

[POWER COMMANDER V]

2007-2010 Ducati Hypermotard

Installation Instructions



PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 3 Velcro strips
- 1 Alcohol swab
- 1 Posi-tap
- 4 Zip ties
- 1 O2 Optimizer

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

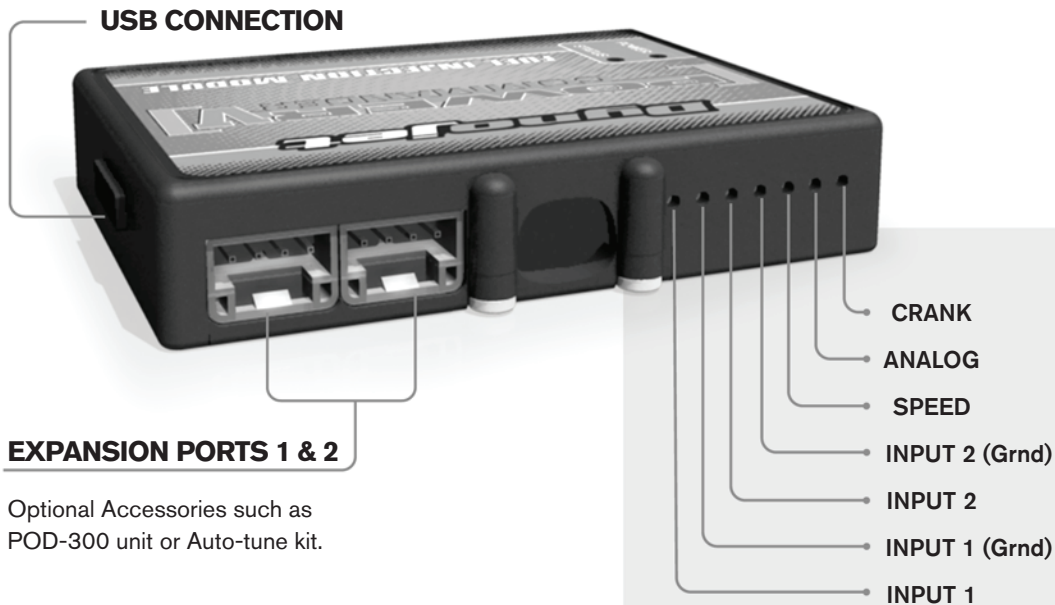
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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

POWER COMMANDER V INPUT ACCESSORY GUIDE

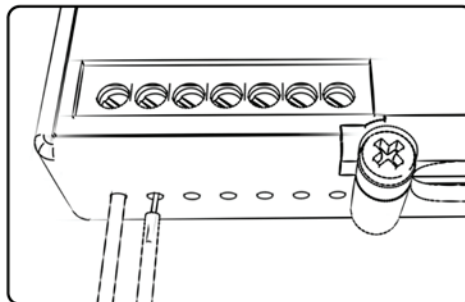


Optional Accessories such as POD-300 unit or Auto-tune kit.

Wire connections:

