

# POWER COMMANDER 6

Installation Guide for: PC6-18013

Model Coverage:

2013-2015 KTM 250/350 SXF/XCF

2012-2015 KTM 450 SXF/XCF

## PARTS LIST



- |   |                    |   |                        |
|---|--------------------|---|------------------------|
| 1 | POWER COMMANDER 6  | 2 | POWER COMMANDER DECALS |
| 1 | INSTALLATION GUIDE | 2 | VELCRO STRIPS          |
| 1 | USB CABLE          | 1 | ALCOHOL SWAB           |
| 2 | DYNOJET DECALS     | 3 | ZIP TIES               |

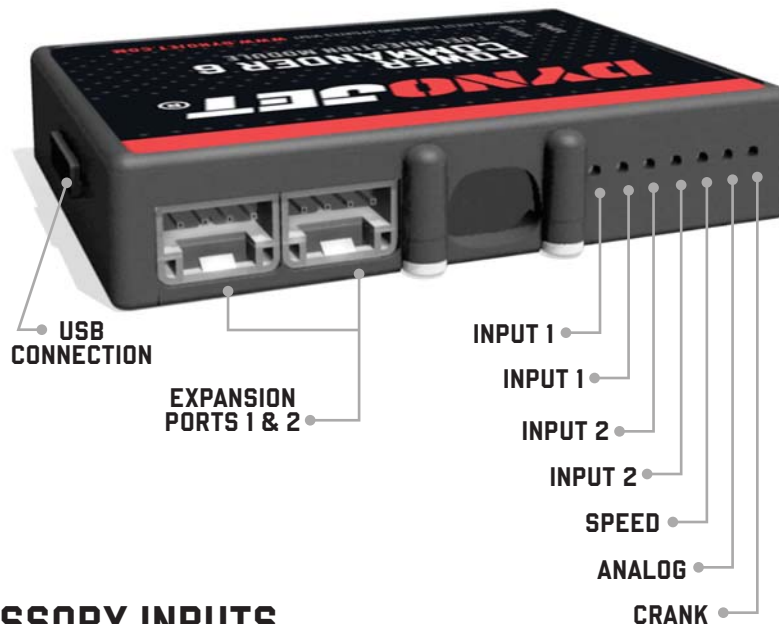
**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION.  
THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION.**



IPC6-18013.01



# INPUT ACCESSORY GUIDE



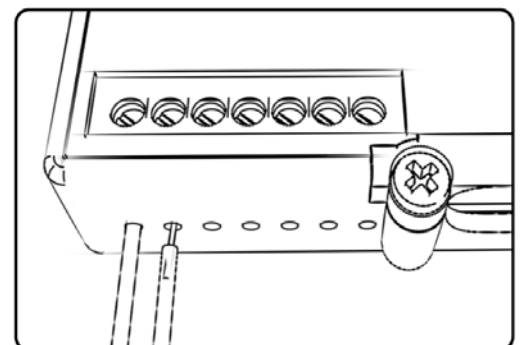
## OPTIONAL ACCESSORY INPUTS

- Map** (Input 1 or 2) The PC6 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.
- Shifter** (Input 1 or 2) Used for clutch-less full throttle upshifts. Insert the wires from the Dynojet quick shifter into either Input 1 or Input 2. The polarity of the wires is not important. Set to 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 quick shifter.
- 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 Power Core software.
- Launch** You can connect a wire to either Input 1 or Input 2 and then the other end to a switch. This switch when engaged (continuity) will only allow the RPM to be raised to a certain limit (set in the software). When released, you will have full RPM.

## WIRE CONNECTIONS

To input wires into the PC6 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 PC6 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.



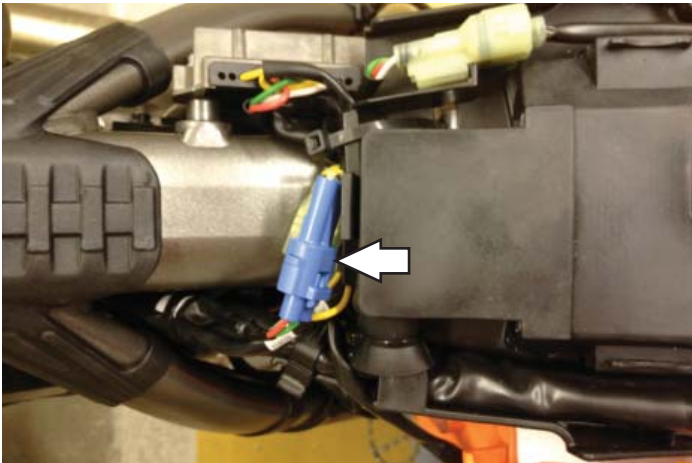
# INSTALLING THE POWER COMMANDER 6



- 1 Remove the seat.
- 2 Remove the fuel tank.
- 3 Use the stock battery retention strap to secure the PC6 module to the bike's battery.

The supplied Velcro strips could be used to secure the module if preferred. Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.

- 4 Secure the PC6 ground wire with the small ring lug to the negative (-) terminal of the bike's battery.



- 5 Locate and unplug the stock Crank Position Sensor connectors.

This is a BLUE 2-pin connector pair located in front of the bike's ECU.

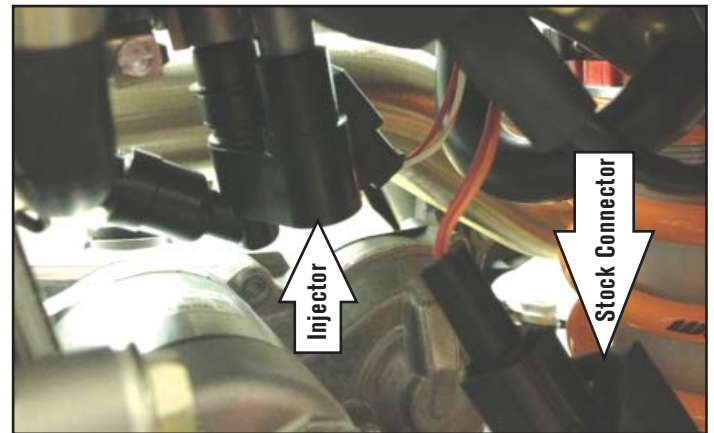


- 6 Plug the PC6 wiring harness in-line of the stock CPS connectors.

- 7 Route the PC6 wiring harness downward and through the frame.
- 8 Locate and unplug the stock Throttle Position Sensor connectors.
- 9 Plug the PC6 wiring harness in-line of the stock TPS connectors.



- 10 Unplug the stock wiring harness from the fuel injector.  
  
The fuel injector is located beneath the throttle body.
- 11 Plug the PC6 wiring harness in-line of the fuel injector and the stock wiring harness.
- 12 Use the supplied zip ties to secure the PC6 wiring harness such that it will stay free and clear of any hot or moving parts.
- 13 Reinstall the fuel tank and the seat.



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# **PUSH THE LIMIT**

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