

[POWER COMMANDER V]

2008-2010 KTM RC8
2009-2010 KTM RC8R

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
- 2 O2 Optimizer

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

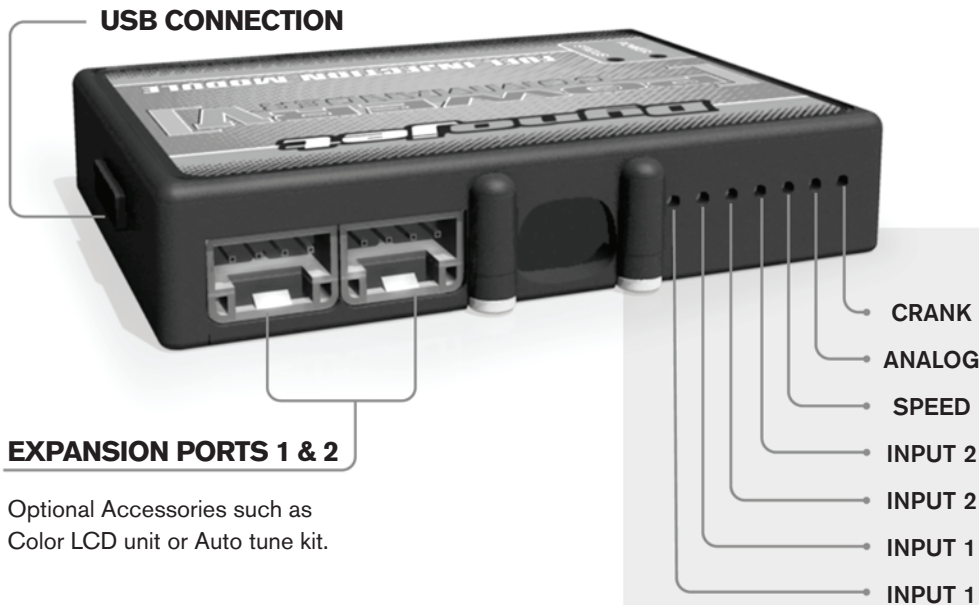
YOU CAN ALSO DOWNLOAD THE
POWER COMMANDER SOFTWARE AND
LATEST MAPS FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

POWER COMMANDER V INPUT ACCESSORY GUIDE



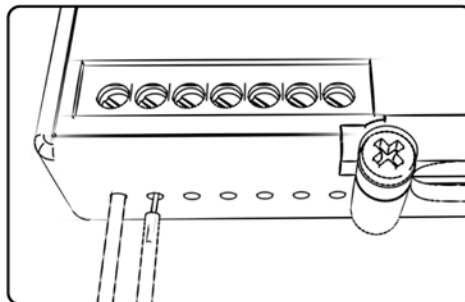
EXPANSION PORTS 1 & 2

Optional Accessories such as 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-

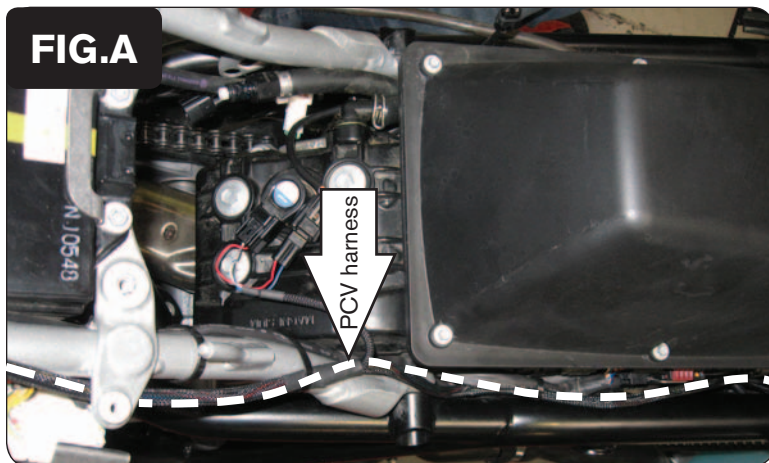
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

