

[POWER COMMANDER V]

2013-2015 MV Agusta F3 675

Installation Instructions



PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 4 Velcro strips
- 1 Alcohol swab
- 1 Posi-tap
- 1 Secondary Fuel Module
- 1 6" CAN Link cable

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

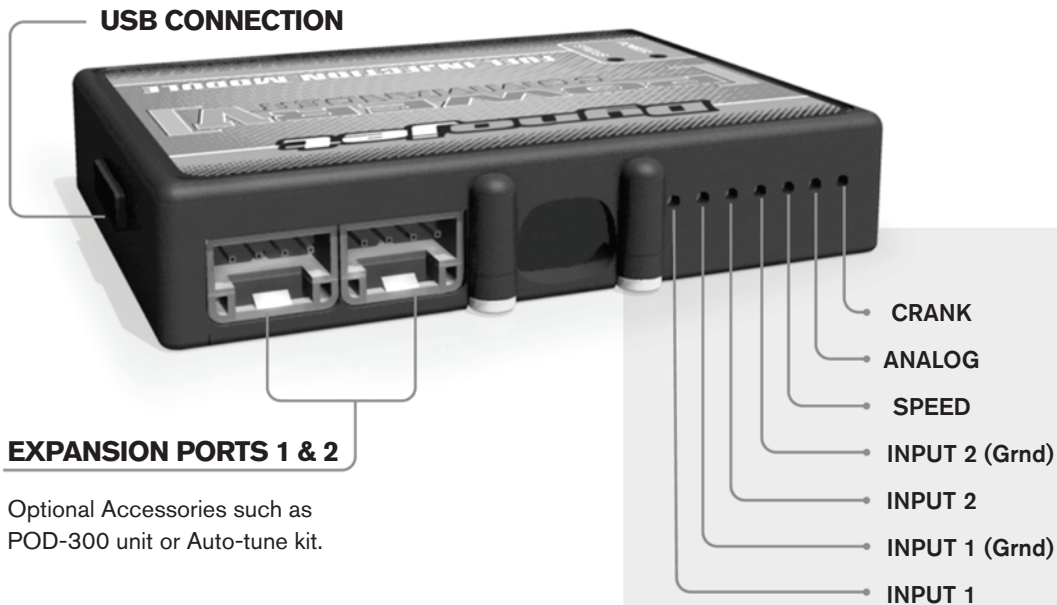
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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

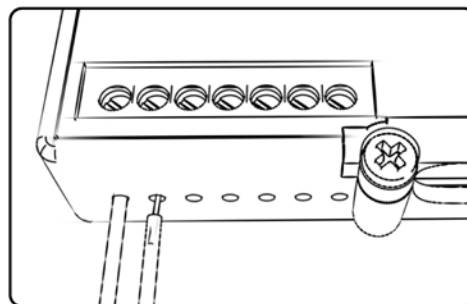
POWER COMMANDER V INPUT ACCESSORY GUIDE



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.



