

POWER COMMANDER 6

Installation Guide for: PC6-14024

Model Coverage: 2013-2014 Ducati Multistrada 1200

DUKATI

PARTS LIST

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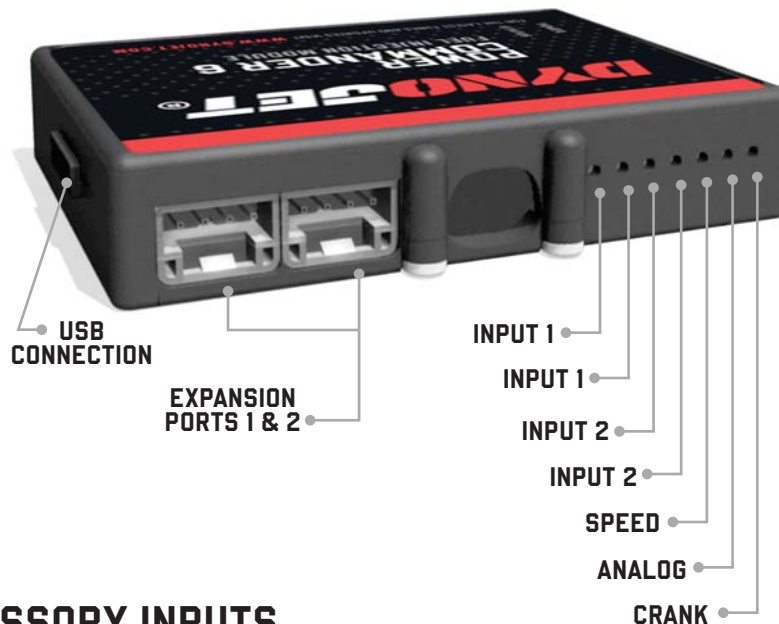
- | | |
|----------------------|--------------------------|
| 1 POWER COMMANDER 6 | 2 POWER COMMANDER DECALS |
| 1 INSTALLATION GUIDE | 2 VELCRO STRIPS |
| 1 USB CABLE | 1 ALCOHOL SWAB |
| 2 DYNOJET DECALS | 1 POSI-TAP |

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION.
THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION.**

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IPC6-14024.01

INPUT ACCESSORY GUIDE



OPTIONAL ACCESSORY INPUTS

- Map** (Input 1 or 2) The PC6 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.
- Shifter** (Input 1 or 2) Used for clutch-less full throttle upshifts. Insert the wires from the Dynojet quick shifter into either Input 1 or Input 2. The polarity of the wires is not important. Set to 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 quick shifter.
- 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 Power Core software.
- Launch** You can connect a wire to either Input 1 or Input 2 and then the other end to a switch. This switch when engaged (continuity) will only allow the RPM to be raised to a certain limit (set in the software). When released, you will have full RPM.

WIRE CONNECTIONS

To input wires into the PC6 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 PC6 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.

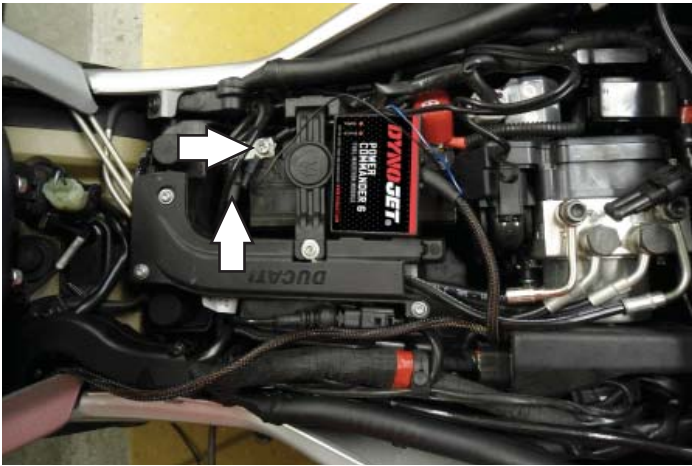


INSTALLING THE POWER COMMANDER 6



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.

