

[POWER COMMANDER V]

FUEL and IGNITION

2016 Honda Pioneer 1000

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!

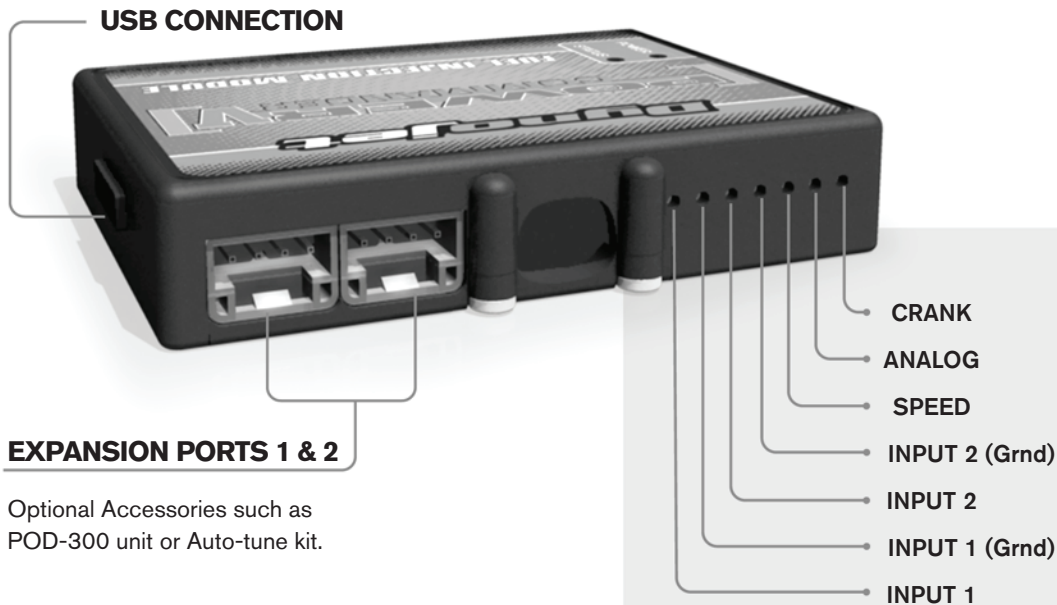
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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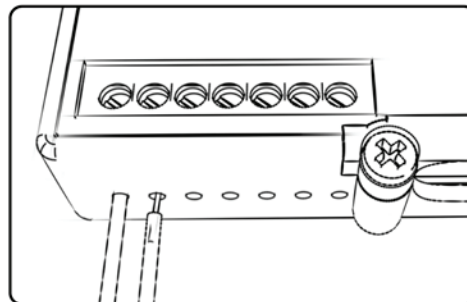
POWER COMMANDER V INPUT ACCESSORY GUIDE



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-

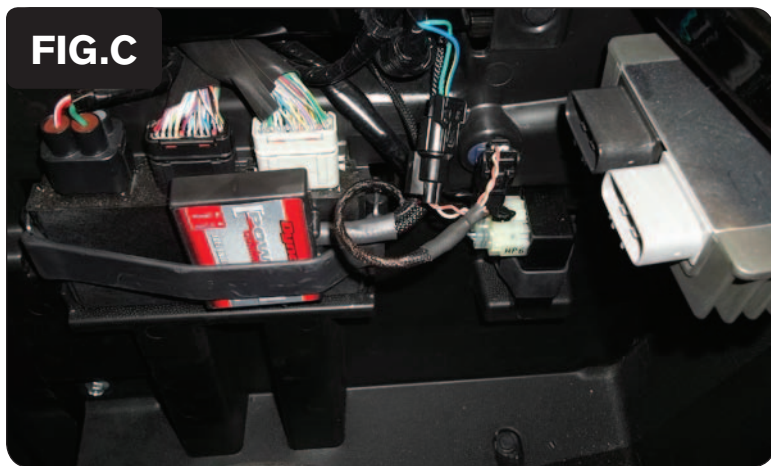
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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.



- 1 Remove the front bench seat. Raise the cargo bed.
- 2 Remove the plastic panel behind the cab (Fig. A).

- 3 Remove the entire airbox assembly (Fig. B).

Remove the 2 bolts at the sides. Loosen the hose clamps around the throttle bodies. Disconnect hoses and vent lines at the bottom. The entire assembly can be removed as one unit.

- 4 Secure the PCV module to the stock ECU (Fig. C).

