[POWER COMMANDER V]

2009-2010 Ducati M1100

Installation Instructions

PARTS LIST

1	Power Commander
1	USB Cable
1	CD-ROM
1	Installation Guide
2	Power Commander Decals
2	Dynojet Decals
2	Velcro
1	Alcohol swab
2	Zip ties
1	O2 Optimizer

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

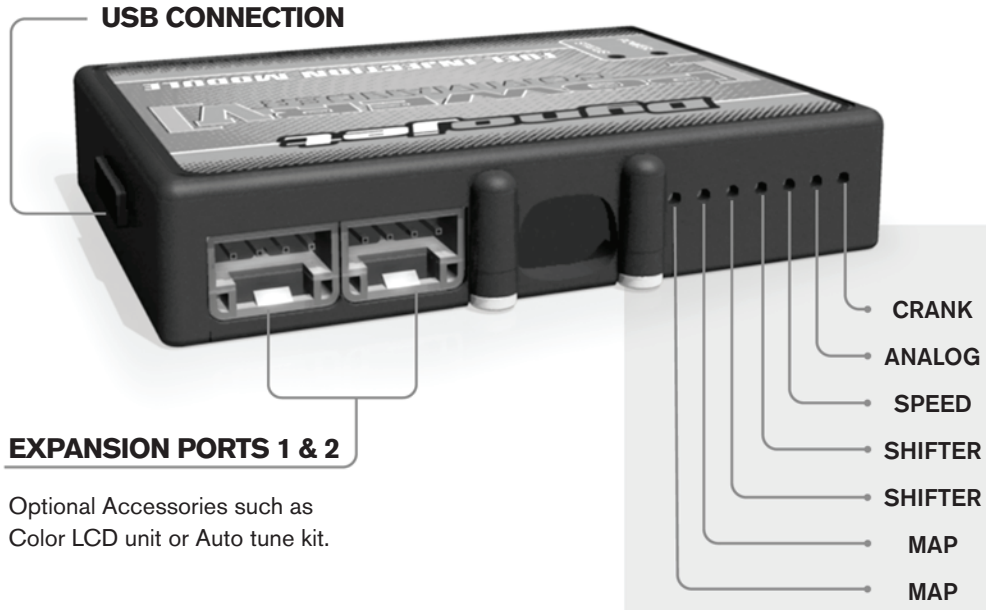
YOU CAN ALSO DOWNLOAD THE POWER COMMANDER SOFTWARE AND LATEST MAPS FROM OUR WEB SITE AT: www.powercommander.com

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

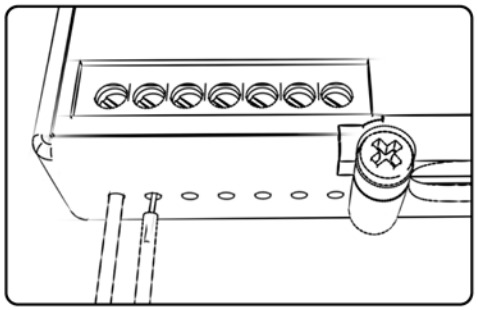


Optional Accessories such as
Color LCD unit or Auto tune kit.

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 is 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 - 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.

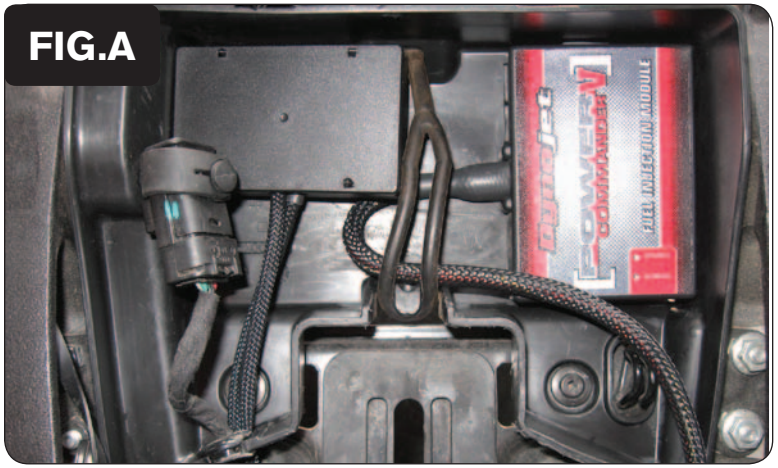
Shifter- These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important.

