[POWER COMMANDER V]

2014 KTM 1290 Superduke

Installation Instructions

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2	Power Commander Decals
2	Dynojet Decals
2	Velcro strips
1	Alcohol swab
2	O2 Optimizers
1	Posi-tap

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

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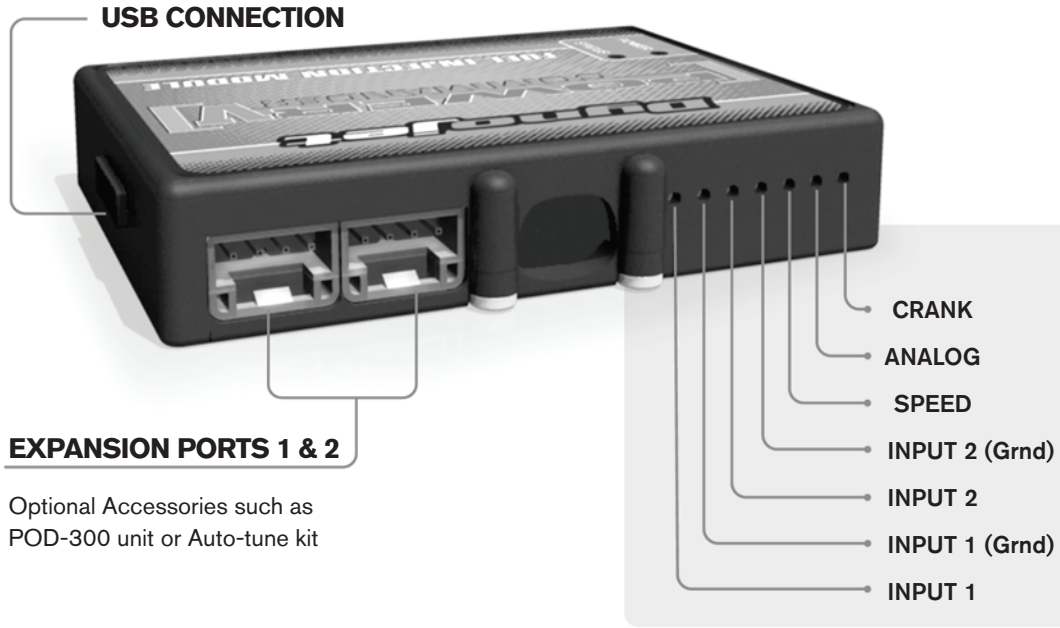
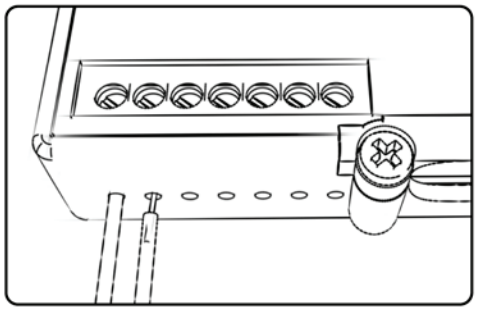
POWER COMMANDER V
INPUT ACCESSORY GUIDE



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 is 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.

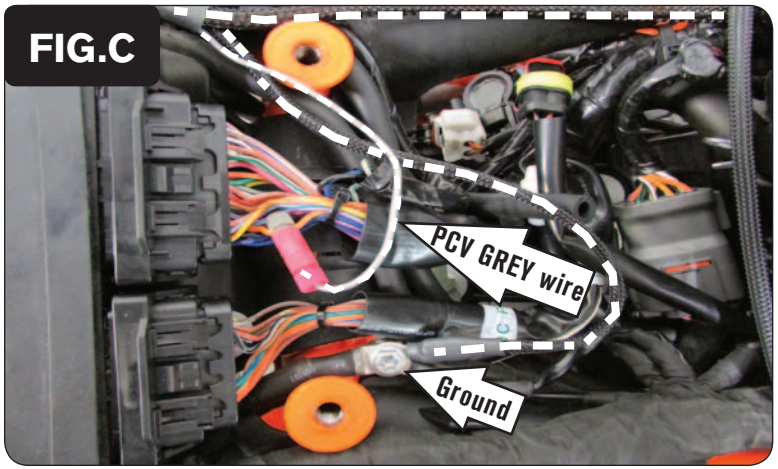
Analog- This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

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

FIG.B

FIG.C



1 Remove both seats. Remove the 2 panels at both sides of the fuel tank. Remove the small panel on top of the fuel tank. Remove the fuel tank. Remove the airbox.

