

[POWER COMMANDER V]

2013-2014 Ducati Hypermotard 821

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
- 4 Zip-ties

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

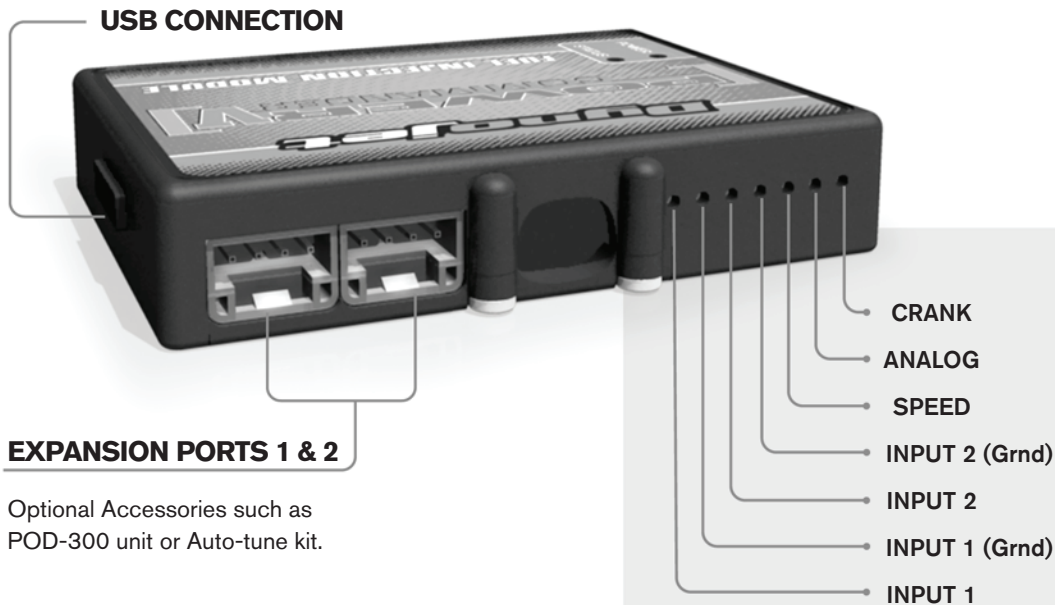
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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



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.



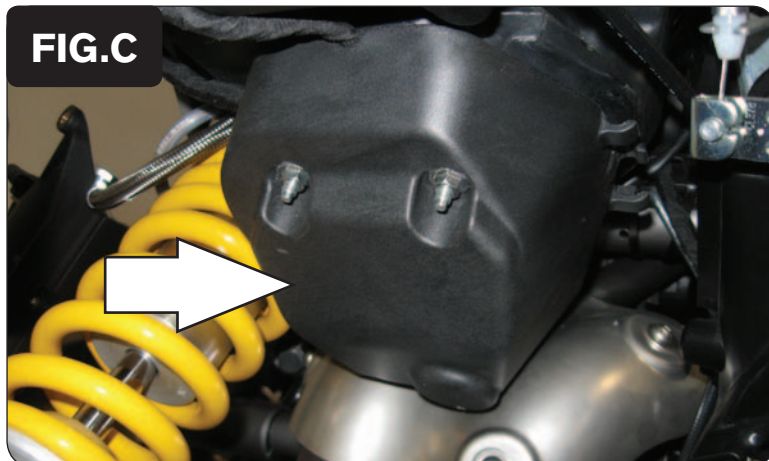
- 1 Remove the seat.
- 2 Remove the side panels on both sides of the fuel tank (Fig. A).



