



## Dynojet Power Commander Page 1

### **THANK YOU!**

Thank you for buying your new Dynojet Power Commander from Taco Moto Co. We've worked hard to become the premier US dealer for GET and Vortex ECU's, the JD tuner, and now the Dynojet Power Commander tuner. The reason people keep coming back is better maps, better performance, better service.

Taco Moto Co. is the exclusive dealer for the Power Commander with maps custom developed for the 12-20 KTM and for the Husqvarna 250-501 bikes, including the 20+ models with the O2 sensors.



**INSTALLATION VIDEO:** <https://bit.ly/tacodyno>

Start off by watching the INSTALLATION AND SET UP VIDEO on our YouTube channel, Taco Moto Co, which shows you all the tips and tricks to get your unit installed and wired up correctly.

It's also essential that the TPS on your bike is set to factory spec. If your TPS has been changed it must be reset to spec for the bike to run and perform properly. Use your service manual to confirm this setting, or have it verified by a competent tech with the understanding of how to do this.

### **MAPS**

Your Taco Moto Co. Power Commander has been loaded with two maps toggled with an accessory map switch. MAP 1 is the full power map, and it's exciting and impressive how well your bike will run in MAP 1. THIS is the way your bike was designed to run.

MAP 2 is the economy map which will net you up to 10% better fuel economy. Fueling in this map will be close to the AFR of the original showroom floor bike, and it's safe to run in conditions of moderate load and smooth throttle inputs. Don't use this map in high demand riding like high temps over 105° F, high loads like sand or long hill climbs, etc. You can toggle between the two maps on the fly at any time. You can source a map switch from us or use any toggle type switch of your choosing, and the instructions of the unit will show you how to wire it in. If no map switch is installed the unit will run on MAP 1.

The compression ratio is 11:7:1 on the 12-19 bikes and these machines can be run on 89-91 octane gas. The 20+ bikes were bumped up to 12:75 and run best on 91-93. Octanes above that are needless and will rob power.



**Emissions Disclaimer:** The purchase and use of this product acknowledges that you understand this modification is for closed course competition / race use only.

**WARNING:** Cancer and Reproductive Harm - [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)



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Your bike should meet the following set up conditions to match the optimization of the maps:

- Fueled with the correct octane gasoline
- The exhaust on your bike should be opened up with a modified end cap, an SX bike end cap, Pro Moto billet or other similar end cap OR an aftermarket slip on such as an FMF or Akrapovic muffler. The maps are suitable for a muffler with or without the resonator.
- The intake reeds on a 17+ bike can be left in but the mapping was developed for a bike with the reeds removed. We have boots available without the reeds.
- The air box should flow as much air as possible. On the 20+ bikes you might consider a vented air box cover. On previous generation bikes remove any plastic air flow restriction tabs, or consider the installation of Twin Air air vents in the air box cover.
- It's not necessary to remove the smog systems on your bike, and it's a myth that these systems rob power from a bike. There are reliability concerns with them and removing them for those reasons is valid.

You're a superstar and it's our honor to serve you and help you get the most out of your machine. We hope that if you ever have a chance you'll put in a good word about your experience with us on Thumper Talk, KTM Talk, a snow bike forum, a Facebook group, or a ride area water cooler. And if something is not to your satisfaction let us know and we'll figure out a way to make it right.

Your brother in braaaaaaap,

Taco Mike 702-812-6626



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