

[POWER COMMANDER V]

2009 MV Agusta F4 1078RR

Installation Instructions



PARTS LIST

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- 2 Velcro strips
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- 1 O2 Optimizer
- 3 Zip ties

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

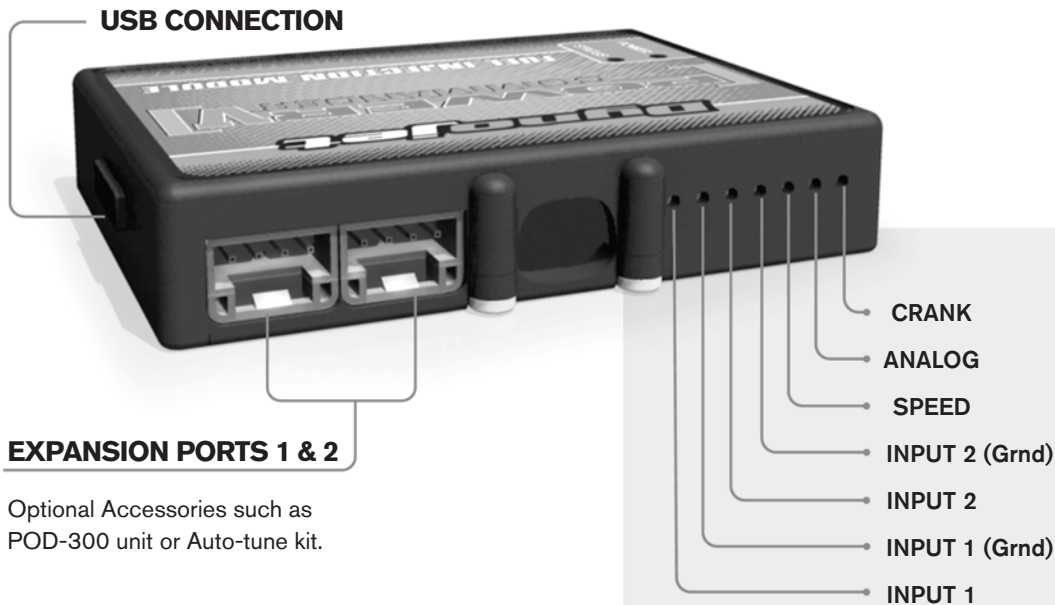
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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

