

POWER COMMANDER 6

Installation Guide for: PC6-14025

Model Coverage: 2013-2014 Ducati Hypermotard 821

DUKATI

PARTS LIST

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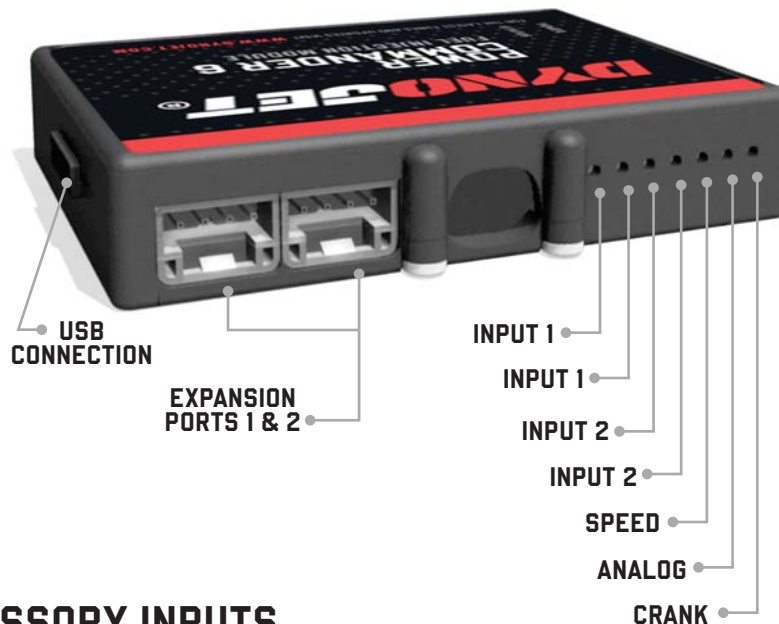
- | | |
|--------------------------|-----------------|
| 1 POWER COMMANDER 6 | 2 VELCRO STRIPS |
| 1 INSTALLATION GUIDE | 1 ALCOHOL SWAB |
| 1 USB CABLE | 4 ZIP TIES |
| 2 DYNOJET DECALS | 1 POSI-TAP |
| 2 POWER COMMANDER DECALS | |

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

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IPC6-14025.01

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



- 1 Remove the seat.
- 2 Remove the side panels on both sides of the fuel tank.



- 3 Unbolt and loosen the rear shock reservoir from the under-tail by removing the two bolts.

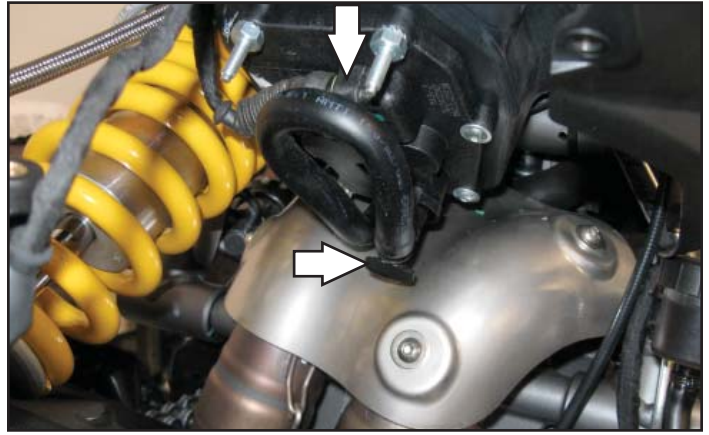
This step is not necessary on SP models.

WARNING - Do NOT attempt to disconnect this reservoir from the rear shock.



- 4 Remove the cover under the tail that covers the fuel pump at the bottom of the fuel tank.

- 5 Unplug the fuel line and the electrical connector from the bottom of the fuel pump.



- 6 Remove the bolt at the bottom of the tail section.
7 Remove the cross-member bracket above the rear of the fuel tank.
8 Remove the entire fuel tank.