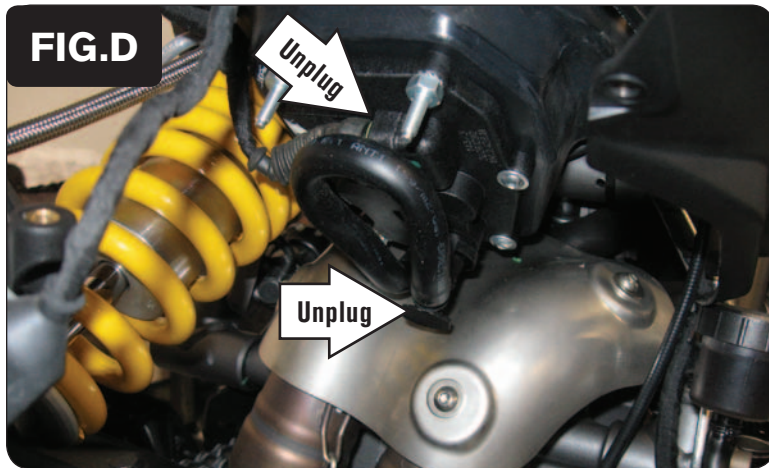
- 3 Unbolt and loosen the rear shock reservoir from the under-tail by removing the 2 bolts (Fig. B).

This step is not necessary on SP models.

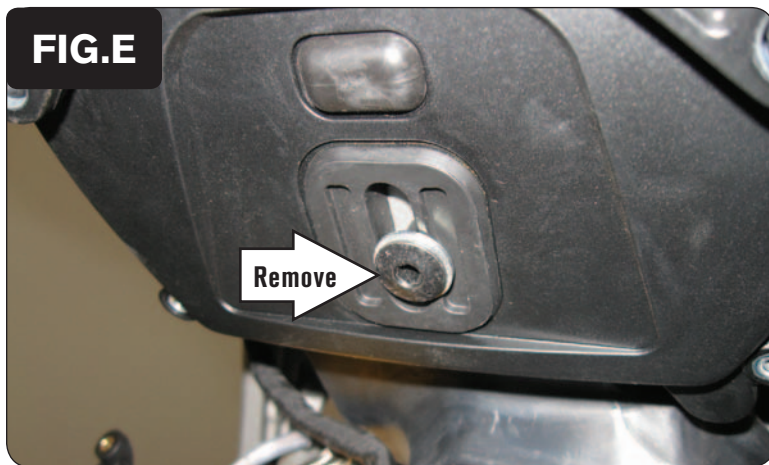
WARNING - Do NOT attempt to disconnect this reservoir from the rear shock.



- 4 Remove the cover under the tail that covers the fuel pump at the bottom of the fuel tank (Fig. C).



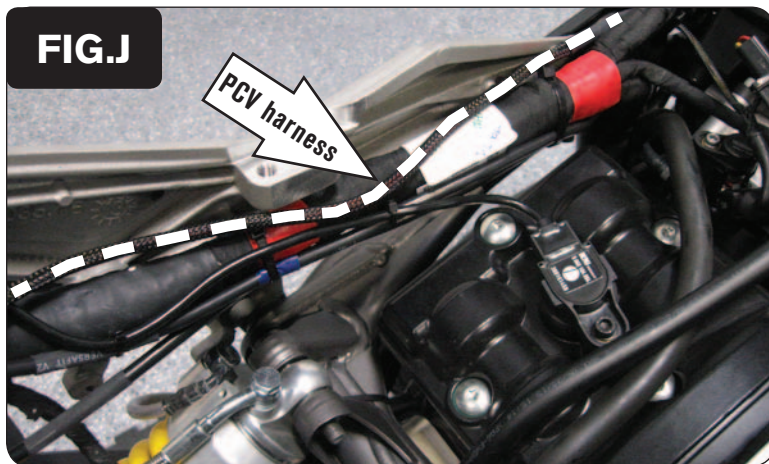
- 5 Unplug the fuel line and the electrical connector from the bottom of the fuel pump (Fig. D).



- 6 Remove the bolt at the bottom of the tail section (Fig. E).
- 7 Remove the cross-member bracket above the rear of the fuel tank.
- 8 Remove the entire fuel tank.



- 9 Lay the PCV module on top of the ECU temporarily and secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery (Fig. F).



10 Carefully remove the back cover of the larger ECU connector to expose the wires behind it (Fig. G).

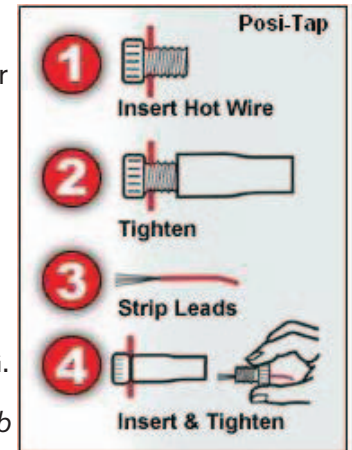
11 Use the supplied Posi-tap to attach the PCV unterminated GREY wire to the stock TPS signal wire (ORANGE/BLUE) of the larger ECU connector (Fig. H).

