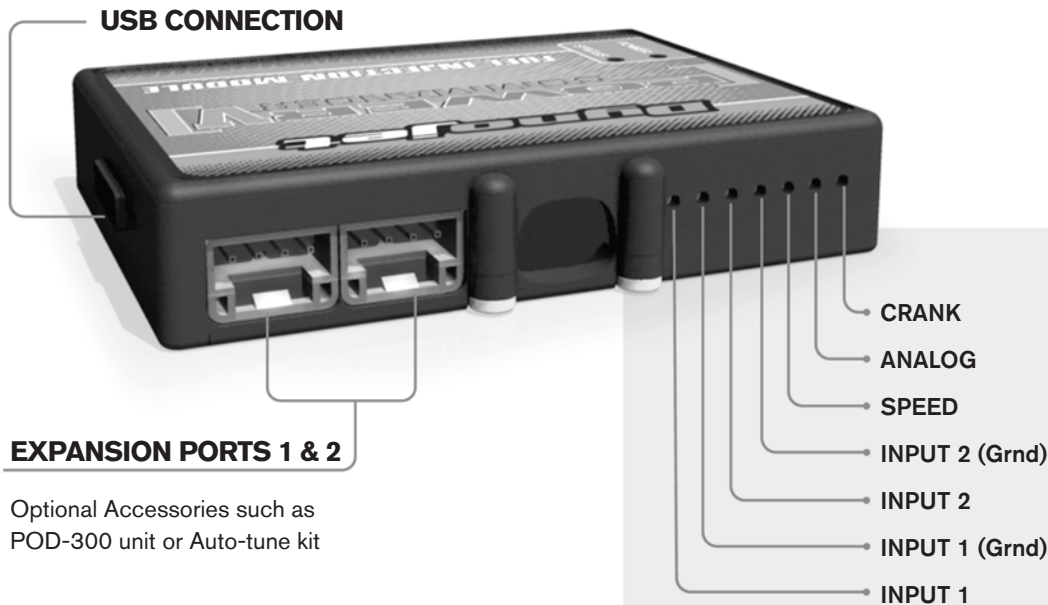
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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 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-

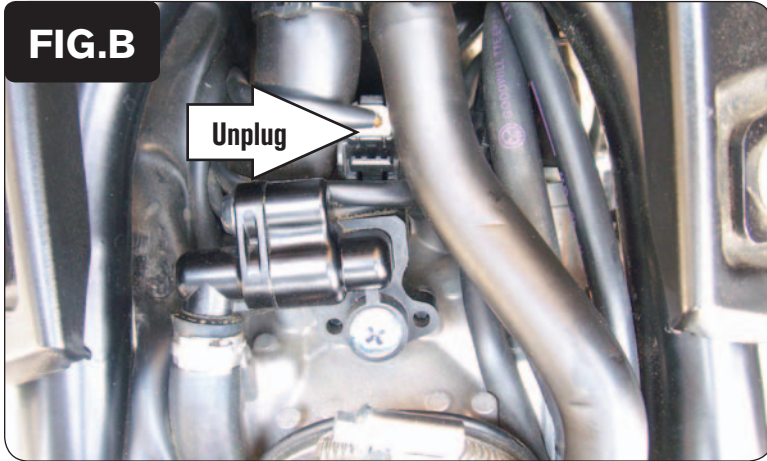
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.

**FIG.A**



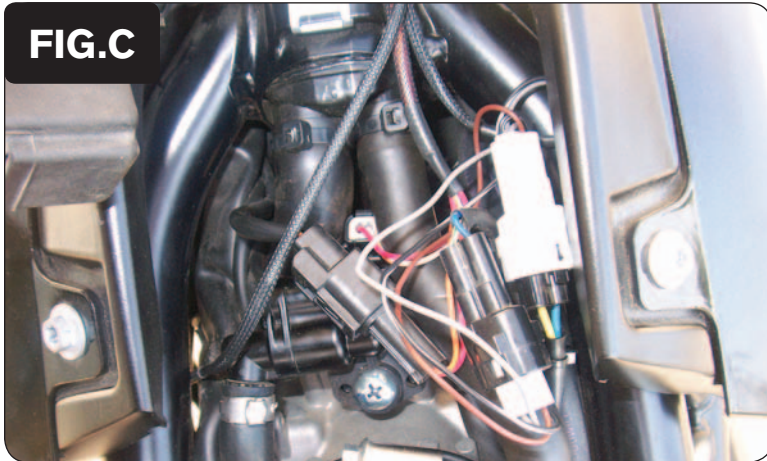
- 1 Remove the seat and both airbox side covers.
- 2 Remove the fuel tank.
- 3 Using the supplied Velcro attach the PCV to the face of the battery (Fig. A).  
*Clean both surfaces with the supplied alcohol swab before attaching the Velcro.*
- 4 Attach the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery.

**FIG.B**



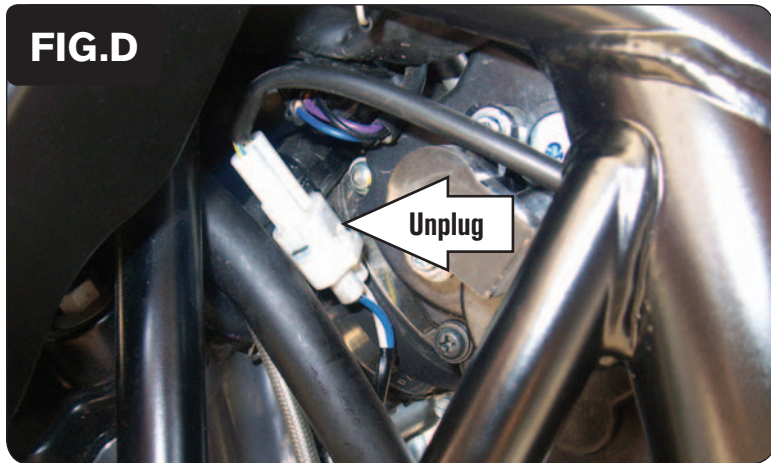
- 5 Unplug the stock wiring harness from the Fuel Injector (Fig. B).
- 6 Unplug the stock Throttle Position Sensor connectors.  
*This is a BLACK 3-pin connector pair. It is not shown in Figure B; but can be found just to the right of the fuel injector beneath the hoses.*

**FIG.C**



- 7 Plug the PCV wiring harness in-line of the Fuel Injector and the stock wiring harness.
- 8 Plug the PCV wiring harness in-line of the stock TPS connectors (Fig. C).





- 9 Locate and unplug the stock Crank Position Sensor connectors (Fig. D).  
*This is a WHITE 2-pin connector pair on the right side of the throttle body.*



- 10 Plug the PCV wiring harness in-line of the stock CPS connectors (Fig. E).
- 11 Reinstall the fuel tank, bodywork, and the seat.