POWER COMMANDER V

2015 Ducati M821

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

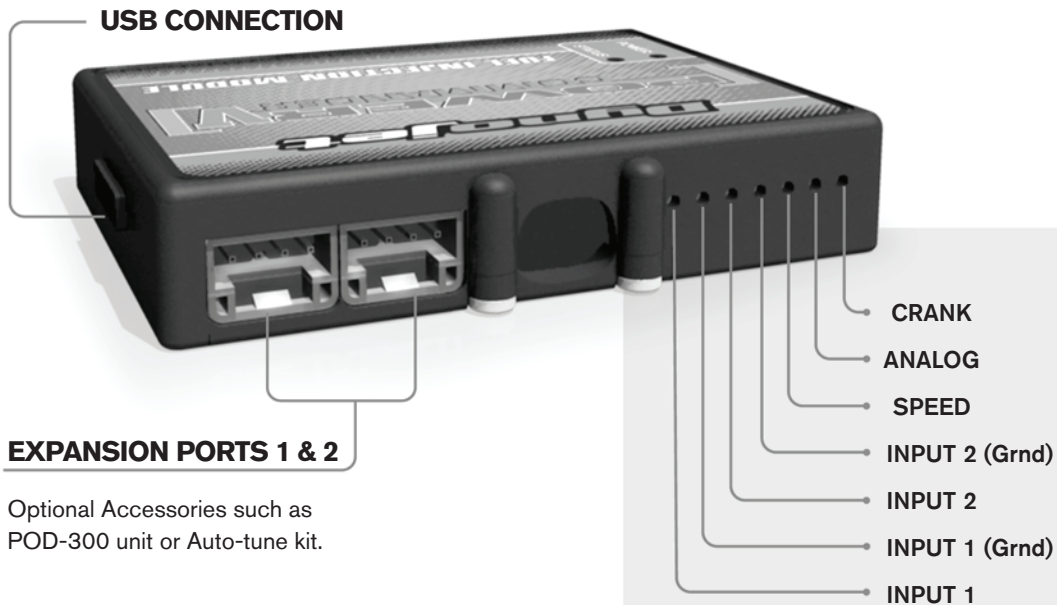### THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

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

USB CONNECTION

EXPANSION PORTS 1 & 2

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

CRANK
ANALOG
SPEED
INPUT 2 (Grnd)
INPUT 2
INPUT 1 (Grnd)
INPUT 1

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.
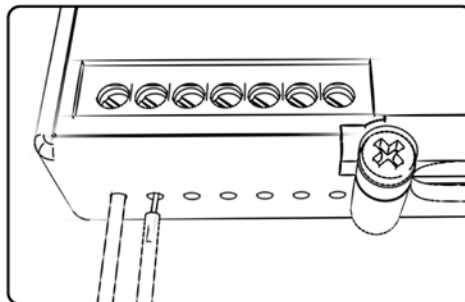
ACCESSORY INPUTS

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.

FIG.A

FIG.B

FIG.C

1   Remove the seat and lift the fuel tank up.

2   Lay the PCV in the tail section and route down the left side of the frame and go towards the air box.
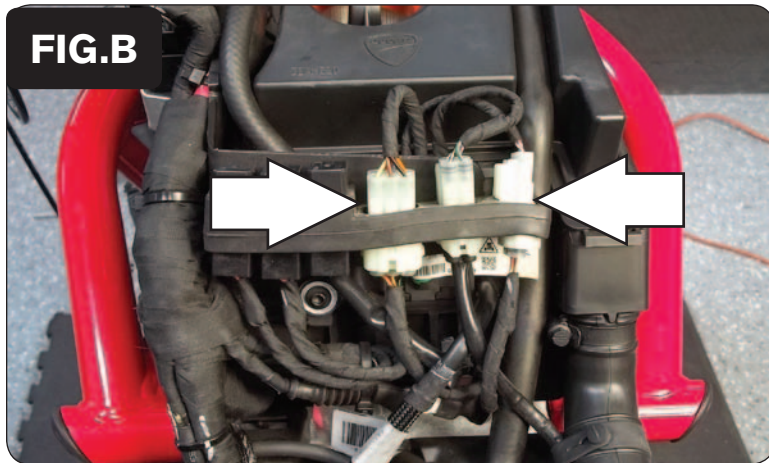
3   Unplug the 6 pin connector on the left shown in Figure B.

4   Unplug the 3 pin connector on the right shown in Figure B.

5   Plug the PCV in-line of the stock wiring (Fig. C).

6   Route the remaining connectors from the PCV down the right side of the engine.
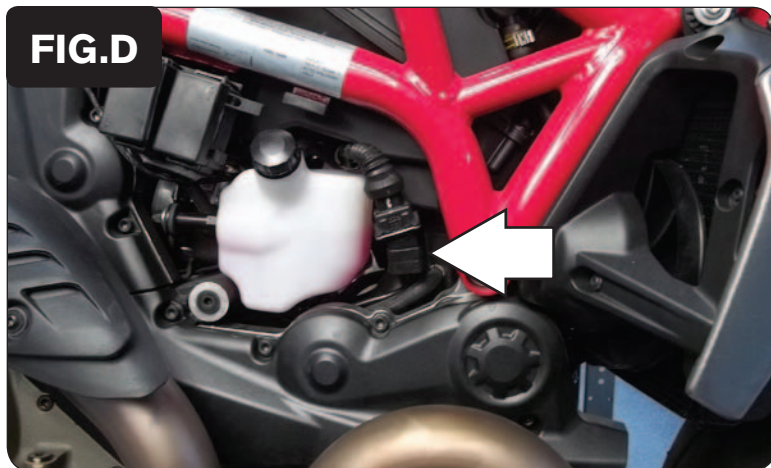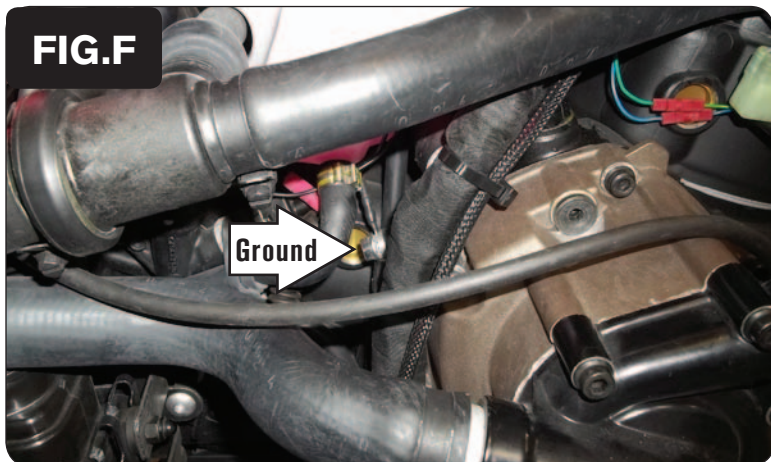
FIG.D

7   Unplug the stock Crank Position Sensor (Fig. D).

This is a BLACK, 3 pin connector on the right side of the engine near the coolart overflow reservoir.

FIG.E

8   Plug the PCV in-line of the stock CPS and wiring harness.

FIG.F

Ground

9   Attach the ground wire of the PCV to the case bolt on the left side of the engine (Fig. F).

10   Reinstall fuel tank and seat.

NOTE: If you want to adjust the closed loop area you will either need the optional O2 Optimizer or have your ECU reflashed.