

[POWER COMMANDER V]

2009-2011 Moto Guzzi Stelvio

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!**

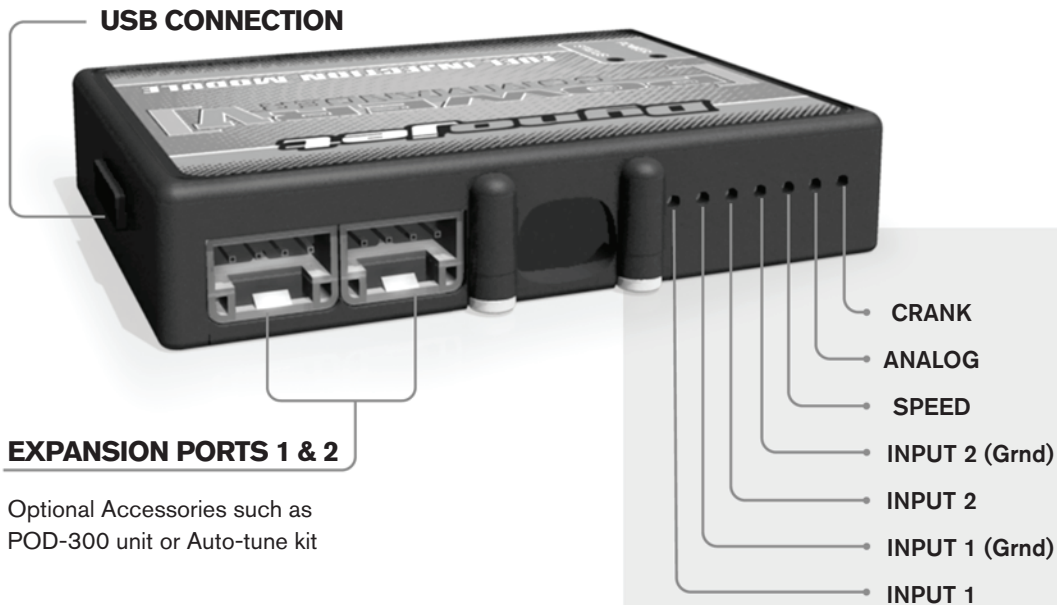
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

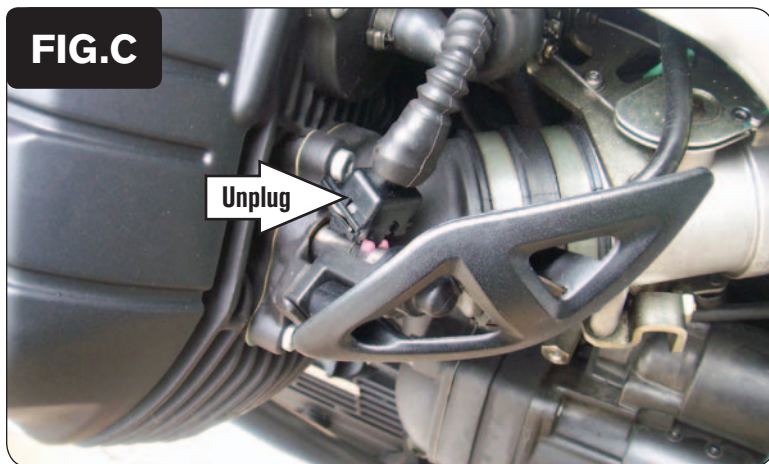
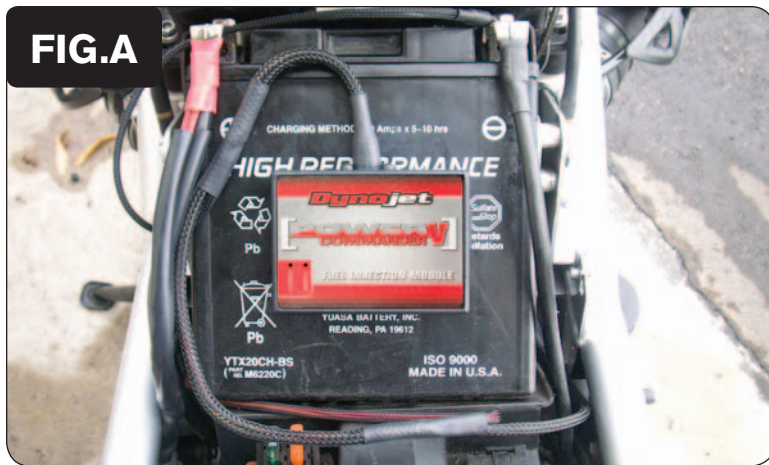
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

