[POWER COMMANDER V]

FUEL and IGNITION

2015-2016 Honda Pioneer 500

Installation Instructions

PARTS LIST

1	Power Commander
1	USB Cable
1	Installation Guide
2	Power Commander Decals
2	Dynojet Decals
2	Velcro strips
1	Alcohol Swab
1	Posi-tap
1	O2 Optimizer

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

Dynojet

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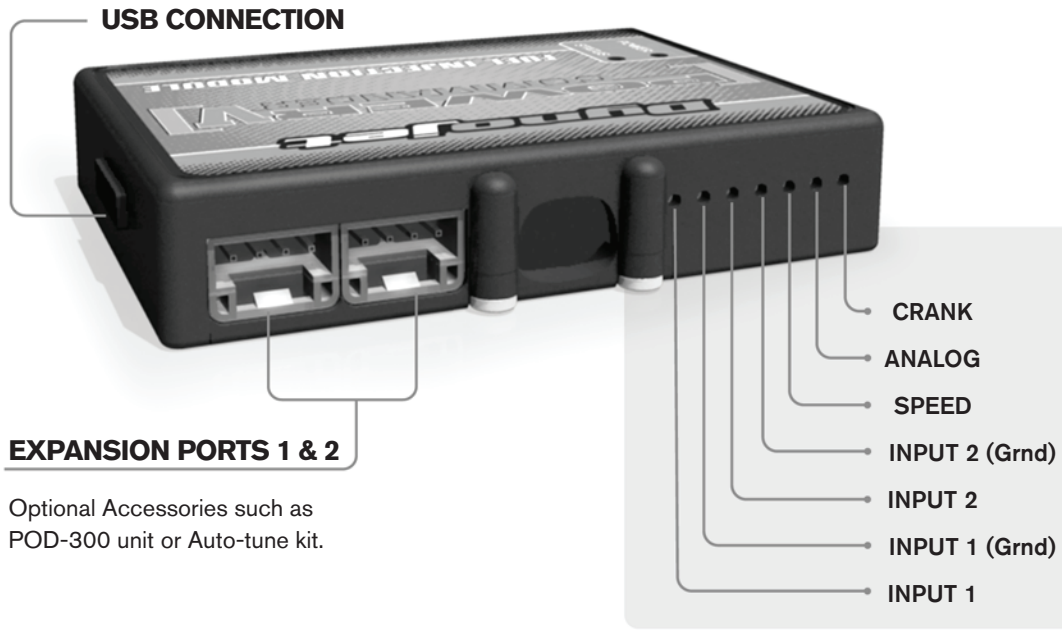
POWER COMMANDER V
INPUT ACCESSORY GUIDE

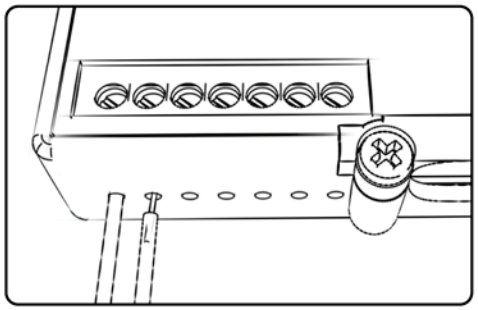


Optional Accessories such as POD-300 unit or Auto-tune kit.

PCV Wire Connections

1. Remove the rubber plug on the backside of the unit and loosen the screw for the corresponding input.
2. Using a 22-24 gauge wire, strip about 10mm from its end.
3. Push the wire into the hole of the PCV until it stops and then tighten the screw.
4. Make sure to reinstall the rubber plug.

   Note: If you tin the wires with solder it will make inserting them easier.



ACCESSORY INPUTS

Map- (Input 1 or 2) The PCV has the ability to hold two different base maps. You can switch on the fly between these two base maps when you connect 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) Not used for continuously variable transmissions. (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.

