# [POWER COMMANDER V]

## FUEL AND IGNITION

## 2010-2012 Ducati Multistrada 1200

Installation Instructions

### PARTS LIST

| | |
|---|---|
| 1 | Power Commander |
| 1 | USB Cable |
| 1 | Installation Guide |
| 2 | Power Commander Decals |
| 2 | Dynojet Decals |
| 2 | Velcro strips |
| 1 | Alcohol swab |
| 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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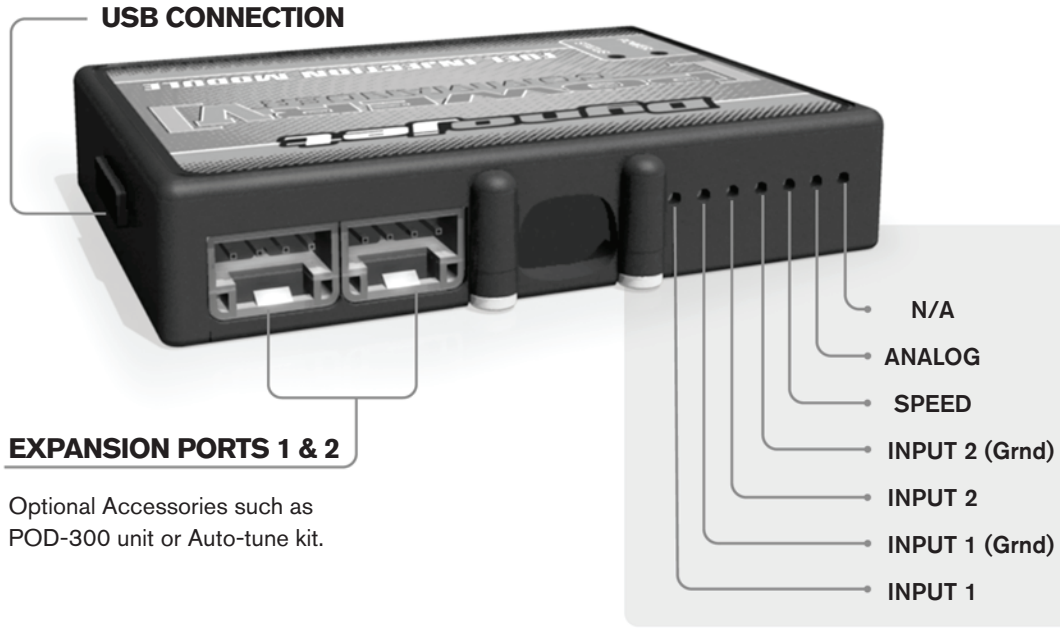
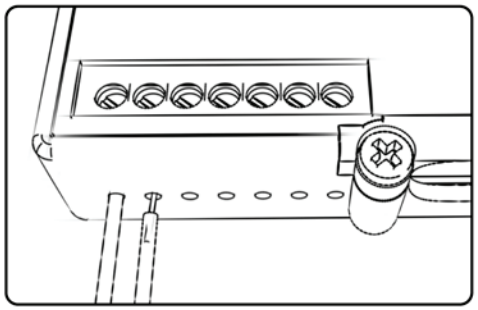
# POWER COMMANDER V
# INPUT ACCESSORY GUIDE




**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

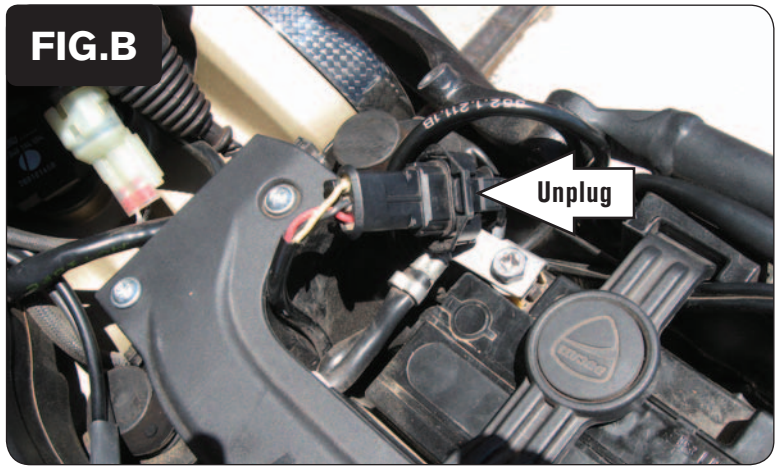
**Map -** (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position 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.)