Analog-

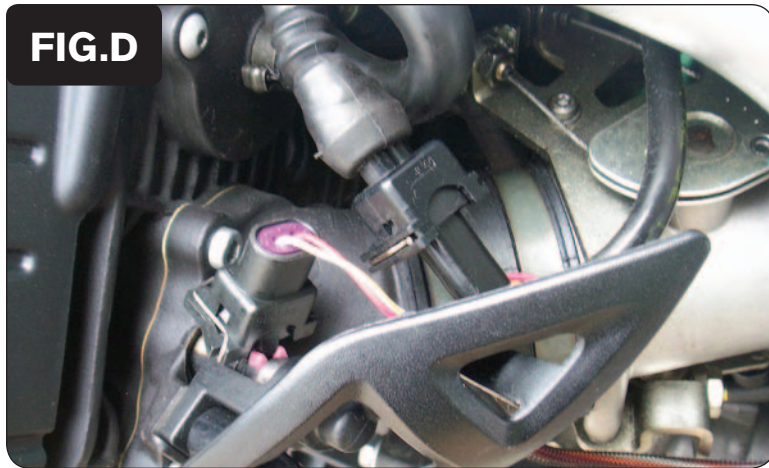
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

Crank-

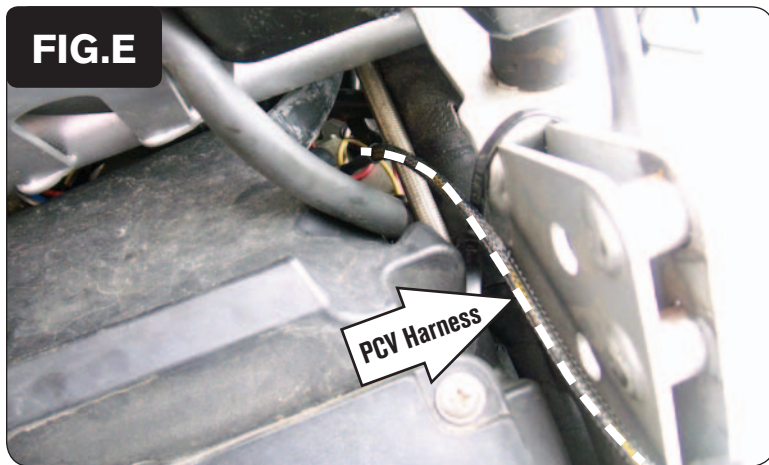
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