2 Use the supplied Velcro strips or the stock rubber strap to secure the PCV module in the tail section (Fig. A).

Clean both surfaces with the supplied alcohol swab prior to applying the Velcro adhesive.

3 Route the PCV harness down the left side of the motorcycle going towards the engine.

4 Remove the small cover on the right side of the bike (Fig. B).

5 Using the supplied posi-tap, attach the PCV unterminated GREY wire to the stock ORANGE/YELLOW wire on the larger ECU connector.

This is the Throttle Position signal input.

6 Secure the PCV ground wire with the small ring lug to the common ground just forward of the ECU (Fig. C).

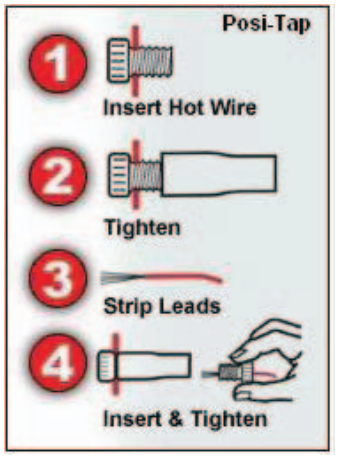
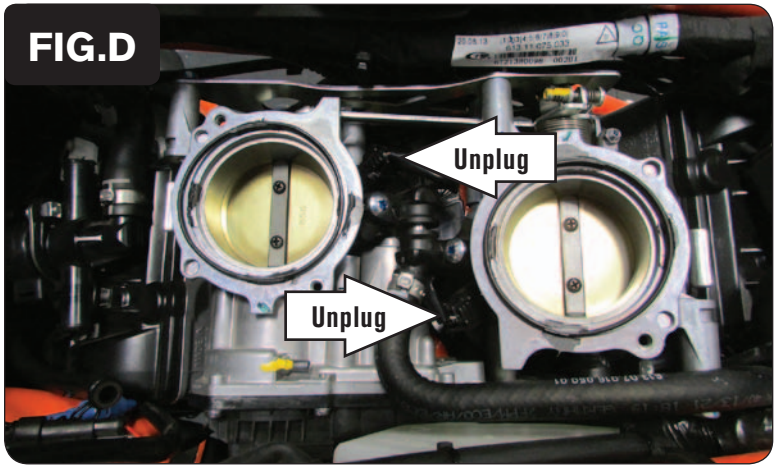
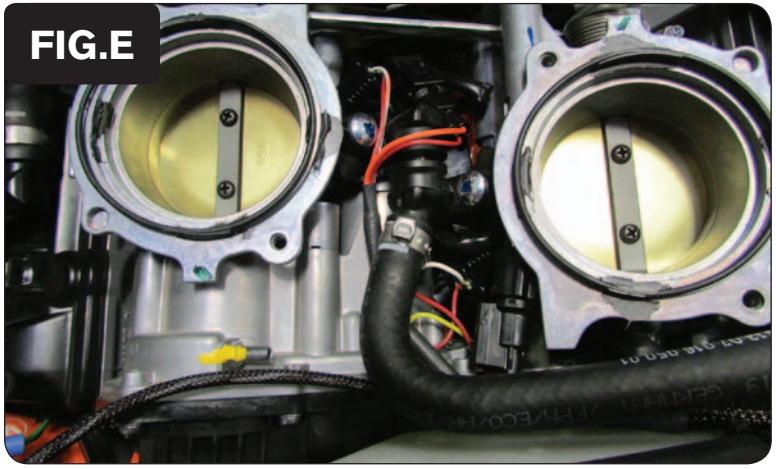