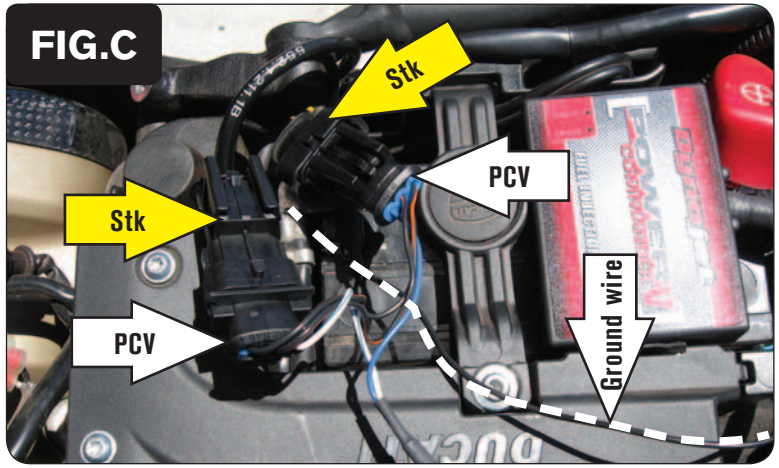
**Shifter-** (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

**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.


***It is recommended that this installation be done by a trained well equipped mechanic as the front injectors are very difficult to access without specific tools.***

1 Remove the main seat and passenger seat.

2 Remove the side fairing from both sides of the motorcycle (Fig. A).

3 Lay the PCV in the battery area and lay the harness going towards the front of the motorcycle.

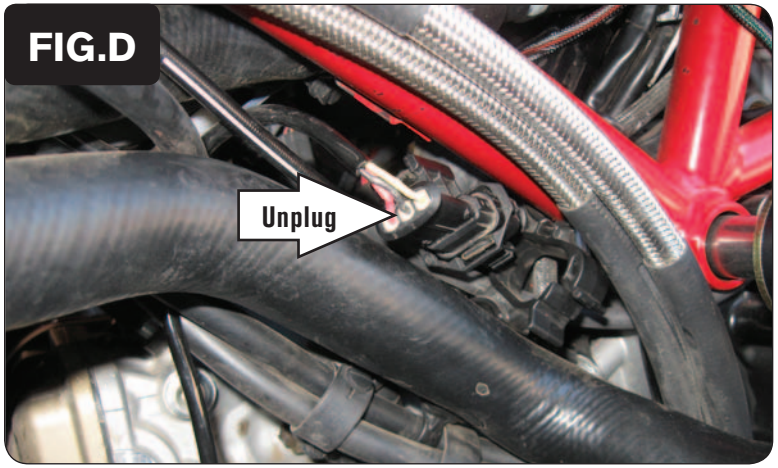
4 Locate the rear ignition coil connection and unplug it (Fig. B).

*This is a BLACK 3-pin connector located towards the front of the battery.*

5 Plug the pair of PCV connectors with the BLUE colored wires in-line of the stock rear ignition coil connectors (Fig. C).

