

# [POWER COMMANDER V]

**2007-2009 Ducati Multistrada 1100**

**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 O2 Optimizer
- 1 Zip tie
- 1 Posi-tap

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

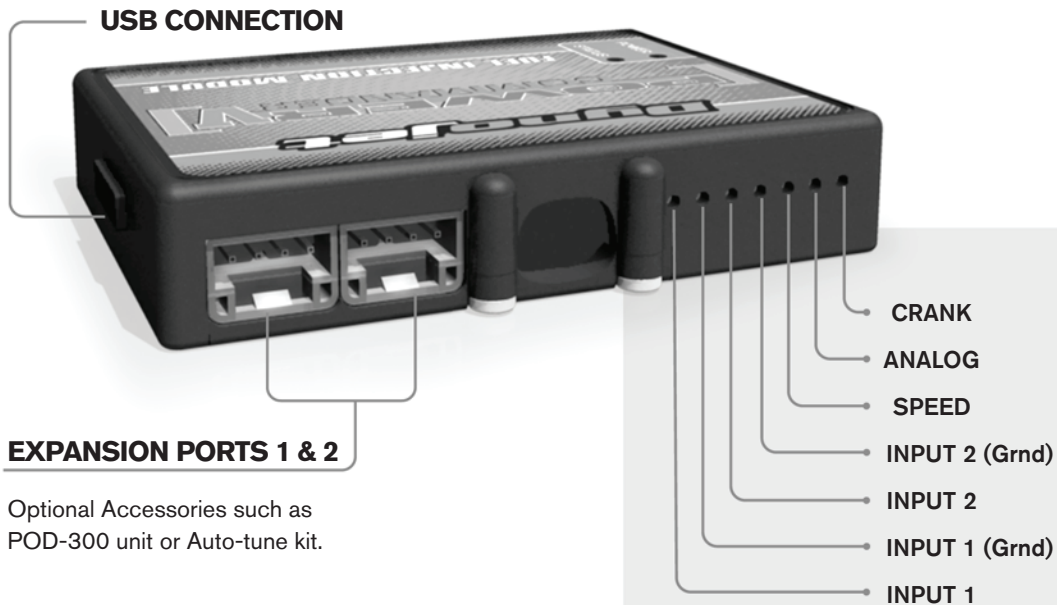
YOU CAN ALSO DOWNLOAD THE POWER COMMANDER SOFTWARE AND LATEST MAPS FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 [www.powercommander.com](http://www.powercommander.com)

# 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 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 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-

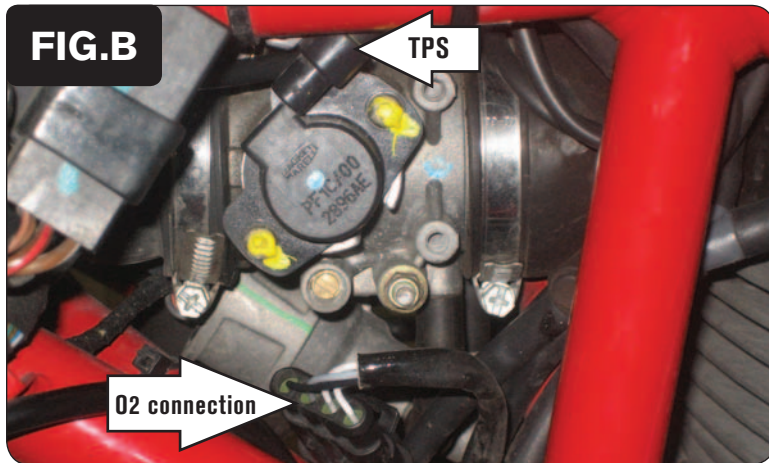
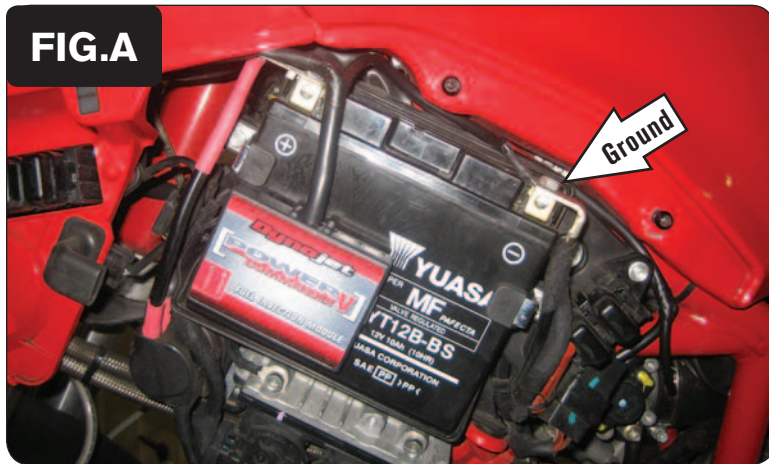
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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.



- 1 Remove left and right side panels.
- 2 Secure the PCV module to the battery as shown in Figure A using the supplied Velcro.  
*Make sure to clean both surfaces with the supplied alcohol swab before attaching the Velcro.*
- 3 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery (Fig. A).

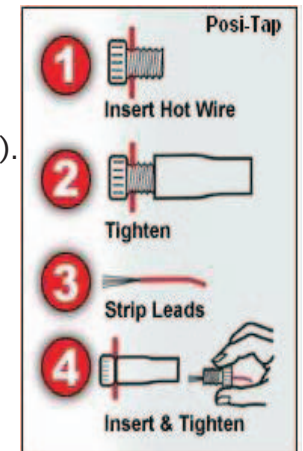
- 4 Locate the Throttle Position Sensor on the left side of the throttle body (Fig. B)
- 5 Unplug the stock connector from the bike's TPS to gain access to the wiring harness.

