

IGNITION MODULE

FOR USE WITH

[POWERV]
COMMANDER V

Ducati
2012-2015 Panigale
899 / 1199 / 1299

Installation Instructions

PARTS LIST

- 1 Ignition Module
- 1 Installation Guide
- 2 Velcro strips
- 1 Alcohol swab
- 1 CAN link cable
- 1 USB cable



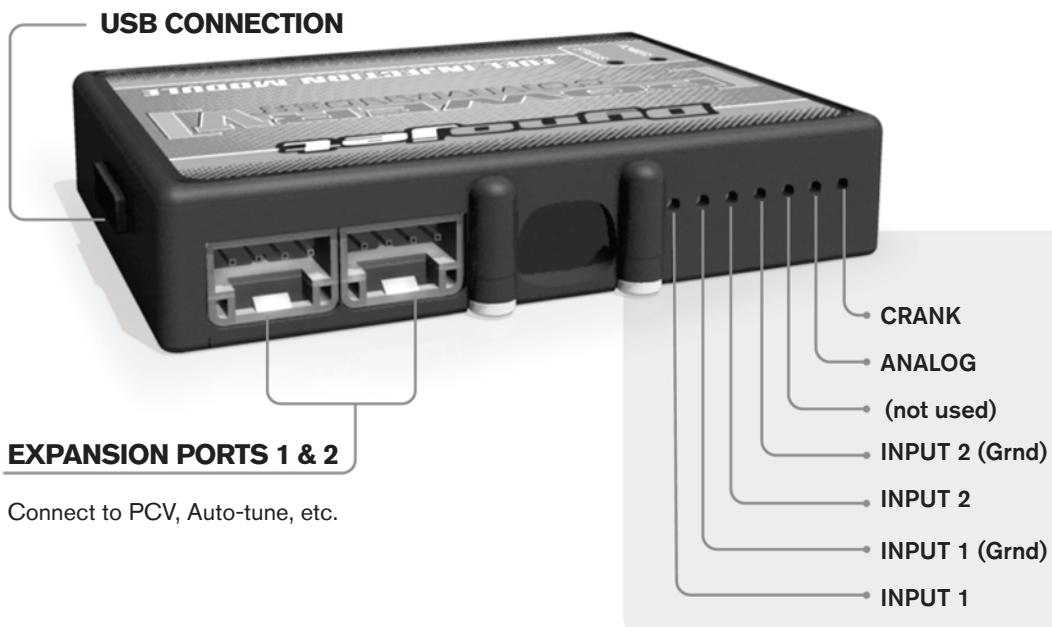
**THE VEHICLE'S IGNITION MUST BE TURNED OFF
DURING THIS INSTALLATION!
BEFORE THIS MODULE CAN BE USED THE
POWER COMMANDER 5 MAY NEED TO BE UPDATED.
(SEE INCLUDED INSTRUCTIONS.)**

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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

IGNITION MODULE V INPUT ACCESSORY GUIDE



Wire connections:

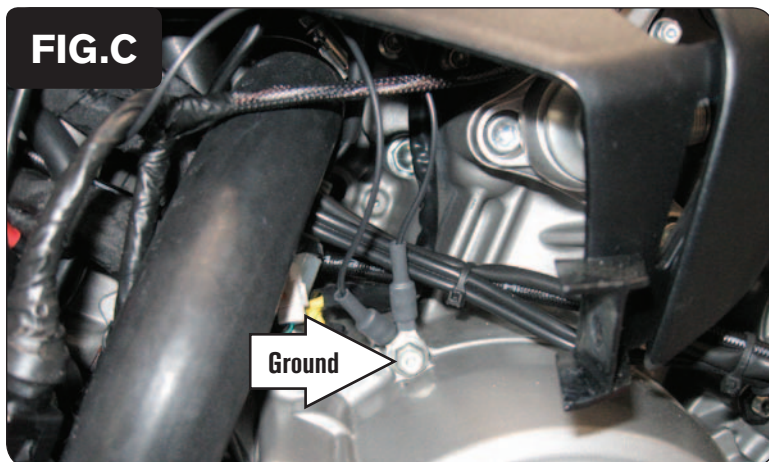
To input wires into the IM first remove the rubber plug on the backside of the unit and loosen the screw for the corresponding input. Using a 22-24 gauge wire strip about 10mm from its end. Push the wire into the hole of the IM until it stops and then tighten the screw. Make sure to reinstall the rubber plug.