6 Attach the ground wire from the PCV with the small ring lug to the negative (-) terminal of the bike's battery.

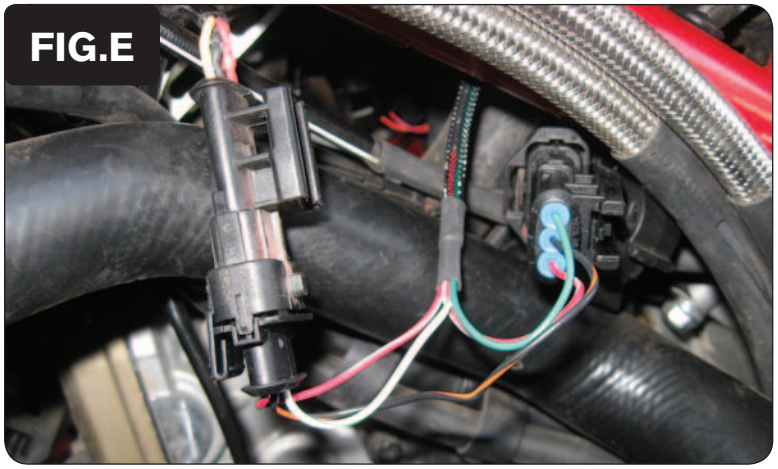
FIG.D




7 Locate the front ignition coil connection and unplug it (Fig. D).

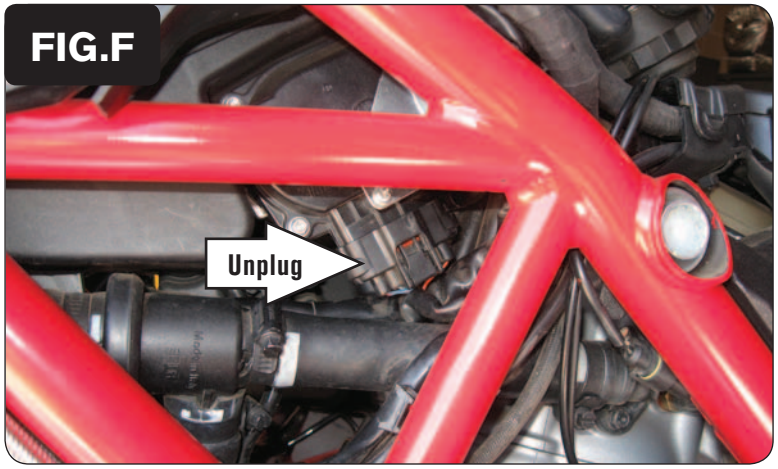
*This is a BLACK 3-pin connector pair located on the left side of the motorcycle.*

FIG.E



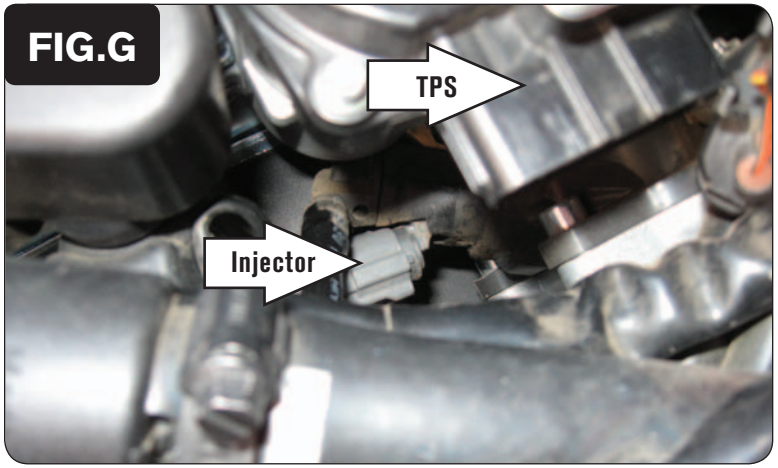
8 Plug the pair of PCV connectors with the GREEN colored wires in-line of the stock front ignition coil connectors (Fig. E).