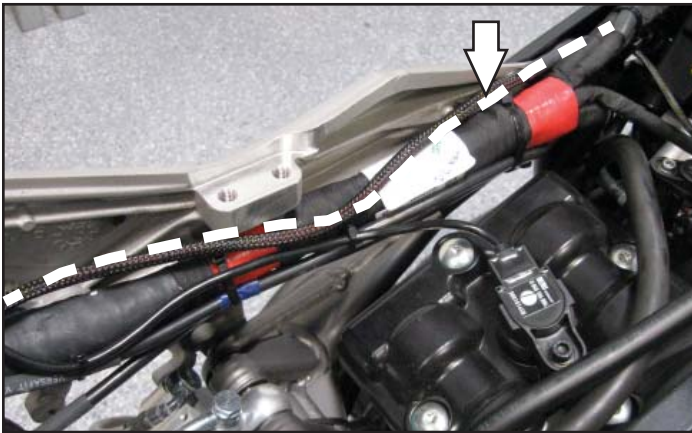
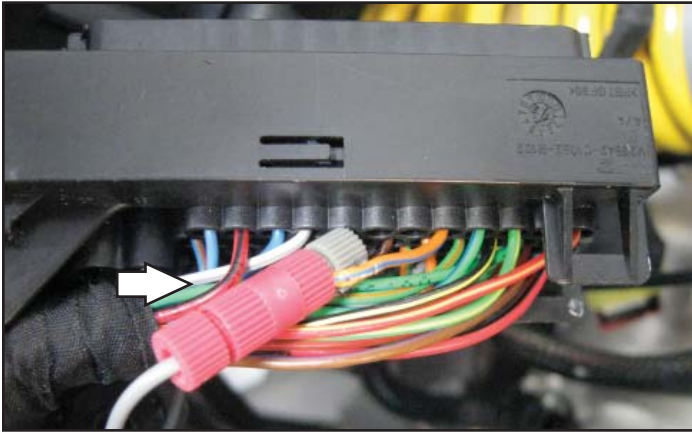


- 9 Lay the PC6 module on top of the ECU temporarily and secure the PC6 ground wire with the small ring lug to the negative (-) terminal of the bike's battery.



- 10 Carefully remove the back cover of the larger ECU connector to expose the wires behind it.





PC6-14025

- 11 Use the supplied posi-tap to attach the PC6 unterminated GREY wire to the stock TPS signal wire (ORANGE/BLUE) of the larger ECU connector.

This ORANGE/BLUE wire is in location #48 of the larger ECU connector.

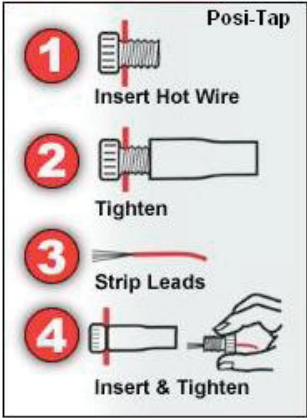
- 12 Reinstall the ECU connector back cover.

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

- 14 Route the PC6 harness forward towards the engine along the inside of the left frame rail. You can follow along directly on top of the stock wiring harness.

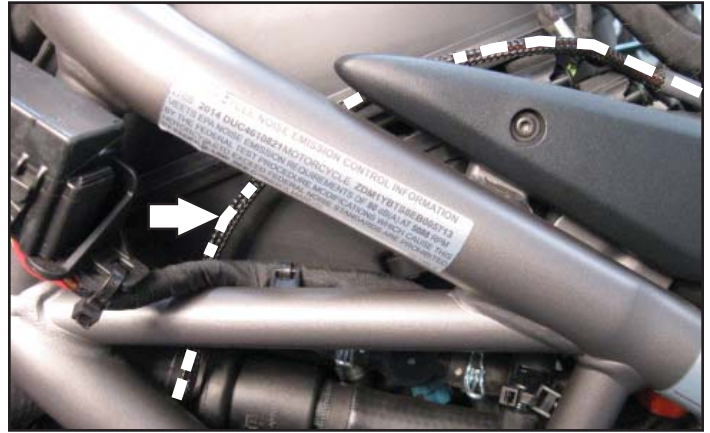
- 15 On the rear cylinder throttle body unplug the stock wiring harness from the Fuel Injector.

- 16 Plug the pair of PC6 leads with YELLOW colored wires in-line of the rear Fuel Injector and the stock wiring harness.



- 17 Continue routing the PC6 wiring harness up the left side of the air box, then downward, and across to the front-right side of the engine.

Keep the wiring harness routing inside the frame rails. Loosening the radiator mounting bolts will aid in this part of the wiring harness routing and in making the remaining connections.



- 18 On the front cylinder throttle body, unplug the stock wiring harness from the front Fuel Injector.

The electrical connector is not entirely visible in this picture. This picture was taken from the right side of the bike looking in above the front cylinder head just behind the radiator.



- 19 Plug the pair of PC6 leads with ORANGE colored wires in-line of the front Fuel Injector and the stock wiring harness.



- 20 Unplug the stock Crank Position Sensor connectors.

This is a pair of BLACK 3-pin connectors just right of the front cylinder throttle body.





- 21 Plug the pair of 3-pin connectors of the PC6 wiring harness in-line of the stock Crank Position Sensor connectors.



- 22 Use the supplied zip-ties to secure the PC6 wiring harness where you may see fit.
- Be sure to keep the wiring free and clear of any hot or moving parts. Along the left side of the fuel tank, be sure to stay as close the top of the stock wiring harness as possible.
- 23 Reinstall the fuel tank, cross-member bracket, body work, rear shock reservoir, and the seat.
- Keep the PC6 harness below the cross-member bracket.

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



PUSH THE LIMIT

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