FIG.A

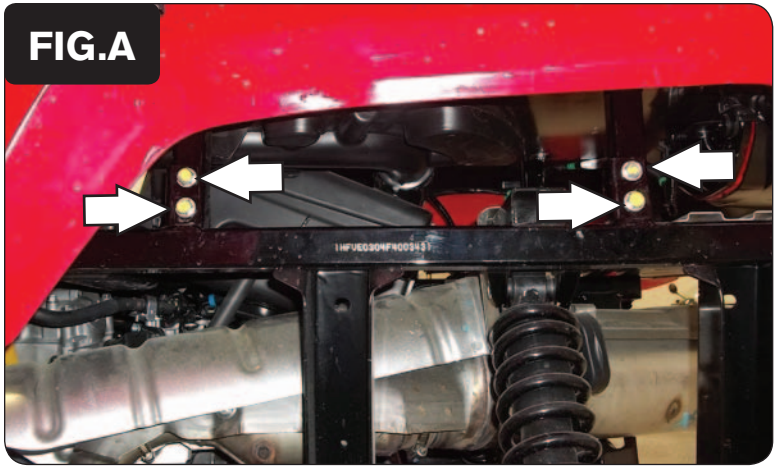


FIG.B

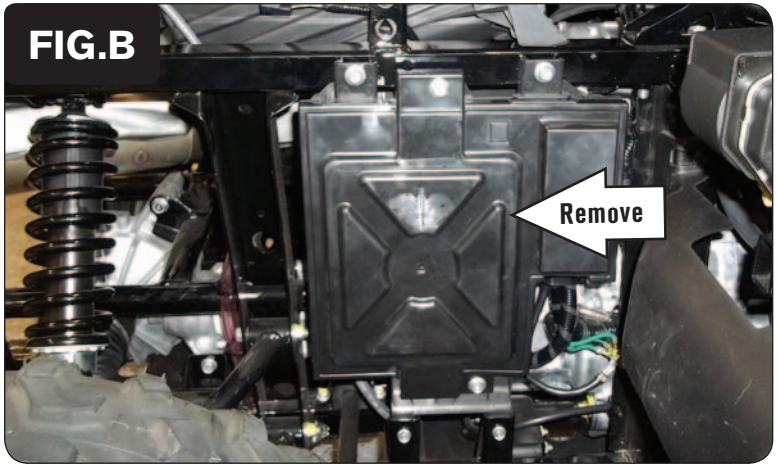


FIG.C

1 Remove the rear cargo rack and fender assembly by removing the 4 bolts on either side (Fig. A).

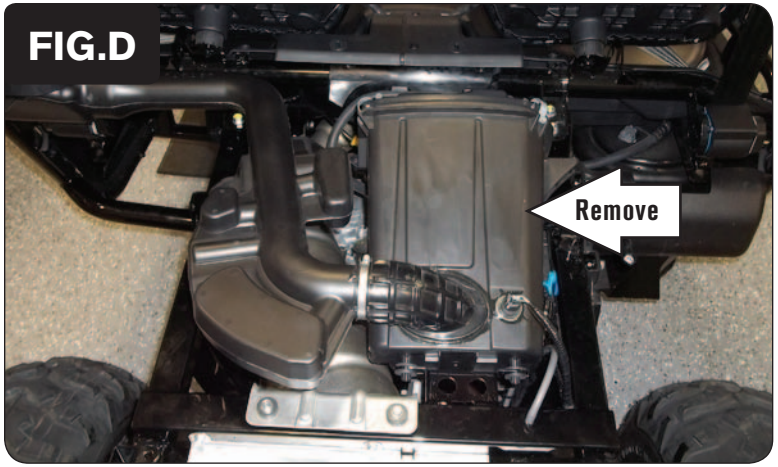
2 Remove the electrical box cover on the right side of the UTV (Fig. B).

3 Install the PCV in the electrical box using the supplied velcro (Fig. C).

Use the alcohol swab to clean the surface before attaching.

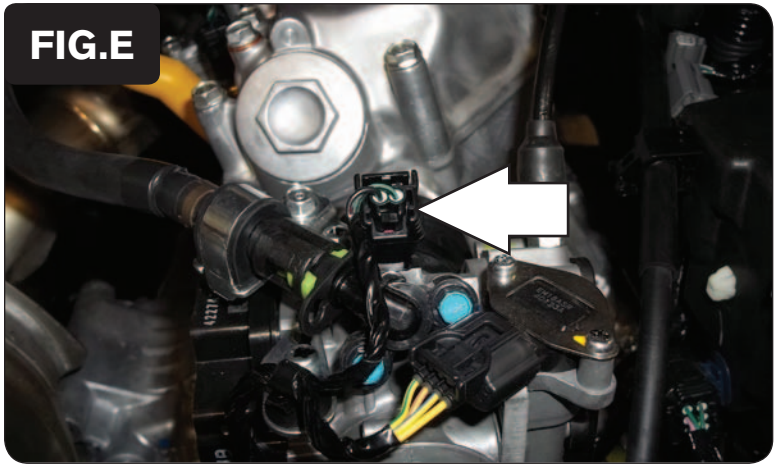
4 Route the PCV harness out the hole in the backside of the electrical box.