FIG.A

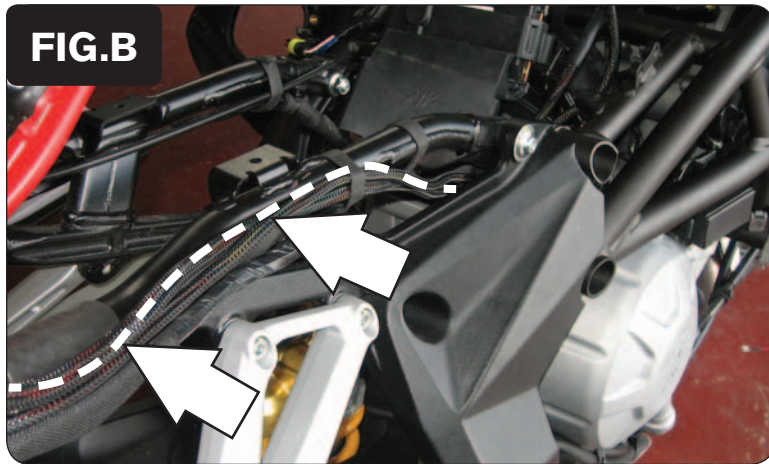


FIG.B

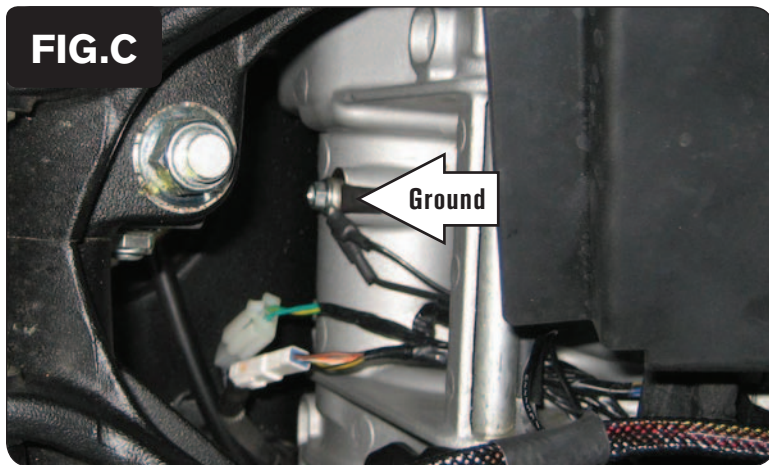
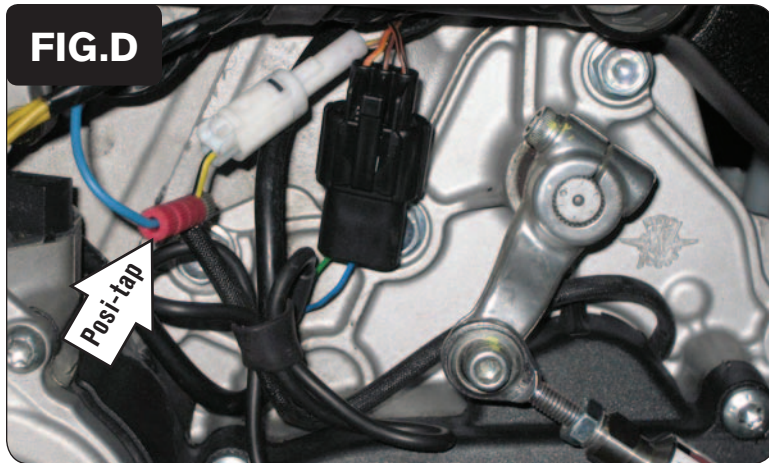


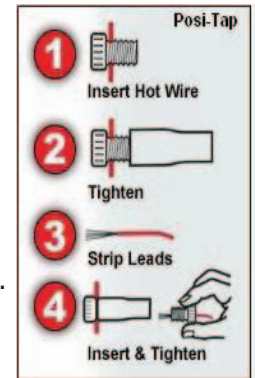
FIG.C

- 1 Remove the following from the motorcycle:
 - Tail section ▪ Both side fairings.
 - Fuel tank ▪ Air box
 - Battery ▪ Battery support bracket ▪ ECU
- 2 Place the PCV and SFM modules in the tail section (Fig. A).
- 3 Route the harnesses along the right external side of the rear sub-frame and secure them using the stock rubber ties (Fig. B).
- 4 Locate and loosen the bolt that holds the stock ground wire on the back of the engine.
- 5 Secure the PCV and SFM ground wires with small ring lugs to this location (Fig. C).



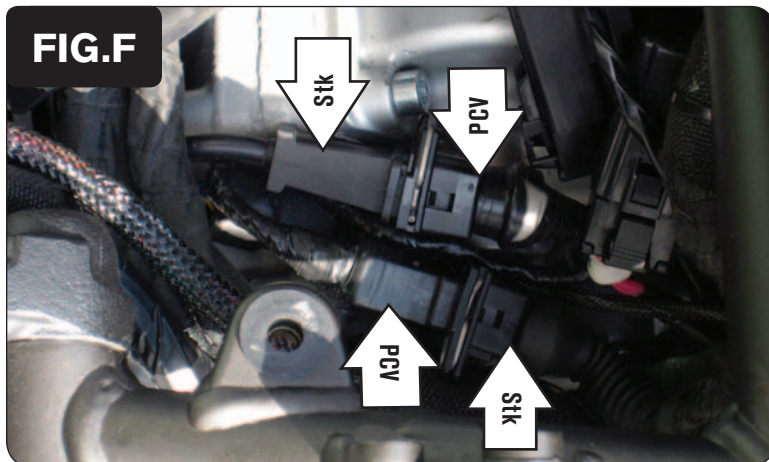
- 6 Route the BLUE/WHITE wire from the PCV harness to the left side of the bike.
- 7 Locate the single pin white connector above the front sprocket cover.
- 8 Using the supplied Posi-tap connect the BLUE/WHITE wire from PCV to the stock YELLOW/BLACK wire (Fig. D).

This connection allows the PCV to see Gear Position.



- 9 Locate the stock Crank Position Sensor connectors (Fig. E).

This is a BLACK 3-pin connector pair located under the fuel tank.

