

# [POWER COMMANDER V]

**2006-2008 MotoGuzzi Griso 1100**

**Installation Instructions**



## **PARTS LIST**

- 1 Power Commander
- 1 USB Cable
- 1 CD-ROM
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 1 O2 optimizer
- 2 Velcro
- 1 Alcohol swab
- 1 Posi-tap

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

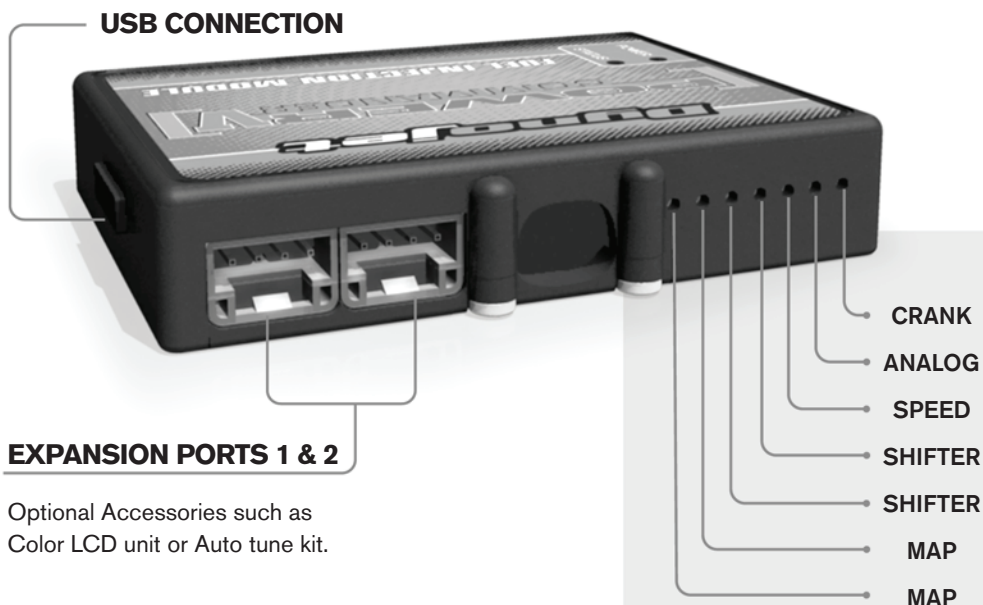
YOU CAN ALSO DOWNLOAD THE  
POWER COMMANDER SOFTWARE AND  
LATEST MAPS FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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

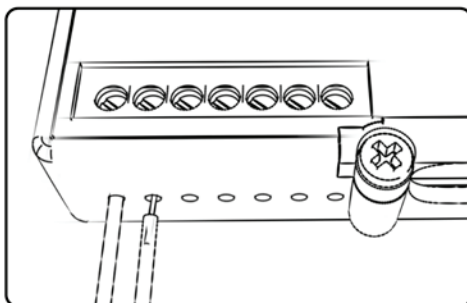


Optional Accessories such as  
Color LCD unit or Auto tune kit.

## 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 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 -

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.