Crank-

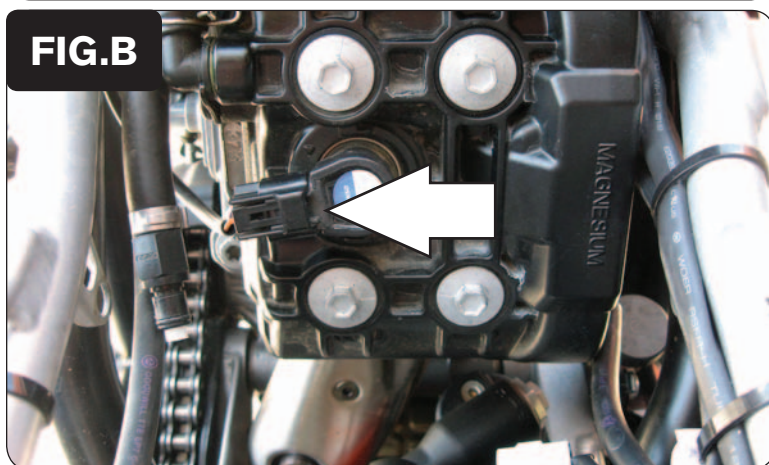
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.

Launch

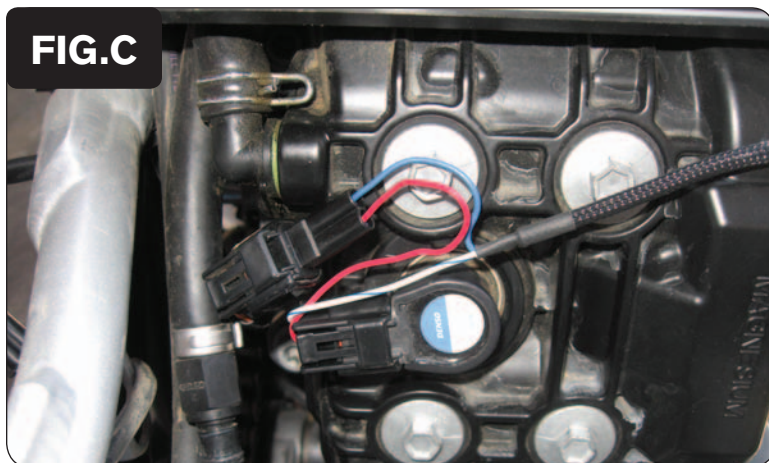
This input is intended to be used as a launch control. You can set a target RPM to limit the bike to when the clutch lever is activated. Once the clutch lever is released full RPM can be achieved. This requires a wire be connected to the grounding side of the clutch switch and the other end into this input.



- 1 Remove the seat and both side fairings.
- 2 Remove the fuel tank.
- 3 Lay the PCV next to the battery and route the PCV harness along the frame on the right side up towards the front of the engine (Fig. A).

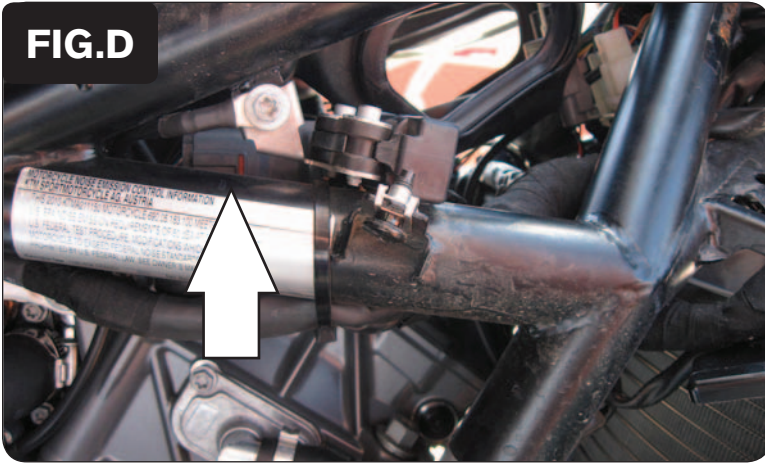


- 4 Locate the rear Ignition coil and unplug the stock wiring harness from the coil (Fig. B).