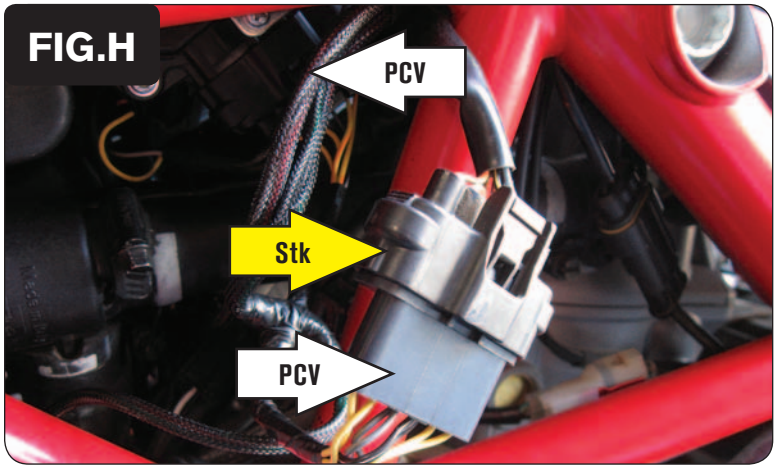
FIG.F

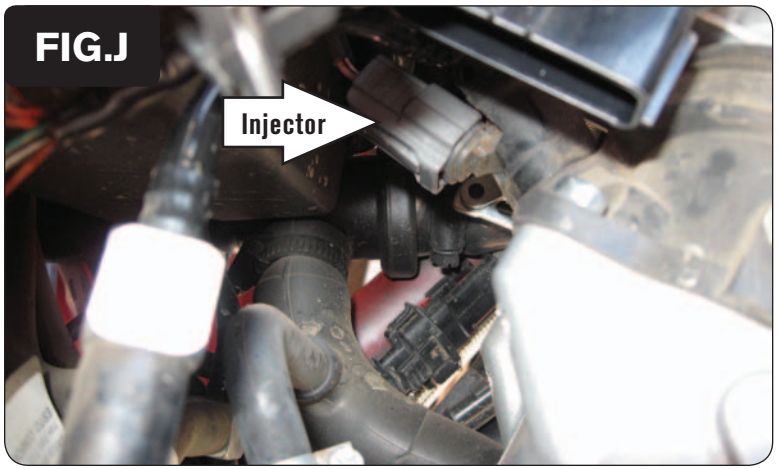



9 Unplug the stock wiring harness from the Throttle Position Sensor (Fig. F).

*This is a BLACK 5-pin connector on the left side of the throttle body.*




10 Unplug the stock wiring harness from the rear fuel injector (Fig. G).

*This connection is located behind the throttle position sensor connection that was unplugged in step 9.*

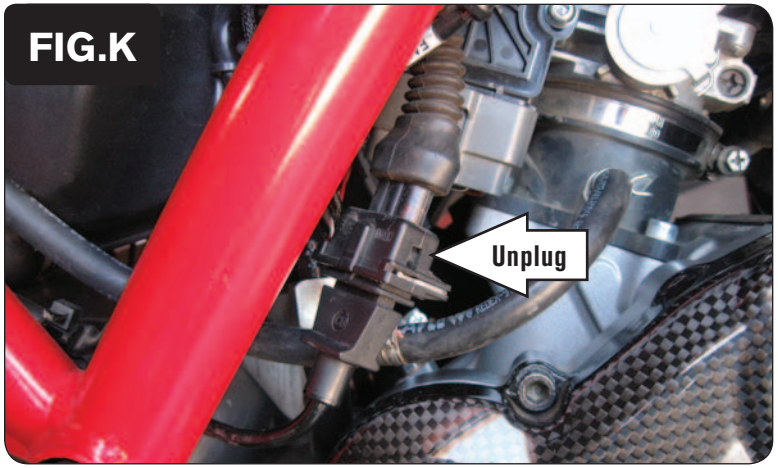
11 Plug the pair of PCV connectors with the YELLOW colored wires in-line of the rear fuel injector and the stock wiring harness.