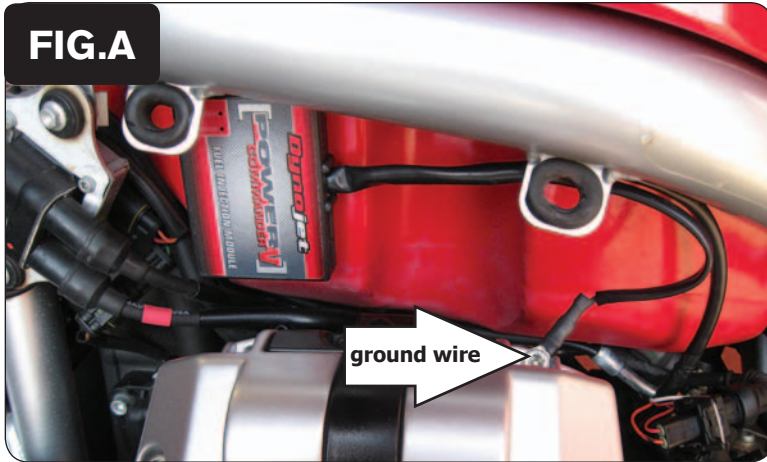
### Analog-

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-

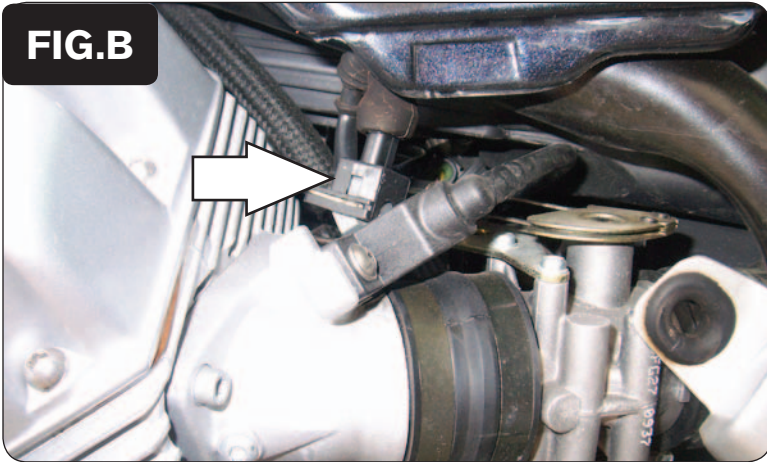
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.

**FIG.A**



- 1 Remove the seat.
- 2 Remove the fuel tank sidecovers.
- 3 Secure the PCV to the left side of the fuel tank using the supplied velcro (Fig. A).
- 4 Attach the ground wire from the PCV to the valve cover bolt (Fig. A).

**FIG.B**



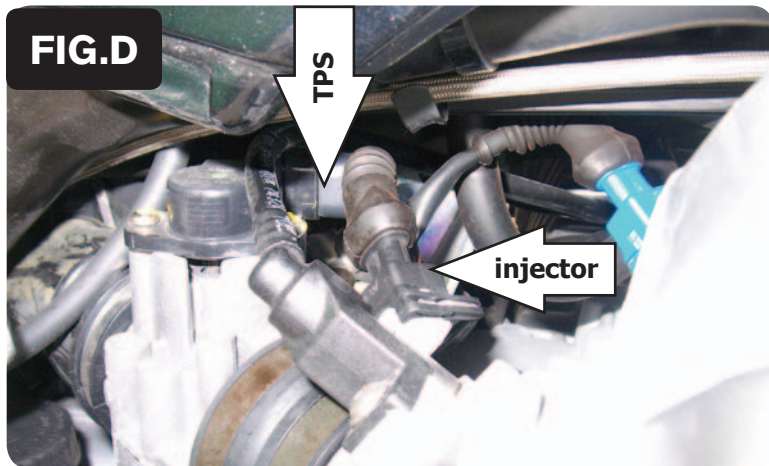
- 4 Unplug the stock wiring harness from the LH injector (Fig. B).

**FIG.C**

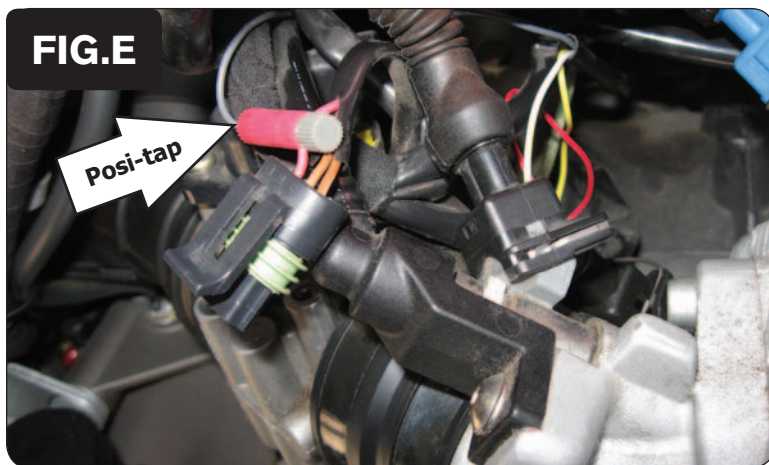


- 5 Connect the ORANGE wires from the PCV in-line of the stock wiring harness and stock injector (Fig. D).