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

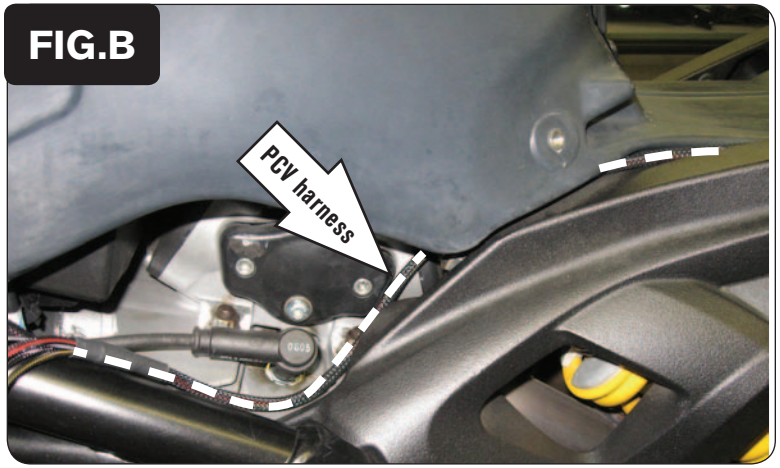


1 Remove the seat. Remove the tool kit.

2 Install the PCV in the tool kit area using the supplied velcro. Use the alcohol swab to clean both surfaces before attaching (Fig. A).

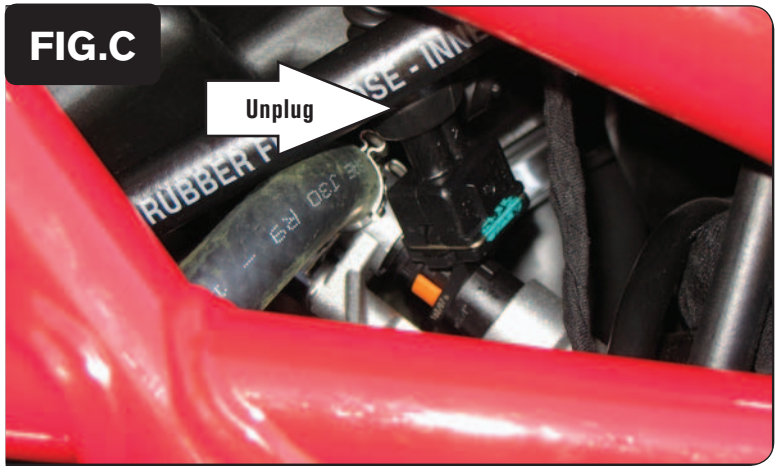
3 Route the PCV wiring harness down the left side of the bike.