FIG.D



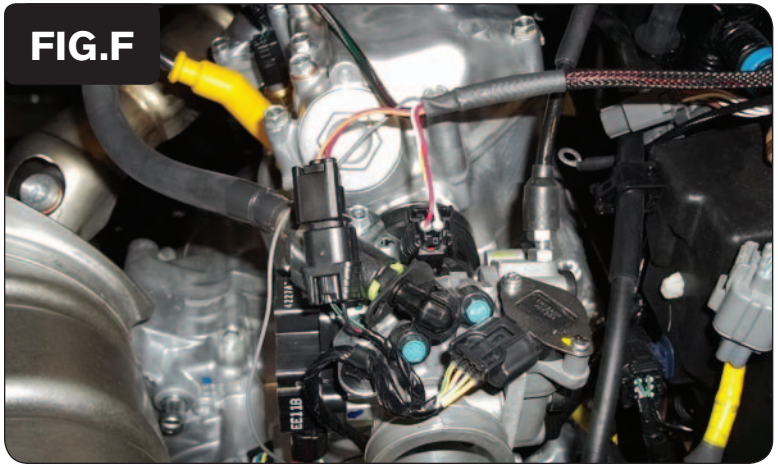
5 Remove the airbox (Fig. D).

FIG.E



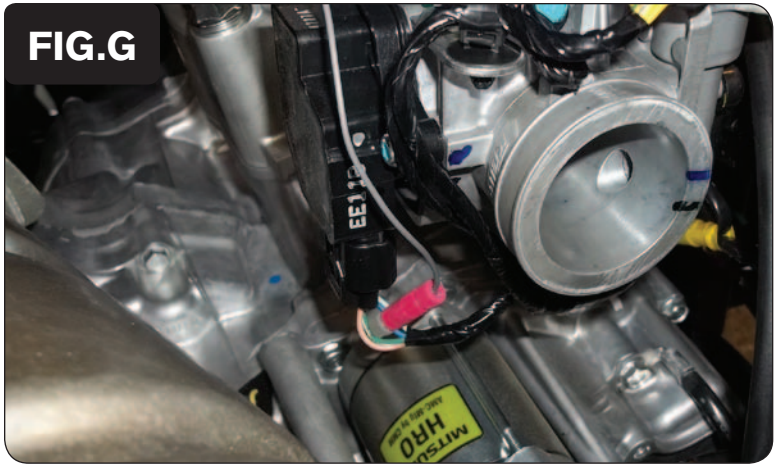
6 Unplug the wiring harness from the fuel injector (Fig. E).

FIG.F



7 Plug the PCV in-line of the stock fuel injector and wiring harness (Fig. F).

FIG.G



8 Use the supplied Posi-tap to attach the PCV GREY wire to the stock BLUE/BLACK wire on the TPS connector (Fig. G).

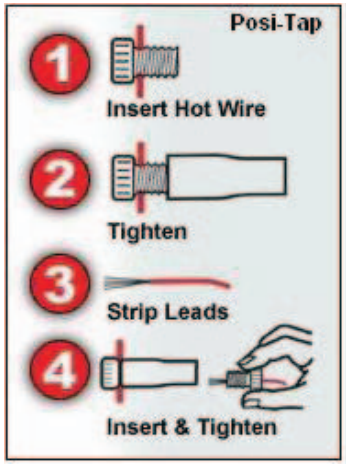
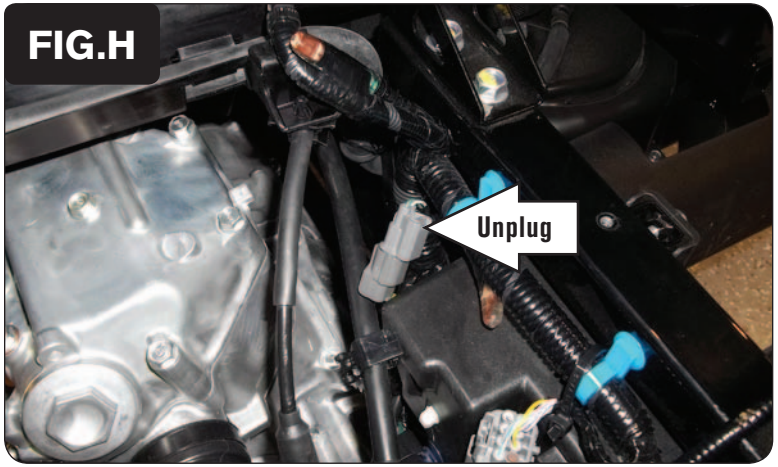


