POWER COMMANDER V

2014 Arctic Cat Wildcat Trail

Installation Instructions

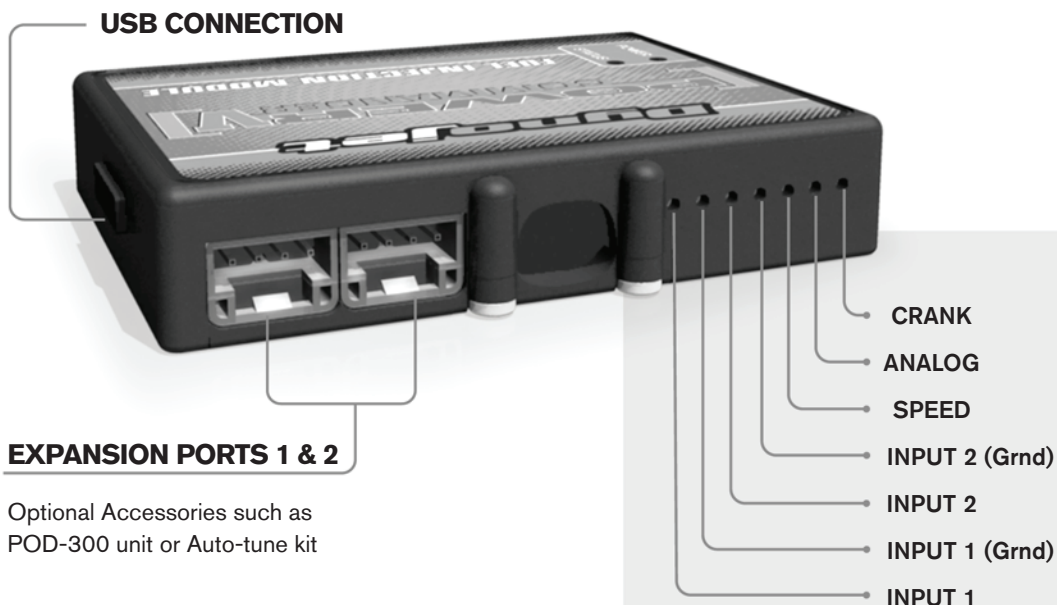**THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!**

THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT: **www.powercommander.com**

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

POWER COMMANDER V
INPUT ACCESSORY GUIDE

ACCESSORY INPUTS

USB CONNECTION

EXPANSION PORTS 1 & 2

Optional Accessories such as POD-300 unit or Auto-tune kit

CRANK
ANALOG
SPEED
INPUT 2 (Grnd)
INPUT 2
INPUT 1 (Grnd)
INPUT 1

Map - (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. (Set to Switch Input #1 by default.)

Shifter- (Input 1 or 2) 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. (Set to Switch 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 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.

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 is 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.

FIG.A

FIG.B

FIG.C

Ground

1   Remove the seats.

2   Remove the small rear side panels as shown in Figure A.
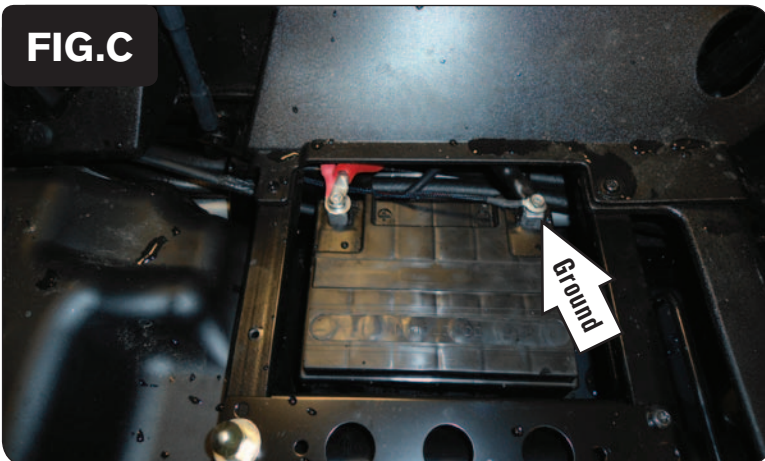
3   Remove the cargo box.

4   Remove the center cover between the seats.

5   Using the supplied Velcro, secure the PCV to the flat metal plate as shown in Figure B.

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

6   Remove the battery cover to expose the battery.

7   Route the ground lug from the PCV harness under the plastic covers to the battery.

8   Attach the ground wire from the PCV harness to the negative (-) terminal of the battery as shown in Figure C.

FIG.D

9 Route the main harness through the firewall and up along the left side of the cylinder head.

10 Locate and unplug the fuel injectors behind the cylinder head.

11 Plug the pair of PCV wiring harness connectors with ORANGE colored wires in-line of the LEFT fuel injector and the stock wiring harness.

12 Plug the pair of PCV wiring harness connectors with YELLOW colored wires in-line of the RIGHT fuel injector and the stock wiring harness (Fig. D).

FIG.E

TPS
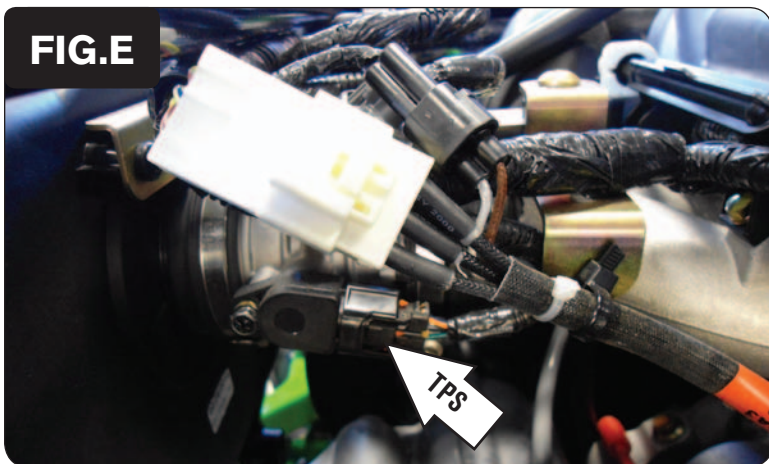
13 Route the PCV harness rearward to the throttle body and unplug the Throttle Position Sensor (Fig. E).

14 Plug the pair of 3-pin PCV connectors in-line of the TPS and the stock wiring harness.

FIG.F

O2 Optimizer

15 Locate the O2 sensor connector on the firewall near the cylinder head.

16 Unplug the factory O2 sensor.

17 Plug the supplied O2 Optimizer into the stock wiring harness connector (Fig. F).

The stock O2 sensor will no longer be used. It can be removed from the exhaust if desired and if you have a way to plug the hole in the exhaust.