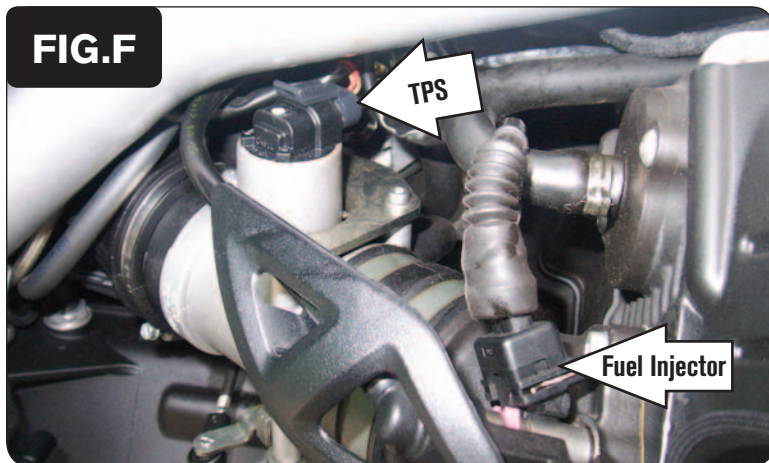
- 1 Remove the seat.
- 2 Secure the PCV to the battery using the supplied Velcro (Fig. A).
Clean both surfaces with the supplied alcohol swab before attaching the Velcro.
- 3 Attach the ground wire from the PCV with the small ring lug to the negative (-) terminal of the bike's battery.
- 4 Route the pair of PCV leads with ORANGE colored wires to the LEFT throttle body. Go inside of the frame tube as shown in Figure B.
- 5 Unplug the stock wiring harness from the LEFT fuel injector (Fig. C).



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



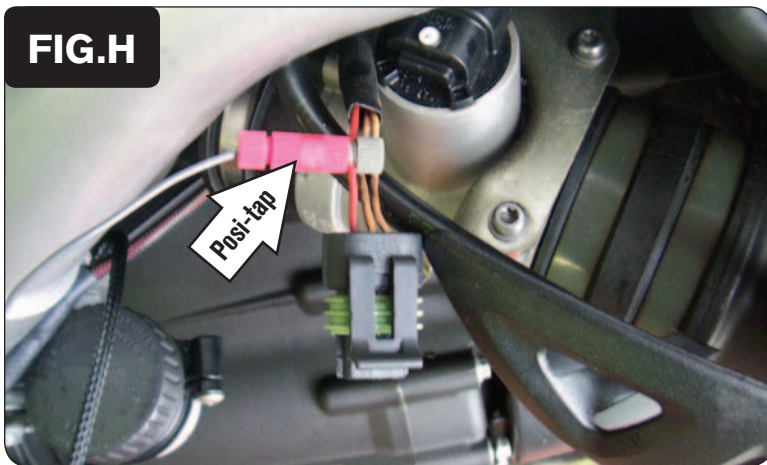
- 7 Route the pair of PCV leads with YELLOW colored wires to the RIGHT throttle body. Go inside of the frame tube as shown in Figure E.



- 8 Unplug the stock wiring harness from the RIGHT fuel injector (Fig. F).



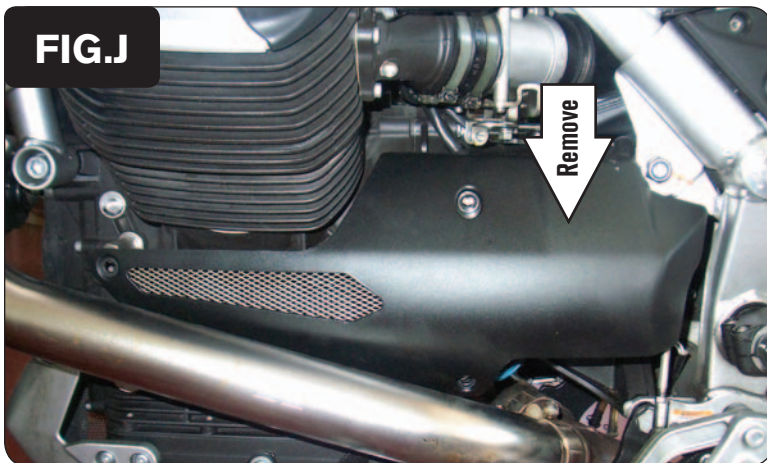
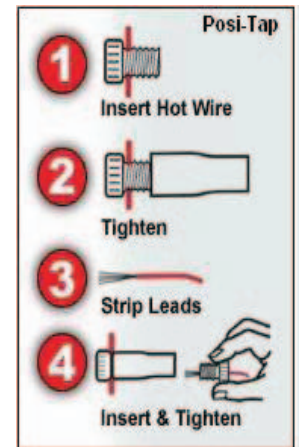
- 9 Plug the pair of PCV leads with YELLOW colored wires in-line of the RIGHT fuel injector and the stock wiring harness (Fig. G).