- 5 Plug the connectors from the PCV with the BLUE wires in-line of the stock ignition coil and stock wiring harness (Fig. C).

FIG.D



- 6 Locate the sub connector from the throttle bodies on the right side of the motorcycle. Unplug this connector.

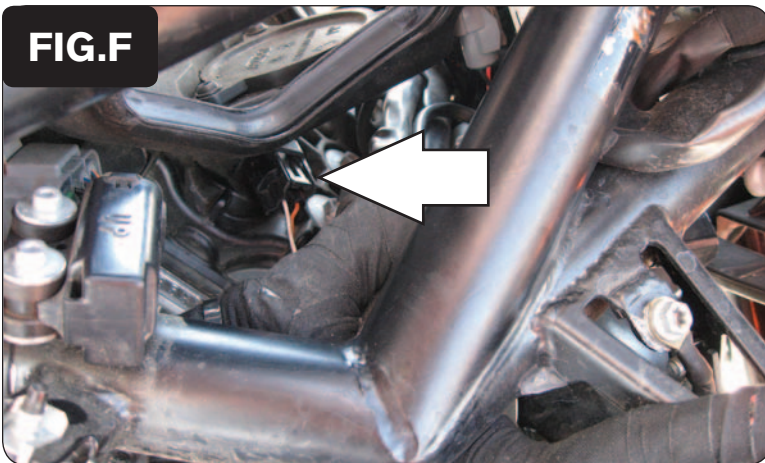
This is a GREY 16 pin connector located between the frame and the air box near the tip over sensor (Fig. D).

FIG.E



- 7 Route the PCV harness to the inside of the frame which may require you to move the MAP sensor.
- 8 Plug the PCV in-line of the stock wiring harness (Fig. E).

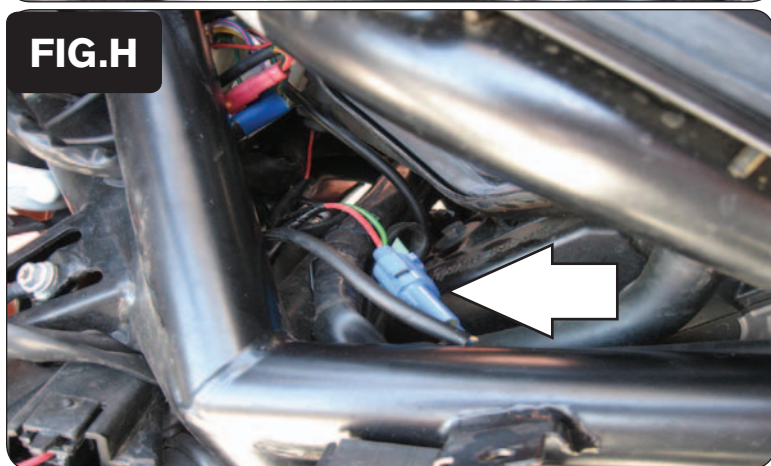
FIG.F



- 9 Locate the front Ignition coil and unplug the stock wiring harness from the coil (Fig. F).