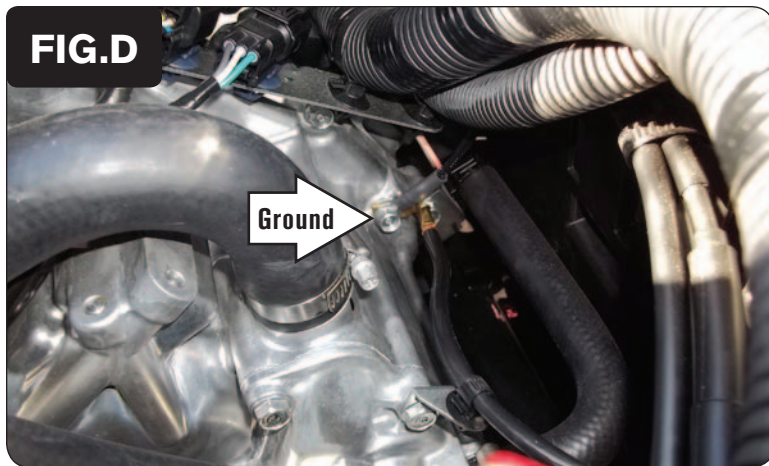
This is located directly beneath the driver's side of the seat.

You can secure the unit with the stock rubber strap and/or with the supplied Velcro. Clean surfaces with the supplied alcohol swab before attaching the Velcro.

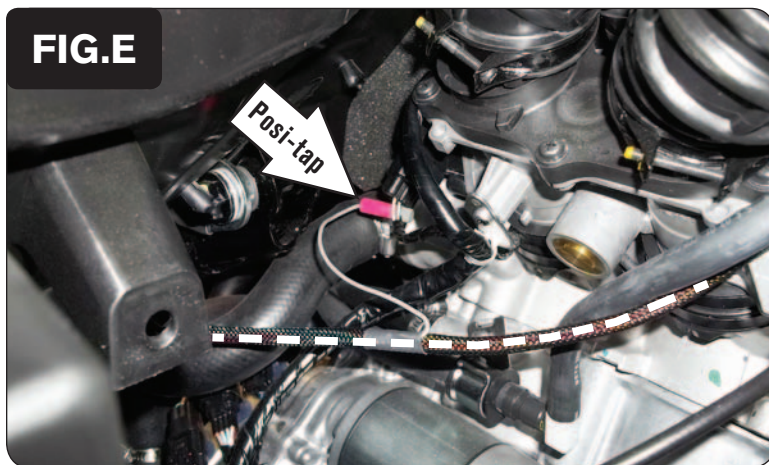
- 5 Locate and unplug the stock Crank Position Sensor connector pair.

This is a BLACK 2-pin connector pair, located next to the ECU.

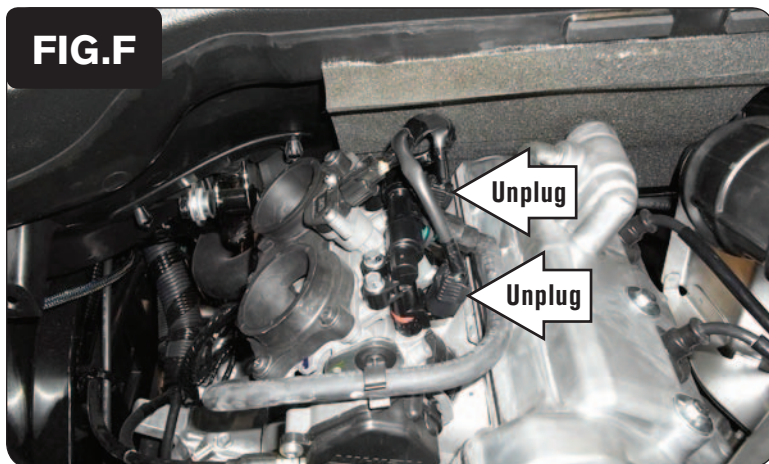
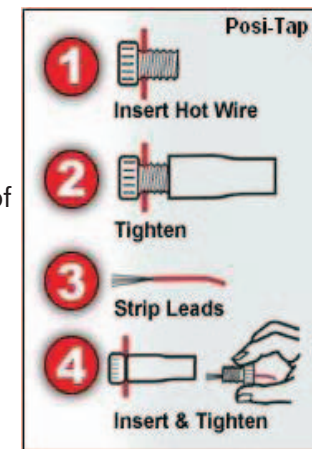
- 6 Plug the PCV wiring harness connectors with BROWN colored wires in-line of the stock CPS connectors.



- 7 Secure the PCV ground wire with the small ring terminal to the stock common ground on the engine case (Fig. D).
- 8 Route the PCV wiring harness towards the throttle bodies.



