

# [POWER COMMANDER V]

## 2013 MV Agusta F3

### 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
- 1 Posi-tap
- 1 Secondary Fuel Module

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

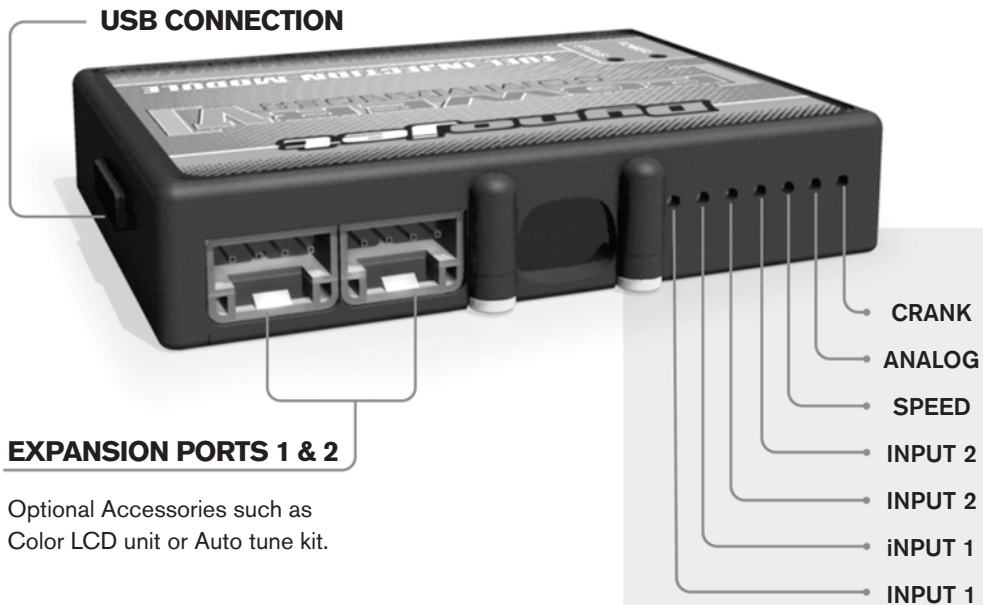
YOU CAN ALSO DOWNLOAD THE POWER COMMANDER SOFTWARE AND LATEST MAPS FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

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# 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 -

Use 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.

### Shifter-

These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into either input 1 or 2. 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.

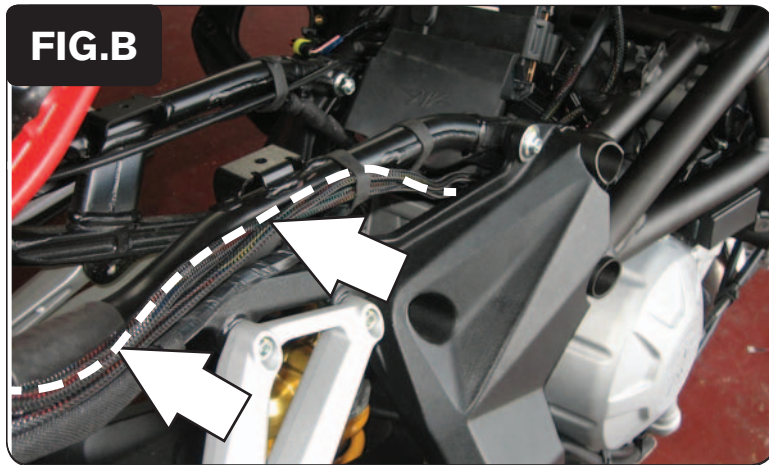
### Crank-

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.