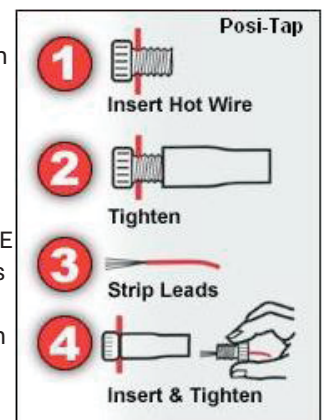
- 1 Remove the main seat and passenger seat.
- 2 Remove the side fairing from both sides of the motorcycle.



- 3 Lay the PC6 in the battery area and lay the harness going towards the front of the motorcycle.
- 4 Attach the PC6 ground wire with the small ring lug to the negative (-) terminal of the bike's battery.



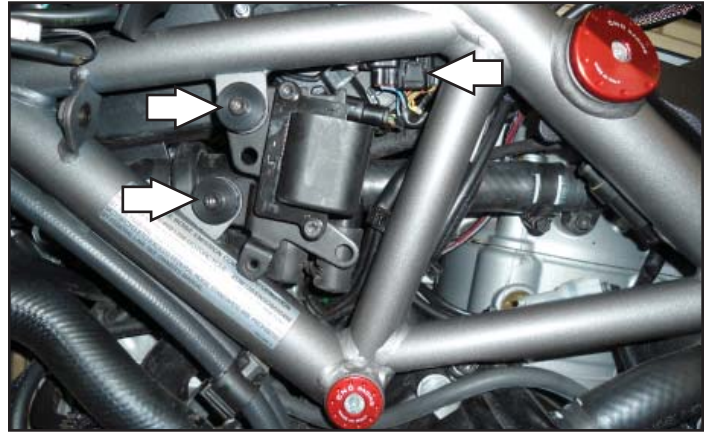
- 5 Locate and unplug the WHITE 3-pin Gear Position Sensor connector in front of the battery.
- 6 Using the supplied posi-tap, attach the single unterminated BLUE/WHITE wire from the PC6 harness to the middle WHITE wire on the stock Gear Position Sensor connector.
- 7 Reattach the stock Gear Position Sensor connector.



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.

This connection is located behind the TPS connection that was unplugged in Step 9.

11 Plug the pair of PC6 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.

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.

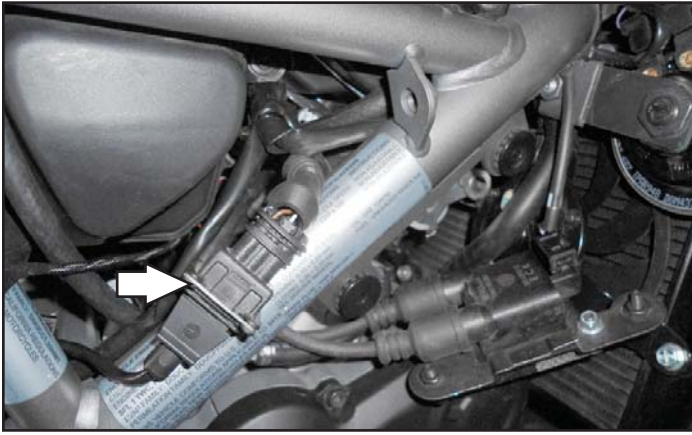
13 Plug the pair of PC6 leads with **ORANGE** colored wires in-line of the front fuel injector and the stock wiring harness.



14 Plug the pair of 6-pin PC6 connectors in-line of the TPS and the stock wiring harness.

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.



- 17 Plug the pair of matching PC6 connectors in-line of the stock Crank Position Sensor connectors.

- 18 Using the supplied Velcro, secure the PC6 to the top of the battery.
Make sure to use the supplied alcohol swab to clean both surfaces before attaching the Velcro.

- 19 Reinstall all of the bodywork and the seats.



Download the latest map files from our web site at dynojet.com/tunes.

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 PC6 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.



PUSH THE LIMIT

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