

[POWER COMMANDER V]

2011 Ducati 848 EVO

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

**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

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POWER COMMANDER V INPUT ACCESSORY GUIDE

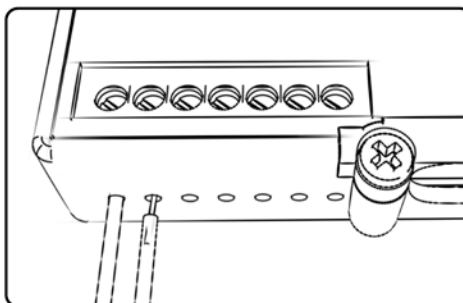


Optional Accessories such as
Color LCD unit or Auto tune kit.

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-

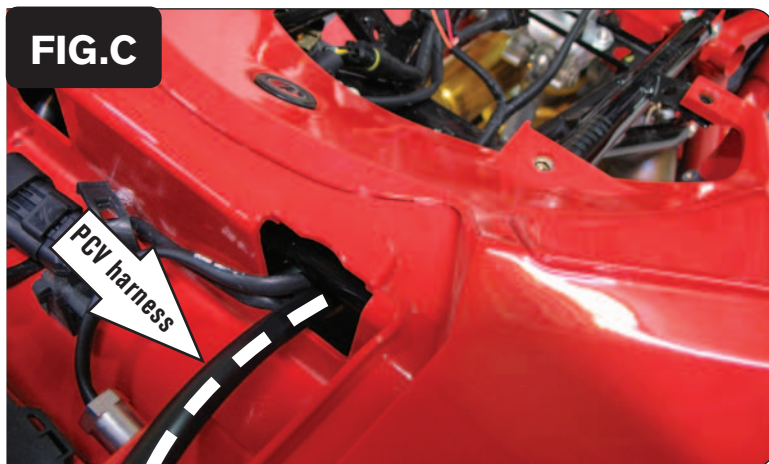
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



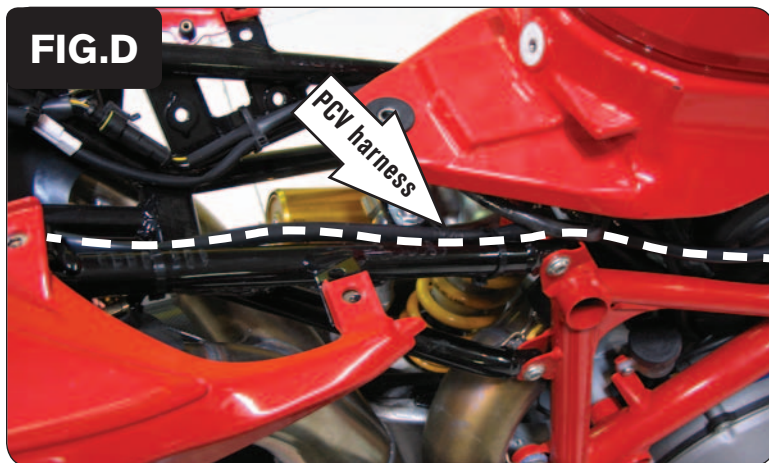
- 1 Remove the seat and solo cover.
- 2 Remove the cover around the fuel tank (Fig. A).
- 3 Remove the fuel tank



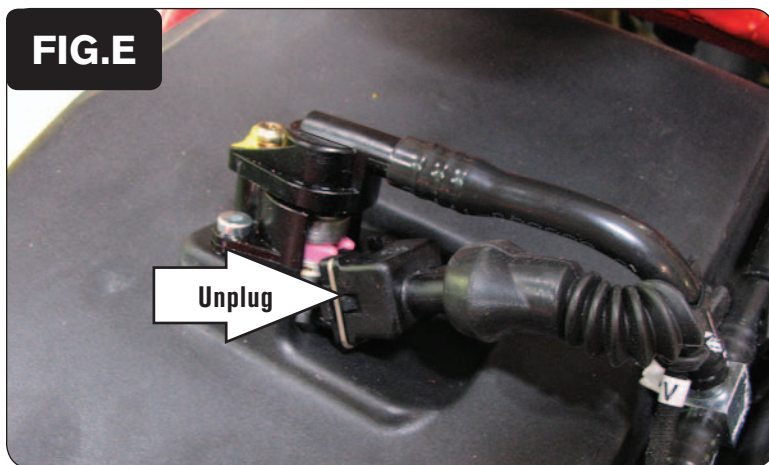
- 4 Remove the inner fairing cover on the right hand side (Fig. B).
- 5 Remove the right hand side fairing and left hand side fairing.