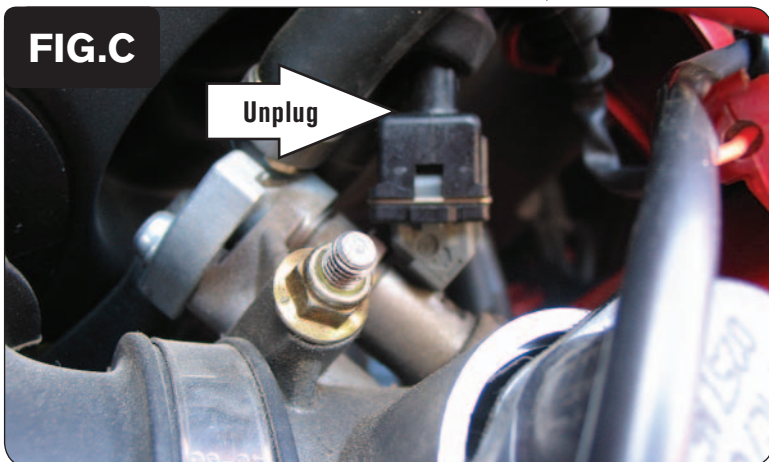
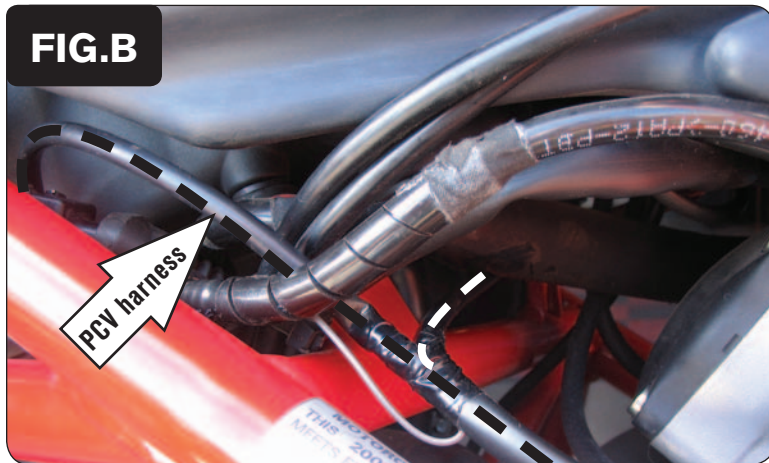
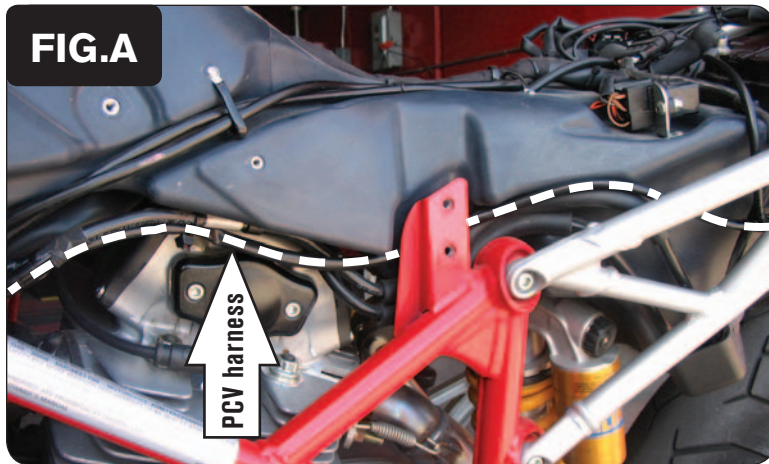
To input wires into the PCV first remove the rubber plug on the backside of the unit and loosen the screw for the corresponding input. Using a 22-24 gauge wire strip about 10mm from its end. Push the wire into the hole of the PCV until it stops and then tighten the screw. Make sure to reinstall the rubber plug.

NOTE: If you tin the wires with solder it will make inserting them easier.



ACCESSORY INPUTS

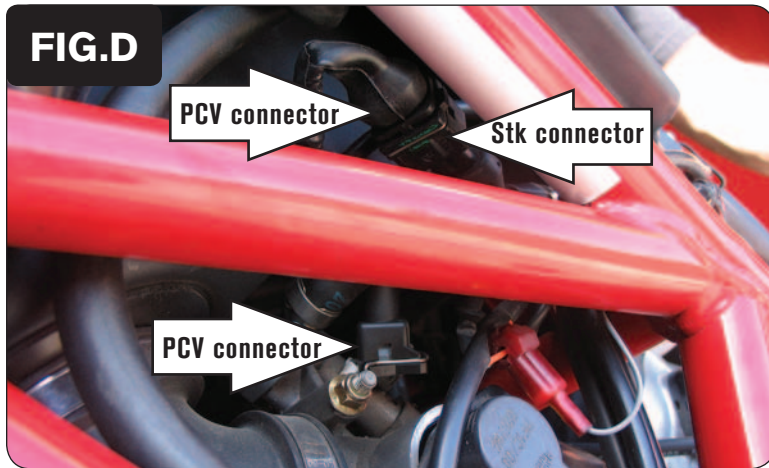
- Map -** (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the INPUT 1. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will hold a base map and the other position will let you activate the learning mode. When the switch is "CLOSED" Auto-tune 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 INPUT 2. 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-** N/A