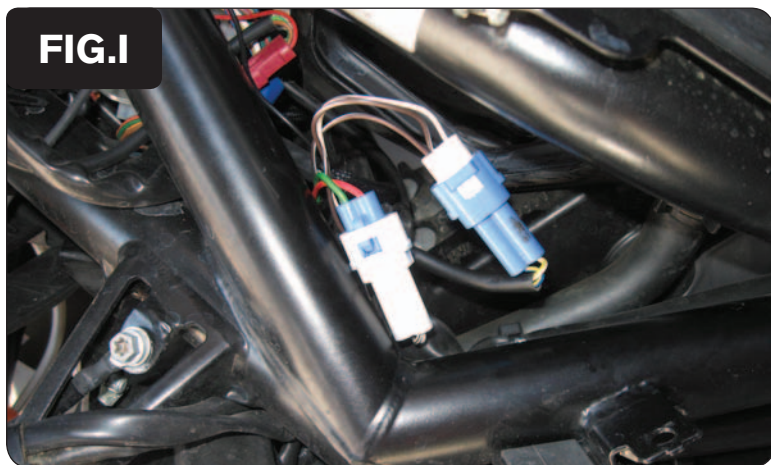


- 10 Plug the connectors from the PCV with the GREEN wires in-line of the stock ignition coil and stock wiring harness (Fig. G).

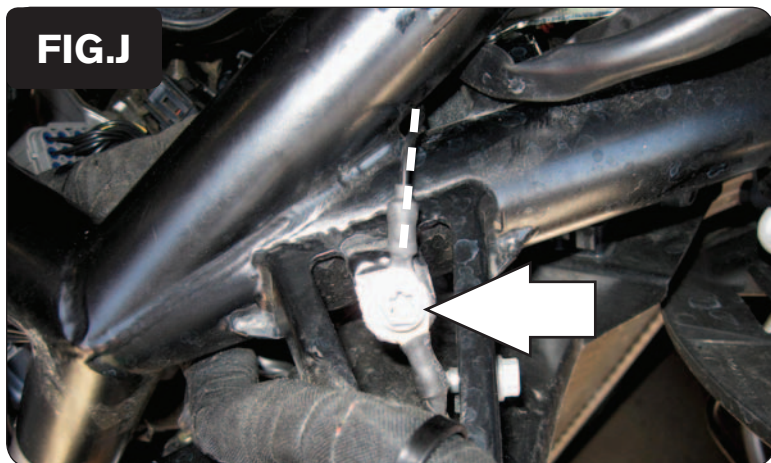


- 11 Locate the stock Crank Pickup Coil Sensor on the left side of the motorcycle. Unplug this connection (Fig. H).

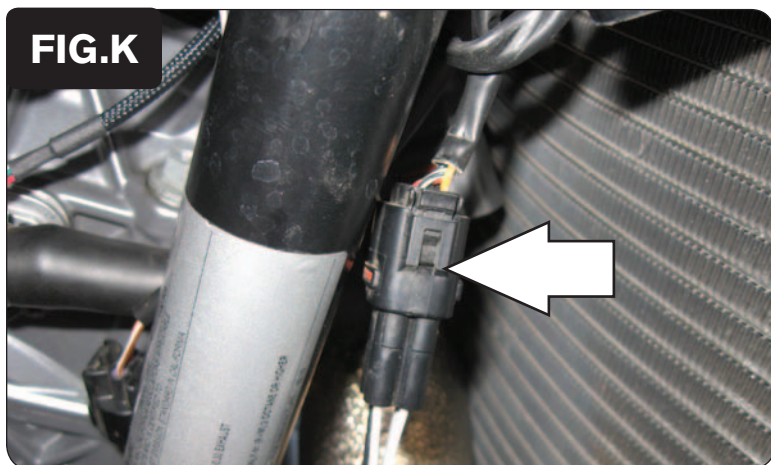
This is a BLUE 2 pin connector. On one side of the connector it has a RED wire and a GREEN wire.



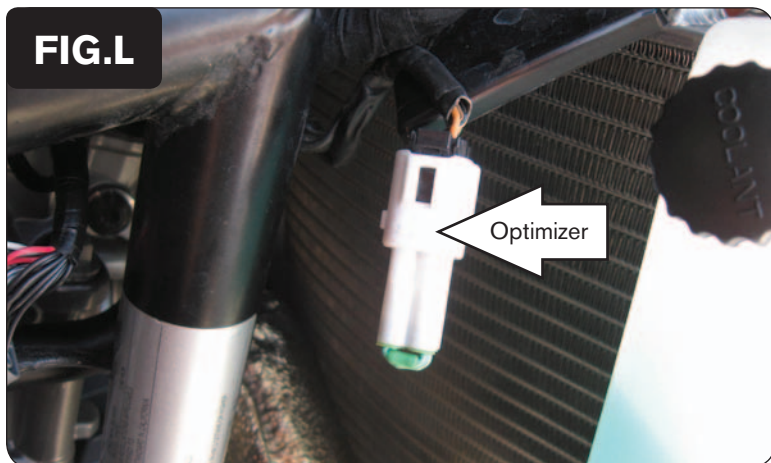
- 12 Route the crank wires of the PCV over to the left side of the motorcycle and plug in-line of the stock Crank Pickup Coil Sensor connectors (Fig. I).
- 13 Feed the pair of connectors back over to the right side of the motorcycle.



