

[POWER COMMANDER V]

2009-2010 Moto Guzzi Norge

Installation Instructions



PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 1 O2 Optimizer
- 3 Velcro strips
- 1 Alcohol swab
- 1 Posi-tap

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

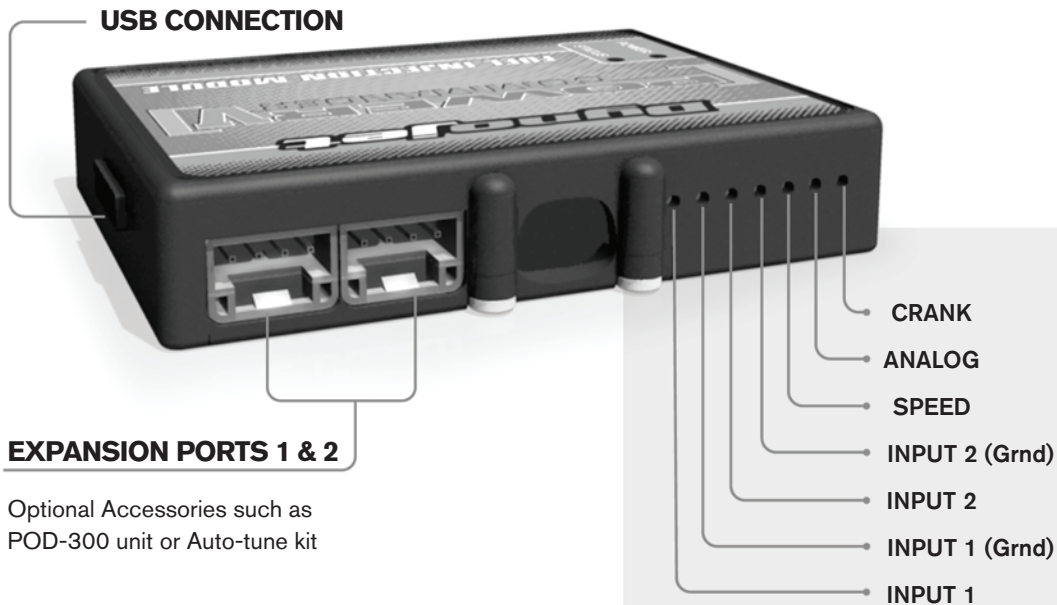
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

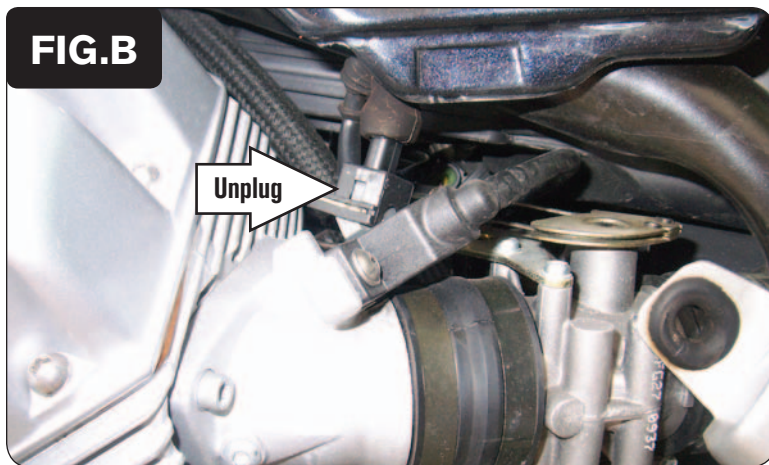
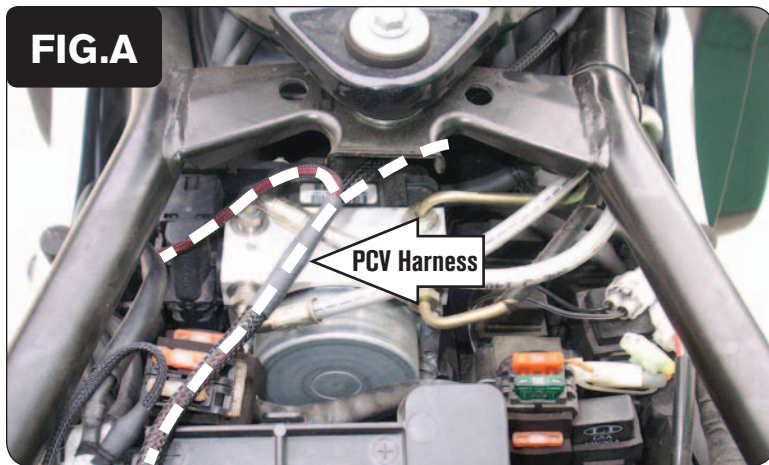
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