FIG.B



4 Continue routing the PCV harness along left hand side of the frame (Fig. B).

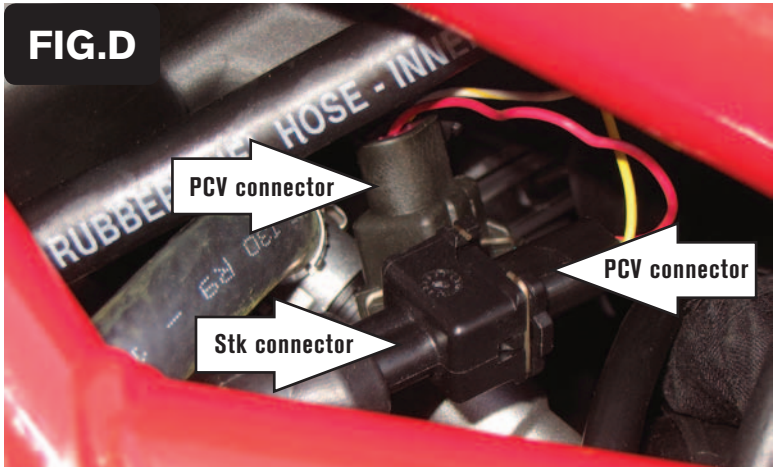
FIG.C



5 Unplug the stock wiring harness from the rear injector (Fig. C).

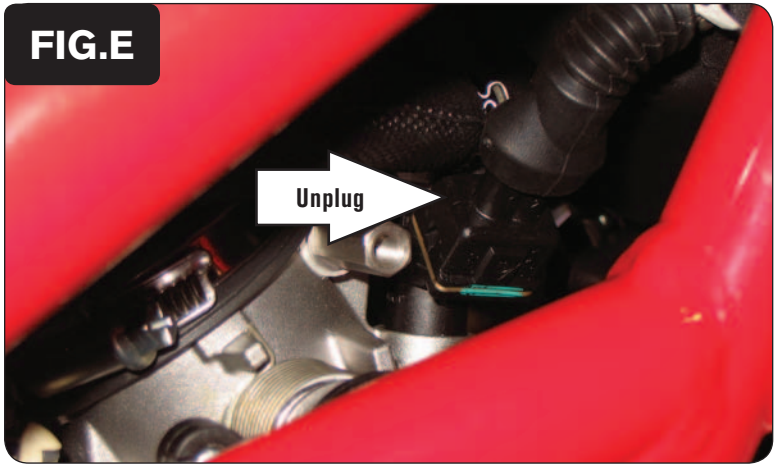
This injector is located on the left hand side of the bike.

