

POWER COMMANDER 6

Installation Guide for: PC6-14030

Model Coverage: 2014-2015 Ducati Diavel

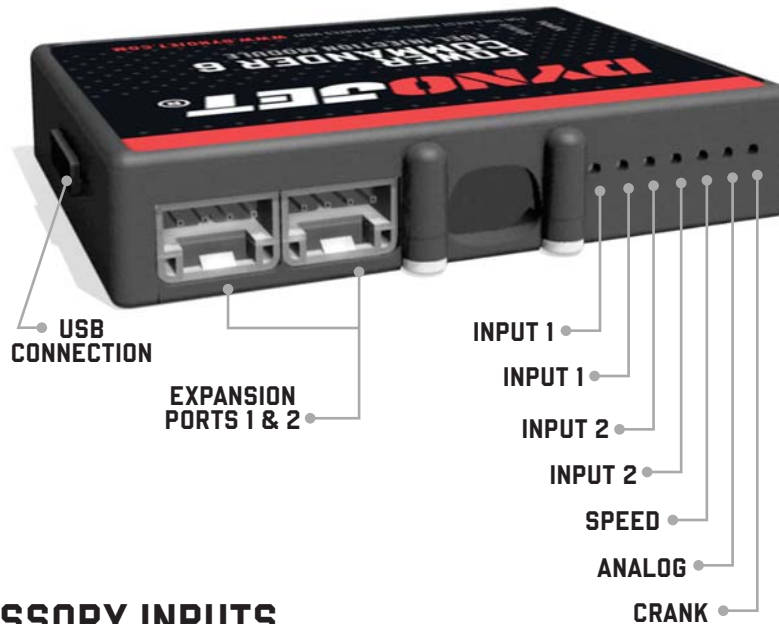
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**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION.
THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION.**



INPUT ACCESSORY GUIDE



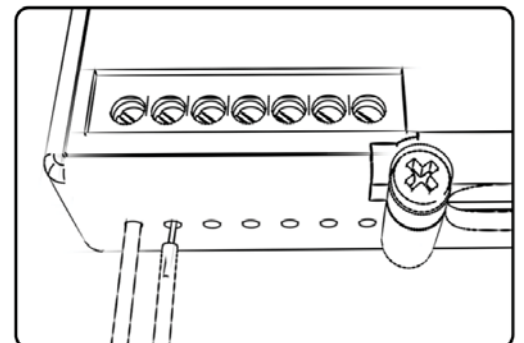
OPTIONAL ACCESSORY INPUTS

- 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.

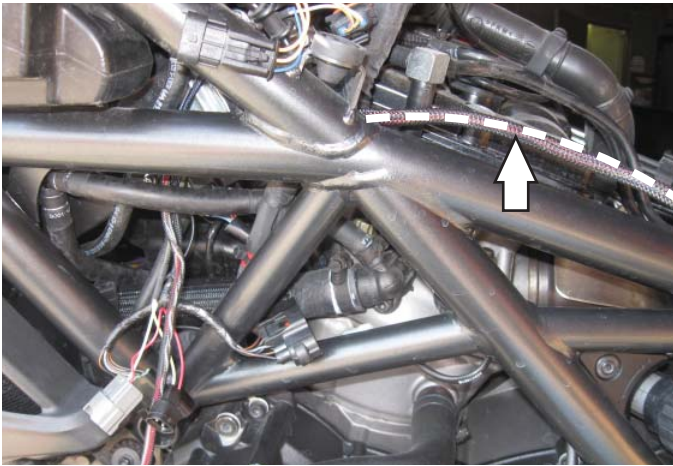


INSTALLING THE POWER COMMANDER 6



It is recommended that this installation be done by a trained well equipped mechanic as the injectors are very difficult to access without specific tools.

- 1 Remove the main seat.
- 2 Remove the fuel tank cover and side fairing from both sides of the motorcycle. You will need to remove both instrument clusters to remove the fuel tank cover.
- 3 Remove the fuel tank or prop it up to access the area around the air box.