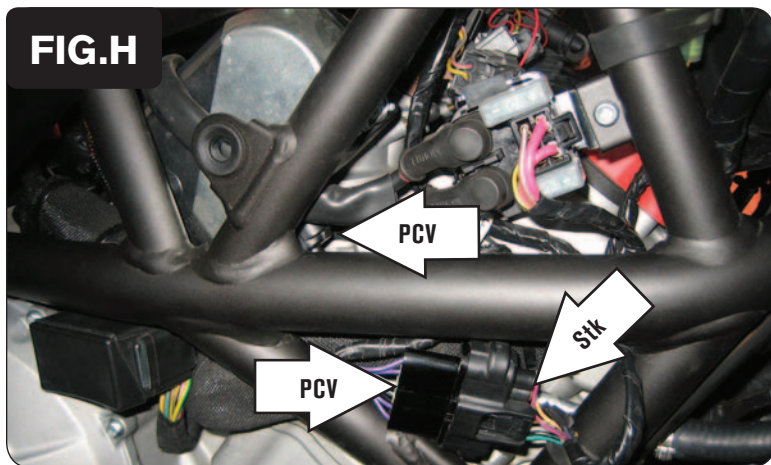


- 10 Plug the PCV connectors in-line of the stock Crank Position Sensor connectors (Fig. F).

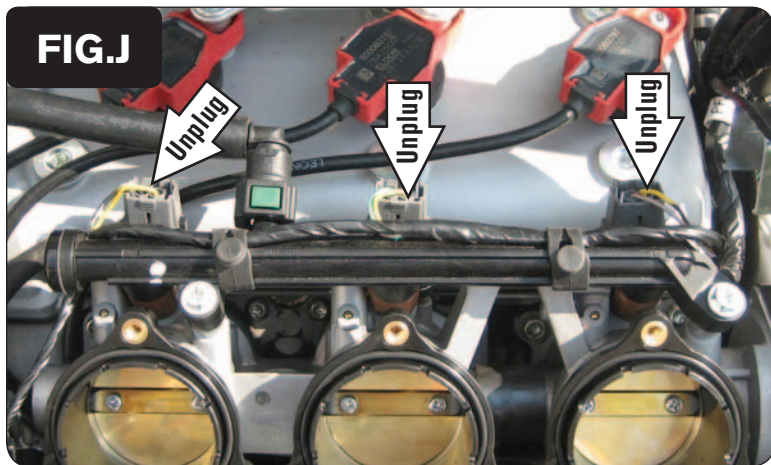


- 11 Route the PCV harness between the right side of the frame and the throttle body, up to the TPS connector.
- 12 Unplug the stock TPS sensor (Fig. G).

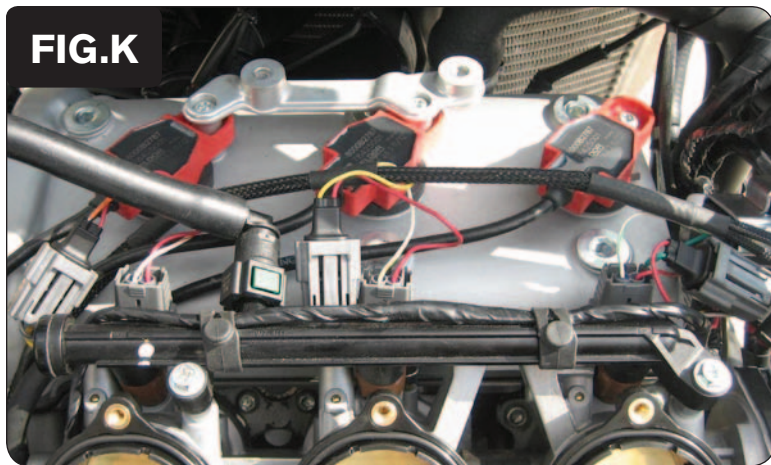
This connector is located on the right hand side of the throttle bodies.



- 13 Plug the connectors from the PCV in-line of the TPS and the stock wiring harness (Fig. H).



- 14 Unplug the stock wiring harness from each of the lower fuel injectors (Fig. J).



- 15 Plug the PCV harness in-line of the lower injectors (Fig. K).
Orange - Cyl. #1 (Left)
Yellow - Cyl. #2 (Center)
Green - Cyl. #3 (Right)
- 16 Reinstall the airbox.



- 17 Route the SFM harness along the PCV harness up to the UPPER injector sub-connectors. These upper injector sub-connectors are a CLEAR 4-pin connector pair and they are secured to the frame near the right air duct. Unplug these connectors (Fig. L).



- 18 Plug the connectors from the **SFM** in-line of the stock UPPER injector sub-harness connectors (Fig. M)
- 19 Using the supplied velcro, secure the PCV and SFM modules in the tail section.
Make sure to clean the surfaces with the alcohol swab before attaching.
- 20 Install the CAN cable from 1 port of the PCV to another port of the SFM.
- 21 Reinstall the battery, fuel tank, ECU, bodywork, and seat.

There are two wires (WHITE and BLACK/WHITE) coming out of the SFM harness near the module that will not be used. Tie or tape these wires up and out of the way.