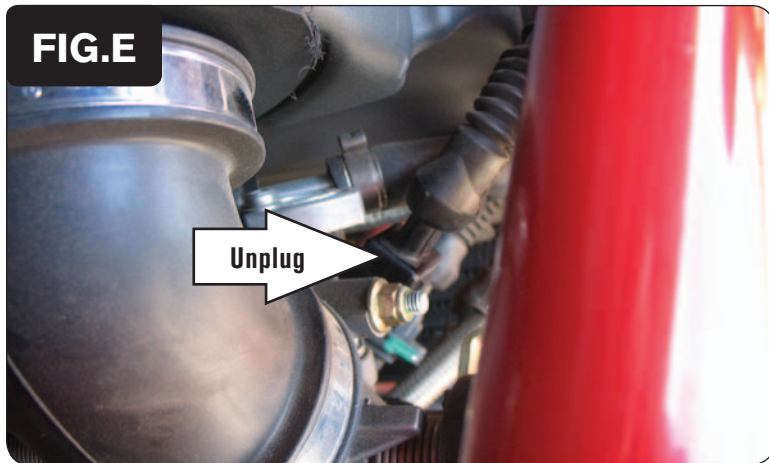
- 1 Remove the seat.
- 2 Remove the side panels.
- 3 Lay the PCV near the battery and route the harness down the left hand side of the bike (Fig. A).

- 4 Continue routing the PCV harness along left hand frame rail.
Route the pair of PCV leads with ORANGE colored wires to the right side of the bike following the frame cross member (Fig. B).

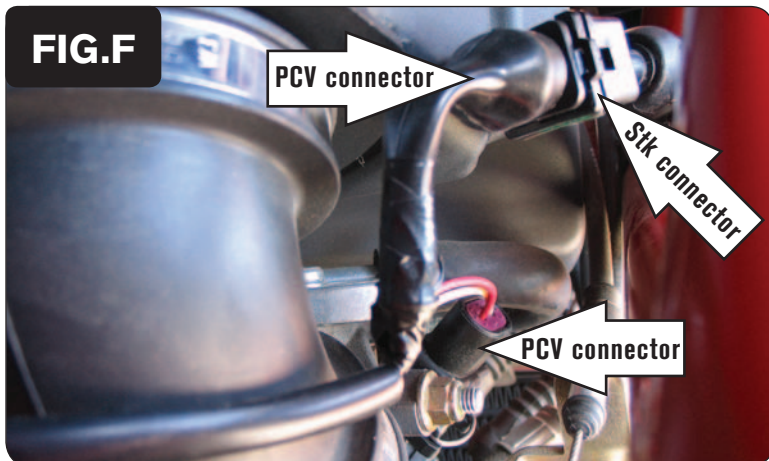
- 5 Unplug the stock wiring harness from the rear fuel injector (Fig. C).
This injector is located on the left hand side of the bike.