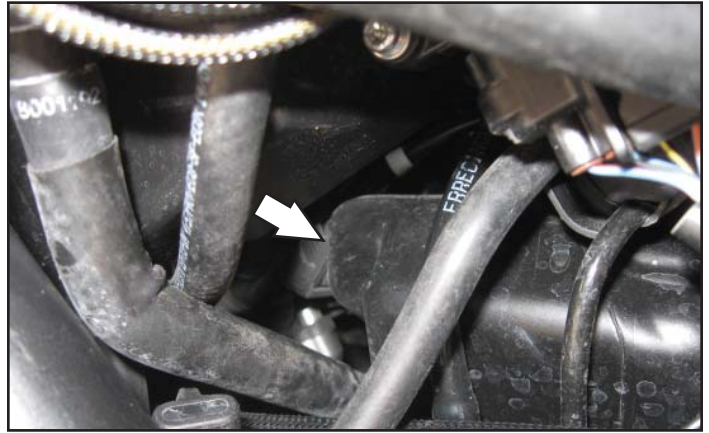
- 4 Lay the PC6 in the tool kit area under the seat and route the harness going along the left hand side of the frame. Route the harness on the inside of the frame and come out near the rear throttle body.



- 5 Route the 3-pin connectors (has tape on them) over to the right side of the engine going through the opening in front of the rear injector.
- 6 Unplug the stock wiring harness from the rear fuel injector.

Using a long pic tool you can lift UP on the release tab and pull the connector off the injector.
- 7 Plug the pair of PC6 leads with YELLOW colored wires in-line of the rear fuel injector and the stock wiring harness.

- 8 Unplug the stock wiring harness from the front fuel injector.
- 9 Plug the pair of PC6 leads with ORANGE colored wires in-line of the front fuel injector and the stock wiring harness.

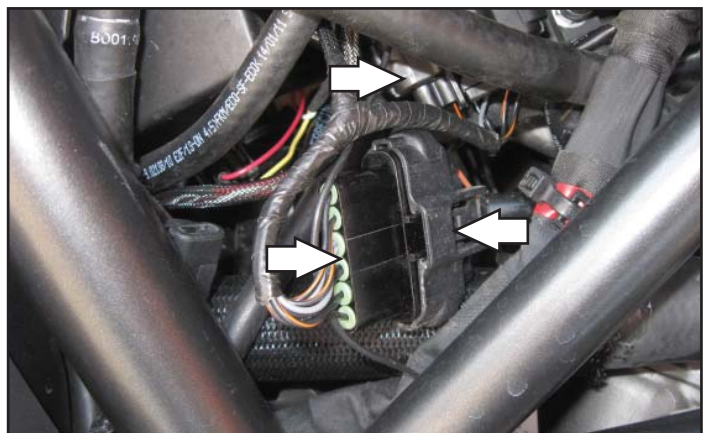


- 10 Unplug the Throttle Position Sensor (TPS) connector from the main wiring harness.

This connection is located on the left side of the rear throttle body.



- 11 Plug the PC6 in-line of the TPS and the stock wiring harness.



- 12 Attach the ground wire of the PC6 with the small ring lug to an engine case bolt on the left side.





- 13 Locate and unplug the stock Crank Position Sensor connectors.

This connection is located on the right side of the engine.



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

This is the pair of PC6 connectors that were routed to the right side of the bike during Step 5.

- 15 Using the supplied Velcro, secure the PC6 in the area under the seat.

Make sure to use the supplied alcohol swab to clean both surfaces before attaching the Velcro.

- 16 Reinstall the fuel tank, the seat, and all of the bodywork.

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



Tuning Notes:

This bike uses a fly-by-wire throttle control system. So conventional tuning can not be performed for all RPM and throttle ranges.

The throttle position input for the PCV 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 PC6 software we recommend on resetting only the closed position after the bike has completely warmed up. Use the arrow key (<) next to the MIN VOLTAGE setting to perform this step, and then click OK. Do not try to set the MAX VOLTAGE setting.

The stock fuel curve can NOT be adjusted in the stock closed loop engine range, when the stock o2 sensors are active (0-15% throttle and 0-5500 RPM).

To access gear dependent features of the PC6, the gear position must be input to the PC6 through the optional analog input on top of the module (see page 2). The bike's gear position sensor signal wire can be accessed on a WHITE 3-pin connector under the rear of the fuel tank. It would be the YELLOW/GREEN wire of this connector. The connector should also have a BLACK/BLUE wire and a BROWN/RED wire.



**PUSH
THE
LIMIT**

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