This ORANGE/BLUE wire is in location #48 of the larger ECU connector.

12 Reinstall the ECU connector back cover.

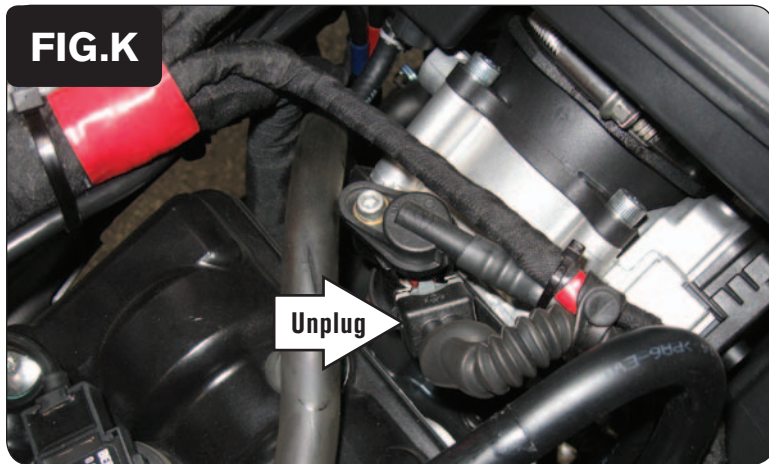
13 Use the supplied Velcro strips to secure the PCV module to the top of the ECU as shown in Figure G.

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



14 Route the PCV harness forward towards the engine along the inside of the left frame rail (Fig. J).

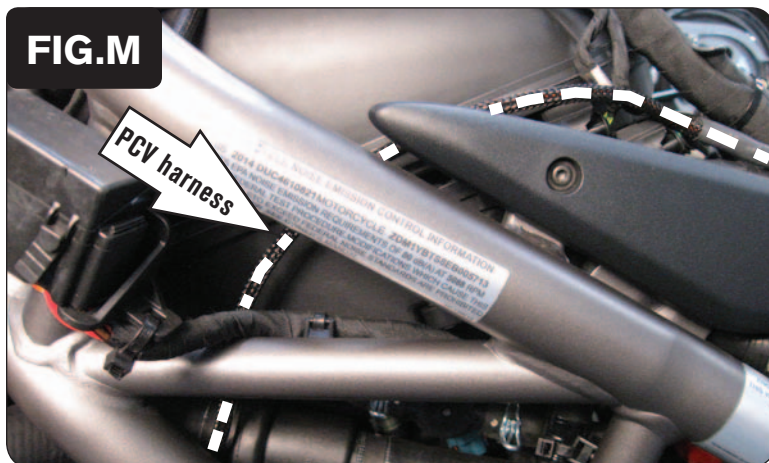
You can follow along directly on top of the stock wiring harness.



- 15 On the rear cylinder throttle body unplug the stock wiring harness from the Fuel Injector (Fig. K).

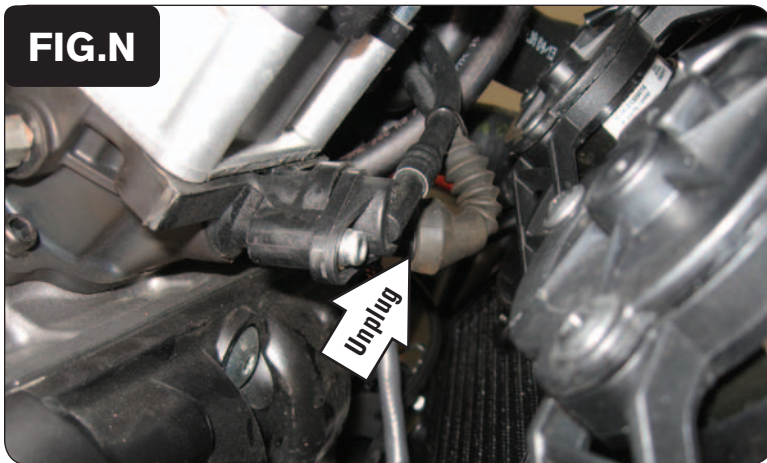


- 16 Plug the pair of PCV leads with YELLOW colored wires in-line of the rear Fuel Injector and the stock wiring harness (Fig. L).