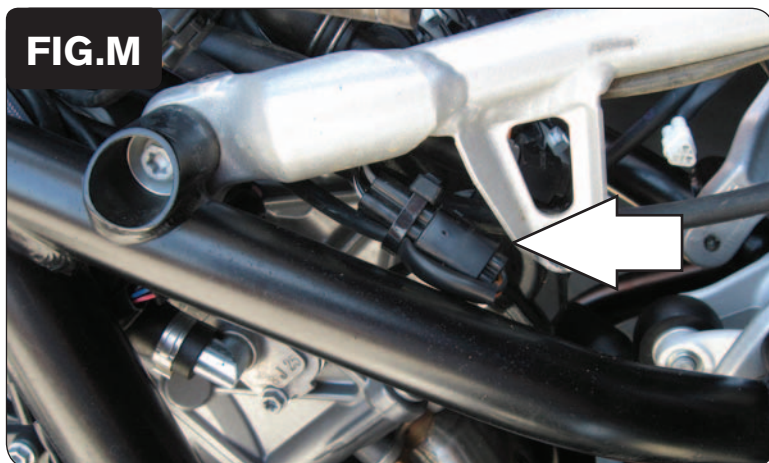
- 14 Attach the ground wire from the PCV to the ground lug location on the right side of the frame (Fig. J).



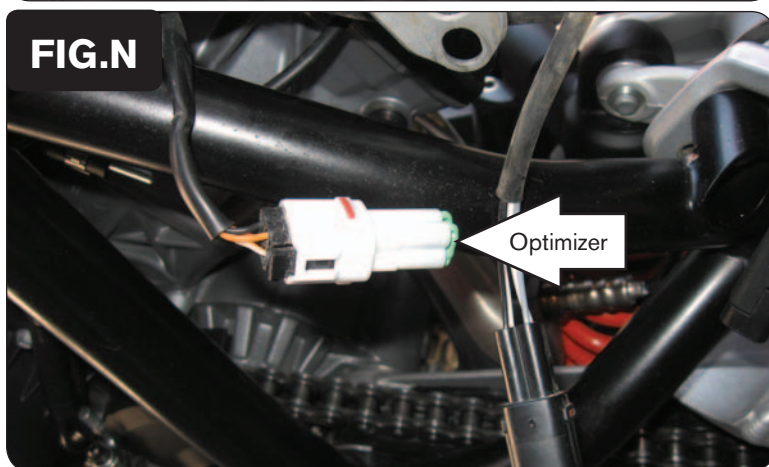
- 15 Unplug the stock Front O2 sensor from the main wiring harness (Fig. K).
This connection is located on the right side down tube, behind the radiator.



- 16 Plug one of the Dynojet O2 Optimizers into the stock wiring harness (Fig. L)
The stock O2 sensor will no longer be connected to anything.



- 17 Unplug the stock Rear O2 sensor from the main wiring harness (Fig. M).
This connection is located on the left side frame tube, below the subframe



- 18 Plug one of the Dynojet O2 Optimizers into the stock wiring harness (Fig. N).
The stock O2 sensor will no longer be connected to anything.



- 19 Install the PCV behind the battery using the supplied velcro (Fig. O).
Make sure to clean the surface with the alcohol swab before attaching.
- 20 Reinstall fuel tank and bodywork.