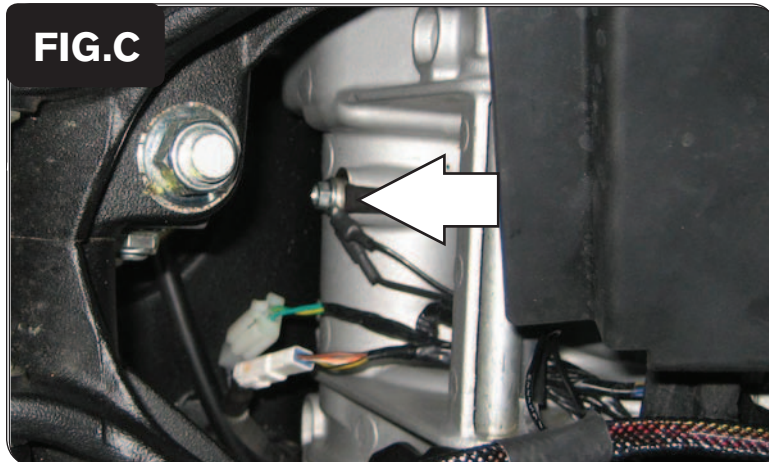
**FIG.A**

- 1 Remove the following from the motorcycle:
  - Tail section ▪ Both side fairings.
  - Fuel tank ▪ Air box
  - Battery ▪ Battery support bracket ▪ ECU
- 2 Place the PCV and SFM in the tail section (Fig. A).



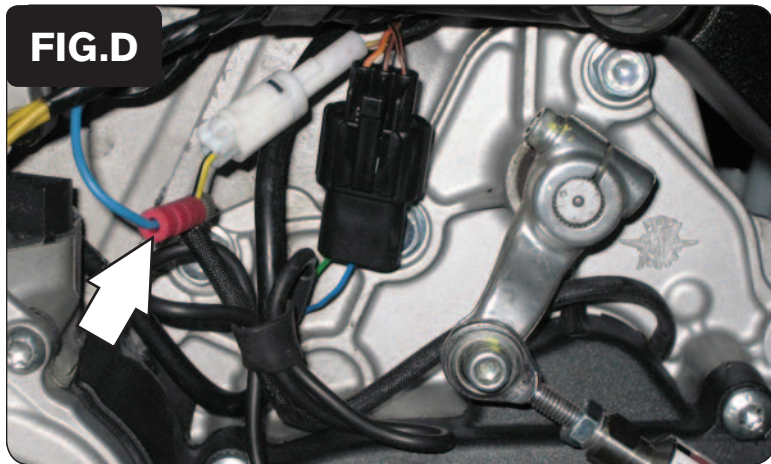
**FIG.B**

- 3 Route the harnesses along the right external side of the rear sub frame and secure them using the stock rubber ties (Fig. B).



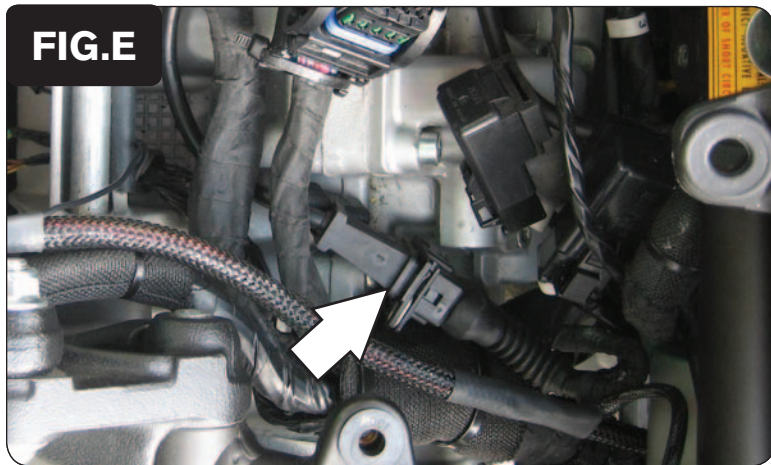
**FIG.C**

- 4 Locate the bolt that holds the stock ground wire on the back of the engine.
- 5 Connect the PCV and SFM ground wires to this location (Fig. C)