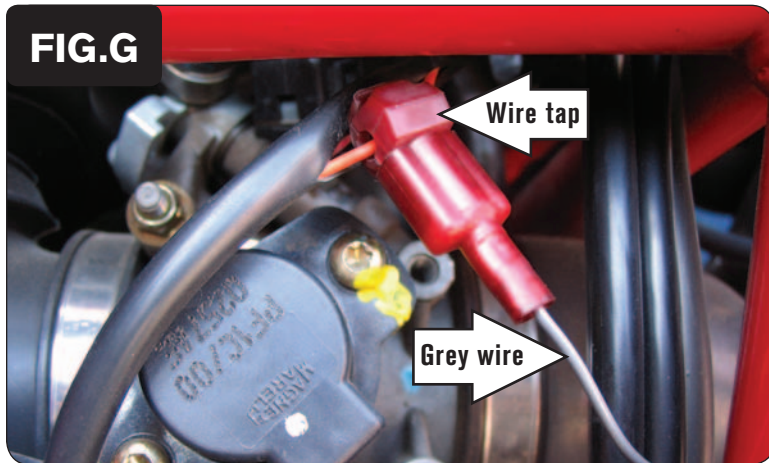
- 6 Plug the pair of PCV leads with YELLOW colored wires in-line of the rear fuel injector and the stock wiring harness (Fig. D).



- 7 Unplug the stock wiring harness from the front fuel injector (Fig. E).
This injector is located on the right hand side of the bike.

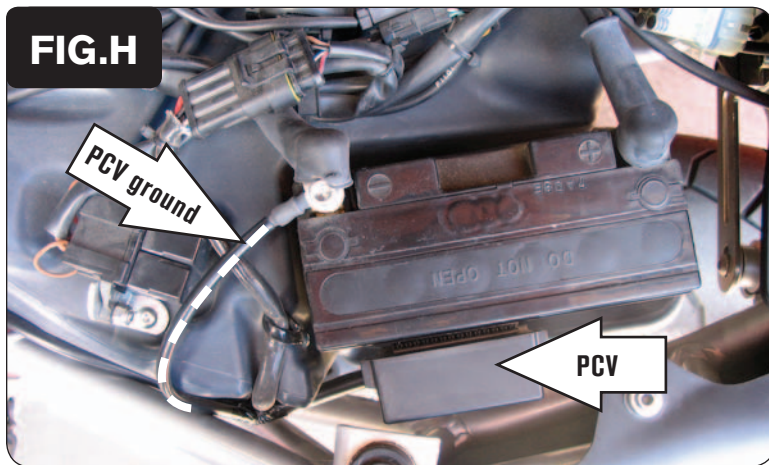
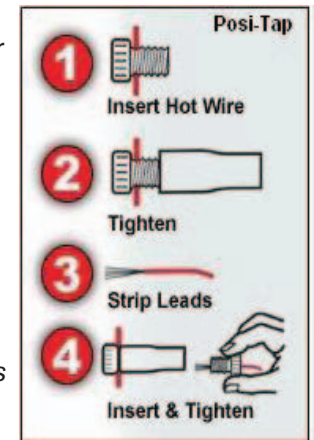


- 8 Plug the pair of PCV leads with ORANGE colored wires in-line of the front fuel injector and the stock wiring harness (Fig. F).

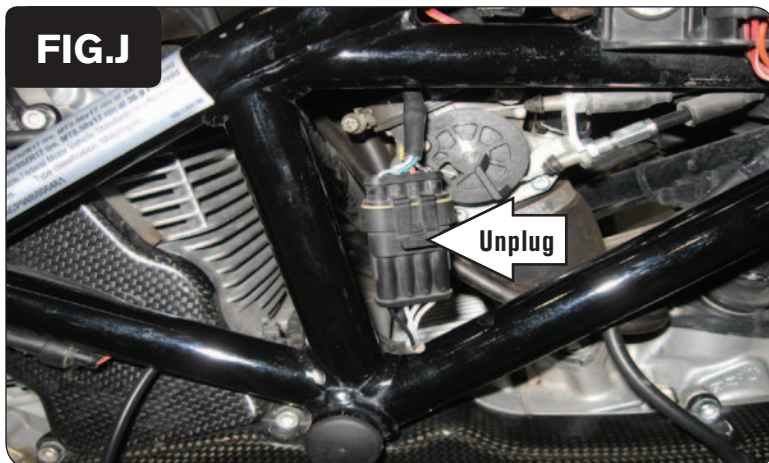


- 9 Locate the stock Throttle Position Sensor. This sensor is located on the left side of the throttle bodies.
- 10 Cut a 1" slit in the sheathing for the stock TPS wiring harness. This allows access to the internal wires.
- 11 Using the supplied Posi-tap, attach the PCV GREY wire to the stock ORANGE wire of the bike's TPS (Fig. G).