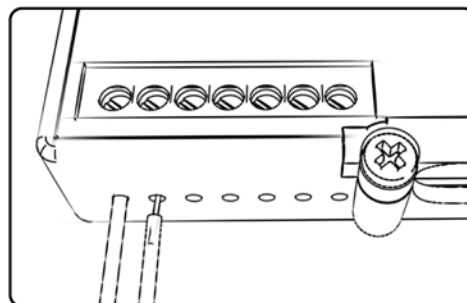
POWER COMMANDER V INPUT ACCESSORY GUIDE



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-

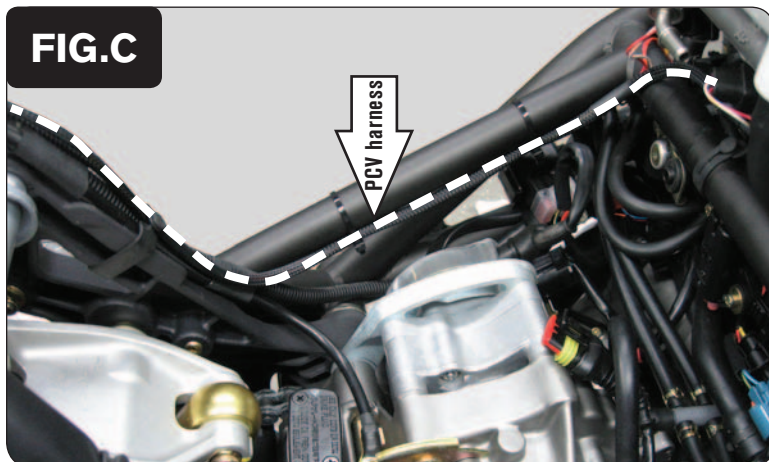
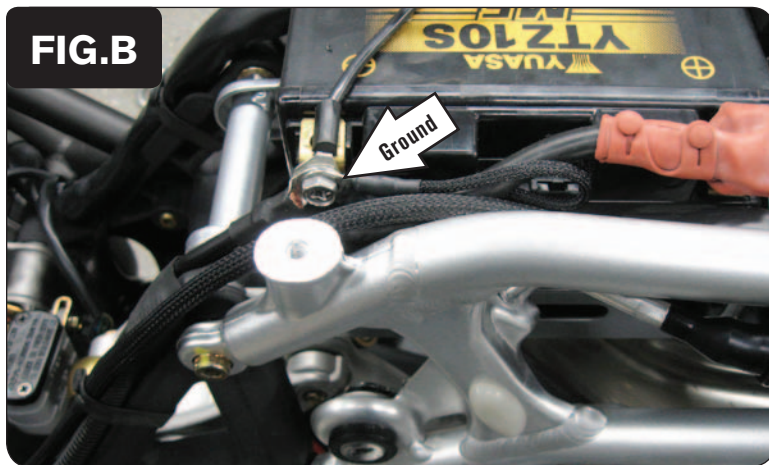
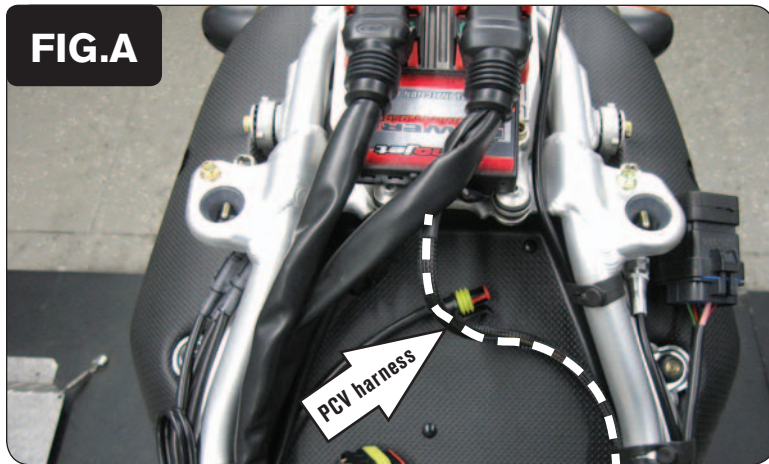
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

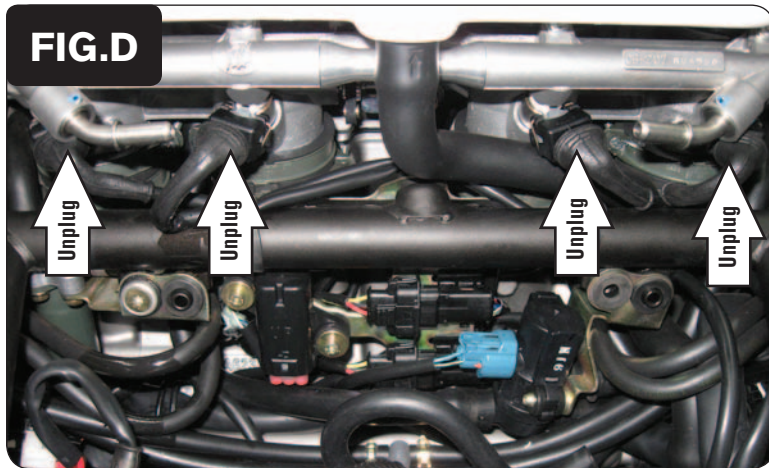
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



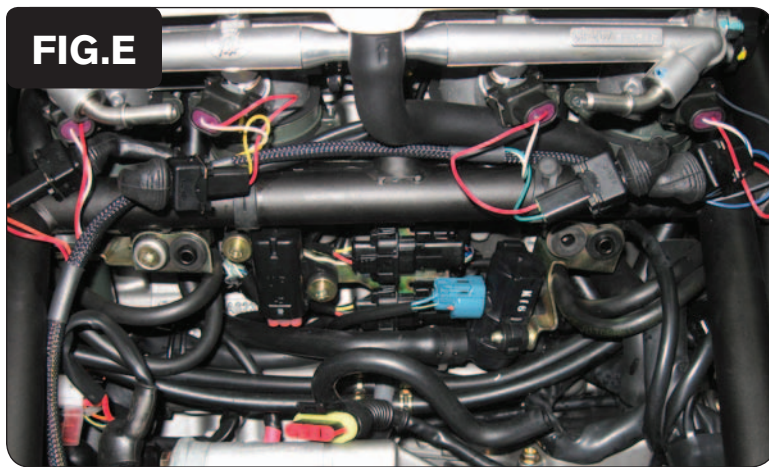
- 1 Remove the seat.
- 2 Remove the fuel tank.
- 3 Secure the PCV in the tail section on top of the stock ECU using the supplied Velcro.
Use the supplied alcohol swab to clean both surfaces prior to applying the Velcro.
Do not install the PCV on the inner fender as this area gets very hot.
- 4 Route the wiring harness from the PCV along the left side of the subframe and go towards the engine (Fig. A).