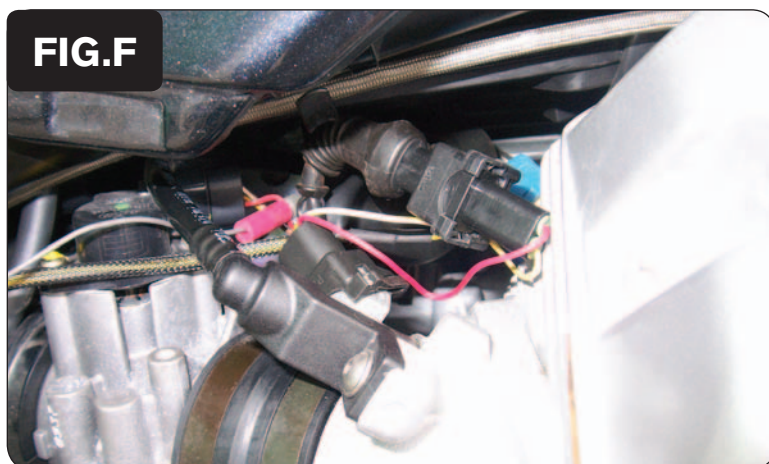
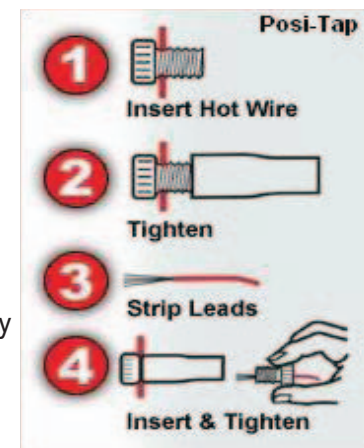
- 6 Unplug the stock wiring harness from the injector (Fig. D).
- 7 Unplug the stock wiring harness from the Throttle Position Sensor.



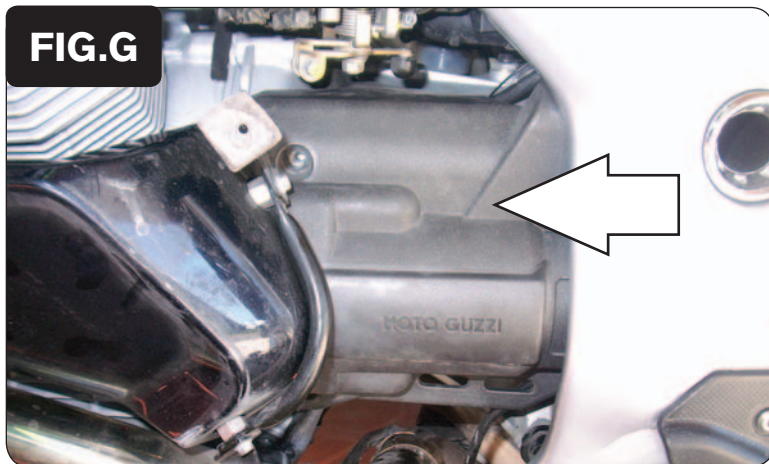
- 8 Using the supplied posi-tap attach the GREY wire of the PCV to the RED wire of the TPS wiring harness (Fig. E).

