

# [POWER COMMANDER V]

**2013-2014 Ducati Multistrada 1200**

**Installation Instructions**



## **PARTS LIST**

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

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

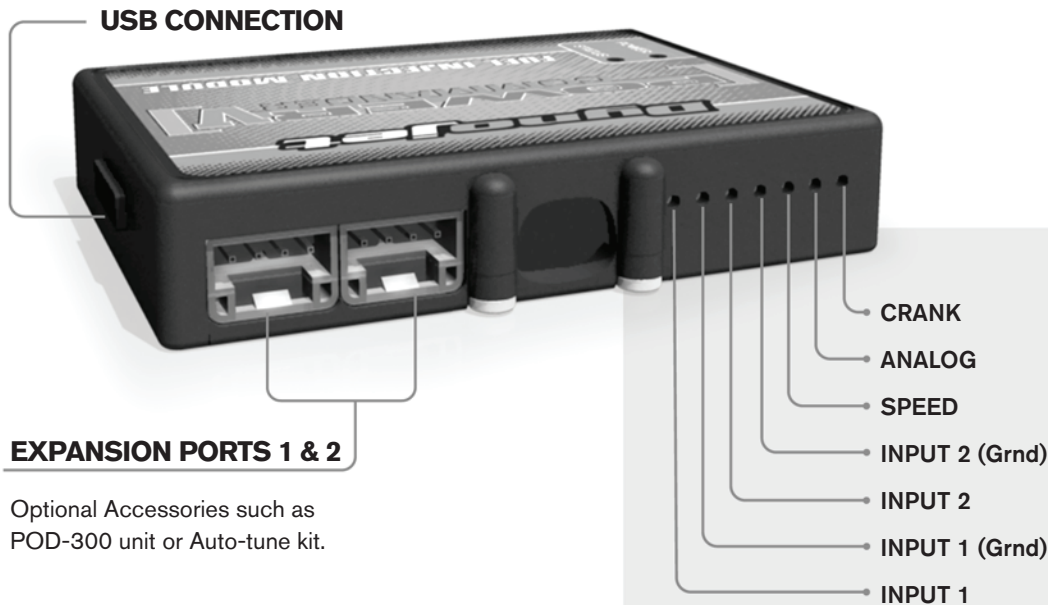
THE LATEST POWER COMMANDER  
SOFTWARE AND MAP FILES CAN BE  
DOWNLOADED FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 [www.powercommander.com](http://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-

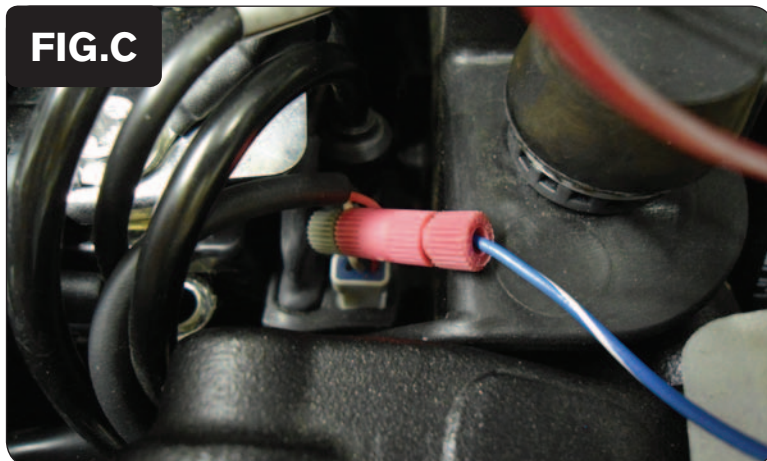
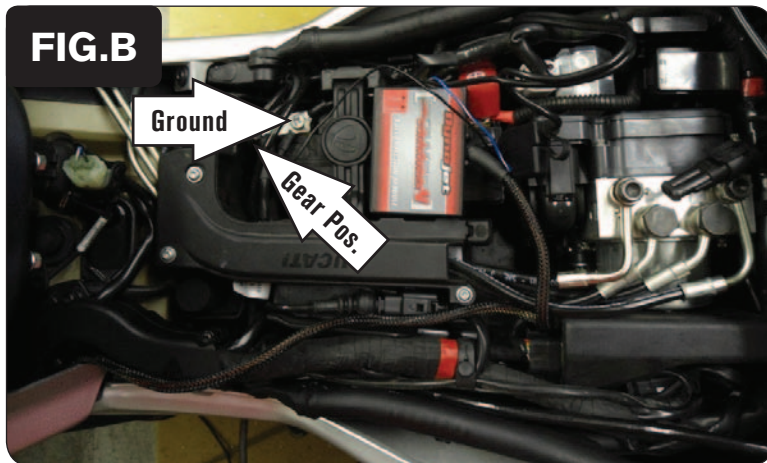
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