FIG.H



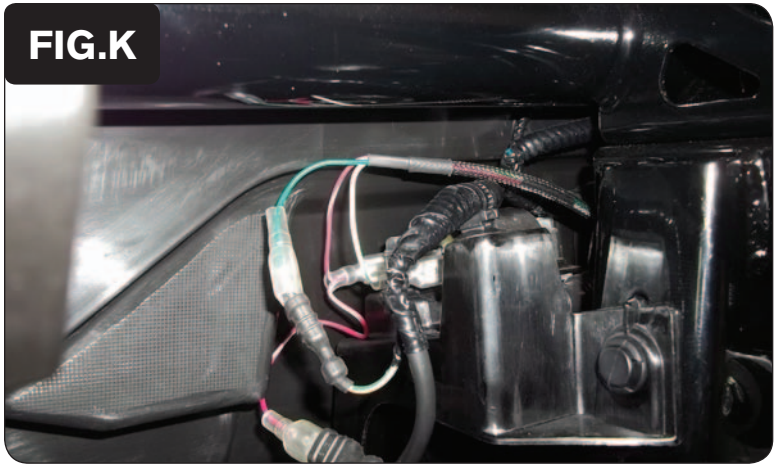
9 Unplug the stock Crank Position Sensor connector (Fig. H).

This is a GREY, 2-pin connector located on the right side of the UTV, near the backside of the electrical box.

FIG.J

10 Plug the PCV in-line of the CPS and stock wiring harness (Fig. J).

FIG.K

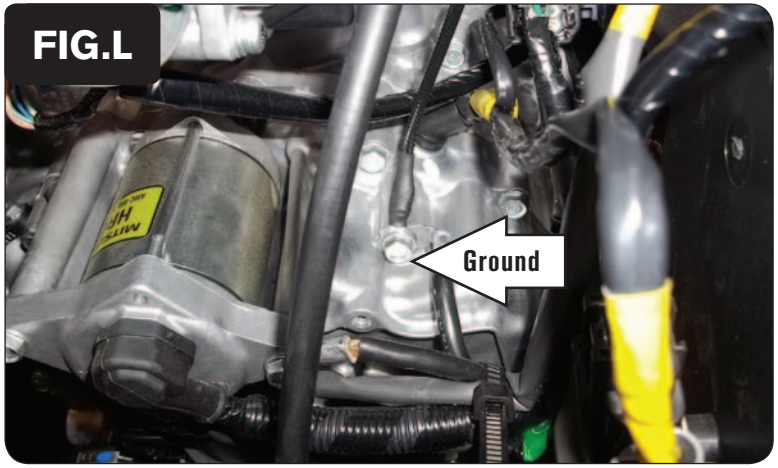


11 Plug the PCV in-line of the Ignition coil and wiring harness (Fig. K).

PCV RED/WHITE wires - stock BLACK wire

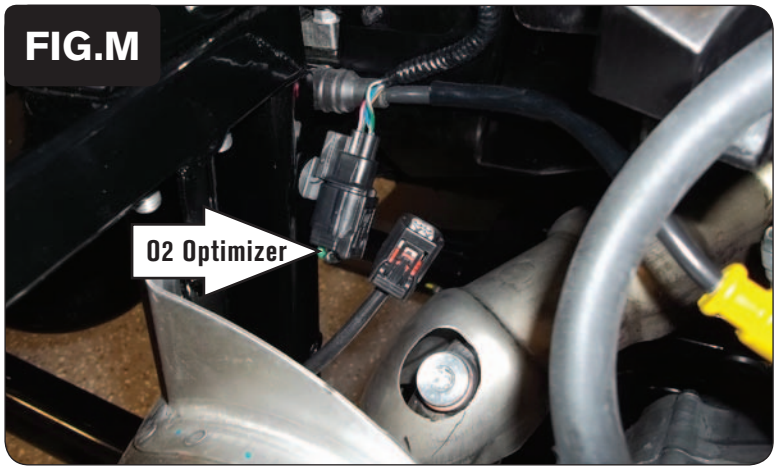
PCV GREEN wires - stock GREEN/YELLOW wire

FIG.L



12 Attach the ground wire of the PCV to the negative battery wire at the engine (Fig. L).

FIG.M



13 Unplug the O2 sensor from the wiring harness.

14 Plug the O2 Optimizer into the stock wiring harness (Fig. M).

The stock O2 sensor will no longer be connected to anything and can be removed if desired.

15 Reinstall the cargo rack and electrical box cover.