FIG.D



6 Plug the YELLOW colored wires from the PCV in-line of the rear injector and stock wiring harness (Fig. D).

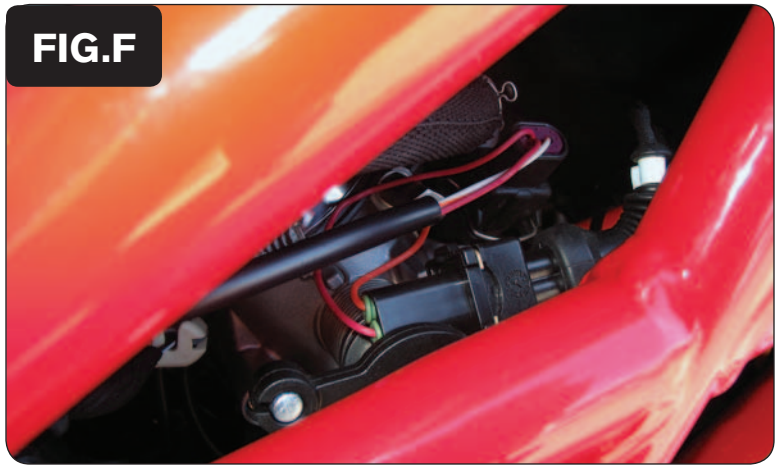
FIG.E



7 Unplug the stock wiring harness from the front injector (Fig. E).

This injector is located on the right hand side of the bike

FIG.F



8 Plug the ORANGE colored wires from the PCV in-line of the front injector and stock wiring harness (Fig. F).

FIG.G

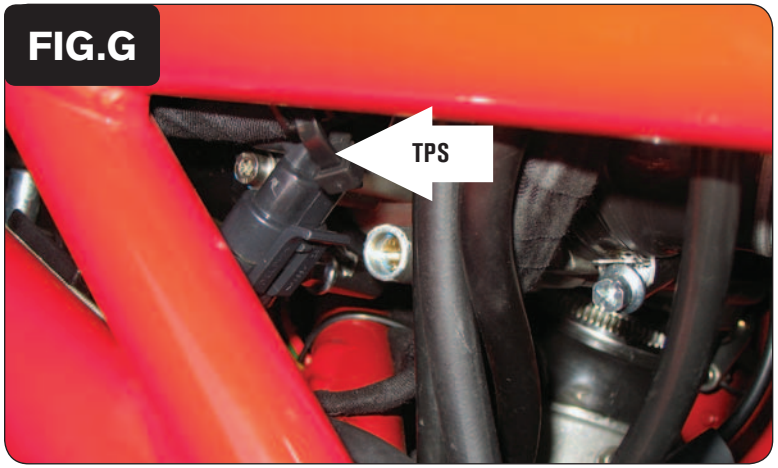


FIG.H

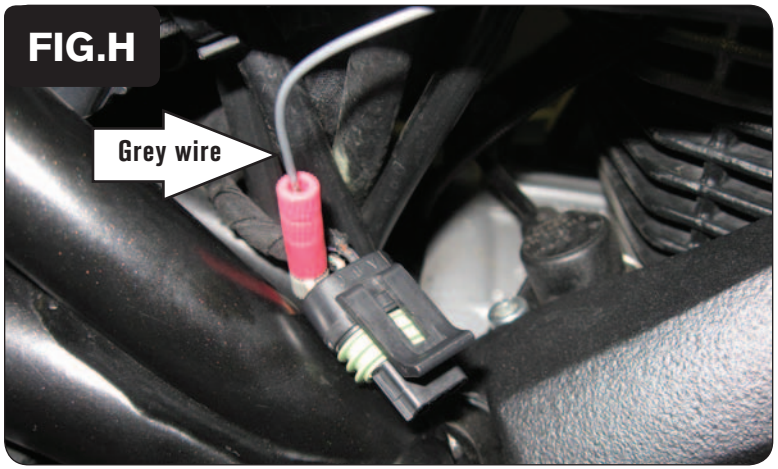
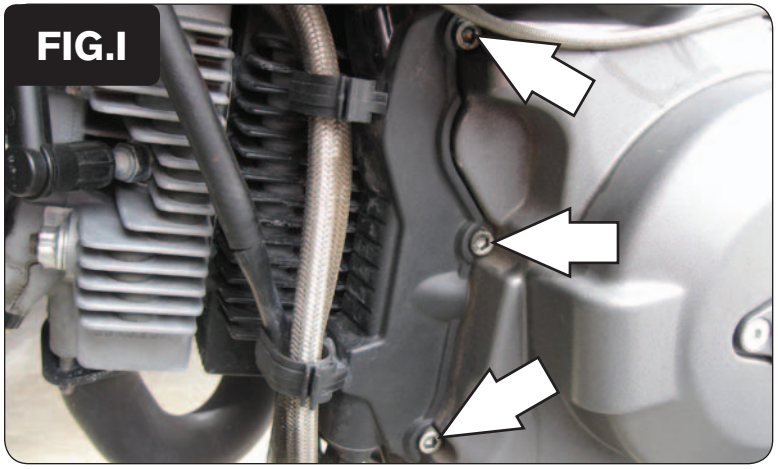


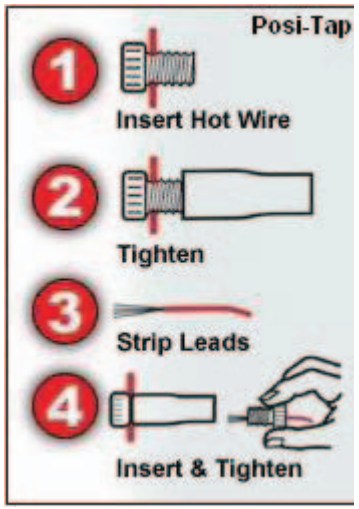
FIG.I



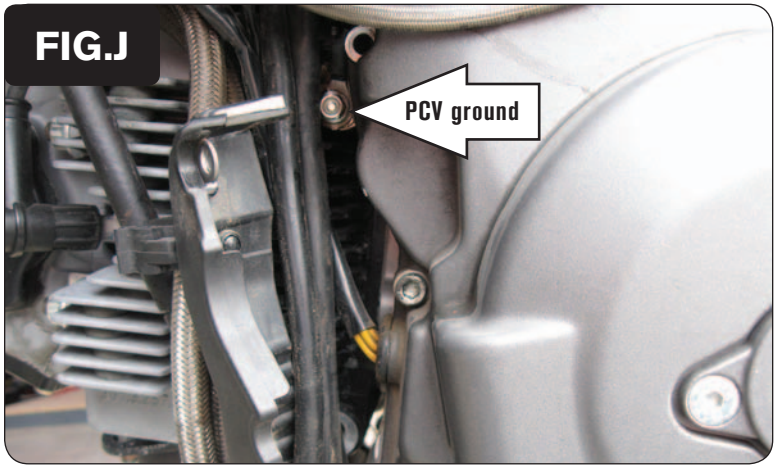
9 Locate the stock Throttle Position Sensor. This sensor is located on the left side of the throttle bodies.

