

# [POWER COMMANDER V]

## **2008-2010 KTM 690 Duke**

### **Installation Instructions**



#### **PARTS LIST**

- 1 Power Commander
- 1 USB Cable
- 1 CD-ROM
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Velcro
- 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](http://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](http://www.powercommander.com)

# POWER COMMANDER V INPUT ACCESSORY GUIDE



Optional Accessories such as  
Color LCD 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 -

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.

### Shifter-

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.

### 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-

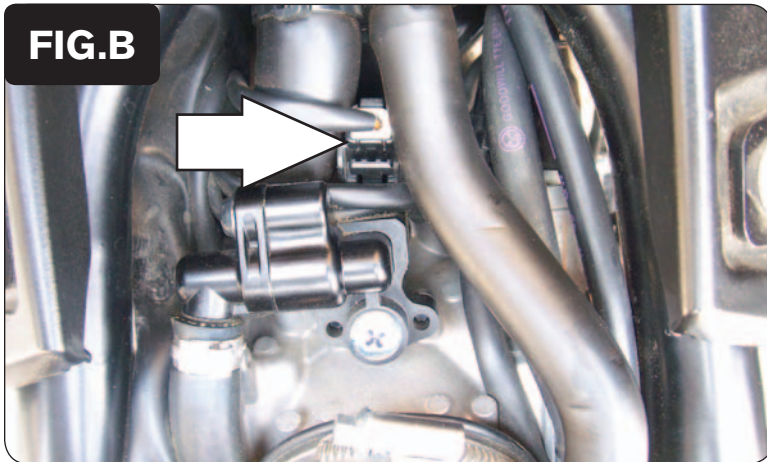
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.

**FIG.A**



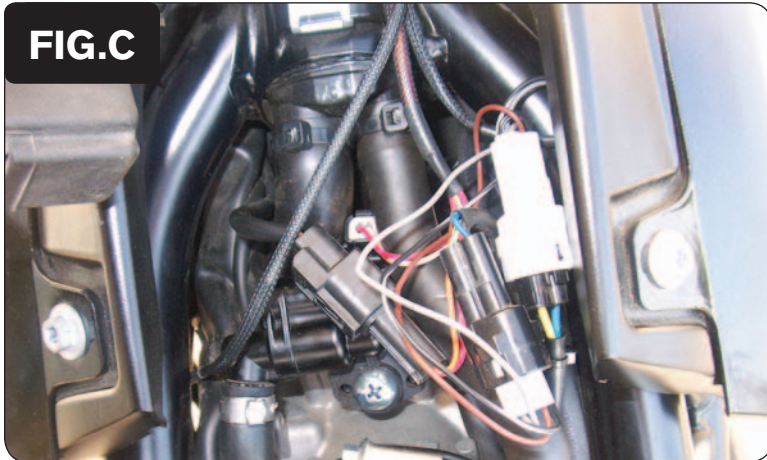
- 1 Remove the seat and both air box side covers.
- 2 Remove the fuel tank.
- 3 Using the supplied velcro attach the PCV to the face of the battery (Fig. A).  
*Make sure to clean both surfaces with the alcohol swab before attaching.*
- 4 Attach the ground wire of the PCV to the negative side of the battery.

**FIG.B**



- 5 Unplug the stock wiring harness from the injector (Fig. B).
- 6 Unplug the stock Throttle Position Sensor connection.  
*This is a BLACK 3 pin connector not seen in Figure B. It is to the right of the injector underneath the hoses.*

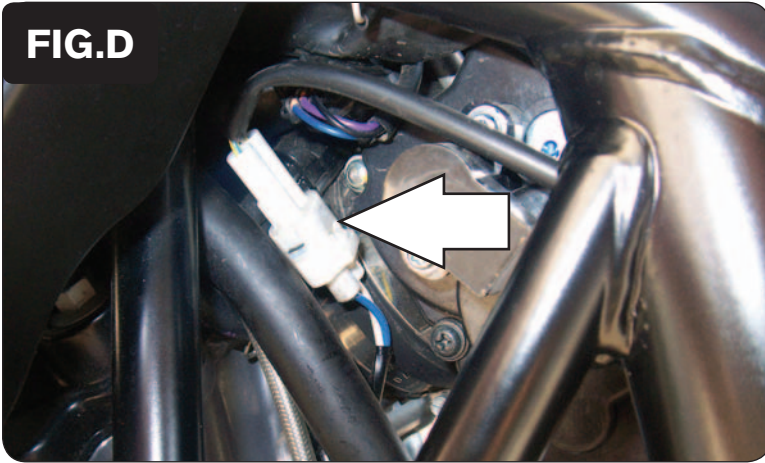
**FIG.C**



- 7 Plug the PCV in-line of the stock wiring harness and each injector (Fig. C).
- 8 Plug the PCV in-line of the stock wiring harness and TPS connector.



**FIG.D**



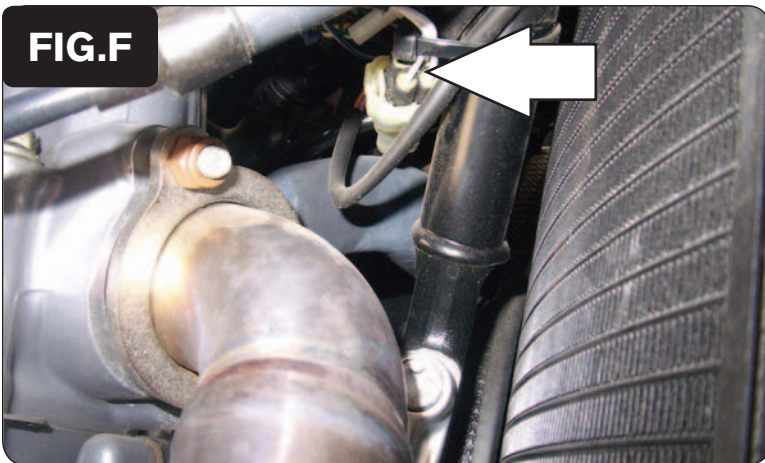
- 9 Locate the stock crank position sensor connection and unplug it (Fig. D).  
*This is a WHITE 2 pin connector on the right side of the throttle body.*

**FIG.E**



- 10 Plug the 2 pin connectors of the PCV in-line of the stock wiring harness and stock crank sensor.

**FIG.F**



- 11 Locate the stock O2 sensor connection (Fig. F).  
*This connection is located on the front side of the engine above the exhaust port.*
- 12 Plug the Dynojet O2 Optimizer into the stock wiring harness.  
*The stock O2 sensor will no longer be connected to anything.*
- 13 Reinstall bodywork.