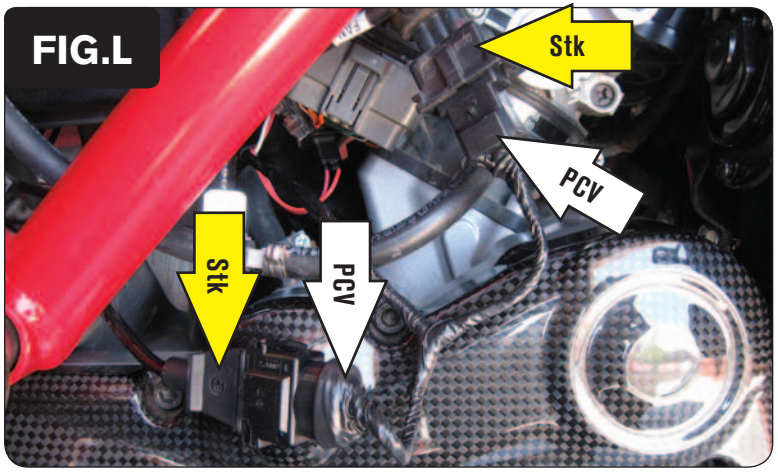
12 Plug the PCV connectors in-line of the stock wiring harness and Throttle Position Sensor (Fig. H).

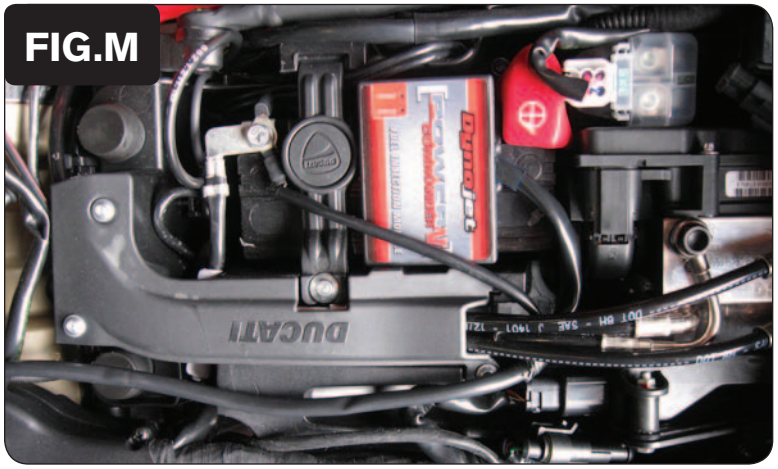
13 Unplug the stock wiring harness from the front fuel injector (Fig. J).

*This connection is located behind the throttle position sensor on the right side of the motorcycle. The injector is easier accessed if you unplug the stock wiring harness from the TPS on the right side.*

14 Plug the pair of PCV connectors with the ORANGE colored wires in-line of the front fuel injector and the stock wiring harness.




15 Unplug the stock Crank Position Sensor connectors on the right side of the motorcycle (Fig. K).

16 Plug the pair or mating PCV connectors in-line of the stock Crank Position Sensor connectors (Fig. L).

17 Secure the PCV to the top of the battery using the supplied Velcro (Fig. M).

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

18 Reinstall the bodywork and seats.

**Tuning Notes:**

This bike uses a fly-by wire system, so conventional tuning can not be performed for all RPM and throttle ranges.

The throttle position input for the PCV is attached to the throttle blade angle sensor of the throttle bodies which is NOT directly correlated to the throttle grip position. Because of this when setting the throttle position in the PCV software we recommend on resetting only the closed position after the bike has completely warmed up. Use the arrow key (<) next to CLOSED to perform this step and then click OK. Do not try to set the OPEN position.

The BLUE/WHITE wire of the PCV wiring harness can be connected to the signal wire of the stock gear position sensor; which will allow you to build a map for each individual gear or set kill times for the quickshifter per gear. Use the supplied Posi-tap to attach the BLUE/WHITE wire to the stock gear position signal wire, if desired. The stock gear position signal wire can be found near the rear coil connection in front of the battery. It is the middle WHITE wire of the WHITE 3-pin gear position sensor connector.