- 6 Lay the PCV in the tail section temporarily.
- 7 Route the PCV harness through the hole in the tail section (Fig. C).



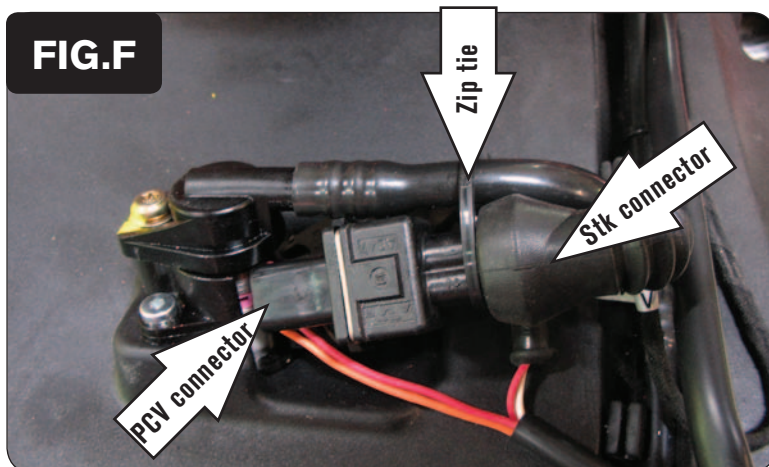
- 8 Route the PCV along the right hand side of the subframe . Secure the PCV harness to the subframe using 2 of the large supplied zip ties (Fig. D)



- 9 Unplug the stock wiring harness from the rear injector (Fig. E)

This injector is located on top of the air box.

To remove the connector you must first remove the spring clip. This is best done with a pick or small screwdriver.

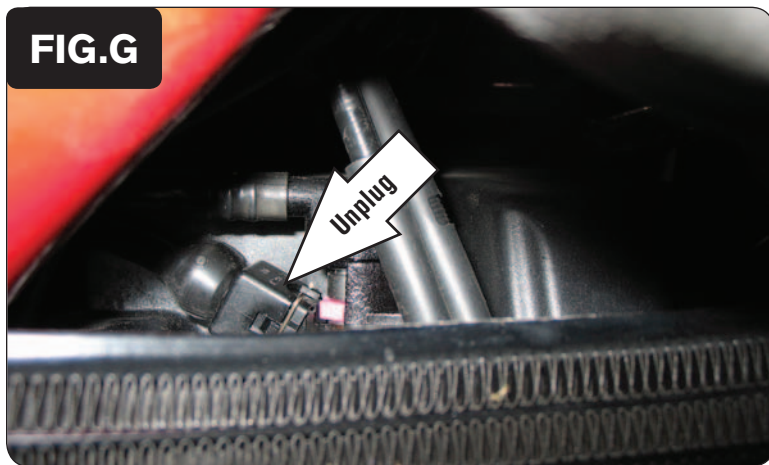


- 10 Plug the YELLOW colored wires from the PCV in-line of the stock wiring harness and rear injector (Fig. F).

Make sure to reinstall the spring clip on the stock connector.