FIG.D



7 Between the two throttle bodies, unplug both the front and rear cylinder fuel injectors (Fig. D).

FIG.E

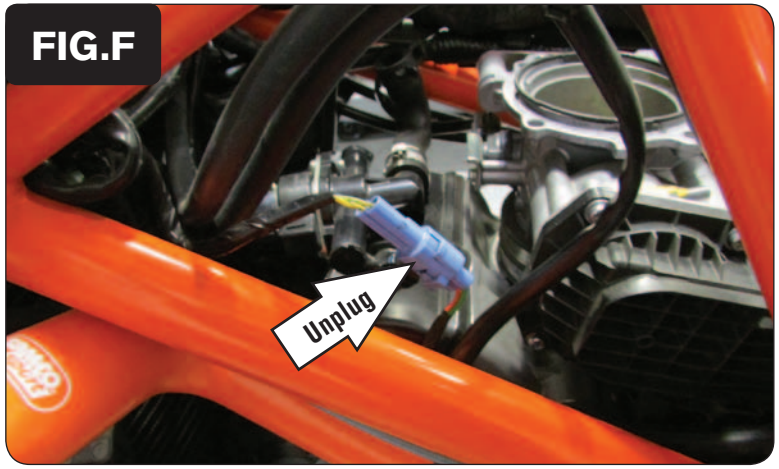


8 Plug the pair of 2-pin leads of the PCV wiring harness with YELLOW colored wires in-line of the Rear Cylinder Fuel Injector and the stock wiring harness.

9 Plug the pair of 2-pin leads of the PCV wiring harness with ORANGE colored wires in-line of the Front Cylinder Fuel Injector and the stock wiring harness (Fig. E).

Store the extra connections as low as possible between the throttle bodies to prevent interference when reinstalling the airbox and/or with throttle blade movement.

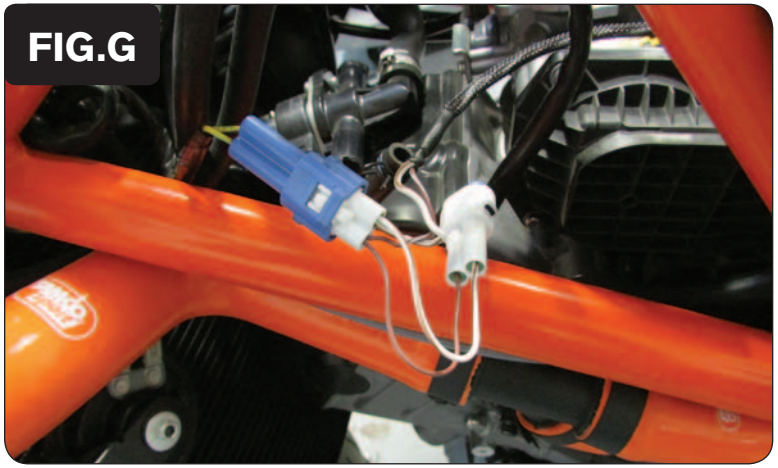
FIG.F



10 Unplug the stock Crank Position Sensor connectors (Fig. F).

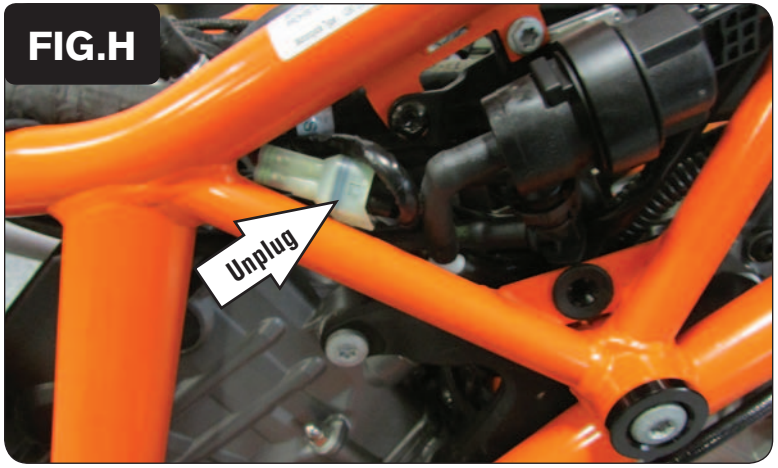
This is a pair of BLUE 2-pin connectors located forward and left of the throttle bodies.