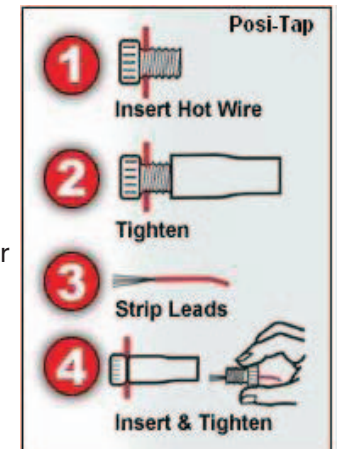
### Crank-

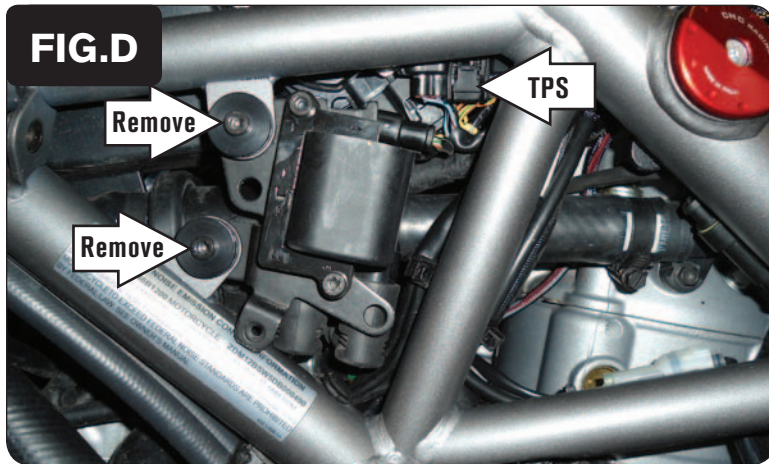
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



***It is recommended that this installation be done by a trained well equipped mechanic as the front injector connections are very difficult to access without specific tools.***

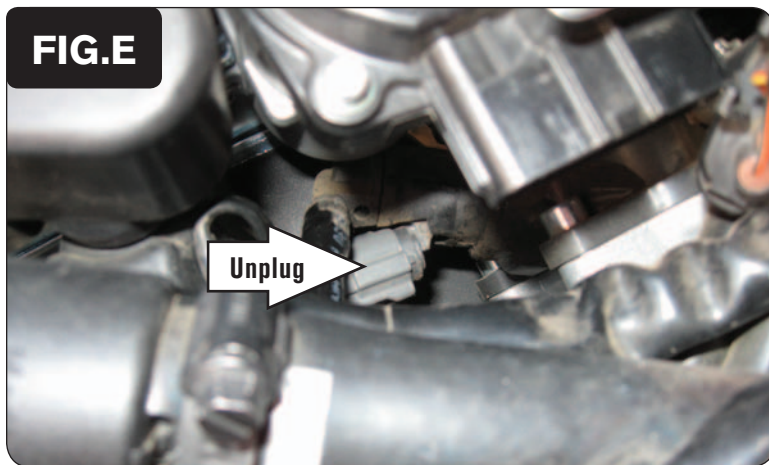
- 1 Remove the main seat and passenger seat.
- 2 Remove the side fairing from both sides of the motorcycle (Fig. A).
- 3 Lay the PCV in the battery area and lay the harness going towards the front of the motorcycle.
- 4 Attach the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery (Fig. B).
- 5 Locate and unplug the WHITE 3-pin Gear Position Sensor connector in front of the battery.
- 6 Using the supplied Posi-tap, attach the single unterminated BLUE/WHITE wire from the PCV harness to the middle WHITE wire on the stock Gear Position Sensor connector.
- 7 Reattach the stock Gear Position Sensor connector (Fig. C).