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

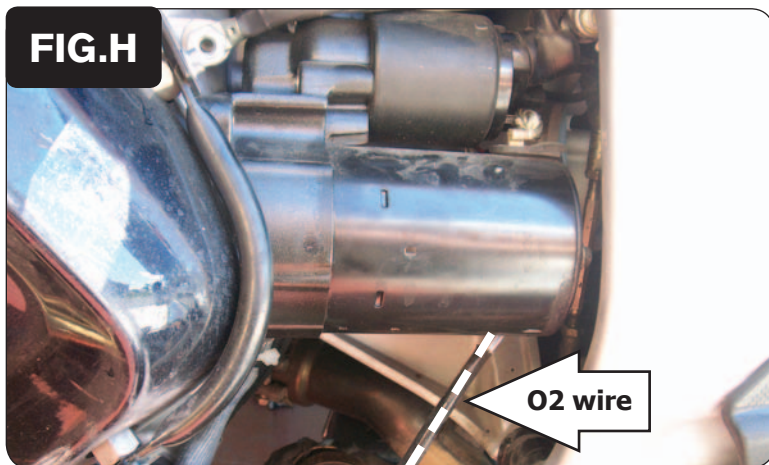
- 9 Plug the TPS harness back onto the throttle body



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



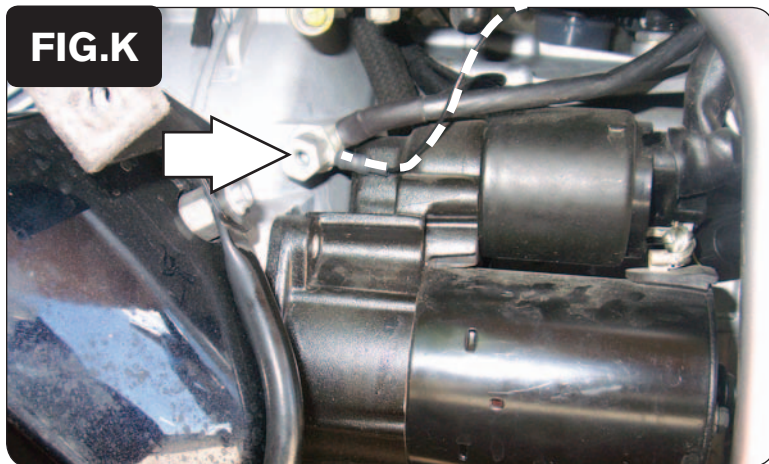
- 11 Remove the plastic cover on the left hand side of the engine (Fig. G).



- 12 Locate the stock O2 sensor harness (Fig. H). Unplug this connection.  
*This is a BLACK, flat, 4 pin connector behind the starter.*



- 13 Using the supplied velcro attach the O2 Optimizer to the left side of the airbox (Fig. J). Route the harness down towards the starter.



- 14 Plug the O2 Optimizer in-line of the stock O2 sensor and stock wiring harness.
- 15 Remove the bolt for the stock ground location and reinstall with the O2 Optimizer ground (Fig. K).
- 16 Reinstall the engine cover.

	0	2	5	10	15	20	40	60	
500	0	0	0	0	0	0	0	0	0
750	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0
1250	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0
1750	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0
2250	0	0	0	0	0	0	0	0	0
2500	0	0	0	0	0	0	0	0	0
2750	0	0	0	0	0	0	0	0	0
3000	0	0	0	0	0	0	0	0	0
3250	0	0	0	0	0	0	0	0	0
3500	0	0	0	0	0	0	0	0	0
3750	0	0	0	0	0	0	0	0	0
4000	0	0	0	0	0	0	0	0	0
4250	0	0	0	0	0	0	0	0	0
4500	0	0	0	0	0	0	0	0	0
4750	0	0	0	0	0	0	0	0	0
5000	0	0	0	0	0	0	0	0	0
5250	0	0	0	0	0	0	0	0	0
5500	0	0	0	0	0	0	0	0	0
5750	0	0	0	0	0	0	0	0	0
6000	0	0	0	0	0	0	0	0	0
6250	0	0	0	0	0	0	0	0	0
6500	0	0	0	0	0	0	0	0	0
6750	0	0	0	0	0	0	0	0	0
7000	0	0	0	0	0	0	0	0	0
7250	0	0	0	0	0	0	0	0	0
7500	0	0	0	0	0	0	0	0	0
7750	0	0	0	0	0	0	0	0	0
8000	0	0	0	0	0	0	0	0	0

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

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

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