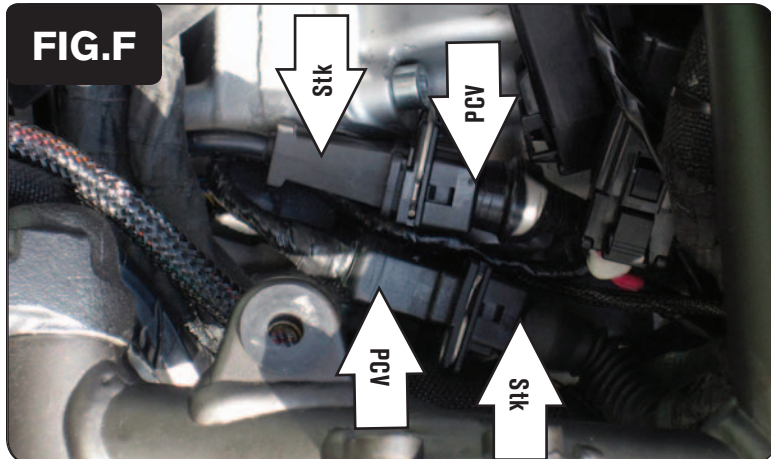
- 6 Route the BLUE/WHITE wire from the PCV harness to the left side of the bike.
- 7 Locate the single pin white connector above the front sprocket cover (Fig. D).
- 8 Using the supplied T-Tap connect the BLUE/WHITE wire from PCV to the YELLOW BLACK wire (Fig. D)

*This connection allows the PCV to see Gear Position.*

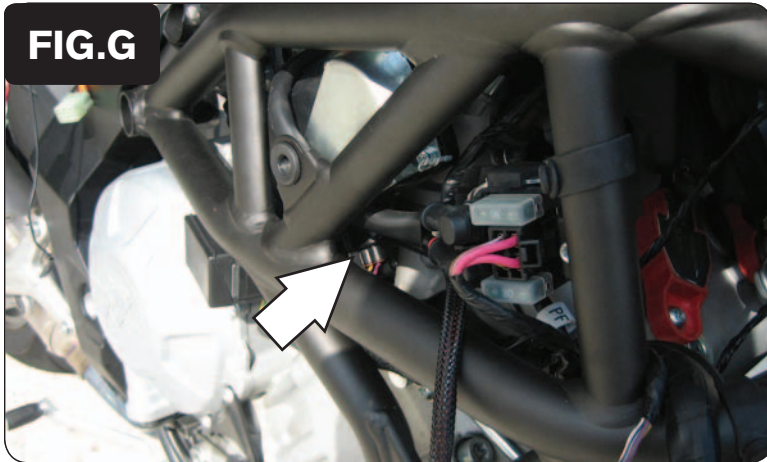


- 9 Locate the Crank Position sensor connector (Fig. E).

*This is a BLACK 3 pin connector located under the fuel tank.*

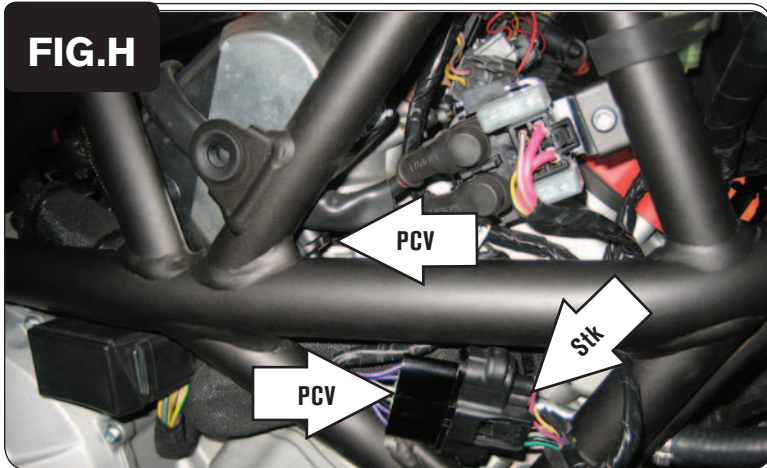


- 10 Plug the PCV connectors in-line of the stock Crank Position sensor and stock wiring harness (Fig. F).