NOTE: If you tin the wires with solder it will make inserting them easier.



ACCESSORY INPUTS

- Speed -** The Speed Limiter feature uses Switch Input #1 or #2. This feature gives the ability to activate a limiter based on vehicle speed. This is intended to be used as a pit lane speed limiter. You can use any OPEN / CLOSED type switch to activate this feature. The feature is configured to Switch Input #1 by default.
- Launch -** The Launch Control feature also uses Switch Input #1 or #2. This feature is intended to be used as a two stage rev-limiter. You can set a target RPM to limit the bike to when the clutch lever is activated. Once the clutch lever is released full RPM can be achieved. This requires a wire be connected to the grounding side of the clutch switch and the other end into this input. The feature is configured to Switch Input #2 by default.
- Grounds -** These are constant digital grounds.
- Analog -** Not currently used - updates to follow
- Crank -** Not used in this application



1. Remove the rider's seat and remove the left and right side mid-fairings.
2. Prop the fuel tank up.
3. Use the supplied CAN link cable to link one of the expansion ports of the Ignition Module to one of the expansion ports on the PCV module.

It doesn't matter which ports you use.

Older Ignition Modules with a serial number beginning with 14 or less might also require a CAN termination plug to be installed in an empty port. Newer Ignition Modules with a serial number starting with 15 or higher do NOT require CAN termination plugs.

4. Connect the crank data wires of the Ignition Module wiring harness (WHITE and BLACK/WHITE) to the crank output and digital ground source on the PCV wire terminal strip.

See page 6 for more detailed information concerning the crank data wires.

Route the CAN link cable and crank data wires through the frame.

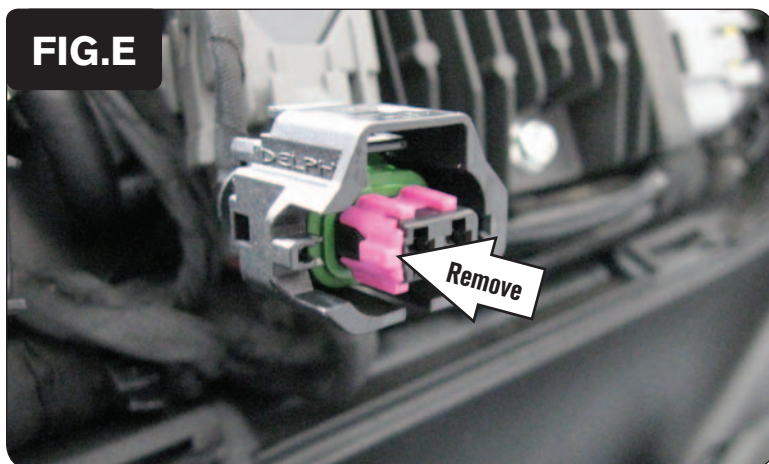
5. Using the supplied Velcro strips, secure the Ignition Module to the body work under the rider's seat on the left side of the frame (Fig. A).

Use the supplied alcohol swab to clean the surface area prior to applying the Velcro.