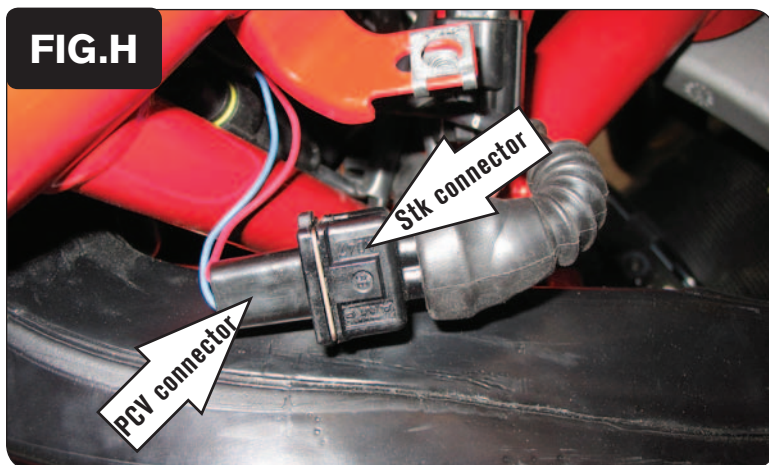
- 11 Use 1 of the small supplied zip ties to secure this connection to the fuel line.

Make this connection as compact as possible.

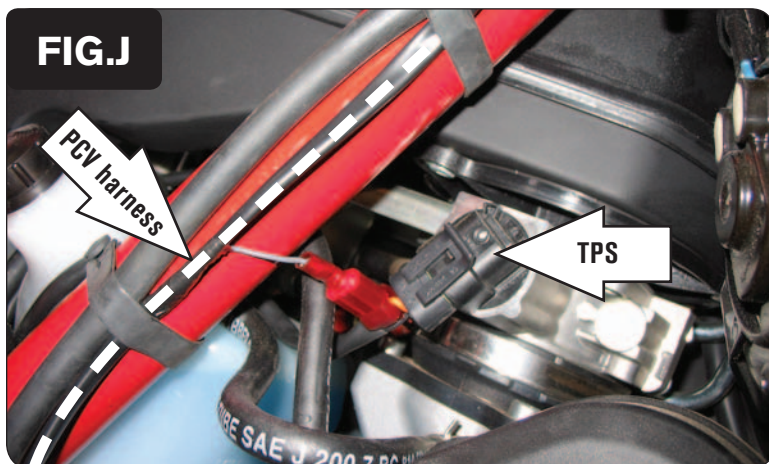


- 12 Unplug the stock wiring harness from the front injector (Fig G).

This connection is very difficult to access. It is best to get to thru the front of the bike directly above the radiator. Figure G was taken from the front of the bike inside the right hand fairing and above the radiator.



- 13 Plug the ORANGE colored wires from the PCV in-line of the front injector and stock wiring harness (Fig. H).
- 14 Remove the right hand fairing.



- 15 Route the PCV harness along the right hand side frame down tube. Use the existing wraps to hold the PCV harness in place (Fig. J).
- 16 Locate the Throttle Position Sensor on the right hand side of the throttle bodies.
- 17 Using the supplied posi-tap attach the GREY wire from the PCV to the ORANGE wire of the stock wiring harness (position C)

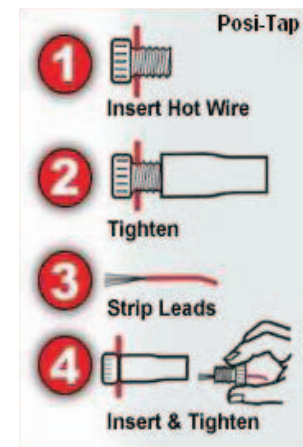
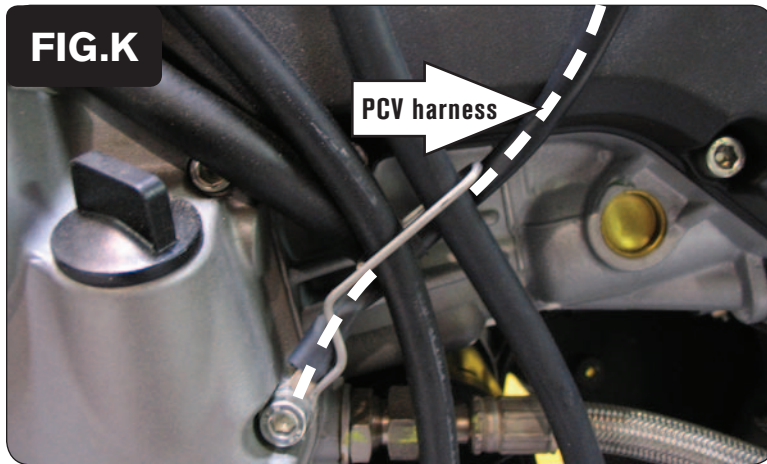