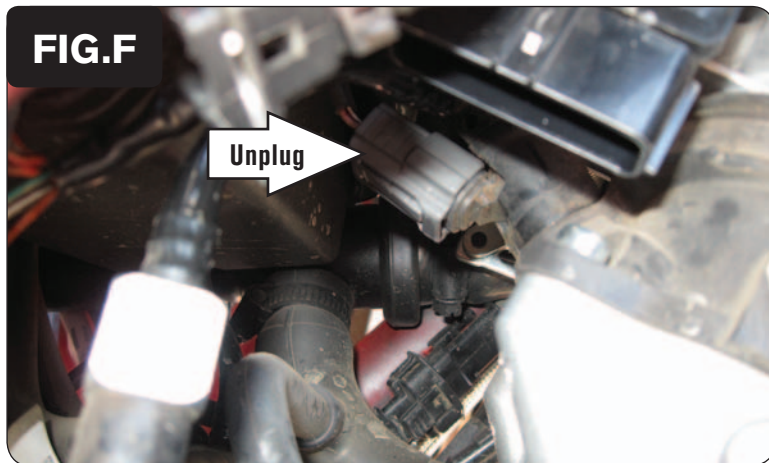


- 8 Remove the two bolts securing the stock coil to the frame on the left hand side of the bike. This allows you to access the Throttle Position Sensor (TPS) connector.
- 9 Unplug the stock wiring harness from the TPS.

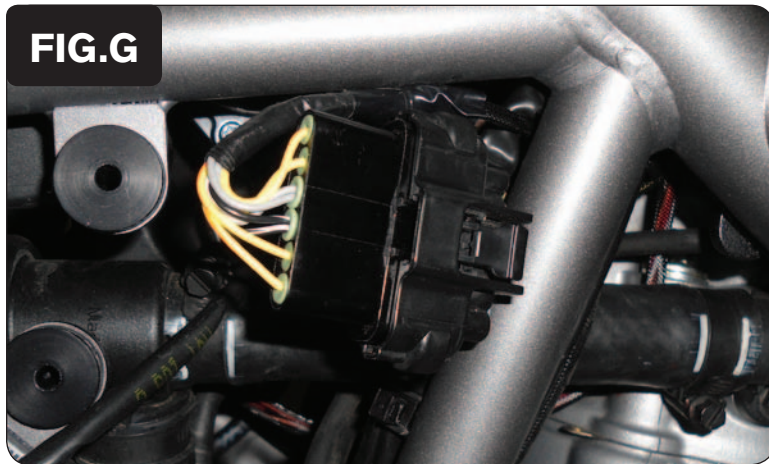
*This is a BLACK 6-pin connector on the left hand side of the bike.*



- 10 Unplug the stock wiring harness from the rear fuel injector (Fig. E).  
*This connection is located behind the TPS connection that was unplugged in Step 9.*
- 11 Plug the pair of PCV leads with YELLOW colored wires in-line of the rear fuel injector and the stock wiring harness.



- 12 Unplug the stock wiring harness from the front fuel injector (Fig. F).  
*This connection is located behind the TPS on the right side of the bike. Unplugging the TPS on the right side will make it easier to access this connection.*
- 13 Plug the pair of PCV leads with ORANGE colored wires in-line of the front fuel injector and the stock wiring harness.



- 14 Plug the pair of 6-pin PCV connectors in-line of the TPS and the stock wiring harness (Fig. G).
- 15 Reattach the stock coil to the frame with the 2 bolts that were removed earlier in Step 8.



- 16 Unplug the Crank Position Sensor connectors on the right hand side of the bike (Fig. H).



- 17 Plug the pair of matching PCV connectors in-line of the stock Crank Position Sensor connectors (Fig. J).



- 18 Use the supplied Velcro to secure the PCV module to the top of the battery (Fig. K).

*Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.*

- 19 Reinstall all of the bodywork and the seats.

#### **Tuning Notes:**

This bike uses a fly-by wire system, so conventional tuning can not be performed for all RPM and throttle ranges.

The throttle position input for the PCV is attached to the throttle blade angle sensor of the throttle bodies which is NOT directly correlated to the throttle grip position. Because of this when setting the throttle position in the PCV software we recommend on resetting only the closed position after the bike has completely warmed up. Use the arrow key (<) next to CLOSED to perform this step and then click OK. Do not try to set the OPEN position.

The stock fuel curve can not be adjusted below 14% throttle and below 5750 RPM.