6. Route the Ignition Module wiring harness forward along the inside of the left frame rail.
7. At the corner of the airbox, route the Ignition Module harness branch with the ORANGE colored wires towards the Front Ignition Coil on the left side of the bike by the Regulator/Rectifier (Fig. B).
8. Route the Ignition Module harness branch with the YELLOW colored wires to the right side of the bike along the back side of the air box towards the Rear Ignition Coil on the right side of the bike (Fig. B).
9. Route the ground wire of the Ignition Module wiring harness with the 6mm ring lug downward towards the left side engine cover.
10. Secure the ground wire to the same left side engine cover bolt as the PCV ground wire (Fig. C).



11. Unplug the stock wiring harness from the Front Ignition Coil on the left hand side of the bike by the Regulator/Rectifier (Fig. D).



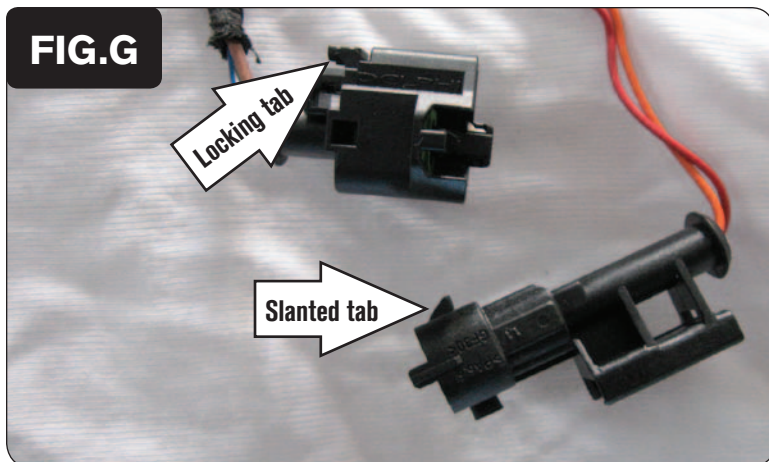
12. There is a small plastic PURPLE slotted guide inside of the stock Ignition Coil connectors that will need to be removed in order to plug it to the Ignition Module harness (Fig. E).

Looking into the connector with the locking tab in the upward position (such as in Figure E), use a scribe to slide the guide to the left and off of the connector.

This will need to be done to both of the stock Ignition Coil connectors.



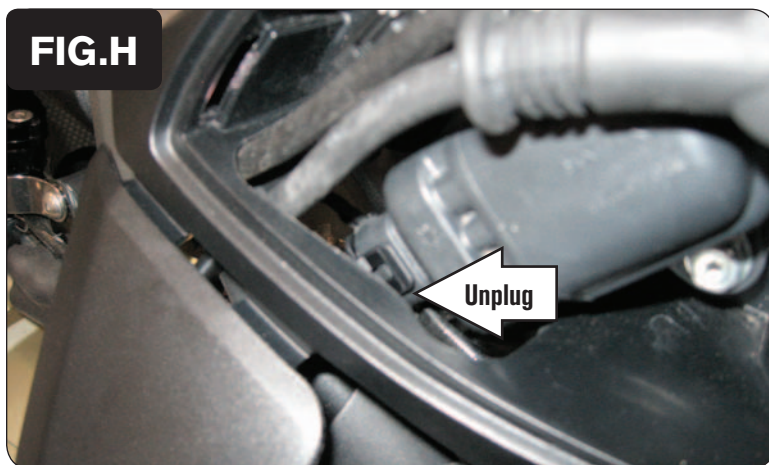
13. Plug the Ignition Module wiring harness leads with the ORANGE colored wires in-line of the Front Ignition Coil and the stock wiring harness (Fig. F).



NOTE: The stock Ignition Coil connectors can be connected to the Ignition Module harness upside down.

Make sure that the locking tab of the stock connector locks into the slanted tab of the Ignition Module connector (Fig. G).

Be sure to do this for both the front and rear coil connections.