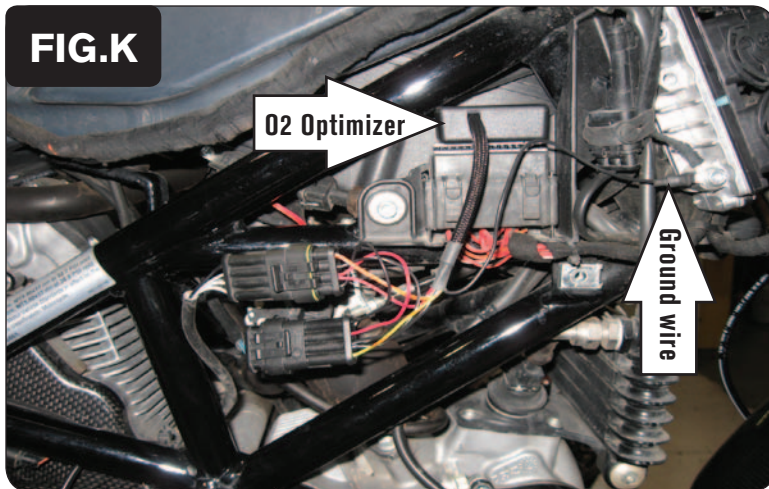
The wire tap shown in Figure G is not a Posi-tap. This is an older crimp-on style wire tap.



- 12 Attach the ground wire from the PCV harness with the small ring lug to the negative (-) terminal of the bike's battery (Fig. H).
- 13 Install the PCV to the side of the battery using the supplied Velcro (Fig. H).
Make sure to clean both surfaces with the alcohol swab before attaching.
- 14 Use the supplied zip-ties to secure the PCV wiring harness where necessary to keep the harness free and clear of any hot or moving parts.
- 15 Reinstall the side panels and the seat.



- 16 Remove the right hand side fairing.
- 17 Locate the O2 sensor connector. It is a BLACK 4-pin connector located on the right hand side of the bike (Fig. J).
- 18 Unplug this connector.



- 19 Plug the Dynojet O2 Optimizer in-line of the main wiring harness and stock O2 sensor.
- 20 Attach the ground wire of the O2 Optimizer to the ECU ground wire location.
- 21 Install the O2 Optimizer to the top of the fuse box assembly using the supplied Velcro (Fig. K).

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

Notes:

- When this O2 Optimizer is installed it will control the closed loop area of the motorcycle. The closed loop area is 0-24% throttle and 0-5500rpm. The module is designed to achieve an AFR target of around 13.6:1. If you desire a different AFR call tech support at 1-800-992-4993.
- Input values of 10 in the GREY area of the fuel tables in your PCV map file EXCEPT for the idle range. If you are using Auto-tune, do NOT input target AFR values in this range of the Target AFR table.

	0	2	5	10	15	20	40	60	80	100
500	0	0	0	0	0	0	0	0	0	0
750	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0
1250	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0
1750	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0
2250	0	0	0	0	0	0	0	0	0	0
2500	0	0	0	0	0	0	0	0	0	0
2750	0	0	0	0	0	0	0	0	0	0
3000	0	0	0	0	0	0	0	0	0	0
3250	0	0	0	0	0	0	0	0	0	0
3500	0	0	0	0	0	0	0	0	0	0
3750	0	0	0	0	0	0	0	0	0	0
4000	0	0	0	0	0	0	0	0	0	0
4250	0	0	0	0	0	0	0	0	0	0
4500	0	0	0	0	0	0	0	0	0	0
4750	0	0	0	0	0	0	0	0	0	0
5000	0	0	0	0	0	0	0	0	0	0
5250	0	0	0	0	0	0	0	0	0	0
5500	0	0	0	0	0	0	0	0	0	0