FIG.K



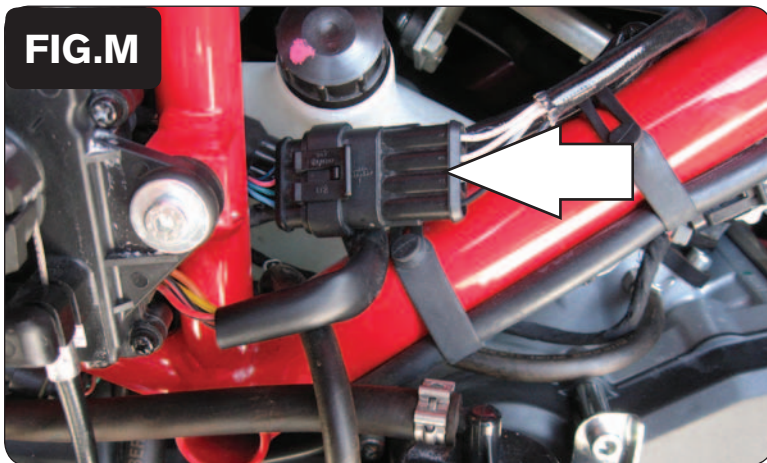
- 18 Attach the ground wire from the PCV to the right hand engine cover bolt shown in Figure K.
- 19 Reinstall the right hand fairing

FIG.L



- 20 Install the PCV in the tail section using the supplied velcro. Make sure to clean both surfaces with the alcohol swab before attaching.

FIG.M



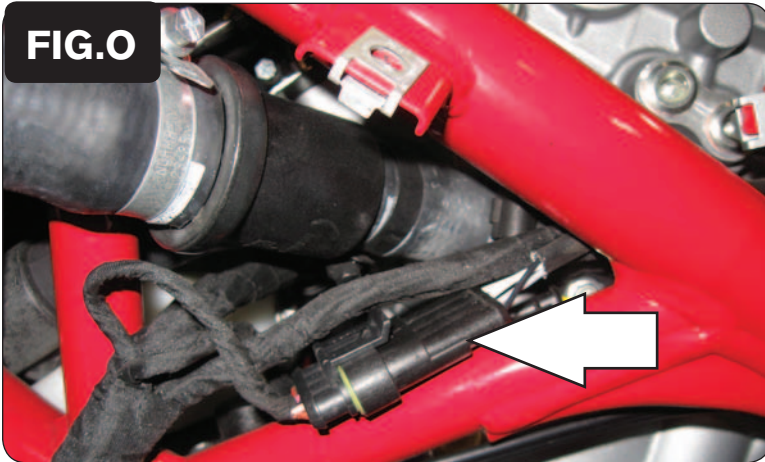
- 21 Locate the O2 sensor connection for the front cylinder (Fig. M). This is a BLACK 4 pin connector on the right side of the bike. You can follow the wires from the O2 sensor in the exhaust to this connection.