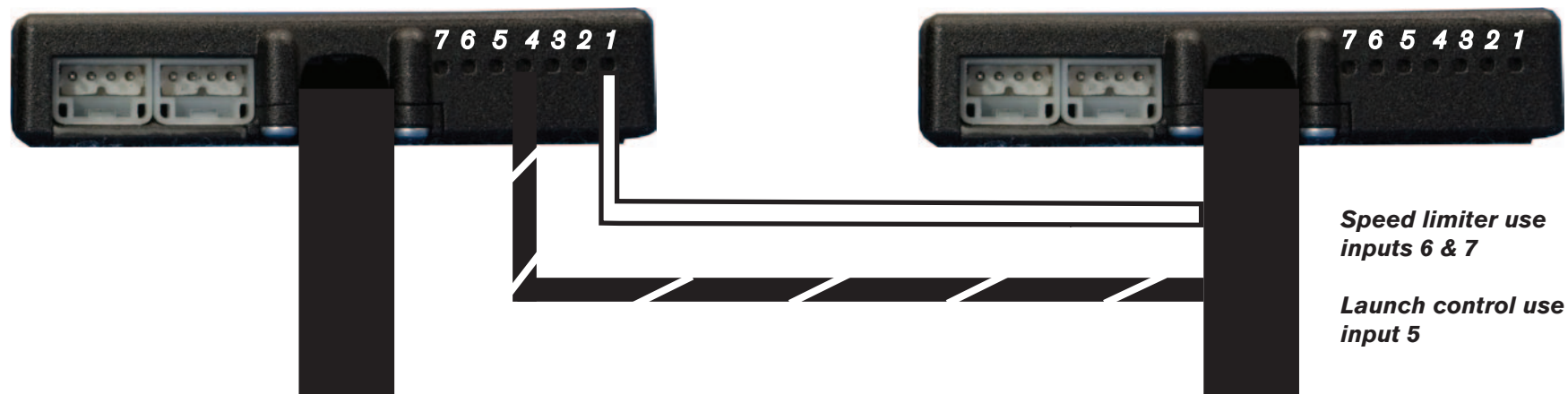
14. Unplug the stock wiring harness from the Rear Ignition Coil on the right hand side of the bike (Fig. H).
15. Remove the PURPLE plastic slotted guide from the stock Ignition Coil connector (*per Step 12*).



16. Plug the Ignition Module wiring harness leads with the YELLOW colored wires in-line of the Rear Ignition Coil and stock wiring harness (Fig. J).
Be sure to align the connectors correctly, per the note by Figure G.
17. Secure the fuel tank and reinstall the bodywork and seat.

PCV

Ignition Module



Connecting the Ignition Module to the PCV:

- The unterminated WHITE and the BLACK/WHITE wires of the Ignition Module wiring harness **MUST** be connected to the PCV for the device to work.
- Connect the WHITE wire from the Ignition Module to the #1 input position of the PCV. Connect the BLACK/WHITE wire to the #4 input position of the PCV. The BLACK/WHITE wire can also be connected to the #6 input position of the PCV, if necessary. If both #4 and #6 inputs are already occupied, you can splice the BLACK/WHITE wire to the wire that is currently occupying either of these inputs.

To make it easier to insert the wires into the wire terminal strip you might first pierce through the foam seal with a pin or pointed instrument.

Adding the Ignition Module to the PCV network:

- First download and install the latest version of the PCV Control Center Software (which is version 1.0.6.4.) from the PCV - Downloads page of www.powercommander.com.
- To use the Ignition Module you may need to update your firmware in the PCV (and SFM if being used). Make sure the PCV, SFM, and Ignition Module are all updated to PCV firmware version 0.1.10.6 or newer. Go to View -> Device Information in the software to see the current versions. If you need to update the firmware, go to Power Commander Tools -> Update Firmware. The latest version of the PCV firmware and software can be found on the PCV - Downloads page of www.powercommander.com.
- Connect a USB cable to the PCV and another USB cable to the Ignition Module. The software will ask you to add the Ignition Module to the network. Click OK. Go to Power Commander Tools -> Manage Network and click on Sync Devices Utility. Follow the on screen instructions.