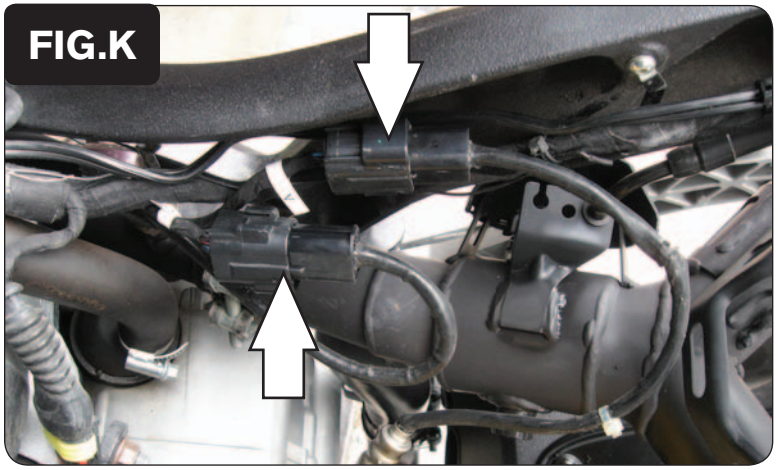
Unplug the stock wiring harness from the sensor which will allow access to the wires.

10 Using the supplied Posi-tap attach the GREY wire of the PCV to the OR wire (C) of the TPS harness (Fig. H).



11 Remove the BLACK plastic engine cover on the left side of the bike by removing the 3 bolts (Fig. I).





12 Attach the ground wire of the PCV to the stock ground location (Fig. J).

13 Reinstall the plastic cover.

14 Lift the rear of the fuel tank up.

15 Unplug both of the stock O2 sensors from the stock wiring harness (Fig. K).

Figure K is shown with the fuel tank removed but these steps can be done without removing the tank.

16 Plug the O2 Optimizer connectors labeled “Front” in-line of the front cylinder O2 sensor and stock wiring harness (marked with a O).

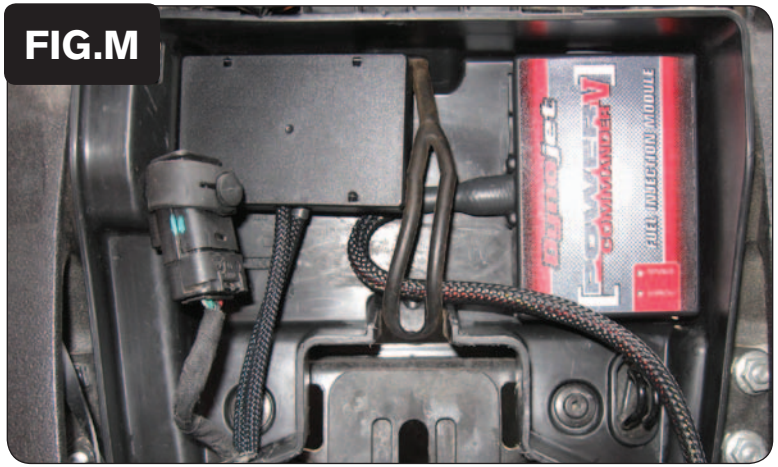
17 Plug the O2 Optimizer connectors labeled “Rear” in-line of the rear cylinder O2 sensor and stock wiring harness (marked with an V).

The O2 Optimizer connectors are labeled “FRONT” and “REAR” on the white sticker. Do NOT mix these up.

18 Tuck the connectors in the recessed openings of the RH frame.

19 Lower the fuel tank back into position making sure it does not interfere with any of the wiring harnesses.

FIG.M



20 Install the O2 Optimizer in the tool kit area (Fig. M).

	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
6250	0	0	0	0	0	0	0	0	0	0

FIG.N

The O2 optimizer for this model controls the stock closed loop area. This area is represented by the highlighted cells shown in Figure N. The optimizer is designed to achieve a target AFR of 13.6:1. To use this optimizer you must retain your stock O2 sensors.

It is important to have values of 10 in the highlighted area of your map

If using the Auto tune system do NOT input values in this area in your Target AFR table.