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

- 6 Route the PCV harness along the inside of the frame on the left side (Fig. C).
Use the stock wire wraps to secure the PCV harness in place.



7 Unplug the stock wiring harness from each fuel injector (Fig. D).



8 Plug the PCV harness in-line of the fuel injectors and the stock wiring harness (Fig. E).

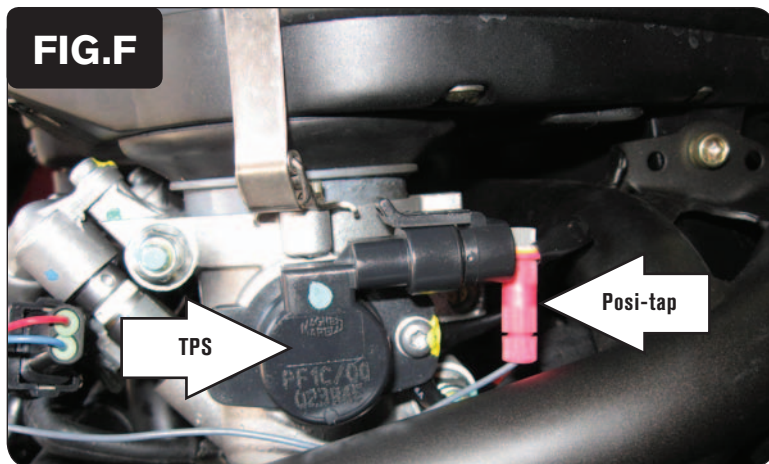
PCV harness:

ORANGE - cylinder #1(left)

YELLOW - cylinder #2

GREEN - cylinder #3

BLUE - cylinder #4 (right)



9 Locate the Throttle Position Sensor on the right hand side of the throttle bodies (Fig. F).

10 Using the supplied Posi-tap, attach the GREY wire of the PCV to the stock GREY/GREEN wire of the TPS harness.

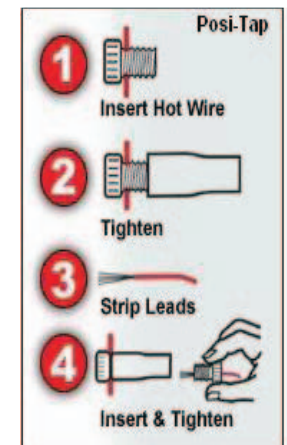


FIG.G

- 11 Locate the stock O2 sensor connection. This is to the rear underside of the engine. You can follow the wires out of the stock exhaust to this connection.
- 12 Unplug the stock O2 sensor from the wiring harness and plug the Dynojet O2 Optimizer in-line of the stock O2 sensor connectors (Fig. G).
- 13 Secure the O2 Optimizer and wires out of the way of the exhaust using the supplied zip ties.
- 14 Reinstall the fuel tank and the seat.

	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
5750	0	0	0	0	0	0	0	0	0	0
6000	0	0	0	0	0	0	0	0	0	0

FIG.H**Tuning Notes:**

- The O2 Optimizer will control the AFR in the closed loop range of the engine. The closed loop range is 0-18% throttle and 0-5250 RPM. This is represented by the highlighted range of the table shown in Figure H. The O2 Optimizer is designed to achieve an AFR target of around 13.6:1 in this range. To use this O2 Optimizer you must retain your stock O2 sensor (even if using Auto-tune).
- Make sure to input a value of 10 in this range of your fuel table/tables (except 0% throttle). If you are using an Auto-tune module do NOT input Target AFR values in this same range.
- The light on the O2 Optimizer will blink while the O2 sensor is heating up. The unit is NOT working until the light goes solid GREEN.