FIG.G



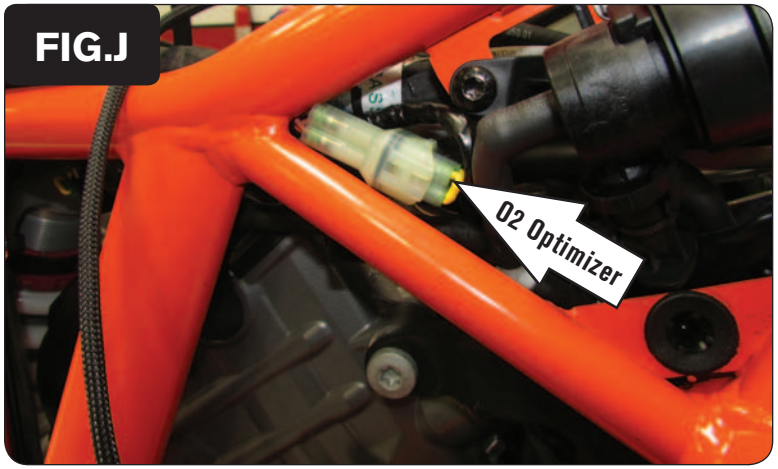
11 Plug the pair of WHITE 2-pin PCV connectors in-line of the stock Crank Position Sensor connectors (Fig. G).

FIG.H



12 Trace the cable from the stock O2 sensor in the front cylinder head pipe to its 4-pin connector and unplug it (Fig. H).

FIG.J



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

FIG.K

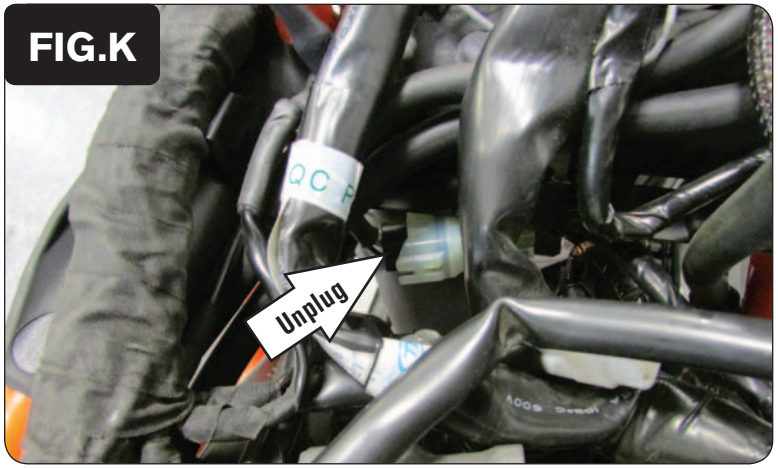
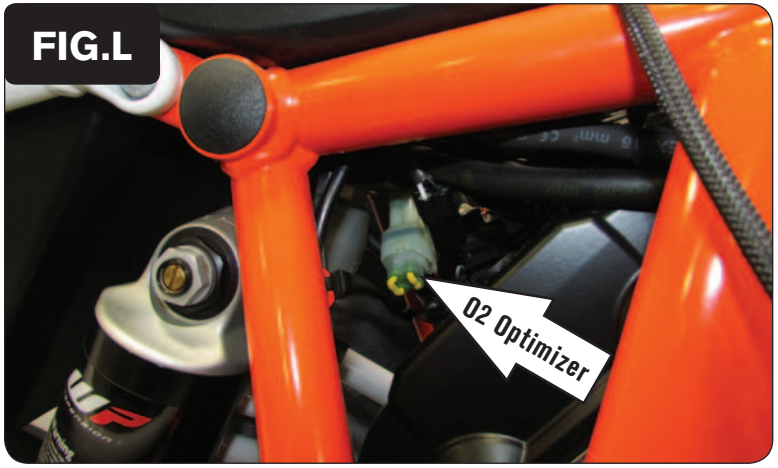


FIG.L



14 Trace the cable from the stock O2 sensor in the rear cylinder head pipe to its 4-pin connector and unplug it (Fig. K).

This picture was taken from above. The connector is located between the rear cylinder head and the rear shock absorber.

15 Plug the other supplied O2 Optimizer into the stock wiring harness in-place of the stock O2 sensor (Fig. L).

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

16 Reinstall the airbox, fuel tank, body work, and seats.

****To see a video of this install, visit our channel (DynojetResearch) on YouTube.****