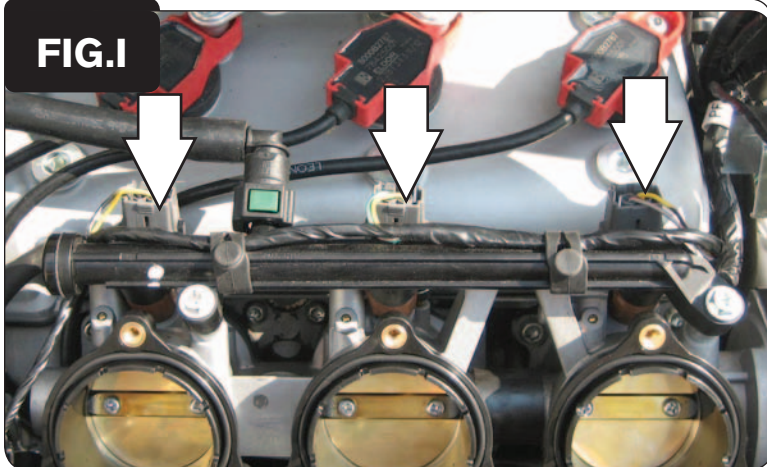


- 11 Route the PCV harness between the right side of the frame and the throttle body, up to the TPS connector.
- 12 Unplug the stock TPS sensor (Fig. G).

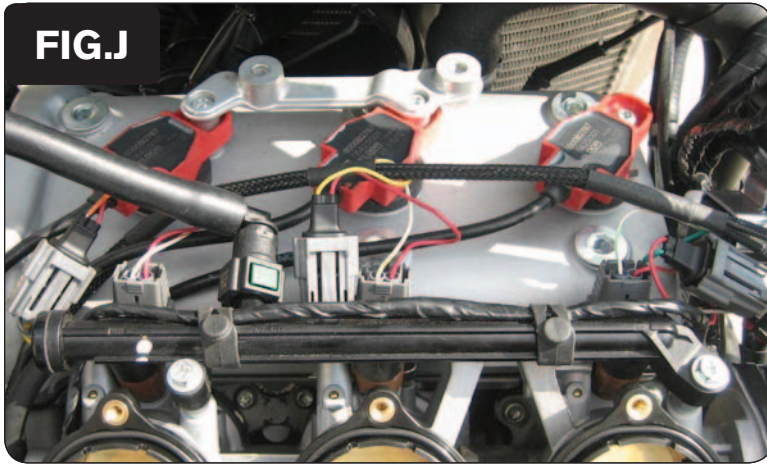
*This connector is located on the right hand side of the throttle bodies.*



- 13 Plug the connectors from the PCV inline of the stock TPS and wiring harness (Fig. H).



- 14 Unplug the stock wiring harness from each of the lower injectors (Fig. I).



- 15 Plug the PCV harness in-line of the lower injectors (Fig. J).  
Orange - Cyl. #1 (Left)  
Yellow - Cyl. #2 (center)  
Green - Cyl. #3 (Right)
- 16 Reinstall the airbox.



- 17 Route the SFM harness along the PCV harness up to the UPPER injector sub connector. The upper injector sub connector is a CLEAR 4 pin connector and it is secured to the frame near the right air duct (Fig. K).
- 18 Plug the connectors from the **SFM** inline of the stock UPPER injectors and wiring harness (Fig. L)
- 19 Using the supplied velcro secure the PCV and SFM to the tail section.



- 20 Install the CAN cable from 1 port of the PCV to another port of the SFM. Install the CAN termination plug into any open remaining port. The CAN termination plug is BLACK PLASTIC.
- 21 Reinstall the battery, fuel tank and bodywork.

*There are two wires coming out of the SFM harness (near the enclosure) that will not be used unless you are also using the Ignition Module. Refer to the instructions of the Ignition Module for directions.*