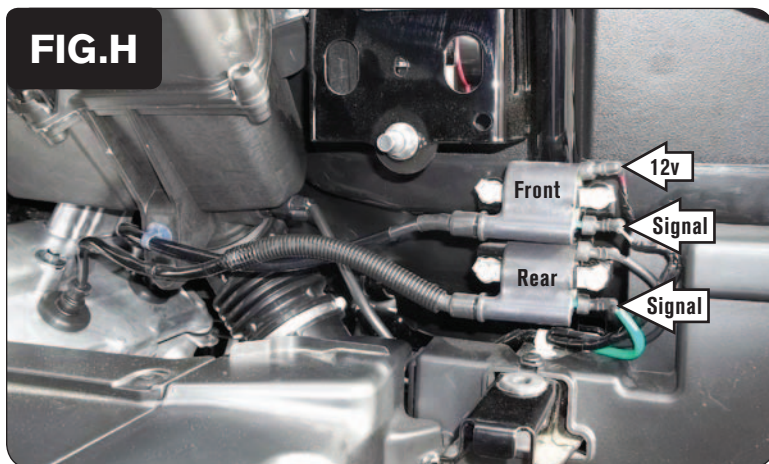
- 9 Unplug the Throttle Position Sensor on the forward side of the throttle bodies.
- 10 Use the supplied Posi-tap to attach the GREY wire of the PCV wiring harness to the stock BLUE/BLACK wire of the stock TPS connector.
- 11 Plug the TPS back in after attaching the GREY wire (Fig. E).



- 12 Unplug the stock wiring harness from both of the Fuel Injectors (Fig. F).



- 13 Plug the pair of PCV connectors with ORANGE colored wires in-line of the FORWARD cylinder Fuel Injector and its stock connector.
- 14 Plug the pair of PCV connectors with YELLOW colored wires in-line of the REAR cylinder Fuel Injector and its stock connector (Fig. G).
- 15 Route the remaining PCV leads with spade connectors to the Ignition Coils.

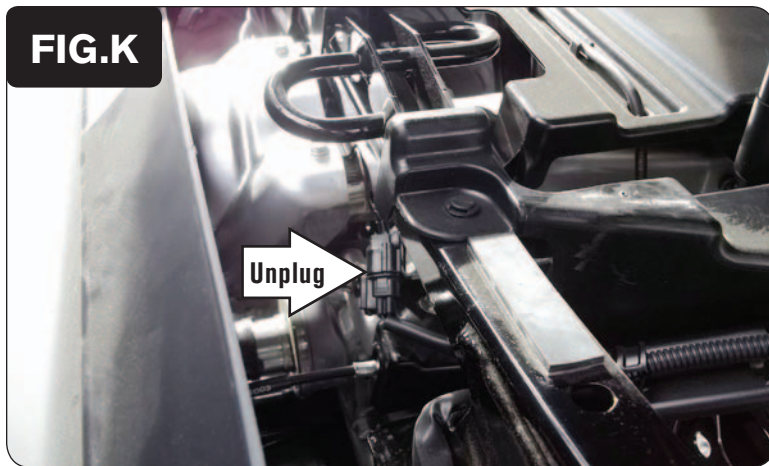


- 16 Unplug the stock 12v wire and the signal wire from the Front Cylinder Ignition Coil. Unplug only the signal wire from the Rear Cylinder Ignition Coil (Fig. H).
The 12v wires are on the upper BLACK tabs. The signal wires are on the lower GREEN tabs.

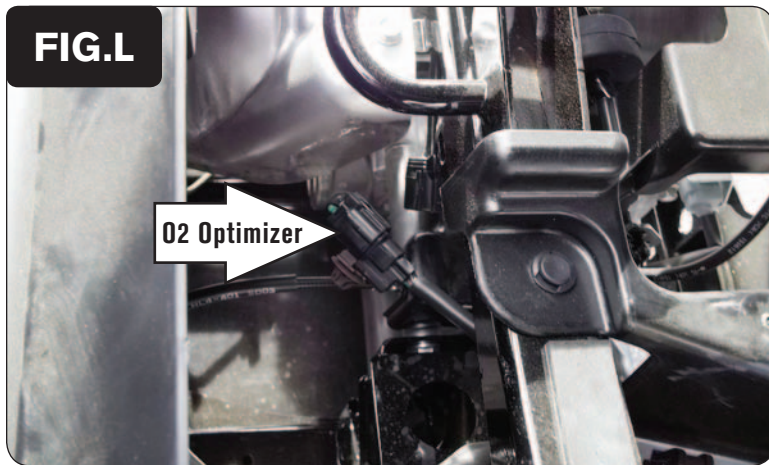


- 17 Plug the pair of RED/WHITE PCV wires in-line of the Front Cylinder Coil and stock 12v wire.
- 18 Plug the GREEN and WHITE/GREEN PCV wires in-line of the Front Cylinder Coil and the stock Signal wire.
- 19 Plug the BLUE and WHITE/BLUE PCV wires in-line of the Rear Cylinder Coil and the stock Signal wire (Fig. J).

Slide the clear rubber insulators over all of these spade connections to prevent short circuits.



- 20 Locate the stock O2 sensor in the vehicle's exhaust. Trace the cable from it to a BLACK 4-pin connector pair. Unplug the stock O2 sensor from the stock wiring harness (Fig. K).



- 21 Plug the supplied O2 Optimizer into the stock wiring harness in-place of the stock O2 sensor (Fig. L).

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.

- 22 Reinstall the airbox, the panels, and the seat. Lower the cargo bed.