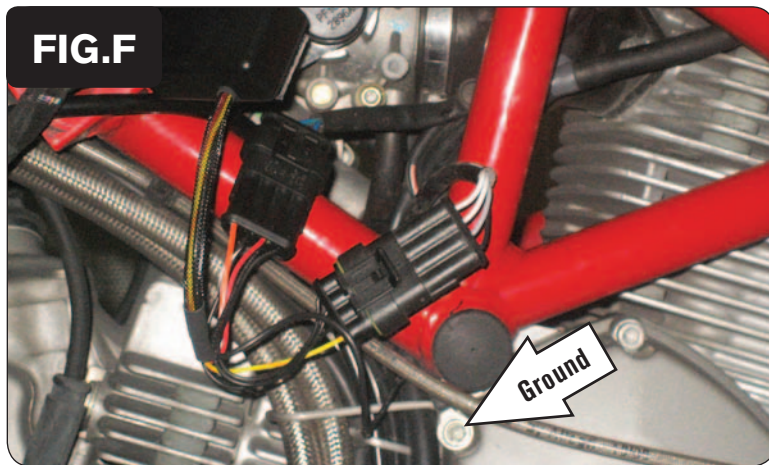
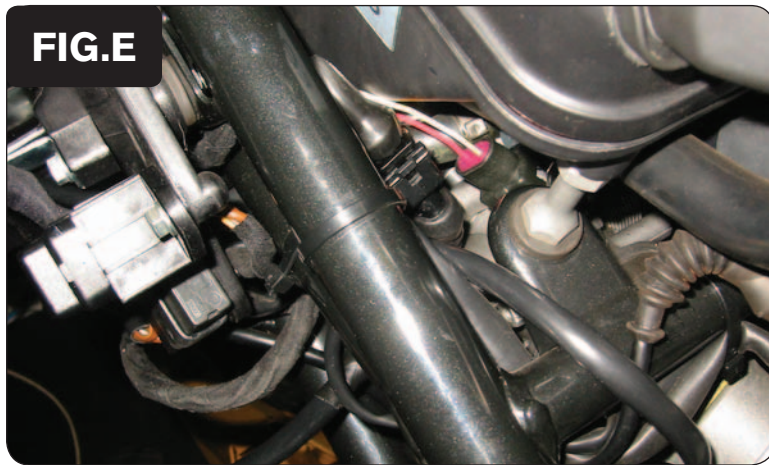
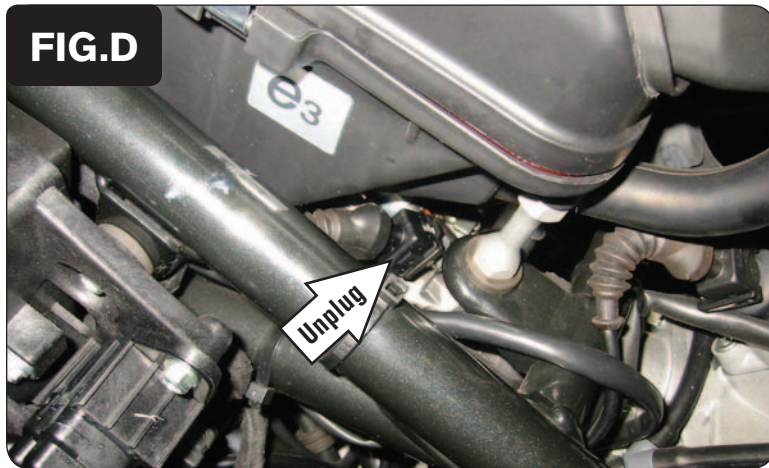
- 6 Using the supplied Posi-tap, attach the single unterminated GREY wire of the PCV to the stock ORANGE wire of the bike's TPS wiring harness (Fig. C).

*This is pin position C on the stock TPS connector.*

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

- 7 After attaching the GREY wire, plug the stock TPS connector back onto the TPS.





- 8 Route the PCV wiring harness up to throttle bodies.

*It is possible to install the PCV without removing the fuel tank and the airbox, although removing them may aid in the install.*

- 9 Unplug the stock wiring harness from the rear fuel injector (Fig. D).

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

- 11 Route the PCV harness under the throttle bodies to the right side of the bike.

- 12 Repeat steps 9 & 10 for the front fuel injector using the pair of PCV leads with the ORANGE colored wires.

- 13 Locate the stock O2 sensor connectors. This is a BLACK 4 pin connector pair located on the left hand side of the bike, below the TPS connector. Unplug this connector.

*This connection can be seen in Figure B.*

- 14 Plug the Dynojet O2 Optimizer wiring harness in-line of the stock O2 sensor connectors (Fig. F).

- 15 Attach the ground wire of the O2 Optimizer to the engine cover bolt as shown in Figure F.

- 16 Secure the O2 Optimizer module to the frame using the supplied zip tie.

- 17 Reinstall the left and right side panels.

*The O2 Optimizer for this model controls the AFR in the stock closed loop range. This range is up to 24% throttle and up to 5500 RPM. The O2 Optimizer is designed to achieve a target AFR of 13.6:1 in the closed loop range. To use this O2 Optimizer you must retain your stock O2 sensor (even if using Auto-tune).*

*It is not necessary to input values in this closed loop range of your fuel table/tables. If using the Auto tune system, do NOT input values in this range of your Target AFR table/tables.*