FIG.N



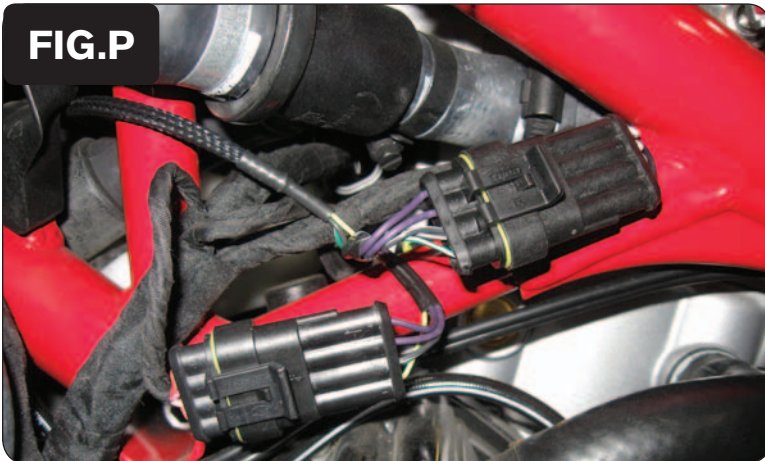
- 22 Unplug the stock O2 sensor from the wiring harness and connect the wires from the Dynojet O2 Optimizer labeled FRONT in-line of the stock sensor and wiring harness.
- 23 Route the harness for the O2 Optimizer underneath the air box and go over to the left side of the motorcycle.

FIG.O

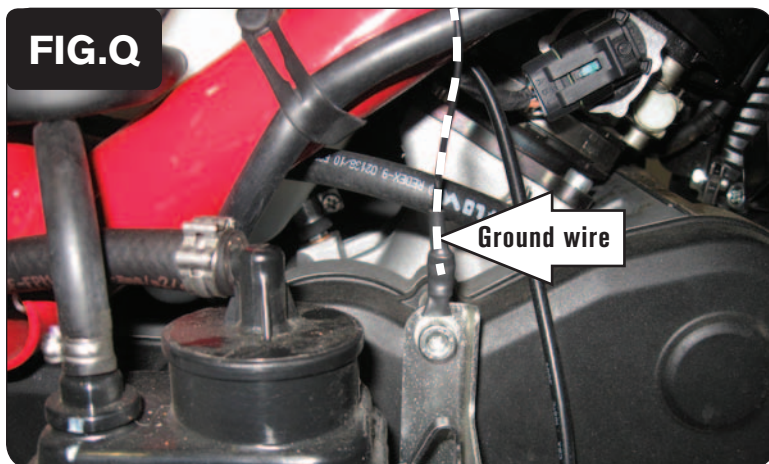


- 24 Locate the O2 sensor connection for the rear cylinder (Fig. O). This is a BLACK 4 pin connector on the left side of the bike. You can follow the wires from the O2 sensor in the exhaust to this connection.

FIG.P



- 25 Unplug the stock O2 sensor from the wiring harness and connect the wires from the Dynojet O2 Optimizer labeled REAR in-line of the stock sensor and wiring harness (Fig. P).



- 26 Attach the ground wire of the Dynojet O2 Optimizer to the bracket bolt shown in Figure Q. This bolt is on the right side of the engine.

If you have removed this bracket any engine cover bolt will suffice.



- 27 Install the Dynojet O2 Optimizer to the right side of the air box using the supplied velcro (Fig. R).

- 28 Reinstall the fuel tank. When lowering the fuel tank make sure it does not interfere with the connection of the rear injector.

Speed input - GRY/WHT wire of 3 pin connector (GRY/WHT-BLU/OR-GRN)

Temperature input - WHT/BLU wire - behind battery on frt cylinder

12v source for Auto tune - YELLOW wire of tail light connector - 5 pin connector

	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

Notes:

- The O2 Optimizer will control the closed loop area of the motorcycle. The closed loop area is 0-19% throttle and 0-5250rpm. The module is designed to achieve an AFR target of around 13.6:1. If you desire a different AFR call tech support at 800-992-4993
- Do NOT alter the values in the GREY area of your map shown. If you are using an Auto tune module do NOT input target AFR values in this same area.