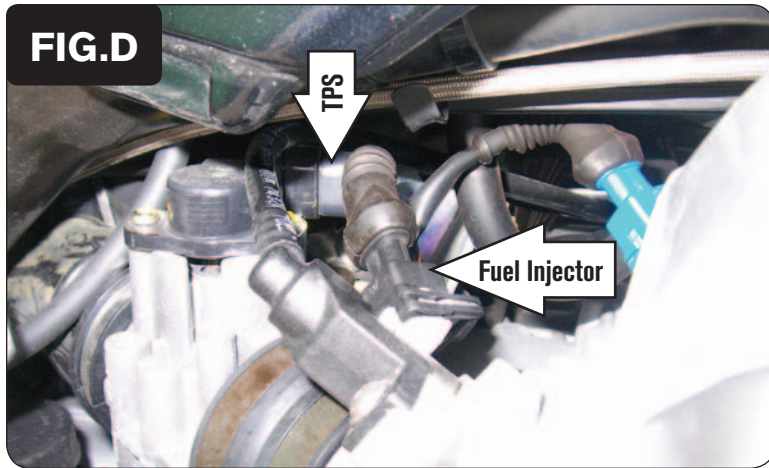


- 1 Remove the seat.
- 2 Remove the sidecovers.
- 3 Lay the PCV by the battery area and route the harness forward towards the cylinder heads.

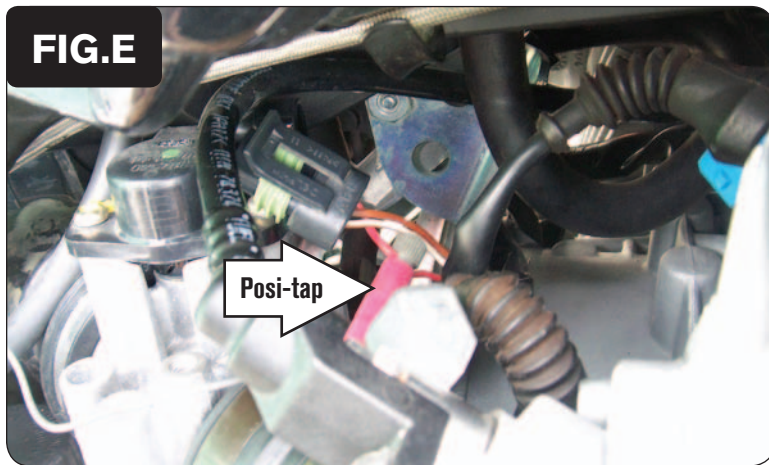
The pair of PCV leads with ORANGE colored wires go towards the left cylinder head. The pair with YELLOW colored wires go towards the right cylinder head.

- 4 Unplug the stock wiring harness from the LEFT cylinder head fuel injector (Fig. B).

- 5 Plug the pair of PCV leads with ORANGE colored wires in-line of the LEFT fuel injector and the stock wiring harness (Fig. D).



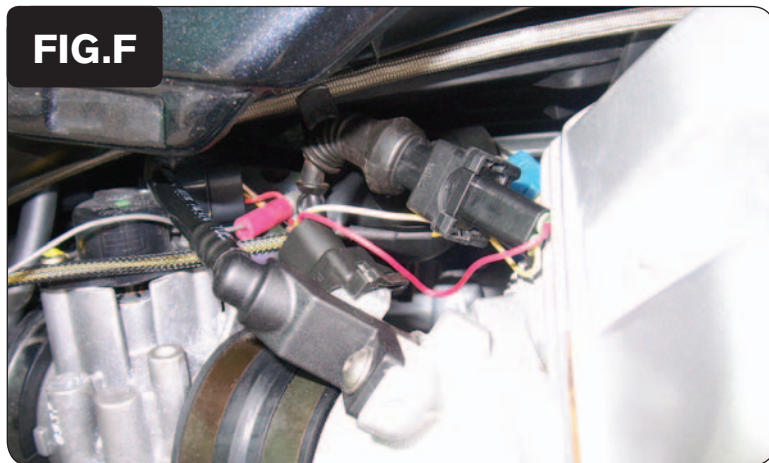
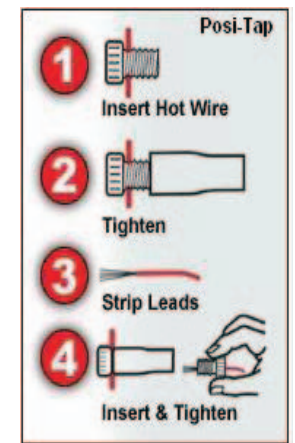
- 6 Unplug the stock wiring harness from the RIGHT fuel injector.
- 7 Unplug the stock wiring harness from the Throttle Position Sensor (Fig. D).