- 17 Continue routing the PCV wiring harness up the left side of the airbox, then downward, and across to the front-right side of the engine (Fig. M).

Keep the wiring harness routing inside the frame rails. Loosening the radiator mounting bolts will aid in this part of the wiring harness routing and in making the remaining connections.

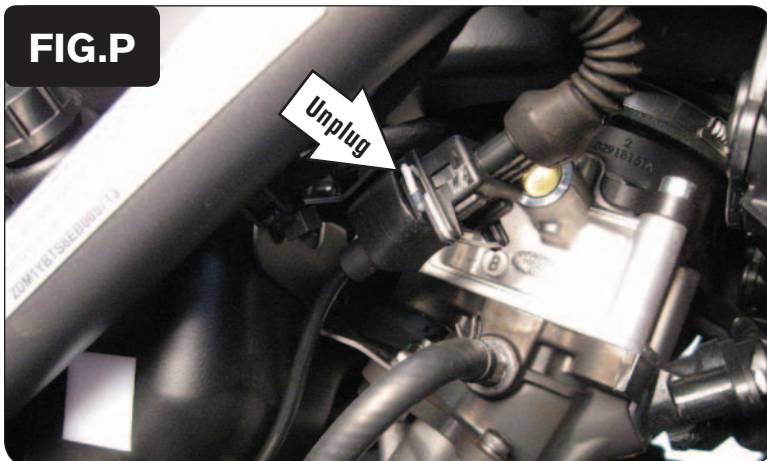


- 18 On the front cylinder throttle body, unplug the stock wiring harness from the front Fuel Injector (Fig. N).

The electrical connector is not entirely visible in this picture. This picture was taken from the right side of the bike looking in above the front cylinder head just behind the radiator.



- 19 Plug the pair of PCV leads with ORANGE colored wires in-line of the front Fuel Injector and the stock wiring harness (Fig. O).

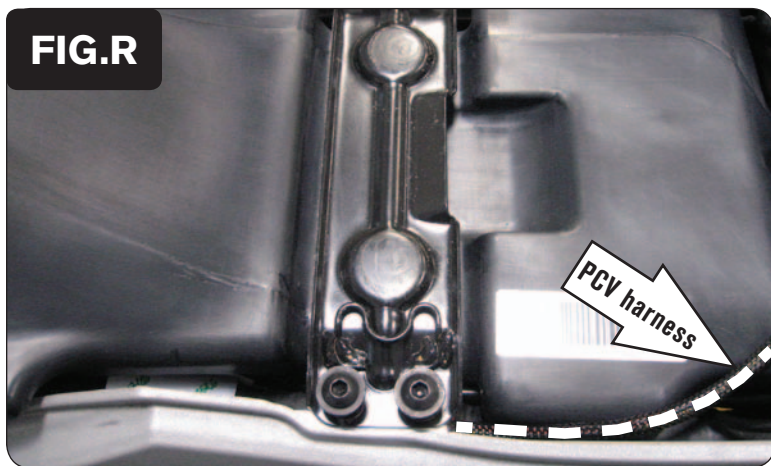


- 20 Unplug the stock Crank Position Sensor connectors (Fig. P).

This is a pair of BLACK 3-pin connectors just right of the front cylinder throttle body.



- 21 Plug the pair of 3-pin connectors of the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. Q).



- 22 Use the supplied zip-ties to secure the PCV wiring harness where you may see fit.

Be sure to keep the wiring free and clear of any hot or moving parts. Along the left side of the fuel tank, be sure to stay as close the top of the stock wiring harness as possible.

- 23 Reinstall the fuel tank, cross-member bracket, body work, rear shock reservoir, and the seat.

Keep the PCV harness below the cross-member bracket (Fig. R).