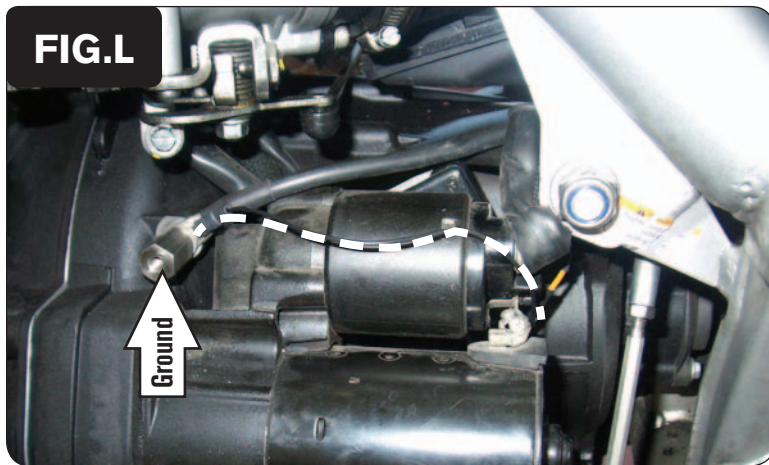
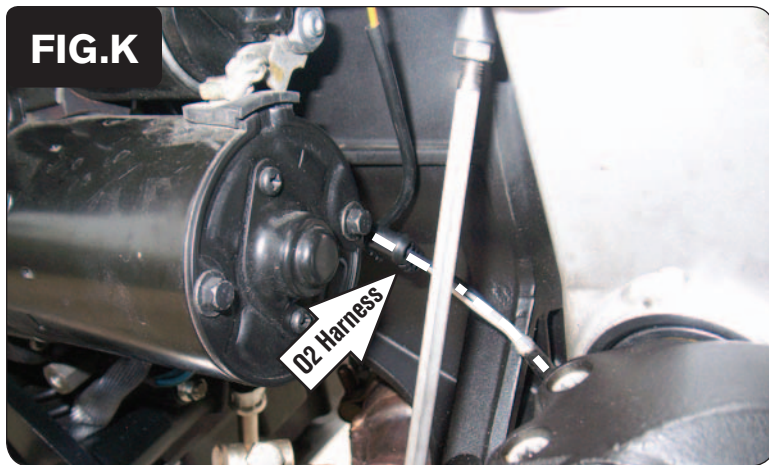
- 10 Locate the stock Throttle Position Sensor (shown in Figure F). Unplug the TPS harness to access the wires.
- 11 Using the supplied Posi-tap, attach the GREY wire of the PCV to the stock RED wire of the TPS wiring harness (Fig. H).

This is position "C" on the stock TPS connector.

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



- 13 Remove the BLACK plastic engine cover on the left side (Fig. J).



	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

- Unplug the stock O2 sensor connection on the left side of the engine.

This is a BLACK, flat, 4-pin connector located near the starter. You can trace the stock wiring harness from the O2 sensor in the exhaust to this connector.

- Plug the supplied O2 Optimizer in-line of the stock O2 sensor connectors.
- Attach the ground wire of the O2 Optimizer with the small ring lug to the stock common ground location shown in Figure L.
- Secure the O2 Optimizer module near the starter.
This can be secured with one of the supplied Velcro strips or with a zip-tie.
- Reinstall the engine cover and the seat.

Tuning Notes:

The O2 Optimizer for this model helps control the AFR in the stock closed loop range of the engine. This range is represented by the highlighted cells shown in Figure M. The O2 Optimizer is designed to achieve a target AFR of 13.6 : 1 in the stock closed loop 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 values in the closed loop range of your Fuel table. If using the Auto tune system, do NOT input values in this area of your Target AFR table.

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