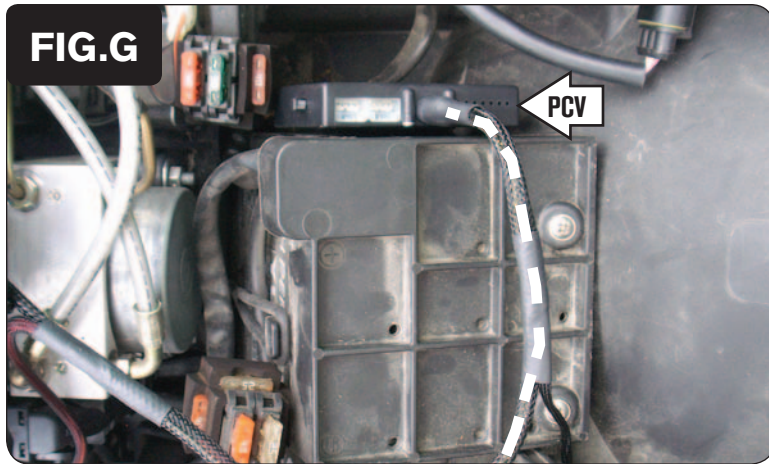
- 8 Using the supplied Posi-tap, attach the GREY wire of the PCV to the stock RED wire of the TPS wiring harness (Fig. E).

This is position "C" on the stock connector.

- 9 Plug the stock TPS connector back onto the TPS.

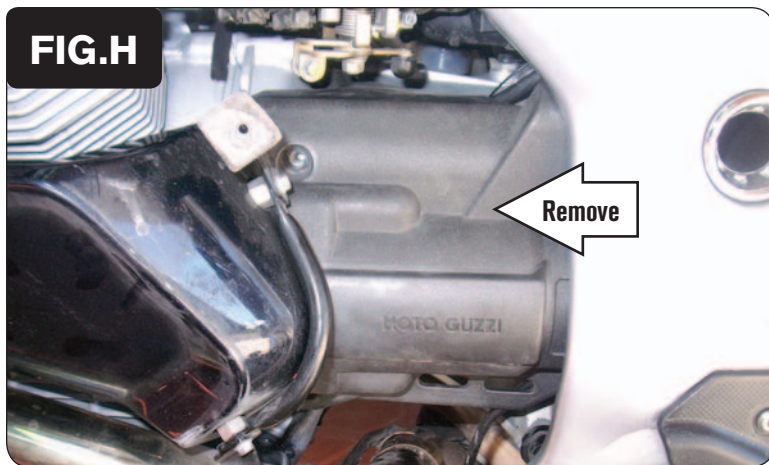


- 10 Plug the pair of PCV leads with YELLOW colored wires in-line of the RIGHT fuel injector and the stock wiring harness (Fig. F).



- 11 Secure the ground wire of the PCV with the small ring lug to the negative (-) terminal of the bike's battery.
- 12 Secure the PCV module to the side of the battery box using the supplied Velcro.

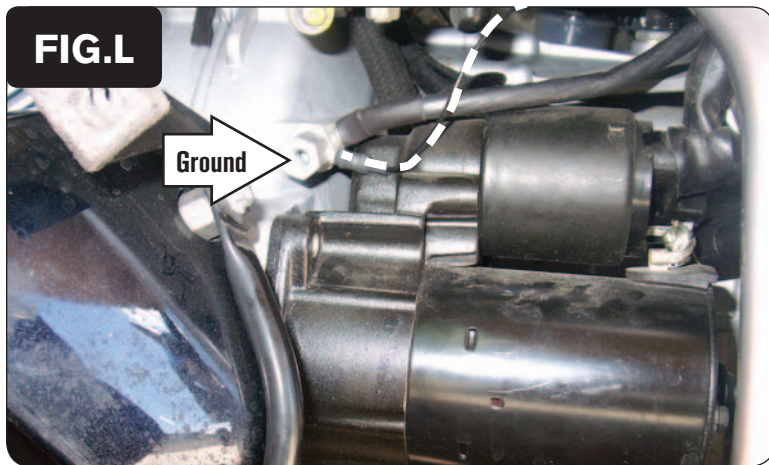
Clean both surfaces with the supplied alcohol swab before attaching the Velcro.



- 13 Remove the plastic cover on the left hand side of the engine (Fig. H).



- 14 Locate the stock O2 sensor harness (Fig. J).
- 15 Trace this harness to a BLACK 4-pin connector located behind the starter; and unplug this connection.



	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.M

- 15 Using the supplied Velcro, attach the O2 Optimizer to the left side of the airbox (Fig. K). Route the harness down towards the starter.
- 16 Plug the O2 Optimizer in-line of the stock O2 sensor connectors.
- 17 Remove the bolt for the stock ground and reinstall with the O2 Optimizer ground wire that has a small ring lug (Fig. L).
- 18 Reinstall the engine cover.
- 19 Reinstall the seat and sidecovers.

Tuning Notes:

The O2 Optimizer for this model helps control the AFR in the stock closed loop range. This range is represented by the highlighted cells shown in Figure M. The O2 Optimizer is designed to achieve a target AFR of about 13.6 : 1 in this range. To use this O2 Optimizer you must retain your stock O2 sensor (even if using Auto-tune).

It is not necessary to alter the fuel table values in this highlighted range. If using the Auto-tune system, do NOT input values in this range of your Target AFR table.

The O2 Optimizer will blink while the sensor is being heated up. The unit is not functioning until the light is lit solid.